



Funding Sought for New Projects

Five new projects were recently approved by TAC councils.

Anyone interested in sponsoring these initiatives should contact the association. Additional information is available on TAC's website, under sponsored projects in development.

Chief Engineers' Council Projects

Traffic Control Manual Update Scoping Study

TAC is planning to undertake a review of its *Manual of Uniform Traffic Control Devices for Canada* and to assess the need to issue a new, updated edition of the publication. A scoping study proposed by the Traffic Operations and Management Standing Committee (TOMSC) will determine the extent of work that is required and identify and prioritize topics.

The major deliverable of the scoping study will be a report with recommendations for a vision for the new manual's content, additional research that may be required to update the 1998 edition, as well as the suggested future format and medium for the manual.

Update of Model Rules of the Road

Another project recommended by TOMSC calls for *Canadian Model Rules of the Road*, originally published in 1996, to be reviewed and updated. Key issues such as the emergence of modern roundabouts and traffic calming, increased popularity of active transportation modes and changes in traffic control issues, led to the recommendation.

The current edition of the publication was a joint effort of TAC and the Canadian Council of Motor Transport Administrators.

The project will consist of a review of all provincial and territorial highway traffic acts and preparation of appropriate rules and accompanying illustrations.

The major deliverable will be a revised edition of *Canadian Model Rules of the Road*. A report describing the process, decisions made, lessons learned and recommendations will also be issued.



Urban Transportation Council Projects

Design and Implementation of Public Transit Services

A project initiated by the Transportation Planning and Research Standing Committee will lead to a review of best practices in the design and delivery of public transit services, complementing efforts of the Canadian Urban Transit Association to implement its recently adopted "Transit Vision 2040".

The major deliverable of the project will be a guide to help municipalities prepare and implement a plan to introduce transit service options and

(cont'd on p. 2)

Climate Change Checklist Being Developed

TAC's Climate Change Task Force is developing a checklist to assist the association's committees as they incorporate climate change considerations in their work.

A draft version of the checklist was made available to council and standing committee members before the Spring 2010 Technical Meetings and some feedback has been received. The task force is currently revising the document and expects to have it completed for use by committees when they meet at this year's annual conference in Halifax.

One of the five priorities of the task force is to ensure that climate change mitigation and adaptation are addressed in TAC products, especially technical guidelines and best practices. The climate change checklist will be a useful tool to remind committees to consider a variety of questions when new projects and products are being developed.

In its draft form, the checklist encourages committees to consider offering advice, in their project deliverables, on the causes of climate

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select an appropriate approach for a community's existing and future land use patterns. The approach must consider the municipality's financial capacity and meet the access and mobility needs of residents.

The document will also contain information to assist municipalities in implementing planning and land use strategies that support the development and utilization of public transit investments.

Data Collection Practices for Urban Travel and Moving People

Viable, comprehensive and coordinated programs to collect and maintain data on the movement of people by private vehicle, transit and active transportation are essential to understand travel characteristics and the factors that influence them. This understanding is critical to the development of an affordable and sustainable transportation system and a livable and prosperous society.

The Transportation Planning and Research Standing Committee has therefore put forward a project to examine issues related to existing and anticipated future passenger data gathering, as well as to assess the potential for new approaches, technologies and techniques for data collection.

The project will result in the development of a business approach to outline the requirements for effective, efficient and affordable passenger data collection programs and demonstrate their significance in transportation planning.

Potential for Truck Lanes in Urban Areas

Another project proposed by the Transportation Planning and Research Standing Committee will investigate the potential use of truck lanes where appropriate in Canada's urban areas. The focus will be on trucks that are delivering or picking up goods in the area rather than on trucks travelling through the area.

The major project deliverable will be a resource document on truck lanes to optimize the use of existing rights-of-way. It will identify and evaluate best practices for promoting, planning, designing and operating truck lanes, also ensuring that the information is appropriate for Canadian urban areas. The document will supply planners and other stakeholders with the information needed to consider truck lanes as a tool for efficient sharing of facilities by all users. ☐

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DELEGATES – A comprehensive registration package, including a detailed advance program, will be sent to most recipients of the print version of *TAC News* at the end of June. The material will also be available on the web (www.tac-atc.ca) in late June. **(Early registration information is already posted on TAC's website.** Delegates are encouraged to register online and qualify for a major prize! They are also **urged to make their hotel reservations very early to avoid almost certain disappointment.**)

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 – Demand for sponsorship opportunities has been very strong this year so reserve one of the remaining packages as soon as possible. Browse the TAC website for full details. Also see the sponsor listings in this issue of the newsletter.

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2323 St. Laurent Boulevard, Ottawa K1G 4J8
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www.tac-atc.ca

*Editor: Gilbert Morier (gmorier@tac-atc.ca)
Assistant Editor: Lynne Parisien*

*Contributors: Asim Baluch, Deb Cross, Katarina Cvetkovic,
Michel Gravel, Sandra Majkic, Peter Wallis and Sarah Wells*

Designer: Debi Woods

news@tac-atc.ca

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.

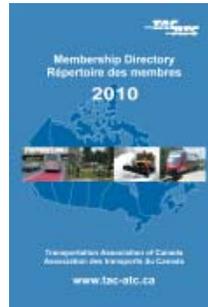
Climate Change Checklist (cont'd from p. 1)

change such as greenhouse gas emissions, deforestation, land surface changes and urban sprawl, as well as on the effects of climate change, including coastal erosion, flooding, extreme precipitation events and melting permafrost. The list also identifies climate change mitigation and adaptation measures.

The task force has also prepared a guidance document that encourages councils and committees to incorporate climate change in all their discussions and work plans. The document can be found on TAC's website, under councils and committees – operating information.

The future work of the task force may also include the development of a briefing to highlight transportation-related climate change issues and initiatives in Canada and around the world. 

2010 Membership Directory Released



The 2010 edition of the *TAC Membership Directory* was mailed to member representatives in mid-May.

This valuable resource for networking and business contacts contains full listings of federal and provincial transportation and other departments, municipalities, private firms, universities and other non-profit educational groups, as well as individual members. It also includes information on TAC's key benefits and services, technical publications, the Board of Directors, the TAC Foundation and secretariat staff.

The directory is produced in both hard copy and CD format. Members wishing to help the association "go green" can opt to receive only a CD version of the 2011 edition by contacting Deb Cross at dcross@tac-atc.ca. 

GREEN GUIDE FOR ROADS MOVING FORWARD

A sponsored project aimed at completing a national *Green Guide for Roads* has been undertaken by TAC.

Reporting to the Urban Transportation Council, TAC's Green Guide for Roads Task Force has been working for the past two years on the development of the guide.

The overall goal of the initiative is to promote sustainable growth and alternative multi-modal transportation solutions within corridors, along with safe, long-lasting road infrastructure and green construction principles. The publication will provide guidance on roadway planning, design, construction, commissioning, maintenance and operation, and life-cycle assessment activities, also addressing the full functional hierarchy of roads in both urban and rural settings.

One of the main objectives of the project is to develop and document a detailed performance measurement / rating system applicable to the major categories of roadways, including freeways, arterials, collectors and local roads in urban and rural settings. Material already assembled and developed by the task force will also be reviewed and presented with the rating system for identified areas where sustainability principles and environmental stewardship can be applied.

Many existing road design guidelines and standards reflect goals and objectives set out several decades ago. Although a number of these goals are still valid, there is a need to refine some of them in terms of smart growth and green road principles. The intent is to meet traditional design objectives for safety, efficiency, capacity and maintenance, while integrating objectives relating to compatibility, livability, universal accessibility, modal equity, conservation of resources, affordability on a full life-cycle basis and environmental protection.

Transportation agencies throughout Canada tasked with delivering essential services are facing declining material resources, challenges with climate change, greenhouse gas emissions, and a societal movement supporting sustainable development. Tools are needed by practitioners to support the development and implementation of green practices and green roads.

Examples of the benefits of green roads include cleaner air, improved health, more efficient transportation systems and reduced congestion. Green roads also promote material and resource consumption and waste reduction at all stages of road conception, planning, procurement, construction and maintenance.

A project steering committee is being formed to finalize the terms of reference for the project and to choose a consultant in the near future. The guide is expected to be completed by the fall of 2011.



The effort is being funded by **Alberta Transportation**, the **British Columbia Ministry of Transportation and Infrastructure**, **Manitoba Infrastructure and 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**, **Transport Canada**, the **Cement Association of Canada**, the **Ontario Hot Mix Producers Association**, **Halifax Regional Municipality**, **ColasCanada**, the **regions of Halton and Waterloo** and the **cities of Calgary, Edmonton, Hamilton, Montreal, Ottawa, Toronto** and **Winnipeg**. 

NEW PROJECT FOCUSES ON TRANSIT PRIORITY MEASURE GUIDELINES

TAC has launched a project to develop guidelines for the planning and implementation of transit priority measures.

Most transit service in urban areas is delivered on public roads where traffic signals and congestion can delay transit vehicles and reduce service reliability. Faster, more reliable and frequent service can be delivered by transit systems in grade-separated rights-of-way for transit vehicles. Such systems, however, can require significant capital investments.

Transit priority measures can cost relatively little and offer transit vehicles preferential treatment over other vehicles, minimizing the delay caused by congestion and traffic signals.

Due to their potential to conserve capital and operating resources by improving surface route efficiency, transit priority measures have been given increased consideration in recent years. In the current economic

conditions and with growing congestion in urban areas, these measures are likely to play an increasingly important role not only in transit development and service delivery, but also in achieving overall transportation goals.

Effective transit priority measures provide long-term benefits such as modal shift, reduction of greenhouse gas emissions and energy savings, promoting sustainability.

The objective of TAC's new project is to review, identify and evaluate transit priority measures that can be used by municipal engineers and urban planners as effective, efficient and viable options in transit and transportation planning.

Recommended by TAC's Traffic Operations and Management Standing Committee, the project will include a review of existing Canadian transit priority measures, as well as innovative approaches in other countries.



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The focus will be on developing a framework for implementation and a methodology for the justification, selection and application of appropriate transit priority measures.

The project steering committee has developed the terms of reference and will choose a consultant in the months to come. The production schedule calls for completion of the work in the fall of 2011.

The effort is being funded by the **Ministry of Transport of Quebec, Transport Canada, the cities of Edmonton, Hamilton, Montreal, Ottawa and Surrey, Halifax Regional Municipality, the Canadian Institute of Transportation Engineers, the Canadian Urban Transit Association, Metrolinx, TransLink (South Coast British Columbia Transportation Authority), the Montreal Transit Corporation and the Toronto Transit Commission.** 

TAC: Connecting Knowledge and People

TAC members may notice a few new statements being used regularly in connection with the association's name in the newsletter, on the website, in promotional materials and in other communications.

These statements are part of a strategic decision by the Board of Directors to more clearly define for TAC's new and prospective members, industry stakeholders and the general public, what its vision is for the future and what role the organization plays in the Canadian transportation industry.

The TAC secretariat recently retained the services of a professional communications firm that had previously carried out a member survey in 2008. The consultant reviewed TAC's mission and value statements, as well as those of similar organizations, and member commentary from the 2008 survey. It then developed proposed statements for the Board which made its selection at an April meeting.

It should be noted that it was essential that the statements work as effectively in both official languages.

Geometric Design Courses Selling Out

Four successful sessions that provided an introduction to TAC's *Geometric Design Guide for Canadian Roads* were offered in May.

Led by John Robinson of **McCormick Rankin Corporation**, the two-day courses followed the key chapters of TAC's guide and emphasized basic geometric design principles. Venues included Edmonton, Winnipeg, Toronto and Halifax, some of which sold out.

In early September, four more sessions focusing on the geometric design guide in practice are being planned. Intended for more experienced designers, the courses will offer perspectives on new applications and practices arising from use of the guide.

To be held in St. John's, Regina, Calgary and Vancouver, these sessions may also sell out so interested participants are encouraged to register as soon as possible by returning the registration form inserted in this issue of the newsletter.

Commissioned courses can also be arranged for agencies interested in having several staff members trained at once. Contact Sarah Wells at the secretariat (swells@tac-atc.ca) for more information. 

New Vision Statement

Canada will be a world leader in transportation knowledge, for the benefit of our people, our economy and our environment. TAC will be recognized as a leader in creating the technical expertise and exchange of information required to build and maintain this position.

TAC's consultant defined a vision statement as a forward-looking statement that expresses the desired future of the organization. A vision statement is aspirational – not a statement of the world as it currently is, but of the world as it will be when TAC reaches its full potential.

The chosen vision statement is focused on the benefits to all Canadians of a world-class transportation system and on the role of TAC in building such a system.

The two-part statement also considers both TAC's vision for Canada and for the organization itself. In this way, the vision statement helps to orient members, volunteers and staff while at the same time sensitizing all Canadians to the benefits of safe, sustainable and efficient transportation.

New Positioning Statement

***Transportation Association of Canada:
Connecting Knowledge and People***

A positioning statement differs from a vision statement in that it helps stakeholders understand the organization as it stands today – its work and the benefits it offers. This can also help stakeholders understand where TAC stands relative to other organizations.

Often expressed concisely as a slogan or a tagline, a strong positioning statement helps to clarify what makes TAC unique and valuable.

The approved statement reflects two areas of recognized strength, as evidenced in the 2008 member survey:

- TAC is widely seen as a reliable, authoritative source of technical expertise on issues related to transportation, that is, a source of knowledge.
- TAC is also valued as a forum for non-partisan discussion and sharing of information among transportation professionals, that is, a focus on people.

The combination, "Connecting Knowledge and People" creates a unique positioning for the association that should clearly resonate with its audiences. 

New Project Aims to Develop Environmental Best Practices

A project designed to develop a synthesis of Canadian environmental best practices in highway construction, operation and maintenance has been launched by TAC.

Each province and territory, and Canada as a whole, require transportation professionals to protect the environment from impacts of highway transportation activities. Guidelines to achieve this protection are defined by each administration and in environmental protection plans, best management practices, policies and legal instruments. However, strategies and expectations differ across the country.

A comprehensive nationwide synthesis of practices is needed for highway transportation practitioners to meet environmental requirements and commitments in highway construction, operation and maintenance activities.



Photo: British Columbia Ministry of Transportation and Infrastructure

TAC's *Synthesis of Canadian Environmental Best Practices* will comprise a series of volumes discussing specific highway construction, operation

and maintenance practices aimed at mitigating impacts on the environment. The volumes will be useful in the preparation of construction contracts, as well as in the operation and maintenance of roads, highways, bridges, culverts, quarries and construction camps. The guide will also help transportation agencies, contractors and maintenance employees prepare project documents for submission to regulatory agencies and contracts for project implementation.

Each volume will consider the Canadian regulatory context for a specific activity, a synthesis of accepted best practices for carrying it out, as well as a roll-up of the best practices into management plan templates for inclusion in contract specifications, project proposals or on-site mitigation document packages. These documents will discuss compliance-monitoring and adaptation mechanisms for the plans. "Lessons learned" sections of the guide will provide additional anecdotal insights into adaptation strategies.

The TAC project deliverables could be combined as a comprehensive project environmental management plan or used individually to mitigate potential impact areas such as construction and maintenance equipment, noise and vibration management, water and wetlands management.

A project steering committee is being formed and will develop the terms of reference this summer. The project is expected to be completed in the spring of 2012.

The project is being sponsored by **Alberta Transportation**, the **British Columbia Ministry of Transportation and Infrastructure**, **Newfoundland and Labrador Transportation and Works**, the **Northwest Territories Department of Transportation**, **Manitoba Infrastructure and Transportation**, the **Ministry of Transportation of Ontario**, the **Ministry of Transport of Quebec**, **Saskatchewan Highways and Infrastructure**, **Transport Canada** and **Yukon Highways and Public Works**. ☐

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National Policy Review Would Promote Importance of Transportation to Canadians

Editor's Note: In this contribution to TAC News, Peter Wallis, president and chief executive officer of The Van Horne Institute, writes about increasing awareness of the importance of transportation to Canadians in general. The Calgary-based organization addresses transportation and related regulatory issues through education and public policy research.

Transportation Viewed in Personal Terms

Transportation professionals often raise a topic close to their hearts: the importance of transportation. This question arises not just because it is their chosen work, but because they share a passion for the connectivity that transportation brings regardless of the mode in which they work. Transportation connects neighbourhoods. It connects regions. Transportation connects cities and countries. Transportation connects continents.

A number of years ago, the Van Horne Institute and the Western Transportation Advisory Council (WESTAC) developed a publication entitled *Moving Forward: A Guide on the Importance of Transportation in Canada*. We stated that "transportation has done more to shape our national identity than any other single factor. Binding us from sea to sea with a continuous rail line not only connected our east and west coasts, it secured a uniquely Canadian route north of the 49th parallel, and it laid the foundation for settling the land and developing our economy." In this guide, we acknowledged that most people think of transportation in personal terms. Transportation accounts for 16% of household spending and it is second only to the cost of housing. Although transportation meets our personal needs for travel, we proposed that it is much more than that.

"Transportation is the emergency vehicles that respond to accidents. It's the buses we depend on to carry passengers and packages between cities, or the planes we take to a business meeting. It's the railways and commercial trucks that operate around the clock to move resources and manufactured goods to every part of North America. It's the ships delivering our products to overseas customers and bringing theirs to us. It's the pipelines carrying the petroleum products that fuel our vehicles and heat our homes and businesses. And it's the web of telecommunications that energize our commerce and expand our businesses.

Transportation is so fundamental to our lives that we often don't realize how much we depend on it. It brings us every product we buy and delivers every product we sell to other Canadians and internationally. Transportation also brings every visitor to Canada, and carries those visitors – as well as Canadians – on holidays and business travel throughout the country."

Sector Has Role in Raising Awareness of Importance of Transportation

Those who work in transportation feel that their shared passion for their profession does not, for some reason, achieve a high level of importance in the hierarchy of needs identified by Canadians. The question has been raised: How do you create a higher awareness of the importance of transportation in Canada?

Some attempts have been made independently by industry associations to bring greater attention to their facet of the transportation industry and its importance to the travelling and shipping public. There have been a couple of attempts to have a multi-modal campaign developed towards the same end. Initiatives such as TAP – The Transportation Awareness Program – were encouraged by the success of the Participation Campaign for healthy Canadians and sought to emulate, albeit, in a less active way, this success. This initiative failed due to a lack of funding. Arguably, a transportation industry-funded and transportation industry-led awareness campaign could be seen by some to be a little self-serving. I would argue otherwise and offer the following quote in support:

"In one way or another, transportation is a part of all social and economic activities. Transportation opens markets to natural resources, agricultural products and manufactured goods, and it supports service industries. It also overcomes the challenges delimited by topography and geography, linking communities and reducing the effects of distances separating people from each other. Such essential roles of transportation reflect its intertwined and interdependent relationships with the economic and social fabrics of our society. But transportation needs to evolve over time as circumstances and conditions change."

This paragraph was taken from the most recent edition of Transport Canada's *Transportation in Canada – An Overview 2008*. This publication is produced pursuant to the provisions of Section 52 of the Canada Transportation Act. This section calls for a brief overview of the state of transportation in Canada and for an expanded comprehensive review every five years. Since Section 52 was enacted in 2007, this would suggest that the next Industry Review would be no later than 2012. I am going to suggest that the Government of Canada, through the Minister of Transport, agree that a review of Canada's transportation policy be undertaken now.

Why Review Canada's Transportation Policy Now?

Reviews of the country's transportation policy have not occurred with any great regularity over the years. In 1961, the McPherson Commission produced a report that was a foundation for the National Transportation Act of 1967.

The National Transportation Act of 1987 was the result of a further revision of transportation legislation and was subject to a statutory review by the National Transportation Act Review Commission five years after it became law. The commission's recommendations led to the Canada Transportation Act of 1996, which in turn, mandated a review of Canada's transportation system no later than July 1, 2000. The Canada Transportation Act Review Panel, led by Brian Flemming, presented its report in June 2001.

The last intensive review of Canadian transportation policy occurred in 2001. We are now well into 2010.

While the 2001 review of Canada's transportation policy was driven only in part by statute, there were many issues that required a combination of focused research and public scrutiny. This could only be accomplished through hearings by a review panel.

A look at the table of contents of the Flemming Report, entitled *Vision and Balance*, highlights the issues that were of extreme importance to the transportation industry. Ten years later, some of the issues are the same, but there are many new issues which need to be explored. In such an exploration, the transportation industry will be given an opportunity to speak to these important and developing issues. As well, there is an opportunity to create a greater awareness in the minds of Canadians as to how the fundamental policies that govern transportation will also affect them in so many basic ways that they might not have otherwise considered.

Discussion of Issues Would Bring Transportation to the Forefront

What are these issues that would require a more fundamental review sooner? Let me list just a few in no specific order.

- What is the impact of climate change on transportation systems?
- What measures should be taken to promote sustainable transportation systems?
- Is Canada's international aviation policy creating the greatest opportunity for consumers and the Canadian aviation industry?
- Has the creation of local airport authorities met the expectations of the Government of Canada and the Canadian traveling public?
- Are we heading towards a strategic North American integration? Are the security and transportation facilitation processes in both countries harmonized to the maximum extent possible or is the border still "thickening"?
- Who should pay for airport security – passenger and cargo?
- What is the potential for short sea shipping?
- Are we ready from a security / sovereignty / environmental perspective for greater traffic volumes through the Northwest Passage?
- Are the interprovincial trade barriers for surface transportation reduced to an acceptable level and what is that level?
- Is it time to look at North American cabotage in air services?
- What is the state of the St. Lawrence Seaway from the perspective of an economic generator which is facing a rapidly aging infrastructure?
- How effective is Canada's policy with respect to gateways and corridors?
- How will the Canadian economy be affected by the development of newer shipping patterns facilitated by the expansion of the Panama Canal?
- What is the role of air ships in developing Canada's frontiers?
- What is the status of transportation education in Canada including the development of centres of excellence both in education and operations?
- What is Canada's rail passenger strategy encompassing commuter and high-speed rail?
- What is the state of intermodality for passenger services?
- What is the strategy to develop intermodality for freight shipments within and to and from Canada?
- Where is the balance between the interest of rail service providers and communities through which these railways pass?

This list is not meant to be exhaustive, or in any way complete, or indeed, even correct. However, it is offered in support of the proposition that now is the time to commence the development of a review process of Canada's transportation policy. Such a review, I would argue, is necessitated by the all encompassing involvement that transportation has in the lives of Canadians and the economy of this country. What better way of also bringing to the forefront, the importance of transportation to Canadians? 

Infrastructure Guidelines for Permafrost Regions Now Available



TAC has released a new publication entitled *Guidelines for Development and Management of Transportation Infrastructure in Permafrost Regions*.

The 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.

Divided into nine chapters, the publication focuses on such topics as the context and challenges in Northern Canada, route investigation in permafrost regions, embankment and pavement materials, engineering considerations, as well as drainage and erosion control. It also includes a glossary of permafrost terms.

The practical guide will help those directly involved in any aspect of the life cycle of infrastructure in northern Canada, as well as project managers, planning / design engineers and maintenance personnel, to conduct their day-to-day work. The guidelines are intended as a general reference for senior management to gain an understanding of the challenges of developing and managing transportation infrastructure in permafrost regions.

The project was conducted by **EBA Engineering Consultants Ltd.** and **Laval University** under the direction of TAC's Chief Engineers' Council.

The new publication can be obtained via TAC's online bookstore or by completing the order form inserted in this issue of the newsletter. 

Guidelines for Chevron Alignment Signs Being Finalized

TAC's *Guidelines on the Use and Installation of Chevron Alignment Signs* have been approved by the Chief Engineers' Council.

Developed to promote consistency among Canadian road agencies, the guidelines will provide engineers and other traffic practitioners across the country with an understanding of key considerations in the use and installation of chevron alignment signs.

The publication is intended to supplement and ultimately replace the section of TAC's *Manual of Uniform Traffic Control Devices for Canada* that documents the use and installation of chevron alignment signs.

The guidelines were prepared through a review of existing North American practices and technical documentation. A literature review was also undertaken to examine and identify factors and criteria that affect the use and installation of chevron alignment signs.

The consultant chosen for this project, **Opus International**, is making some final changes to the document.

A notice will be posted on TAC's website when the report is made available for sale in the fall. 

Transit Signal Guidelines Coming Soon

TAC will soon release new guidelines for the application and display of transit signals. The guidelines were prepared in response to increased interest in the reliability of public transit systems.

In an effort to improve service levels, several Canadian cities have implemented transit priority measures and some of the measures require special signal displays for transit vehicles.

To help address the application and display of transit signals and to achieve consistency, various displays used for transit throughout Canada were consolidated for nationwide implementation.

The intent of TAC's new publication is to help jurisdictions that are beginning to implement transit signal displays.

Divided into six chapters, the publication includes an overview of existing practices and focuses on the design, deployment, operation and maintenance of transit signal displays. To further assist practitioners, the document also contains illustrations of 23 transit priority measure scenarios, including dedicated transit lanes, localized transit lanes, mixed use operations and special operations.



The guidelines will help Canadian transit practitioners identify the changes needed in applicable legislation and policies in order to implement transit signal displays, as well as to prepare intersection designs and operations on transit routes.

A related section of TAC's *Manual of Uniform Traffic Control Devices for Canada* will also be revised.

The project was initiated by TAC's Traffic and Operations Management Standing Committee and conducted by the **IBI Group**.

A publication notice will be posted on TAC's website in the coming months. 

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FOCUSING ON TAC'S DOMESTIC AND INTERNATIONAL PARTNERS – PART 1

As outlined in the winter 2009 issue of *TAC News*, the association maintains collaboration agreements with two international and seven domestic organizations.

The agreements were the direct outcome of the TAC Board of Directors' decision, as part of its new business and governance models developed in 2001, to work collaboratively with similar organizations. This was intended to broaden the perspectives of the programs conducted by TAC's councils and committees, to build on the knowledge base of these organizations and, very importantly, to avoid duplication of efforts.

The agreements are viewed as a key instrument for solidifying the relationships between TAC and the other organizations by creating a sense of engagement or commitment between them and by portraying a positive image for the benefit of their members.

A general description of the mandates of TAC's partner organizations and the areas of collaboration is provided in this article.

TAC has also developed strong linkages with two other organizations: the Canadian National Committee of PIARC, or World Road Association, as well as the Transportation Research Board. A brief summary of these relationships will be provided in the next issue of the newsletter.

International Partners

- The *American Association of State Highway and Transportation Officials (AASHTO)* (www.transportation.org) is a non-profit, non-partisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico. It covers all transportation modes: air, highways, public transportation, rail and water. Its primary goal is to foster the development, operation and maintenance of an integrated national transportation system.
- *Austroroads* (www.austroroads.com.au) is an association of Australian and New Zealand road transport and traffic authorities whose purpose is to contribute to the achievement of improved transport-related outcomes in the two countries. It aims to provide strategic direction for the integrated development, management and operation of the Australian and New Zealand road system. It does this through the promotion of national uniformity and harmony, elimination of unnecessary duplication and application of world best practice.

Topics of mutual interest in the agreements with both AASHTO and Austroroads include transportation planning, road safety, roadway design, operations, construction and maintenance, environmental mitigation and protection, as well as sustainable transportation and climate change.

Domestic Partners

- The *Association québécoise du transport et des routes (AQTR)* (www.aqtr.qc.ca) has as its mission to contribute to the improvement of transportation in Quebec by enhancing and

disseminating best practices, increasing awareness among stakeholders and providing information to road users and the general public. While AQTR's primary focus is to provide a forum for the convergence of transportation expertise, it also seeks opportunities to satisfy the needs of operators and users of the different transportation networks. Collaborative efforts by TAC and AQTR are focused on delivering high-quality services to the francophone transportation community.

- The *Canadian Institute of Transportation Engineers (CITE)* (www.cite7.org) is a non-profit organization of transportation engineering and planning professionals in Canada. It is also an important part of the larger international organization – the Institute of Transportation Engineers. CITE provides a forum for the exchange of information to professionals in the transportation engineering and planning fields, undertakes research projects and disseminates the findings of these projects in technical documents and at seminars. TAC and CITE focus their efforts primarily on road safety and sustainable transportation.
- The *Canadian Society for Civil Engineering (CSCE)* (www.csce.ca) is an association representing the interests of Canadian civil engineers including those specialized in the transportation field. Its mission is to advance professional knowledge and the practice of civil engineering. CSCE intends to broaden its role as a provider of effective and efficient services to its members through cooperation with other organizations. Collaboration between TAC and CSCE is centered on achieving each organization's strategic objectives.
- The *Canadian Urban Transit Association (CUTA)* (www.cutaacta.ca) is an association representing providers of urban transit services, suppliers to the industry, government, individuals and related organizations in Canada. Its mission is to promote the role of urban transit in enhancing mobility and to support its members in the fulfillment of their mandate. Joint TAC / CUTA initiatives are mainly in the area of sustainable transportation.
- The *Centre for Sustainable Transportation (CST)* (www.centreforsustainabletransportation.org) was formed to overcome the barriers to the attainment of sustainable transportation in Canada and elsewhere through the provision of well-reasoned and balanced information and analysis. The centre's mission is to work proactively to achieve the sustainable transportation of persons and goods in Canada. This is accomplished via cooperative partnerships, relevant and timely research, projects, the communication and dissemination of balanced information, as well as by monitoring and supporting sustainable transportation activities. Collaborative efforts by TAC and CST are essentially focused on sustainable transportation.
- The *Federation of Canadian Municipalities (FCM)* (www.fcm.ca) is the national voice of municipal governments, dedicated to improving the quality of life in all communities by promoting strong, effective and accountable municipal government. FCM represents the interests of all municipalities on policy and program matters within federal jurisdiction. The organization advocates that all ➔

orders of government must work together to develop a rational, coherent, regionally sensitive and environmentally sound multi-modal transportation policy. This policy should involve all stakeholders and incorporate an appropriate balance of public sector responsibility with private sector support. Collaborative efforts by TAC and FCM are focused on providing each others' members with added value through broader perspectives, increased capacity building and improved knowledge transfer in dealing with transportation issues and developing best practices.

- The *Intelligent Transportation Society of Canada (ITS Canada)* (www.itscanada.ca) is an association with a mission to promote the application of intelligent transportation systems in this country. Its objectives are to enhance the safety and efficiency of transportation services and facilities, as well as to promote the economic activities related to such applications. Collaboration between TAC and ITS Canada covers various segments of the transportation system. 

Many Thanks to TAC's 2010 Conference Sponsors

TAC wishes to thank the large number of sponsors that have generously committed to supporting its 2010 Annual Conference and Exhibition in Halifax: *Adjusting to New Realities*.

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If you would like to join these sponsors in supporting the country's premier annual transportation event and be noticed by hundreds of delegates, contact Deb Cross at dcross@tac-atc.ca. Sponsorship opportunities are still available in all categories and can be viewed on TAC's website at www.tac-atc.ca.

PEOPLE IN THE NEWS

At the New Brunswick Department of Transportation, **Dale Forster**, director, construction / transportation, will replace **Michael Trites** as assistant deputy minister and chief engineer, transportation. **David Cogswell**, director, design / transportation, will succeed **Henri Allain** as executive director of operations, transportation. Both Messrs. Trites and Allain are retiring. **Fred Blaney**, executive director, engineering services / transportation, will be joining Partnerships NB, as assistant deputy minister. He will be replaced by **Kim Mathisen**, director of planning and land management. These changes will take place in early summer.

Malcolm Logan has replaced **John Hubbell** as the new general manager of transportation for the City of Calgary. Mr. Hubbell, who retired from his previous position, has joined HDR Corporation as a senior transportation consultant in its Calgary office.

Michael McSweeney has been appointed president and chief executive officer of the Cement Association of Canada. He was previously vice-president, industry affairs.

Lori Roman has succeeded **Dick Hanneman** as president at the Salt Institute. Mr. Hanneman has assumed the full-time role of president emeritus.

Michael Trickey has joined Urban Systems in Kelowna, British Columbia, as senior asset management consultant.

At Morrison Hershfield Limited, Ottawa regional manager of transportation, **Jim Inch**, is retiring from his position but will continue to work part time for the company. He will be succeeded by **Stan McGillis**, formerly manager of transportation design.

Ian Jarvis has been named chief executive officer of TransLink (South Coast British Columbia Transportation Authority). He was previously TransLink's chief financial officer and vice-president of finance and corporate services.

At Trow Global, **Robert B. Sheh** has been appointed chairman of the board and **Greg Henderson** is now chief executive officer.

John McGill has accepted the position of vice-president, transportation planning, at Hatch Mott MacDonald Ltd.

Ken Lui is now general supervisor, neighbourhood renewal design, at the City of Edmonton.

At Morrison Hershfield Limited, **Gary Tencha** has become the vice-president of transportation for Western Canada.

Bruce Tucker has joined Wardrop's infrastructure division as senior vice-president.

Mario Pélouquin is AECOM's new transit leader for Canada.

Doug Salloum is the new executive director of the Canadian Society for Civil Engineering.

Patrick Leclerc has succeeded **Bernard D'Amour**, who retired as director of public affairs of the Canadian Urban Transit Association.

Ward Vanlaar has been named vice-president of research at the Traffic Injury Research Foundation.

Malcolm Morris has left the City of Kingston as director of transportation to take on a new challenge as chief administrative officer for the Township of Leeds and the Thousand Islands.

Kai Tam, retiring manager of the Ministry of Transportation of Ontario's Bituminous Section, is the 2009 recipient of the Dr. Norman McLeod Award for Innovation in Road Building. The award recognizes leadership in the pursuit of innovation in the design and construction of hot mix asphalt pavements.

Neil Campbell, a former member of TAC's Traffic Operations and Management Standing Committee, passed away in March. He worked for the Newfoundland and Labrador Department of Transportation and Works for more than 36 years. At the time of his retirement in 2006, he was director of highway maintenance. ☐

NEW MEMBERS

TAC is pleased to welcome the following new members:

ADT Advanced

Toronto, ON
Taleen Merjania, Marketing Manager

Barrière QMB Canada

Laval, QC
Marie-Claude Séguin

EllisDon Corporation, Civil Division

Mississauga, ON
Stephen Damp, Senior Vice-president

Flint Trading Inc.

Kanata, ON
Mark Petch, Sales and Support Manager, Central and Eastern Canada

GHD Inc.

Markham, ON
Alvaro Almuina, Business Group Manager – Transportation

Intergraph Canada

Calgary, AB
David Monaghan, Business Development

SNC Lavalin Inc. (British Columbia)

Vancouver, BC
Satwant Deepak, Transportation and Infrastructure Manager

Société de transport de Montréal

Montreal, QC
Jacques Bussière, Director of Studies

Township of South Frontenac

Sydenham, ON
Mark Segsworth, Public Works Manager

Sulphur Consulting Ltd.

Calgary, AB
Jim Sulpher

City of Wetaskiwin

Wetaskiwin, AB
Ted Gillespie

City of Winkler

Winkler, MB
Johan Botha

Synthesis of Practices for P3 Projects to Be Prepared

TAC will develop a synthesis of practices for the delivery of road construction and maintenance projects through public-private partnerships.

Governments across Canada are working to maintain, improve and expand public infrastructure facilities such as roads, bridges and highways with restricted financial and human resources. To allocate funds strategically and to incorporate private sector expertise, many governments are pursuing public-private partnerships with the view of developing, delivering and maintaining public infrastructure.

A public-private partnership (P3) is a legally-binding contract between government and business for the provision of assets and the delivery of services. It allocates responsibilities and business risks among the various partners. In a P3 arrangement, government remains actively involved throughout the project life cycle and the private sector is responsible for commercial functions such as project design, construction, finance and operations.

Recommended by TAC's Maintenance and Construction Standing Committee, the objective of this new project is to review the existing practices and experience of Canadian and international jurisdictions using public-private partnerships as a contract delivery method. The project will produce recommended best practices for P3s to assist owners with the decision-making process and the development of a suitable arrangement for any type of work or service.

The project steering committee is currently being formed and work will commence shortly to develop terms of reference and to select a consultant. A project completion date will be determined once the terms of reference are approved.

The project sponsors are **Alberta Transportation**, the **New Brunswick Department of Transportation**, **Nova Scotia Transportation and Infrastructure Renewal**, **Manitoba Infrastructure and Transportation**, the **Ministry of Transportation of Ontario**, the **Ministry of Transport of Quebec**, **Saskatchewan Highways and Infrastructure**, **Transport Canada** and the **cities of Montreal and Winnipeg**. 

TAC Foundation Update

Scholarship Program

The TAC Foundation scholarship program provides education assistance ranging from entrance scholarships to support for graduate studies in transportation-related disciplines. The 2010-11 call for scholarship applications resulted in over 130 applicants, 103 of which met eligibility criteria.

The selection process is nearing completion. Scholarship recipients will be announced and foundation donors will be recognized at TAC's September conference in Halifax.

Thanks to the generous support of its many donors, the foundation awarded 38 scholarships for the 2009-10 academic year. They were valued from \$1,000 to \$15,000 and totalled \$155,000. Between 2005 and 2009, the organization awarded 138 scholarships worth more than \$600,000 to 120 students in transportation-related disciplines. Some were repeat recipients.

Growth of the Foundation

With its tremendous growth in a short period of time and expectations of soon reaching the milestone of one million dollars in donations received, the TAC Foundation Board of Directors felt it was essential to formally assess the organization's future directions and discuss how to build on this success.

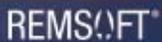
A special facilitated strategy session, including all members and directors of the foundation, was held at TAC's Spring 2010 Technical Meetings and resulted in several agreed-upon areas of focus. These include building the foundation's Communications Committee activities to ensure strong and frequent recognition of the continuing generosity of its donors. As well, the Mentorship Committee's membership and scope will be expanded to develop and roll out new mentoring programs for students and young professionals in the industry.

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

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COMING EVENTS ~ 2010

5th International Conference on Bridge Maintenance, Safety and Management

July 11-15
Philadelphia, Pennsylvania
Tel. (202) 493-3023
www.iabmas2010.org

Petersen Asphalt Research Conference and Pavement Performance Prediction Symposium

July 12-15
Laramie, Wyoming
Tel. (307) 721-2306
www.petersenasphaltconference.org

6th Biennial National Fraud Awareness Conference on Transportation Infrastructure Programs

July 26-29
Arlington, Virginia
Tel. (202) 624-3696
www.preventtransportationfraud.org

8th International Conference on Short & Medium Span Bridges

August 3-6
Niagara Falls, Ontario
Tel. (905) 704-2371
www.csce.ca/2010/smsb

Annual Meeting of the Institute of Transportation Engineers and Annual Conference of the Canadian Institute of Transportation Engineers

August 8-11
Vancouver, British Columbia
www.ite.org/meetcon/index.asp

National Hydraulic Engineering Conference

August 31-September 3
Park City, Utah
Tel. (404) 562-3908
www.udot.utah.gov/nhec

International Conference on Sustainable Concrete Pavements

September 15-17
Sacramento, California
Tel. (410) 997-9020
www.fhwa.dot.gov/pavement/concrete/2010acptpconf.cfm

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

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
Tel. (601) 359-7675
www.accessmanagement.info

Pavement Evaluation 2010

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

7th International Bridge Engineering Conference

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

ASSET MANAGEMENT DEFINED

The Asset Management Task Force of TAC's Chief Engineers' Council has adopted a definition of asset management to focus its work ahead.

Approved by the council, the definition was accepted by the association's Board of Directors in April. It reads as follows:

"Asset management provides an agency with the business processes, engineering science, information, and tools to allow for the selection of appropriate investments for sustainable transportation infrastructure assets."

Created in 2007, the Asset Management Task Force was charged with developing recommendations for an organizational structure to address the subject. Following a successful 2009 TAC conference workshop during which input was provided by a wide variety of association members, the task force plans to carry forward in its current format.

With representatives from each of the Chief Engineers' Council's seven standing committees, as well as other subject matter experts, the task force is well positioned to address this cross-cutting subject which has been identified as a priority.

The task force envisions a role for TAC that would include sharing best practices, establishing definitions and reporting mechanisms,

standardizing data collection practices, as well as developing frameworks and guidelines to assist agencies implementing asset management systems.

In the short term, the task force plans to conduct a survey of agencies to assess the state of practice of asset management in Canada. It will also play a role in ongoing projects with asset management aspects, such as the work to develop a pavement asset design and management guide and the recently launched project on performance measurement of road networks. As well, a workshop on asset management for small municipalities is being organized for the 2010 TAC conference.

Longer-term plans could include sponsored projects aimed at developing an infrastructure management maturity model to measure an organization's asset management capabilities and to define service levels for transportation assets.

Chaired by Kim Mathisen of the **New Brunswick Department of Transportation**, the task force will meet in conjunction with TAC's conferences and spring meetings. As is the case for all TAC standing committees and councils, the meetings will be open to association members. 