

TAC Projects Seeking Funding

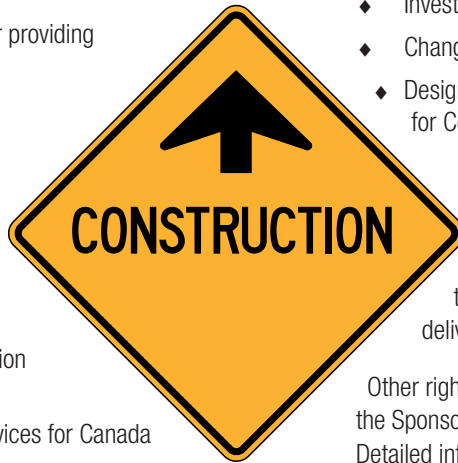
A variety of projects continue to be developed under the auspices of TAC's councils and committees. Twelve different initiatives need additional support from sponsors before work can begin.

No new projects were recommended at the April 2011 Spring Technical Meetings held in Ottawa. The projects in need of additional funding were first identified in 2009 or 2010.

Interested agencies are invited to consider providing financial support to the following projects.

Chief Engineers' Council Projects

- ◆ Light Level Reduction and Power Efficiency Guide
- ◆ Work Zone Safety: Effective Practices Reference Guide
- ◆ Canadian Roundabout Design Guide
- ◆ Guide to Bridge Traffic and Combination Barriers: Workshop Materials
- ◆ Manual of Uniform Traffic Control Devices for Canada Update Scoping Study
- ◆ Canadian Model Rules of the Road Update
- ◆ Climate Change and Road Safety: Projections in Urban Areas




- ◆ Guidelines for Pedestrian Walking Speeds at Signalized Intersections
- ◆ Wider Pavement Markings for Standard Applications

Urban Transportation Council Projects

- ◆ Investigating the Potential for Truck Lanes in Urban Areas
- ◆ Changing Practices in Data Collection on the Movement of People
- ◆ Design and Implementation of Public Transit Services - Guidelines for Communities

Once projects are fully funded and launched, project sponsors will have the right to appoint a representative to the steering committee that will oversee the work. The committee will be responsible for developing the project terms of reference, selecting a consultant, reviewing draft deliverables and providing direction for the work in progress.

Other rights and responsibilities of project sponsors are described in the Sponsored Projects Operating Information section of TAC's website. Detailed information on each project, including the responsible contact at the Secretariat can also be found in Sponsored Projects in Development. Please contact the appropriate staff contact to enquire about any of these projects. 

TAC's Small Municipalities Task Force Organizes a Town Hall

TAC's Small Municipalities Task Force is planning a Town Hall meeting during the Association's upcoming conference in Edmonton.


The event, open to interested TAC members, will follow a panel session with several speakers discussing issues faced within small municipalities. The Town Hall forum will open the floor to provide participants an opportunity to raise questions and share common experiences.

TAC's Small Municipalities Program was created to address the unique needs of the small municipalities within the Association membership. With no strict population definition of "small municipalities", it aims to engage smaller city, regional and rural communities.

Since its inception the program has comprised a web-based discussion board, a website listing of links and resources of interest and a face-to-face forum held at TAC's Annual Conference & Exhibition.

The Task Force has been developing a new work plan that will be presented to TAC's Board of Directors this fall. If approved, it will be

shared with participants at the Town Hall meeting and input will be sought on future program activities and new initiatives.

To join the Task Force and to help shape the future of the Small Municipalities Program and its core activities, contact Sandra Majkic at smajkic@tac-atc.ca. 

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2011 TAC Conference and Exhibition

Transportation Successes: Let's Build on Them

September 11-14

Shaw Conference Centre, Edmonton, Alberta

DELEGATES – The complete TAC conference registration information, including the program-at-a-glance, hotels and travel, companion program as well as a description of all events and technical tours, are now posted online. Don't miss your chance to preregister online for technical tours and workshops to guarantee your spot!

EXHIBITORS – A limited number of exhibit spaces remain to be rented. Visit TAC's website for up-to-date exhibition information and book your space now!

SPONSORS – For a description of remaining national and local sponsorship opportunities, consult the material already posted on the website.

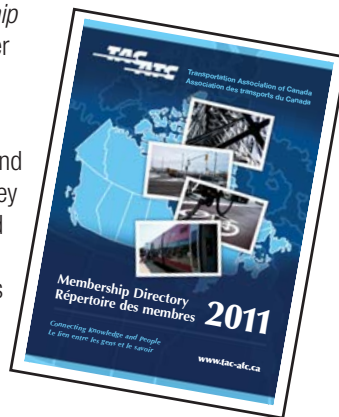
www.tac-conference.ca



2011 Membership Directory Released

The 2011 edition of the *TAC Membership Directory* was mailed to the key member representative for each TAC member organization in late May.

This valuable resource for networking and business contacts contains listings of key TAC members and others in federal and provincial transportation departments, municipalities, private firms, universities and associations. It also includes information on TAC's services, Board of Directors, Secretariat staff, the TAC Foundation, and more.



The Directory was produced in both print and CD ROM formats. A growing number of TAC's members have indicated that environmental-friendliness and minimizing waste are increasingly important concerns for both how they and TAC do business. As such, the Association is considering new formats for future editions of the TAC Membership Directory, including posting it on a member-only page of the TAC website.

If you have any feedback concerning the current or future editions of the Directory, please contact TAC's Member Services team at member@tac-atc.ca or 613-736-1350, ext. 256.

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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.

New Urgent Care Services Sign to be Added to MUTCDC

TAC's Traffic Operations and Management Standing Committee (TOMSC) has developed an "Urgent Care Services" sign that will be added to Section A4.5.2 (Emergency Service Signs) of the *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC).


The sign, featuring a white cross symbol on a green background, is intended to direct motorists to non-hospital health facilities. The recommendation emerged from a volunteer TOMSC project and has been approved by the Chief Engineers' Council.

The Urgent Care Services sign may be used to direct drivers to health facilities that offer outpatient (same day) urgent health care for non-life threatening injuries and illnesses, but do not qualify as a hospital under provincial legislation.



The signs would be installed on a major highway in advance of and at the turn-off to a major road or arterial street or entrance leading to a qualifying health facility. They should also be installed to provide guidance along the route to the health facility in advance of and at turns from one major road onto another major road.

An Hours of Operation tab will be used with the Urgent Care Services sign to indicate the operating hours of the health facility if it does not feature 24 hour operation. The tab may also display the terms "OPEN" or "CLOSED" in place of operating hours when appropriate.

TOMSC's Editing and Publishing Subcommittee will review the material before an update is issued for the MUTCDC. 

Canadian Long-Term Pavement Performance Database Revisited

A review of the Canadian Long-Term Pavement Performance (C-LTPP) database is being conducted before releasing it as a key product of this major program, which was originally launched in 1989.

The C-LTPP data was collected annually from 24 test sites across the country between 1989 and 2009. Each test site, containing multiple monitored sections for a total of 65 sections, received rehabilitation treatments of various thicknesses of asphalt overlays.

The majority of the asphalt overlays used hot-mix asphalt concrete (HMAC). Several sections used HMAC with the addition of polymer, or a high friction mix, while others used reclaimed asphalt pavement. To collect the most detailed results in a broad range of categories, sites

were chosen to incorporate a range of climatic regions. These environment types included Wet-No Freeze, Wet-Freeze and Dry-Freeze.

It has now been twenty-two years since the start of the project and a large database has been accumulated. The database includes descriptive, historical, materials and performance monitoring data for each test site.

The database review project, currently being conducted by the **University of Waterloo**, will summarize the data and offer recommendations regarding how best to format it and make it accessible to researchers and practitioners. A final version of the database and a users' guide are expected to be released in the coming months.

Report on GHG Emissions to be Posted Online


A summary report of TAC's workshop about quantifying and forecasting greenhouse gas (GHG) emissions from urban passenger transportation will be posted on the Association's website in the coming months.

The workshop, held in March 2010 in Ottawa, provided a forum for exchanging ideas and knowledge but did not aim to establish best practices in GHG emissions quantification and forecasting.

It featured case studies and presentations by various panellists that highlighted the state of practice in Canada and elsewhere related to the quantification and forecasting of GHG emissions. Following presentations, participants discussed the challenges that practitioners face in estimating and forecasting GHG emissions from urban passenger transportation, measures that could help overcome these challenges as well as implementation issues that could arise.

The workshop was recommended by TAC's Sustainable Transportation Standing Committee under the auspices of the Urban Transportation Council. Sponsors included **Transport Canada**, the **Federation of Canadian Municipalities**, the **Ministry of Transport of Quebec** and the **City of Toronto**.

The TAC summary report synthesizes the participants' discussion. Presentations on case studies are included as an appendix. The report was prepared by **Noxon Associates**, who also facilitated the workshop.

A publication notice will be added to TAC's website indicating the release of the summary report. 

Best Practices Guide Focuses on Recycled Materials in Road Building

TAC has begun work on a project aimed at publishing a best practices guide for the use of recycled materials in road building projects.

Recycling technologies are rapidly advancing and construction materials such as wood, concrete and asphalt are being recycled in various transportation infrastructure projects across North America. With growing concerns over climate change and recognizing the importance of green construction practices, many jurisdictions have developed their own guidelines to recycling materials. However, a comprehensive guide on best practices does not currently exist for Canadian practitioners.

Under the auspices of TAC's Soils and Materials Standing Committee, the objective of this initiative is to develop a guide that will assist agencies in determining what types of recycled materials are available and their potential use in road building applications. The guide will reflect the issues of climate change, utilize green construction practices, promote sustainability and employ economic / environmental

considerations. It also calls for a review of practices, experiences and cost-benefit analyses of Canadian and international agencies.

The project steering committee has completed the terms of reference and has selected **LVM Inc.** to conduct the assignment. A summary of literature review, surveys and other research compiled during the project will accompany the guide, which is expected to be released in the summer of 2012.

This effort is being funded by the **British Columbia Ministry of Transportation and Infrastructure**, 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**. 

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TAC's French-language Products and Services Review

TAC's French-language Products and Services Improvement Task Force, comprised of representatives from private and public sector agencies, presented its final report to the Board last September.

The Task Force's mandate was three-fold:

- ◆ fulfil existing and prospective French-speaking members' needs;
- ◆ increase their level of satisfaction with TAC products and services; and
- ◆ increase the French-speaking transportation community's involvement in TAC activities, in order to take full advantage of French-speaking members' knowledge and expertise.

The Board agreed with the Task Force's recommendations and asked the TAC Secretariat to act on those items that could be implemented immediately and to seek approval for items that would have an ongoing financial impact on the organization. The Board has since reviewed and endorsed the proposed action plan.

Issues and actions taken

Five main issues were raised by the Task Force. The actions taken to address each of the issues are outlined below.


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Issue 1: Encourage the increased involvement of francophone members in TAC councils and committees and translate key documents

Actions:

- ◆ Included instructions as part of TAC's effective meetings guidelines to committee chairs to discreetly poll French-speaking participants to see if they wish to be paired up with another participant who is able to provide interpretation at key times during the meeting
- ◆ Identified and translated appropriate documents for council and committee members
- ◆ Identified documents where translation is not considered necessary and introduced links on the website to the English version with the appropriate disclaimer
- ◆ Introduced French versions of reports to councils and standing committees on an ongoing basis
- ◆ Updated the Council and Committee Member Handbook and forwarded it for translation and subsequent posting on the website

Issue 2: Accelerate the translation of TAC technical publications and communicate translation policy to members

Actions:

- ◆ Worked with the Association québécoise du transport et des routes (AQTR) to develop strategies for accelerating the translation process
- ◆ Posted TAC's bilingualism and translation policies and practices, and a checklist of products and services offered by TAC in both French and English

Issue 3: Provide professional development opportunities in both official languages

Action:

- ◆ Initiated discussion with AQTR to identify and explore candidate training opportunities in French

Issue 4: Provide simultaneous translation services during annual conference panel discussions


Action:

- ◆ Added an additional team of interpreters at the TAC Annual Conference to provide interpretation services for panel discussions

Issue 5: Enhance TAC's profile and engagement within francophone transportation community

Actions:

- ◆ Examined opportunities for improving navigation on TAC's website on an ongoing basis
- ◆ Examined tailoring different messages to French and English speaking members on an ongoing basis

The TAC Board believes that the above actions will improve the quality of products and services offered to TAC's francophone members, resulting in increased involvement of francophone members in all facets of the Association, and as an added bonus, will help to attract new members. 

TAC Member Organization Profile – The Canadian Construction Association



The Canadian Construction Association (CCA), based in Ottawa, is the national industry association representing Canada's non-residential construction sector.

CCA represents members working in industrial, institutional, commercial and civil engineering segments of non-residential construction. By joining the CCA through their local or provincial construction associations, members receive a full suite of benefits including standard documents, construction guides, as well as ongoing updates on changes to federal public policy and regulatory requirements.

As a whole, construction has become a cornerstone of the Canadian economy. The sector employs 1.26 million Canadians or approximately 7 per cent of Canada's total workforce. Annually, construction is responsible for nearly \$90 billion in economic activity or 6 per cent of Canada's overall GDP.¹

Current CCA priorities include a strong role for the federal government in funding the renewal of Canada's aging core public infrastructure; reforms to current educational and immigration policies with a view to increasing the skilled-trade workforce; elimination of inter-jurisdictional barriers and the harmonization of similar federal and provincial, as well as provincial and municipal, regulatory requirements; streamlining federal environmental policy to provide

protection for the environment while ensuring predictability and timeliness in the delivery of decisions; and improving Canada's global competitiveness through the selective use of tax incentives that contribute to increases in business productivity.

In the decade ahead, the Canadian construction market is expected to become the 5th largest in the world, driven primarily by global demand for natural resources and the urgent need to modernize Canada's aging national infrastructure. Given the strong and growing contribution of the construction sector to the economy of Canada, it is not surprising that it has become a bellwether indicator for governments and economists alike.

Across Canada, CCA represents more than 17,000 members drawn from local and provincial integrated partner associations, as well as 3,000 members on matters related to non-residential construction through partnership arrangements with affiliated partner associations.

CCA gives voice to the public policy, legal and standards development goals of 20,000 contractors, suppliers and allied business professionals working in, or with, Canada's non-residential construction industry.

For additional information, consult the Canadian Construction Association's website at www.cca-acc.com/

¹ Labour Force Survey; National Workforce; Annual GDP, Statistics Canada 2011 reports.

A Moment in Time – Historical Milestones in Transportation

As a prelude to TAC's centennial in 2014, TAC News introduces *A Moment in Time*, a column featuring 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.

1913, Montreal – One of the first arrests for speeding at 15 miles per hour. The policeman overtook the driver on a bicycle and forced him to the curb where they attracted a large crowd.



Photo: Canadian Road Transport Archives

Transportation Matters... with WESTAC

*Editor's Note: In this contribution to TAC News, the **Western Transportation Advisory Council (WESTAC)** highlights areas where transportation will benefit from further attention. WESTAC's unique forum of major transportation stakeholders from business, government and labour promotes transportation as a critical sector supporting trade, jobs and our high standard of living, and advances solutions to transportation problems across sectors.*



"The transportation system is of critical importance to all who import, export, create, or consume, leaving a very few who can afford to ask: 'why should I care?' Whether you fancy yourself a policy wonk, pragmatic practitioner, or innocent bystander, these issues matter, and resolution will require your interest and input.

Canada was built on the strength of a 'dam the torpedoes' approach to infrastructure development, and it wasn't pretty. There were enormous human, environmental and social costs associated with piercing the Rockies or splicing the Great Lakes together. It was in many instances the unregulated, undisciplined, and even the unprincipled, who attacked and reshaped the marvelous landscape before them. Decisions were made by the powerful, work got done, the nation was built – and we prospered.

Today's prosperity, though, has changed our motivation. Projects are stifled by too many opinions, consultations and NIMBYism. We now live in a world of decentralization where decision-making is shared, agendas are fragmented and a strong sense of individual entitlement overrules the common good – and we dither rather than do.

No one advocates a return to the bad old days. But it seems that somewhere between these two extremes lies the right mix of leadership and freedom, muscle and mind, independence and cooperation, individualism and the common good, required to ensure that we continue to build and renew the physical foundations of our country."

These words, drawn from a WESTAC paper published several years ago still ring true today. Although progress is being made, there is still work to be done. The ideas below highlight areas where transportation will benefit from further attention, from both a public and private perspective.

The Public Agenda

"Positioning is power – and transportation is not well positioned."
Transportation is a pillar of economic and trade policy. The file should be aligned with a powerful Cabinet department and identified as a national core value. It should be understood as a generator of wealth, and as underpinning our security and sovereignty.

"Hands on, hands off, have we gone too far?"

Government should focus on opportunities to facilitate and supplement. The primary raison d'être of regulatory activity is to remove barriers, simplify and speed up processes, and eliminate destructive behaviour of all kinds. The philosophy should be one of incentives to act responsibly rather than a system of penalties. And parts of the system, for reasons of

location, national objectives and social policy, will require ongoing public funding.

"Leadership isn't a popularity contest."

Leadership should be redefined to include the responsibility to make unpopular decisions in the greater interest. This means overruling local governments when necessary. It also means developing new investment delivery vehicles that combine and empower a community of melded interests to rank and approve projects. Canada's National System of Gateways and Corridors, which garners both praise and envy from competitors and leverages private and local participation, is an example of leadership at its finest.

The Business Agenda

"A crisis of invisibility . . . we need to tell the story. . ."

The willingness of transportation service providers and their customers to jointly commit executive time, energy and money to promote a clear and consistent statement of the industry's value and importance is vital. Requests for policy change and other assistance seem self-serving without collaboration. Imagination and creativity must be employed, to translate transportation's business into something personal.

"Value-added is great, but we can't forget our roots."

A long-standing Canadian economic policy is the pursuit of value-added to create prosperity. While no one disputes the wisdom in this, there is also the need to focus on areas of comparative advantage. In a world where assembly and manufacturing has migrated to areas of lower cost human resources, Canada must have a trade mix that includes goods and services not in abundance elsewhere or that it can profitably and consistently deliver at competitive prices. World-class practices and technologies applied to the traditional resource industries will help exporters gain access to emerging markets.

"Leadership is the 'bottom line' and more."

The cardinal rule of industry is to keep the competition at bay and risk foremost in the mind, but it takes more. The efficiencies to be gained from integration require the industry to show leadership by combining in new ways to advance collective interests. Shippers will thrive through better communication of what they foresee their needs will be, and more integrated operations by the participants along supply chains will demonstrate the leadership and cooperation to enhance Canadian trade.

Transportation matters to all Canadians.

This article is adapted from WESTAC's 2005 paper, *Candid Views on Canadian Transportation*. The original paper is available online at www.westac.com

TAC Conference Sponsors Get Recognized

The success of the 2011 TAC Conference and Exhibition, *Transportation Successes: Let's Build on Them*, would not be possible without the generous support of the following national sponsors. See you in Edmonton!

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Edmonton, AB

To obtain additional information on remaining conference sponsorship opportunities and key benefits, visit www.tac-atc.ca or contact Erica Andersen (eandersen@tac-atc.ca) at the TAC Secretariat.

PEOPLE IN THE NEWS

Grant Main has been appointed Deputy Minister of Transportation and Infrastructure for British Columbia.

Jamie Chippett is Newfoundland and Labrador's new Deputy Minister of Transportation and Works.

Raymond Mantha has succeeded **Bob Smart** as TAC President. Mr. Smart has joined the City of St. John's as City Manager.

Thomas G. Searle has been promoted to President of CH2M HILL Canada. He was former President and Group Chief Executive, International Division.

The Canadian Urban Institute's Board of Directors has chosen **Fred Eisenberger** as the organization's new President and Chief Executive Officer.

Greg Czernick is the new Chief Environmental Officer with the British Columbia Ministry of Transportation and Infrastructure.

Robin Walsh has retired from Yukon Highways and Public Works as Director of Transportation Engineering and has been succeeded by **Wally Hidinger**.

Daniel-Robert Gooch has been named President of the Canadian Airports Council. He was previously Director, Communications and Policy.

David Beckley is the new Vice-president, Engineering and Implementation for the South Coast British Columbia Transportation Authority (TransLink).


Doug Ewing is the new Vice-president of major public infrastructure projects at Partnerships BC.

At Delcan Corporation, **Christopher Escott** has been promoted to Division Vice-president for the Program and Project Management Division.

Timothy J. Smith has joined Stantec's Infrastructure Management and Pavement Engineering group as Associate / Senior Pavement Engineer. He will be responsible for expanding those services in Eastern Ontario and the Atlantic provinces.

Bob Hodgins has succeeded Ken Tomihiro as Executive Director of the Smart about Salt Council.

At the City of Moncton, **Ron Lusk** has been appointed to the newly-created position of Manager, Engineering Administration.

In recognition of 24 years of dedicated service leading the Salt Institute and sustained contributions to the salt industry, **Richard Hanneman** was presented with a Lifetime Service Award at the CEO Council annual meeting. 

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Spotlight on TAC Foundation

Since the TAC Foundation was established in 2003, more than \$1.36 million has been committed to its programs and over \$1.2 million has been received to date.

The TAC Foundation scholarship program provides winners with financial assistance to support their studies in a number of transportation-related disciplines. The February call for scholarship applications resulted in over 95 applications for the 2011-12 TAC Foundation scholarship program, of which 66 met eligibility criteria.

The final selection process is underway. Scholarship recipients will be announced and Foundation donors will be recognized at the 2011 TAC Conference & Exhibition in Edmonton, September 11-14.

The TAC Foundation awarded 39 scholarships totalling \$158,000 in 2010-11, ranging in value from \$1,000 to \$15,000, thanks to the generous support of its many donors. Between 2005 and 2010, the Foundation awarded 177 scholarships, worth more than \$700,000.

Recent new donors include **Teknika, Alberta Traffic Supply Ltd.** and the **Canadian Council of Independent Laboratories. Golder Associates Ltd.** has agreed to increase its level of commitment to the Foundation by supporting a dedicated named scholarship.

The TAC Foundation is also pleased to announce that two new Board Directors were appointed at TAC's Spring 2011 Technical Meetings – Mike Cautillo of Deloitte and Carl Clayton of Stantec Consulting Ltd. The Foundation's Communications and Mentoring Committees are moving forward with plans for enhanced communications to various Foundation stakeholders, in particular donors and prospective donors, educational institutions and students. Strategies for the short-term future include increasing support to the Foundation Endowment Fund, expanding the existing post-secondary entrance scholarship program and promoting careers in transportation.

To obtain additional information on the TAC Foundation or to become a donor or volunteer, visit the foundation website at www.tac-foundation.ca. 



COMING EVENTS ~ 2011

Annual Conference of the Canadian Institute of Planners

July 10-13
St. John's, Newfoundland
Tel. (613) 237-7526
www.cip-icu.ca

Annual Meeting and Exhibit of the Institute of Transportation Engineers

August 13-16
St. Louis, Missouri
Tel. (202) 785-0060
www.ite.org/meetcon/index.asp

5th Intertraffic China Trade Fair

September 7-9
Beijing, China
www.intertraffic.com

TAC Conference & Exhibition

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

XXIVth PIARC World Road Congress

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

2nd International Warm Mix Conference

October 11-13
St. Louis, Missouri
Tel. (888) 468-6499
www.hotmix.org/warmmix

5th Asphalt Shingle Recycling Forum

October 27-28
Dallas, Texas
Tel. (202) 493-3097
www.shinglerecycling.org

Sustainable Mobility Summit

October 30-November 2
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MEMBERSHIP HAPPENINGS

AECOM Technology Corporation, a leading provider of professional technical and management support services for government and commercial clients around the world, has been awarded a US\$32.5-million contract by the **City of Edmonton** to provide project management and engineering services during construction of the Edmonton Light Rail Transit extension from downtown Edmonton to the Northern Alberta Institute of Technology. The construction phase is scheduled to be completed by December 2013 and service will commence in April 2014.

HDR | iTRANS, an employee-owned architecture, engineering and consulting firm with more than 7,800 professionals in 185 offices worldwide, has been selected by the **Ministry of Transportation of Ontario (MTO)** to provide project management for the preliminary design services and class environmental assessment for eight highway intersections in south central Ontario. The study, scheduled to be completed by April 2012, includes design of roundabout or traffic signal installation for the identified intersections. The MTO is considering roundabouts at seven of the eight intersections.

To mark its recent 100th anniversary, **SNC-Lavalin** will recognize 100 examples of employees donating their time to a cause in their community related to one or more core WE CARE values including health and safety, employees, communities, the environment and quality. The company has grown to be one of the world's largest engineering and construction firms with 24,000 employees in offices across Canada and in over 35 countries worldwide.