

TAC Updates its Current MUTCDC Edition



Updates to TAC's *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) are currently being prepared.

The updates reflect the results of recently-completed funded and volunteer Traffic Operations and Management Standing Committee projects aimed at developing and improving traffic control devices.

Recommended updates will include, among others, use of pedestrian-accessible and countdown signals, roadside sign placement, reversible lane systems, transit signal display and use of LED-embedded traffic signs.

A number of new traffic control devices will be included in the MUTCDC, most notably those used for bicycle and pedestrian traffic control.

A new division, added to section A, will include recently-approved roundabout signs and pavement markings. Section C will contain a new division on recommended colour surface treatment including principles of implementation for transit lanes.



A number of editorial changes have been made throughout the document, under the auspices of the Editing and Publication Subcommittee.

The new signs will also be included in TAC's *Sign Pattern Manual*, for which updates are being prepared.



MUTCDC updates are expected to be available early in 2013.

TAC 2014 Centennial: The Road Ahead

Preparations for TAC's 2014 centennial celebrations are in full swing.

The chief way that TAC will mark its 100th anniversary will be to coordinate a special, national campaign celebrating the past, present and future of transportation as a whole in Canada, titled *Transportation 2014*. Transportation stakeholders, including TAC councils and committees, are invited to participate in the campaign by celebrating transportation throughout 2014 by organizing their own events and celebrations.

Transportation
2014
PAST-PRESENT-FUTURE

To support stakeholders' participation in *Transportation 2014*, TAC will make a variety of promotional tools and materials widely available. Delegates at the upcoming TAC Conference and Exhibition in Fredericton will be the first to see samples of the 'toolkit' materials in person.

The toolkit will be posted online on a new *Transportation 2014* website, ensuring easy access, interactivity and welcoming all to participate in the celebrations. The website will start small, but will grow along with the celebrations and activity level as 2014 approaches.

Finally, the formal sponsorship campaign for *Transportation 2014* will launch this fall and offer great opportunities for visibility throughout the campaign components. If your organization is interested in becoming involved, and would like more information, contact Gérald Cadet at gcadet@tac-atc.ca or 613-736-1350, ext. 222.

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TAC Environmental Award Attributed to Transportation Investment Corporation

The 2012 TAC Environmental Achievement Award will be conferred upon **Transportation Investment Corporation, a Crown agency of British Columbia Transportation and Infrastructure** in recognition of the Wilson Farm Habitat Enhancement Project at Colony Farm Regional Park.

The award, which recognizes exemplary contributions to the protection and enhancement of the environment or a particularly original solution to an environmental problem, will be presented at the October TAC Conference & Exhibition in Fredericton.

Robin Taylor, Environmental Manager, Port Mann Highway 1 Project, Transportation Investment Corporation, attributes size and location, re-purposing and land protection to the success of this environmental undertaking. "The habitat enhancements are spread over 65 hectares of parkland located in the lower Fraser estuary," explains Robin. "The project minimized changes to the existing landscape by utilizing the existing largely stagnant drainage ditches and turning them into tidal channels."

The award-winning initiative enhanced the biodiversity of both existing aquatic habitat as well as terrestrial habitat. A balanced design, implementing channels and ponds, tide and overshot gates, riparian planting and upgrading the existing pump station, provided access for coho salmon populations.

Due to the nature of this particular project, a number of challenges were encountered during the planning and implementation phase. Hydro-seeding all areas of exposed soil in October had created very challenging soil conditions.

"The site had become very wet and impossible for implementation of a conventional method," explained Robin. "We opted for aerial hydro-seeding using a helicopter and Bambi bucket, ordinarily used for firefighting."

Strong Collaboration between Project Partners

Another key element of the project was the collaboration between partners, including Metro Vancouver, Kwikwetlem First Nations, the Transportation Investment Corporation, Hatch Ltd., Fisheries and Oceans

Canada's (DFO) Habitat Restoration Staff, as well as an innovative design team.

Additional minor construction work and upgrade to fish-friendly pumps in the adjacent pump station will be completed in 2012.



Photo: Using helicopter to spread the hydro-seed mixture and a 1,000 litre Bambi bucket

Three other nominations were evaluated by an Environmental Council panel: State of the Art Winter Maintenance Operations (**Corporation of the County of Essex**); Route 1 Gateway Project (**Dexter Development Partnership, New Brunswick Highway Corporation, New Brunswick Transportation and Infrastructure, New Brunswick Department of Culture, Wellness and Sport**); and Warm Mix Asphalt – A Greener Alternative to Hot Mix Asphalt (**Ministry of Transportation of Ontario**).

A session based on the award encompassing all nominees will be held at TAC's upcoming conference. 

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2323 St. Laurent Boulevard, Ottawa K1G 4J8
Tel. (613) 736-1350 ~ Fax (613) 736-1395*

www.tac-atc.ca

Editor: Lynne Parisien

*Contributors: Gérald Cadet, Glenn Cole, Josée Cyr,
David Ferguson, Martin Hotte, and Sandra Majkic*

Designer: Debi Woods

Send your story ideas and suggestions to news@tac-atc.ca

TAC is a national not-for-profit 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.

City of Kelowna Praised for Active Transportation Network

The winner of TAC's 2012 Sustainable Urban Transportation Award is **the City of Kelowna** in recognition of their Active Transportation Network.

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

In April 2011, Kelowna City Council approved an Active Transportation Network (ATN) and fully-funded financing strategy to build over 50 kilometers of off-street continuous arterials for walking, biking and other forms of active mobility. A key component of the 20-year Servicing Plan and Financing Strategy, the ATN supports the 2030 Official Community Plan.


Kelowna is one of the most car-dependent cities in Canada and the second highest per-capita carbon footprint attributed to on-road transportation in British Columbia. The ATN is an explicit action item that will work towards reducing community greenhouse gas emissions by 33% by 2020, as mandated under the BC Climate Action Charter.

The City has developed a priority matrix for intersection crossings including intersection layouts, traffic control devices, signage and marking plans to safely prioritize the movement of pedestrian and cyclists. "The approach is most relevant to a growing mid-sized city that intends to reduce automobile dependency but has to face significant geographical and land use constraints, funding deficiencies, public reluctance and technical challenges," notes Mahesh Tripathi, Engineering Traffic Technician for the City of Kelowna.

The ATN's technical matrices for cross sections, intersection crossing and way-finding are readily adaptable to other Canadian communities. Examples include context sensitive to surrounding land uses and context zones and encouraging design creativity by allowing a combination of different space types.

Designed to improve connectivity among all major employment, shopping, academic and health destinations, the ATN also enhances the overall resilience of the transportation system. "The result is more cost effective access to major destinations for all modes, user types, trip purposes and income levels," explains Mahesh.

Before recommending the winning proposal to TAC's Board of Directors, five other nominations were also evaluated by TAC's Sustainable Transportation Standing Committee panel: L'AMT prend le virage de l'électrification (**Agence métropolitaine de Transport**); Transformation to an Active Community (**City of Cornwall**); Mobility Hub Guidelines (**Metrolinx**); Mississauga Civic Centre Key Initiatives 2012 (**City of Mississauga**); and Ontario Transit-Supportive Guidelines (**Ministry of Transportation of Ontario**).

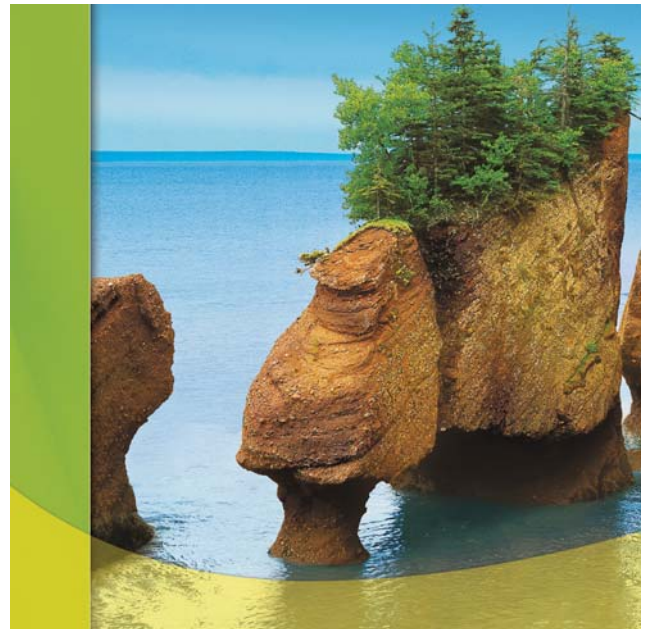
All nominees will present their projects during a session based on the 2012 award at the upcoming TAC Conference & Exhibition in Fredericton. 

2012 TAC Conference & Exhibition

Transportation: Innovations and Opportunities

October 14-17

Fredericton, New Brunswick



Time is running out but you can still register as a conference delegate!

Visit TAC's conference website for registration information, program, hotels and travel, and a description of all events and tours. Don't forget to preregister online to guarantee your spot at the interactive Lion's Den panel. Hurry, space is limited.

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Team Canada Alliance for Transportation Teaching Wins Educational Award

The winner of the 2012 TAC Educational Achievement Award is **Team Canada Alliance for Transportation Teaching (TCATT)** in recognition of the *Special Topics in Transportation Engineering* graduate course.

The award recognizes outstanding contributions by an association member in education relating to an in-house or external program with noteworthy elements of innovation, demonstrable payoff, widespread recognition, improved skills sets, improved practices, or provides the foundation for future and better business practices.

Origin of the Initiative


Largely attributed to Dr. Jeannette Montufar, Associate Professor of Civil Engineering at the University of Manitoba, this webinar-based concept was developed by a group of 14 professors interested in the advancement of transportation engineering education. The delivery of the first-ever national graduate course was funded by the Canadian Institute of Transportation Engineers (CITE).

The course materials focused on transportation planning, road safety engineering, commercial vehicle operations, air quality and transportation and traffic monitoring.

As current President of CITE, one of Jeannette's goals has been the advancement of the state of transportation engineering education in Canada. "Technology is a great tool to facilitate this important knowledge transfer," states Jeannette. "The graduate course draws on the unique strengths of each professor in their area of expertise."

The collaborative effort brought forth by the Alliance demonstrates its innovative approach to team teaching – bringing together a variety of leaders in transportation engineering from across the country. The uniqueness of the concept definitely paid off as more than 60 graduate students from 14 different Canadian universities attended the webinar-based course in its first year.

"Each grad student advisor had enough flexibility to assign specific projects based on the material taught in class by the professors," explains Jeannette. "This method allowed advisors the flexibility to evaluate each student's performance accordingly."

TAC's Education and Human Resources Development Council nominated TCATT for their unique undertaking of a webinar based on the graduate course. The award will be conferred during the Awards Luncheon at the 2012 TAC Conference & Exhibition in Fredericton on Monday, October 15. 

A Moment in Time – Historical Milestones in Transportation

As a prelude to TAC's centennial in 2014, A Moment in Time features historical anecdotes showcasing milestones in transportation. Montreal will host the Association's 100th birthday celebrations, providing an opportunity to highlight important Canadian achievements in the transportation sector.

Photo:

Planting first post of the Canadian Highway (now the Trans-Canada Highway), Alberni, British Columbia, May 4, 1912. (Source: Roads and Transportation Association of Canada, Collection in the Public Archives Canada)



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Learning Materials for Transportation Infrastructure in Permafrost Regions

Learning materials accompanying the *Guidelines for the Development and Management of Transportation Infrastructure in Permafrost Regions* will be developed via a new TAC initiative.

These guidelines provide a compendium of best practices for the development, planning, design, construction management, maintenance and rehabilitation of transportation facilities in regions of northern Canada with permafrost terrain.

Focusing on improved road safety, reliability and sustainability of northern transportation infrastructure, the learning materials will be offered through seminars in 2013.

Practitioners will gain a solid understanding of challenges associated with infrastructure built on permafrost terrain in a climate warming environment, and integrate best practices into their daily management of highway and airport infrastructure.

The initiative is supported by **Manitoba Infrastructure and Transportation**, the **Northwest Territories Department of Transportation**, the **Nunavut Department of Economic Development & Transportation**, **Yukon Highways and Public Works** and **Transport Canada**. 

Digital Advertising Display Project Launch

Under the auspices of the Chief Engineers' Council, a study has been launched to develop a synthesis of practices and application guideline for digital and project advertising displays.

Rapid changes to digital advertising technologies and associated reductions in costs have increased requests for application approvals of installations of these devices near roadways. With the increase in light intensity, resolution, animation functions and device sizes, Canadian road authorities are challenged with establishing appropriate application guidelines.

Without adequate regulations in place, advertising billboards are being installed without understanding potential negative impacts to road users.

Recommended by the Association's Road Safety and Traffic Operations and Management Standing Committees, the project will result in a synthesis of practices as well as national guidelines on LED digital advertising displays.

Final deliverables will include a summary of the latest research on safety impacts of LED digital advertising displays applied near roadways and a review of the latest regulations and guidelines being utilized by various jurisdictions.

The following agencies have confirmed their support: **Alberta Transportation**, **British Columbia Transportation and Infrastructure**, **Manitoba Infrastructure and Transportation**, the **Ministry of Transportation of Ontario**, the **Ministry of Transport of Quebec**, **Saskatchewan Highways and Infrastructure**, **Halifax Regional Municipality**, and the **cities of Calgary, Edmonton, Montreal, Ottawa and Saskatoon**.

Agencies interested in contributing to this initiative or participating on the project steering committee may contact Sarah Wells at swells@tac-atc.ca.

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Out of the Box Thinking Improves Welland's Streetlight Infrastructure

Editor's Note: In this contribution to TAC News, David Ferguson, Corporation of the City of Welland, demonstrates how improving Welland's streetlight infrastructure can provide a major savings opportunity, while supporting the municipality's sustainability initiatives. Proposed by TAC's Small Municipalities' Task Force, this feature is the first in a series of articles profiling issues and challenges faced by small communities. Interested organizations are encouraged to contact the newsletter editor to submit an article.

It seems like a "no win" situation. Municipalities face increasing demand for updated infrastructure but are faced with little available funding to make improvements. At best, they try to patch and repair, and hope that funding magically appears in the next few years.

Street lighting is one infrastructure item that seems to regularly fall off the "funded" lists. However, efficient street lighting upgrades can become not only an asset to a city's overview safety and appeal, but a major savings opportunity that also supports the municipality's sustainability initiatives.

Small municipalities are feeling the crumbling street lighting pinch. With increasing energy consumption and maintenance costs, existing systems deteriorate on a yearly basis with limited funds to address the growing issues. With the steadily increasing hydro rates over the past five years – up to 300 percent in some areas – small municipalities have considered the possibility of implementing "rolling blackouts" to conserve energy and costs. However, due to recommended lighting guidelines (RP-8) and the potential for liability issues, this is not a viable solution.

The City of Welland, a small municipality located in the Southern Tier of Niagara, Ontario, is addressing this issue strategically. In 2006, Welland officials began investigating LED lighting with the intention of making a full-scale switch to this energy-saving new technology.

After years of testing and consideration of many options, the City partnered with Appalachian Lighting Systems (ALSI) in 2011 to replace 4,300 cobrahead-style high pressure sodium streetlights and 2,400 decorative high pressure sodium streetlights. This conversion will save Welland at least 70 percent on energy and 75 percent on maintenance costs, with no upfront capital outlay.

Thanks to ALSI's Energy Solutions Program, Welland is currently replacing its entire existing street lighting infrastructure with LED

fixtures. The 15-year shared savings contract covers all costs of purchasing, installing, maintaining and warranting the ALLED fixtures and the ALLink wireless control system. This allows Welland officials to monitor and adjust light levels as needed via a laptop or smart phone interface.



The program works by utilizing the energy savings (minimum of 70% savings) along with maintenance savings (conservative reduction of 50%), to pay for all costs associated with installation and payback.

Not only do these savings pay for the program, but will provide the city with a \$2.4 million return on investment over the lifespan of the 15-year contract.

Here's how the program works:

Existing Street Lighting System	LED Lighting System
\$1,000,000 in energy costs per year	\$300,000 in energy costs per year
\$300,000 in maintenance costs per year	\$150,000 in maintenance costs per year

The \$850,000 savings generated by the conversion can be utilized to pay for the new LED system. Welland is expecting to realize \$50,000 in savings in the first year of the program and will grow with each subsequent year.

With difficult financial times for residents and limited funding opportunities for municipalities, municipal staff members needed to create financial solutions benefiting both parties.

The City of Welland, through its partnership with ALSI and SSL Energy Solutions, has demonstrated how a small municipality can use out of the box thinking to improve an existing program.



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The following sponsors are allying their organization with Canada's largest annual gathering of transportation professionals by supporting the 2012 TAC Conference and Exhibition, *Transportation: Innovations and Opportunities*, in Fredericton, New Brunswick. Their commitment to TAC is greatly appreciated.



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TAC Foundation Scholarship Recipients Announced



Fifty-one (51) deserving university graduates and undergraduates will receive a scholarship from the 2012 TAC Foundation Scholarship Program, including 10 entrance scholarships for first year students.

The Foundation's Scholarship Fund for the current year, valued at \$193,500, will help successful candidates pursue their education in transportation-related careers. Recipients will be acknowledged at the Awards Luncheon held this October at the TAC Conference & Exhibition. Congratulations to all!

Scholarship Donor	Amount	Recipient	Educational Institution
Waterloo Alumni	\$7,500	Aleks Kivi	University of Waterloo
AECOM	\$5,000	Paul Kavanagh	McMaster University
AMEC	\$5,000	Jason Daplyn	University of Western Ontario
ATS Traffic Group of Companies	\$5,000	Rob Poapst	University of Manitoba
Canadian Council for Independent Laboratories	\$5,000	To be announced	
CCMTA Road Safety Scholarship	\$5,000	Heather Woods-Fry	University of Ottawa
Cement Association of Canada	\$5,000	Imad Khalafalla	Ryerson University
CIMA+	\$5,000	Coady Cameron	University of New Brunswick
Delcan Corporation in recognition of W.J. Malone	\$5,000	Sean Lee	University of Toronto
Dillon Consulting Limited	\$5,000	Nicholas Byrne	Simon Fraser University
EBA Engineering Consultants Ltd.	\$5,000	Katelyn Broda	University of Saskatchewan
exp Services Inc.	\$5,000	Mike Dror Boaz	Queen's University
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Morrison Hershfield Limited	\$5,000	Martin Noël	University of Waterloo
Peto MacCallum Ltd.	\$5,000	To be announced	
SNC-Lavalin Inc.	\$5,000	Robert Sporcic	McMaster University
Stantec Consulting Ltd.	\$5,000	Mustafa Zayoun	Carleton University
3M Canada Company Bob Margison Memorial	\$4,500	Nicholas Muth	Ryerson University
IBI Group	\$4,500	Paul Paolone	McMaster University
MMM Group Limited	\$4,500	Samantha Batstone	Memorial University of Newfoundland
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TAC Foundation	\$4,000	Cara Fisher	Simon Fraser University
TAC Foundation	\$4,000	John Clarke	University of Winnipeg
Canadian Provinces/Territories	\$3,500	Cory Boles	University of British Columbia
Canadian Provinces/Territories	\$3,500	Jason Gagnon	Concordia University

TAC Foundation	\$3,500	François Leprince	Université Laval
Canadian Provinces/Territories	\$3,000	Frederick Jay	University of British Columbia
Canadian Provinces/Territories	\$3,000	Stefano Arcovio	Queen's University
Canadian Municipalities	\$3,000	Alexandru Vrabii	Université de Montréal
TAC Foundation	\$3,000	Christopher Higgins	McMaster University

The 2012 TAC Foundation Scholarship Committee, headed by Chair Jeannette Montufar, generously donated their time and commitment to help review the 106 applications and select the scholarship recipients.

Since the scholarship program in 2005, a total of 274 scholarships have been conferred, valued at \$1,125,500.

Year	# TAC Foundation Scholarships Awarded	Total Year Scholarship Value
2005	15	\$81,000
2006	21	\$111,000
2007	29	\$126,500
2008	35	\$135,500
2009	38	\$155,000
2010	39	\$158,000
2011	46	\$164,500
2012	51	\$193,500
Total	274	\$1,125,500



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Dave MacFarlane

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Teresa Ritemann

Toronto, ON

Eui Young Kwak Lee

Toronto, ON

PEOPLE IN THE NEWS

The Honourable Mary Polak has been appointed Minister of Transportation and Infrastructure for British Columbia.

Marie Lemay has accepted a new opportunity as Associate Deputy Minister with Infrastructure Canada.

Steve Cripps has been appointed Executive Director, Provincial Highways Management Division, Ministry of Transportation of Ontario.

Karen Leibovici has been elected President of the Federation of Canadian Municipalities.

Effective October 1, **Robert Card** will become the new President and Chief Executive Officer of SNC-Lavalin.

Ken Becking is now Manager for Eastern Ontario at AECOM Canada Limited.

Bob Paddon of TransLink has been elected new Chair of the Canadian Urban Transit Association and **Stéphane Forget** of STM is the new first Vice-Chair.

Jim Rockwood will be working as Environmental Manager, SNC-Lavalin, for the Highway 407 ETR Extension Project.

Simon Trépanier has been appointed Training Coordinator, Road Safety, Ministry of Transport of Quebec.

Dr. Lynne Cowe Falls, Associate Professor, Civil Engineering, University of Manitoba and TAC Board Vice-President, was recently inducted as a Fellow of the Canadian Academy of Engineering, which is awarded to less than 50 recipients annually from all disciplines.

MEMBERSHIP HAPPENINGS

Montreal-based professional services firm **GENIVAR**, specializing in environmental remediation, urban planning, and sustainable transportation networks design, has acquired U.K. engineering firm WSP Group PLC. The deal will add 9,000 employees over a broader global footprint to the firm's 5,500 mostly Canadian staffers. Chief Executive Officer Pierre Shoiry will retain that role and Christopher Cole will become Executive Chairman of the Board of Directors.

ISL Engineering and Land Services Ltd., a full-service engineering consulting firm offering planning and design solutions for transportation, water, land environmental projects, has purchased Cascade Engineering Group. The acquisition will offer specialized

knowledge in structural engineering, specifically timber frame design and a stronger presence in British Columbia's east Kootenay region and the Calgary/Canmore region of Alberta.

SNC-Lavalin, a leading engineering and construction group and a major player in the ownership of infrastructure, and in the provision of operations and maintenance services, has acquired DBA Engineering, an Ontario-based engineering firm specializing in materials and pavement engineering, and geotechnical and geo-environmental studies. The acquisition will provide an additional source of expertise and enhance the firm's service offering for major projects.

Québec Climate Change Action Plans – A Transportation Perspective

Editor's Note: In this contribution to TAC News, Martin Hotte, ministre des Transports du Québec (MTQ), discusses the Québec government existing and subsequent climate change action plans, which focus on transportation, sustainable development and a greener economy. Proposed by TAC's Climate Change Task Force, this feature is one in a series of articles profiling climate change-related initiatives of TAC and its member organizations. Interested organizations are encouraged to contact the newsletter editor to submit an article.

Since the early 2000s, the Government of Québec has been focussing on sustainable development and the green economy. It has set some of North America's most ambitious targets for reducing its greenhouse gas (GHG) emissions and has made the transportation sector one of the cornerstones of its GHG emissions reduction and adaptation strategy.

In 2009, Québec reported 10.4 tons of GHG emissions per capita, a 12.8% drop since 1990 and Canada's best performance alongside Yukon. The transportation sector was the largest emission source with a total of 43.5%, up 29.6% from 1990 level.

2006-2012 Climate Change Action Plan (CCAP)

Adopted on June 15, 2006, Québec's CCAP 2012 aimed to reduce GHG emissions by 14.6 megatons, 6% below 1990 levels. The Plan contained 26 measures designed to reduce GHG emissions or adapt to the effects of climate change in such key areas as transportation, energy, industry, waste and agriculture, health care, the environment, natural resources and land use planning.

It received \$1.58B in funding¹ over six years, \$891.6M of which was slated for various measures in the transportation sector to be coordinated by the Québec Department of Transportation:

- ◆ support for the development of public transit (\$731.8M)
- ◆ support for the development of alternative modes of transportation (\$46.8M)
- ◆ intermodal projects – marine and rail transportation (\$60M)
- ◆ road, rail and marine transportation – energy efficiency (\$46.4M)
- ◆ regulations restricting heavy truck speeds to 105 km/h (\$0M)
- ◆ adaptation to the effects of climate change (\$6.62M)

Other governmental transportation measures were also included, namely:

- ◆ adoption of a GHG emissions standard for new light duty vehicles
- ◆ a target of 5% ethanol in all fuel sales by 2012
- ◆ adoption of regulations to stop unnecessary idling of vehicles
- ◆ a 20% reduction, below 2003 levels, in fuel consumption by government departments and agencies by 2010

Public Transit Policy

Investments of \$537M distributed among five programs, funded through the Green Fund under the Québec Public Transit Policy, have led to an 11% increase in public transit ridership between 2006 and 2011,

surpassing the initial target of 8% and helping lower GHG emissions by 145 kilotons.

Road, Rail and Marine Transportation

Investments totalling \$24M have been instrumental in the completion of 1,400 projects under the Assistance Program for Improving Energy Efficiency in Road, Rail and Marine Transportation and the Assistance Program Aiming to Reduce or Avoid Greenhouse Gas Emissions. These projects helped reduce GHG emissions by 150 kilotons.

According to Québec's latest inventory of GHG emissions published on November 4, 2011, all CCAP 2012 programs and projects have played a part in reducing GHG emissions by 2.5% below 1990 levels since 2009.

2013-2020 Climate Change Action Plan


On June 3, 2012, Premier Jean Charest released CCAP 2020 and the Government Strategy for Climate Change Adaptation, representing close to \$2.7B in investments. The Plan will be self-funded through an extension of the fossil fuel levy until 2014 and through revenues from the Cap and Trade System for Greenhouse Gas Emissions Allowances. It contains 30 priority actions, particularly in sustainable mobility, land use planning and energy. Québec's goal is to reduce GHG emissions by 20% below 1990 levels by 2020.

Major Investments in Transportation

Two-thirds of revenues from the Action Plan will fund transportation-related measures, including public and alternative transit, as well as intermodal connections and energy efficiency in the transportation of goods.

Two-Phased Rollout

The actions announced in the first phase of this living plan should enable Québec to net a reduction of 6.1 megatons of the estimated 11.7 megatons required to achieve the GHG emissions reduction target by 2020.

As announced in the last budget, the second phase of the Action Plan will be launched mid-way in light of the revenues to be generated by the Cap and Trade System and the new direction taken in sustainable mobility, land use planning and energy. The Action Plan will also change in line with developments in climate science, new technologies and Québec's progress in achieving its objectives. 

¹ CCAP 2012 is funded through the Green Fund, which receives revenues from a fossil fuel levy.

COMING EVENTS

2012

Designing Pedestrian Facilities for Accessibility

October 4
Portland, Oregon
Tel. (503) 725-4024
<http://www.ibpi.usp.pdx.edu/media/2012AccessibilityWorkshopFINAL.pdf>

Annual Conference of the Canadian Institute of Planners

October 9-12
Banff, AB
Tel. (613) 237-7526
www.cip-icu.ca/

TAC Fall Technical Meetings

October 11-16
Fredericton, NB
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

October 14-17
Fredericton, NB
Tel. (613) 736-1350
www.tac-atc.ca

Asphalt Rubber 2012

October 23-26
Munich, Germany
<http://www.consulpav.com/ar2012/english/>

Sustainable Mobility Summit

November 4-7
Hamilton, Ontario
Tel. (613) 226-9845
www.actcanada.com/

Fall Conference and Trans-Expo of the Canadian Urban Transit Association

November 10-14
Quebec City, QC
Tel. (416) 365-9800
http://www.cutaactu.ca/en/eventsandawards/events_awards.asp

INFRA Conference

November 19-21
Montreal, QC
<http://www.ceriu.qc.ca/pls/htmldb/?p=105:99:3669656944242807>

2013

TAC Spring Technical Meetings

April 10-17
Ottawa, ON
Tel. (613) 736-1350
www.tac-atc.ca

TAC Fall Technical Meetings

September 19-24
Winnipeg, MB
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

September 22-25
Winnipeg, MB
Tel. (613) 736-1350
www.tac-atc.ca