



TAC Roadway Lighting Supplement Readied for Publication



The *Roadway Lighting Efficiency and Power Reduction Guide*, a supplement to TAC's existing *Guide for Design of Roadway Lighting* was developed through a recently completed project approved the Chief Engineers' Council.

Information regarding the assessment, design, selection and deployment of energy-saving lighting technologies has been difficult to find and is usually inaccessible to the public. As a result, many jurisdictions may have resisted applying these technologies due to a lack of understanding of the associated risks and benefits.

The new Guide reveals that energy efficiency can be achieved through the use of new roadway light sources such as light emitting diodes. Information found within the publication can help road jurisdictions, designers, consultants and suppliers evaluate, choose and utilize energy-efficient roadway lighting while reducing power consumption and associated costs. The Guide also reviews existing options and provides guidelines for light reduction and energy-efficient practices.

The project was recommended by TAC's Traffic Operations and Management Standing Committee. DMD and Associates Ltd. conducted the work.

Information was gathered from international research and studies conducted by the US Department of Energy, the Illuminating Engineering Society of North America, la Commission internationale de l'éclairage, the US Federal Highway Administration and LightSavers Canada.

Funding was provided by **Alberta Transportation, British Columbia Transportation and Infrastructure, the Ministry of Transportation of Ontario, le ministère des Transports du Québec, South Coast British Columbia Transportation Authority (TransLink), Halifax Regional Municipality, Regional Municipality of York, the Town of Oakville and the cities of Calgary, Edmonton, Montréal and Ottawa.**

A notice will be posted on the Association's homepage once the publication is available for sale in the TAC Bookstore. 

Sustainable Transportation Guiding Statement Adopted by TAC

Following the Spring Technical Meetings held in Ottawa this April, the Transportation Association of Canada (TAC)'s Councils, with the approval of the Board of Directors, developed a guiding statement on sustainable transportation that was adopted by the Association.

Originally proposed as a definition by TAC's Urban Transportation Council, the inter-council working group, under the guidance of the Environment Council, conducted an environmental scan on the topic and identified components for the creation of a desirable guiding statement.

As a result, the following guiding statement was established and will help bring clarity to the work of TAC's councils and committees.

Sustainable transportation is the result of a continuous decision-making process that seeks to achieve a context-specific balance between environmental integrity, social equity, and economic opportunity both within and among transportation systems, now and in the future. 

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MTQ Takes Home Road Safety Engineering Award

The winner of TAC's 2013 Road Safety Engineering Award is **le ministère des Transports du Québec** in recognition of Photo Radar and Red Light Camera System.

This award recognizes exemplary contributions by a Transportation Association of Canada (TAC) member in Canadian roadway safety engineering and infrastructure. It also encourages the development and implementation of roadway safety countermeasures, guidelines and safety management systems for roadway design and operations.



Nine photo-radar devices and six red-light camera systems were installed at 15 high occurrence accident locations throughout the province of Quebec. This pilot project, officially launched in 2009, required an innovative collaboration and partnership model between various governments, associations and municipalities.

"Considering that this was the first project of its kind to be tested in Quebec, and given the relative lack of specific experience and expertise in the field, most aspects related to design, production and management presented a major challenge," explains engineer Gervais Corbin. "This particular road safety initiative required the active involvement of several government departments and partner agencies; a new inter-agency cooperation model had to be created."

The use of automated traffic enforcement systems is a measure specifically intended to improve road safety. Efforts were made to gain public acceptance and process transparency.

"All monies collected are deposited directly into the Road Safety Fund, and can only be used for road safety improvement measures and support programs for traffic collision victims," adds Gervais.

Locations with photo-radar systems saw a reduction up to 12 km/h in average vehicle speed; a 99% reduction of excessive speeding occurrences and an 84% reduction of red-light violations. Sites also experienced a 20 to 30% reduction in accident rates similar to the documentation.

The presence of automated control devices and accompanying road signage, as well as a well-orchestrated communications effort, have had a positive impact on driver behaviour. As a result, more than 80% of respondents surveyed were in favour of using this innovative technology.

The deployment of photo-radar and red-light camera systems is a key component in the Government's sustainable strategy and has achieved its primary objective: contribute to improving Quebec's overall road safety record.

Three other submissions, reviewed by a panel reporting to the Road Safety Standing Committee, were also received: Route 1 Gateway Project – Safety Enhancements to Existing Sections (**Partnerships New Brunswick**); Pedestrian Safety Campaign (**Regional Municipality of York**); and Relay Villages – A Welcome Addition to Road Travel (**ministère des Transports du Québec**).

The award will be presented at the 2013 TAC Conference in Winnipeg. 

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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.

MUTCDC Revisions Approved for Pedestrian Signal Head Indication

Revisions to the *Manual of Uniform Traffic Control Devices for Canada* (MUTCDC) pertaining to the walking person symbol and hand signal indication have been approved by the Chief Engineers' Council.

In the past year, the Traffic Operations and Management Standing Committee (TOMSC) conducted a volunteer project to determine whether the current walking person and hand pedestrian signal head indication should be updated in accordance with the US MUTCD and Institute of Transportation Engineers (ITE) Specification.

Since the majority of manufacturers are providing products compliant with the ITE specification, the number of products available for jurisdictions wishing to use the MUTCDC standard silhouette symbols is extremely limited.

Based on the TOMSC review, which included a sampling of Canadian jurisdictions, it was concluded that the symbol recommended in the US MUTCD is already recognized in Canada as it is used on the pedestrian crosswalk sign. Furthermore, due to the progress in LED technology, the use of solid symbols for pedestrian signal indications no longer creates

excessive glare and results in clearly legible symbols.

TAC's Editing and Publication Subcommittee will soon start preparing the material to update TAC's current MUTCDC edition. *TAC News* will provide an update in early 2014.



Traffic Signals for Bicycles Report Approved for Publication

The Transportation Association of Canada (TAC)'s Chief Engineers' Council recently approved a report on traffic signals for bicycles, intended to assist practitioners with planning, designing and implementation of traffic signals for bicycles.

Conventional traffic control signals provide safe and convenient passage for cyclists through the vast majority of intersections. However, there are circumstances in which the addition of bicycle-specific traffic signal features can make cycling safer and more attractive. The objective is not necessarily to give cyclists priority over other roadway users but to permit the safe and efficient sharing of intersections and roadways by all users.

Bicycle signals are control devices used to separate conflicting movements and to facilitate motor vehicle and bicycle traffic flows. The signals may be installed at intersections where significant bicycle traffic volumes or conflicts exist. Some examples of benefits of installation include providing a priority movement for cyclists; protecting cyclists in an intersection; alternating the right-of-way among road users that cannot be achieved through the use of other types of traffic control devices; and where improvement of traffic flow can be achieved for most or all road users.

Developed under the auspices of the Traffic Operations and Management Standing Committee, the report does not exhaustively address all possible contexts. Guidelines should be applied with sound engineering judgment and adapted to a particular situation. One exception is the

bicycle signal head design, which requires close adherence to ensure recognition and avoid confusion by cyclists, motorists and pedestrians.

The report was prepared by MMM Group Limited, in collaboration with Intus Road Safety Engineering, The Behavioural Group and CIMA+.

The publication is currently being prepared for release; a notice will be advertised on the Association's website homepage once the report is available.

The following agencies contributed funding to this project: the **Region of Waterloo** and the **cities of Calgary, Halifax, Hamilton, Montreal, Ottawa, Toronto** and **Vancouver**. 



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CHANGING CLIMATE – CHANGING RISKS

Editor's Note: In this contribution to TAC News, Peter Dzikowski, Senior Policy Advisor, Environmental Issues, Alberta Transportation and Chair of the Climate Change Task Force, explains how using a risk assessment screening process might help prepare better for the future. This feature profiles climate change-related initiatives of TAC and its member organizations. Interested organizations are encouraged to contact the newsletter editor to submit an article.

Many Transportation Association of Canada (TAC) members take weather and climate seriously because of the implications for safety and for the cost of designing, building and maintaining transportation infrastructure.

The Climate Change Task Force works to help TAC members better understand the options to address climate change including reducing the impact of climate on transportation.

The current infrastructure was designed using climatic design values calculated from historical climate data. The accepted practice has been to use climate data from recent past decades, called "climate normals", as the best estimate of conditions expected to occur over the future lifespan of structures. However, the growing concentration in the atmosphere of greenhouse gases (GHG) is changing the climate and has led to concerns that the recent past climate is not a sufficiently reliable indicator of future climate.

Some TAC members may ask "If the way things have been done may not be adequate any more, what's the alternative?" One approach is to use a risk assessment screening process such as the International Standards Organization (ISO) 31000:2009 *Risk Management – Principles and Guidelines* that provides principles, framework and a process for managing risk. Another important component is to obtain the best information available about future climate to use in the risk assessment process.

Can We Predict the Future?

Predicting the climate decades ahead is impossible because the fundamental mathematics of highly complex situations dictates that a very minor change in the initial conditions (or of some element during the evolving process) will result in major shifts in the end point. However, the results of global climate models can provide information that presents the most likely scenarios of future climate for about

50 years out. The global climate change scenario provides rigorously developed aspects of the most significant features of climate that may have impacts.

The next step is to identify the changes in important climate elements to which transportation infrastructure is sensitive or vulnerable. Alberta Transportation assessed the potential risks to Alberta's provincial highway network from identified climate parameters derived from global climate models. This was a screening process for the provincial highway network. An overview of the process, details of the climate parameters and the risk assessment results entitled *Climate Change Risk and Vulnerability Assessment for Transportation* will be presented at a panel session the morning of Tuesday, September 24 at the 2013 TAC Conference in Winnipeg.

It is important to remember the long time frame for this risk assessment and that it is a screening process to identify the assets that may need more rigorous follow up. This is when you might consider using procedures intended for projects such as those developed by Engineers Canada and the federal government under the Public Infrastructure Engineering Vulnerability Committee (PIEVC).

The climate change risks identified in the screening process are used as one input to Alberta Transportation's Enterprise Risk Management (ERM) process. The climate change risk assessment is considered in relation to other risks – again keeping in mind the very long time frame (30 to 50 years out) for the climate change scenario.

What next? Alberta Transportation will consider reviewing the risk assessment once updated climate change scenarios are available. The Department will also consider developing experience in methods for risk assessment and identify promising technical options to reduce vulnerability and impacts of weather and changing climate. 



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Environmental Achievement in the Spotlight

The 2013 TAC Environmental Achievement Award will be conferred upon **le ministère des Transports du Québec (MTQ)** in recognition of the Drainage Management System in the Stoneham-Tewkesbury Section of the Highway 73/175 Reconstruction Project.

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 September TAC Conference & Exhibition in Winnipeg.

The Highway 73/175 Reconstruction Project, linking the Quebec City and Saguenay-Lac-St-Jean regions, involved redeveloping the existing two-lane highway into a four-lane over 174 km.



This immense civil engineering endeavour required the development of innovative solutions to ensure the continued protection of adjacent ecosystems. A total of six large wildlife crossings with 67 km of wildlife highway fencing, thirty-three small wildlife crossings with accompanying fencing, numerous fish ladders, structures and culverts, and an extensive fish habitat loss compensation program were developed.

Due to the nature of this project, a number of challenges were encountered, including protecting the primary source of drinking water for Quebec City (population 200,000) from accidental toxic materials

spills. "Environmental issues included storm water stemming from non-permeable surfaces, and the increased risk of toxic materials spills, such as petroleum products," explains Yves Bédard, biologist at MTQ.

"In 2010, an accidental petroleum spill occurred in a context where no such system existed. The interface created between the watershed drainage and the roadway drainage now offers a flexible way to manage this type of crisis."

To ensure protection of the drinking water, and to control excess waters caused by ground impermeability, a dual drainage system was developed. Eleven settling basin systems were constructed to receive roadway drainage waters.

"While this type of system already exists in Europe, we had to adapt it to Quebec climatic conditions and minimize operational and maintenance costs," adds Yves. "The ponds hold a certain volume of standing water to facilitate the settling of suspended materials, with a drainage system for maintenance. This prevents floating materials from escaping into the natural environment."

The creation of natural ponds, vegetated with wetland plant species and accessible to amphibians and birds, increases the biodiversity of this environment.

Three other nominations were evaluated by an Environmental Council panel: Pilot Project to Test the Feasibility of Tire-Derived-Aggregate as a Roadway Embankment Fill Material and Pavement Insulation Layer in Alberta (**Alberta Transportation; City of Edmonton; University of Alberta; Alberta Recycling Management Authority, ISL Engineering and Land Services Ltd. and DeFord Contracting Inc.**); Sustainable Pavement Technologies: Doing More with Less (**Regional Municipality of Halton and R.V. Andersen Associates Limited**); and Wildlife Passage and Enhanced Environment Features on Highway 26, Wasaga Beach to Collingwood (**Ontario Ministry of Transportation, Central Region**).

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

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Considering Roundabouts in Small Communities

Editor's Note: In this contribution to TAC News, Mike Skene, President, Boulevard Transportation Group Ltd., writes about the benefits of installing roundabouts in small communities. Proposed by TAC's Small Municipalities' Task Force, this feature is one 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.

There are many reasons why small communities should consider roundabouts. They are inherently safer and provide environmental benefits such as reduced fuel consumption and congestion mitigation. They can also alleviate the significant burdens of maintenance, liability and operations resulting from traffic signals.

This article relates experiences of three small communities located in British Columbia: the District of North Cowichan; the Village of Lake Cowichan and the District of Summerland.

Consider the following characteristics.

Jurisdiction	Population	Geographic Area	Signalized Intersections	Roundabouts (including under construction)
North Cowichan	28,000	51,000 acres	2	11
Lake Cowichan	3,000	1,300 acres	0	2
Summerland	12,000	30,000 acres	0	3

Specific costs of roundabouts vary considerably in relation to utility impacts, land impacts and landscaping. Approximate costs for roundabouts are \$350,000, while traffic signals average \$200,000. Ongoing maintenance for a traffic signal is approximately \$10,000 per year including bulb and lens maintenance, conflict monitor testing twice a year, and vehicle detector maintenance. Other costs associated with signals include timing updates, which require expertise and a data collection program.

Many small communities are not prepared to embark on the rigorous needs of traffic signal maintenance. Most don't have the expertise in house and are not aware of the burdens traffic signals require including electrical, electronic and traffic engineering.

The following examines the journey our featured small communities took in deciding to install roundabouts.

North Cowichan – The District of North Cowichan created a conventional master transportation plan in 2000, identifying intersections that needed upgrading in the future due to traffic growth. The neighboring town of Ladysmith, a small community north of North Cowichan, was working with the Ministry of Highways and the Insurance Corporation of British Columbia at the time to install the first modern roundabout in BC.

This triggered the district engineer in North Cowichan to consider roundabouts as an alternative to traffic signals due to their safety benefits. The District also did not have the resources to maintain a

potentially growing inventory of traffic signals. Since then, North Cowichan has been implementing roundabouts at a rate of nearly one a year.

Lake Cowichan – The Village of Lake Cowichan undertook a transportation plan to identify a major road network, possible additional road links and an active transportation network. One of the issues identified through this process was the intersection of King George and Sahlam, a five-legged offset intersection.

Through Council approval, the Village sought funds and commissioned an assessment, design and implementation of a roundabout to address the issue. The Village is primarily a timber resource town and many large logging trucks and equipment must pass through the centre of the village. The installation of the roundabout effectively reduced the impacts of these vehicles without having to reroute traffic.



Photo: Summerland intersections

The roundabout is now one of the significant features of the Village and accommodates logging trucks and residential/school traffic in a peaceful manner. The Village and the Ministry of Transportation have been partnering on installing another roundabout at the major intersection with the highway in the core.

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Summerland – The District of Summerland commissioned a master transportation plan which identified the need for capacity and safety improvements at major intersections. Two intersections in need of immediate attention were Rosedale and Prairie Valley, and Rosedale and Peach Orchard. The District staff and Council considered pros and cons of installing traffic signals over roundabouts, including the issue of the maintenance and operations of signals. They voted for the roundabout

option. The District of Summerland is currently implementing their 3rd roundabout.

These small communities benefited from creating a transportation master plan and seeking expert advice on traffic management. The pros and cons to considering various options in these cases were not simply capital costs and traffic operations but a more in-depth review of longer term costs, commitments to maintenance, traffic calming benefits, and community aesthetics. 

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. Montréal will host the Association's 100th birthday celebrations, providing an opportunity to highlight important Canadian achievements in the transportation sector.

In the early 20th century, the first appearances of motorized road transit in many Canadian cities were jitneys, a mode of transportation between today's taxis and buses. Beginning on the west coast in 1914, private automobile owners began using their cars to pick up fare-paying passengers. In some cities, hundreds of cars were engaged in the trade. Operators serious about profitability began modifying their cars to carry more passengers, and the motor bus was born. However, with the advent of public transportation and taxis, jitneys slowly disappeared.

Photo: Interurban Services folded in 1928 and its fleet was amalgamated into parent Winnipeg Electric Company's roster. December 1934 – Operator Bill Fitzgerald and the same bus, now bearing the WECO logo, works a charter at Hobans Tourist Park. Copyright ©2008 David A. Wyatt



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Focus on 2013 TAC Educational Achievement Award

The Transportation Association of Canada (TAC)'s Educational Achievement Award was created to recognize outstanding contributions in training relating to an in-house or external program or provide the foundation for future and better business practices.

The winner of the 2013 award is **l'Association québécoise des transports (AQTr)** and le **ministère des Transports du Québec (MTQ)** in recognition of the Management of Implementation of Municipal and Road Infrastructure Works Training Program.

Upon consultation with industry organizations, the MTQ entrusted the development of the training program to AQTr, who recruited instructors who have personally managed the implementation of roadwork projects.

Accordingly to Yves Murray, Training Supervisor, AQTr, the training program meets the urgent need of accelerating the trade learning process; developing a common understanding of roles and objectives and improving the planning of worksite activities.

"Organizations were invited to identify common issues associated with roadway infrastructure construction and rehabilitation projects," explains Yves. "These included loss of productivity, delays resulting from poor planning and poor workmanship resulting in the resumption of work; in the long term, provoking the premature deterioration of infrastructure. The industry also wanted to respond to the exodus of retirement departures and the need to train the next generation."

The program consists of two training courses, *INF-101 Works Under the Infrastructure* and *INF-102 Works Above the Infrastructure*. Courses are designed for roadwork site stakeholders including soils and materials

quality control experts, supervisors, foremen, contractors and design specialists.

"The innovative teaching approach is what differentiates our infrastructure program," adds Yves. "Sessions replicate the typical work environment in a classroom setting. Professionals who work in the field are paired in small groups and invited to resolve problematic situations using practical examples and real case studies."

Since the program was introduced in 2010, almost one thousand participants have been trained. Participants attributed an average satisfaction rate of 90.5% for content relevancy in workplace activities and 88% for applicability of concepts.

The application of knowledge from these training sessions will have a positive impact on infrastructure construction and maintenance costs associated with roadwork projects.

TAC's Education and Human Resources Development Council nominated the recipients for their innovative infrastructure training program. Six other submissions were also received: Huron Road Reconstruction (**City of Kitchener**); Mobility Hub Guidelines Outreach (**Metrolinx**); You GO Girl! Careers in Public Transit (**Metrolinx**); Bridge Design Training Program Using the Canadian Highway Bridge Design Code (**Morrison Hershfield** and the **University of Western Ontario**); Academy for Municipal Asset Management (**Ontario Good Roads Association**); and Infrastructure Engineering Option in Engineering Science (**University of Toronto**).

The award will be conferred during the Monday Lunch at the 2013 TAC Conference & Exhibition in Winnipeg on September 23. 

MEMBERSHIP HAPPENINGS

Construction industry leaders from across the country have formed a new national organization to help keep a steady flow of highly-skilled workers available to the growing industry. **BuildForce Canada** is a national industry-led organization committed to working directly with the construction industry to provide information and resources to assist with the management of its workforce requirements.

Golder Associates Ltd., a global, employee-owned organization providing a wide range of consulting, design and construction services in areas of earth, environment and energy, has expanded its laboratory services in Ontario. Golder's laboratory services include soil index and aggregate testing, hot mix asphalt and bituminous liquids testing, concrete testing, rock engineering properties and soil engineering properties.

LVM Inc., specialist in the fields of geotechnical, environmental, and materials engineering and a wholly-owned subsidiary of the Groupe Dessau of Companies, will carry out geotechnical studies and provide laboratory services for the construction of the new bridge for the St. Lawrence. With an estimated \$20 billion in international trade crossing the Champlain Bridge annually, this corridor is a significant part of the regional and Canadian economy.

NEW MEMBERS

TAC is pleased to welcome the following new members:

CastleGlenn Consultants Inc.

Ottawa, ON

Arthur Gordon, Chairman of Board of Directors

District of Lake Country

Lake Country, BC

Michael Mercer, Director of Engineering and Operations

Ville de Mont-Saint-Hilaire

Mont-Saint-Hilaire, QC

Nathalie Laberge

RhinoSnot Canada Ltd.

Calgary, AB

Donna Henuset, General Manager and CEO

TranSafe Consulting Ltd.

Vancouver, BC

Raheem Dilgir, President

Thank you TAC Conference Partners

The following partners are allying their organization with Canada's largest annual gathering of transportation professionals by supporting the upcoming 2013 TAC Conference and Exhibition, *Transportation: Better – Faster - Safer*, in Winnipeg, Manitoba. Their commitment to TAC is greatly appreciated.

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Stepping It Up Wins 2013 TAC Sustainable Urban Transportation Award

TAC's Sustainable Urban Transportation Award recognizes exemplary contributions to the development and enhancement of urban transportation, as well as transferability to other communities.

The Stepping It Up project, submitted by **Metrolinx**, the **City of Hamilton**, the **Region of Peel**, **Green Communities Canada** and the **University of Toronto**, tested and refined best practices in influencing how students and staff travel to elementary schools, in partnership with school boards.

The project applied the Canadian School Travel Planning model and Smart Commute Workplace model. Transportation conditions were improved at 30 elementary schools in Hamilton, Brampton, and Mississauga.



Photo: School walking route signage in Brampton, ON

Jennifer Lay, Program Advisor for School Travel at Metrolinx, indicated that many elements of the winning project can be transferred and modified for other communities.

"The Canadian School Travel Planning model and toolkit developed by Green Communities Canada has since been tested by others at over 150 schools throughout Ontario and Canada," explains Jennifer. "Smart Commute programs can also be tailored based on each workplace's needs and are now being introduced for staff at a number of School Boards. Another project element, *Photovoice*, employs simple, low cost techniques that can be replicated in almost any community."

Facilitators worked with each school community to develop and implement a School Travel Plan. This reduced car traffic around the school to create safer, healthier, and more supportive conditions for students, families and staff.

The initiative helped advance a replicable approach that addresses built environment and social barriers to using sustainable transportation modes.

"As we worked with many schools in their local community, a network of supportive communities was formed," adds Jennifer. "Everyone involved, including students, received education which they share with their greater networks. As a result, 94% of school administrator participants said they would recommend the project to other schools and 88% had discussed the project or school transportation with other schools in their area."

School Travel Planning continues to grow within the Stepping It Up participants, and in several other communities who have since begun similar initiatives. Community case studies and additional resources are available online.

Before recommending the winning proposal to the Transportation Association of Canada (TAC)'s Board of Directors, four other nominations were also evaluated by TAC's Sustainable Transportation Standing Committee panel: West LRT Project: Enabling Mobility and Transit-Oriented Development (**City of Calgary**); County-Wide Active Transportation Study Master Plan (CWATS) (**County of Essex**); Toronto Walking Strategy (**City of Toronto**); and City of Vancouver: Transportation 2040 (**City of Vancouver**).

All nominees will present their projects during a session based on the 2013 award at the upcoming TAC Conference & Exhibition in Winnipeg. 



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PEOPLE IN THE NEWS

Helena Borges, previously Assistant Deputy Minister, Programs Groups, Transport Canada, became Associate Deputy Minister of Transport on August 12.

Denise Hanrahan has been appointed Associate Deputy Minister, Strategic and Corporate Services, Newfoundland and Labrador Transportation and Works, while **Cindy Hussey** has taken on the role of Assistant Deputy Clerk of the Executive Council.

Scott Stewart is the new Chief Executive Officer of IBI Group; he formerly served as Co-President.

Alan Potter resigned from the position of Executive Vice-President, FPInnovations. **Pierre Lapointe**, President and Chief Executive Officer, will be Acting Executive Vice-President until the appointment process is complete.

Khaled El-Dalati was promoted to Division Vice-President, Transportation at Delcan Corporation. He will oversee strategic planning and growth, business development, client relations, project delivery, resource management and financial performance.

Emmanuel Morala, a Supervising Engineer at the Ontario Ministry of Transportation and Head of the Control Systems Division for many years, suddenly passed away in late July.

Corporate Announcement



John P. Does, P.Eng., PMP

*Principal
Manager of Transportation*

John P. Does was elected as a Director of R.V. Anderson Associates Limited (RVA) at the annual shareholders' meeting on May 30, 2013.

John received a Bachelor of Civil Engineering from Lakehead University in 1987 and joined RVA that year. Since then, he has led many of the firm's major transportation projects, including award-winning projects for Metrolinx and York Region.

John was appointed an Associate of the firm in 1991, and an Associate-Director in 2009.



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2013 TAC Conference and Exhibition

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September 22-25
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Time is running out but you can still register as a conference delegate before August 30 or onsite in Winnipeg!

Visit TAC's conference website for registration information, program, hotels and travel, and a description of all events. Don't forget to preregister for tours and workshops. Hurry, space is limited.

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Thirty-nine Students Receive TAC Foundation Scholarships

Thirty-nine (39) college students and university undergraduates and graduates will receive scholarships from the 2013 Transportation Association of Canada (TAC) Foundation Scholarship Program. Ten entrance scholarships of \$1,000 were also provided bringing the running tally of the Foundation's scholarship program to 323 scholarships valued at more than \$1.3 million since 2005.

The 2013 TAC Foundation Scholarship Committee, headed by Chair Dr. Eric Hildebrand, and his team of volunteers, reviewed and assessed a total of 103 applications to select the 39 recipients.

Congratulations to this year's recipients and the TAC Foundation's committed donors for their tremendous support of the Foundation's vision of *Educating Tomorrow's Transportation Leaders*.

Scholarship Donor	Amount	Recipient	Educational Institution
Waterloo Alumni	\$7,500	Gulfam Jannat	University of Waterloo
AECOM	\$5,000	Emmett Proulx	Carleton University
AMEC	\$5,000	Elena Zabolotnii	University of Alberta
ATS Traffic Group of Companies	\$5,000	Kaitlin Pelkey	University of New Brunswick
Canadian Council for Independent Laboratories (CCIL)	\$5,000	François Perron-Drolet	Université Laval
CCMTA Road Safety	\$5,000	Juan Félix Soto Rodriguez	École polytechnique de Montréal
Cement Association of Canada	\$5,000	Adham El Menoufy	University of Waterloo
CIMA+	\$5,000	Tyler George	University of Manitoba
Delcan Corporation, in recognition of W. J. Malone	\$5,000	Giuseppe Del Gobbo	McMaster University
Dillon Consulting Limited	\$5,000	Adrian Lee	University of British Columbia
EBA Engineering Consultants Ltd.	\$5,000	Jason Hawkins	University of Calgary
exp	\$5,000	Ramona Mirtorabi	University of Waterloo
Golder Associates Ltd.	\$5,000	David Flynn	University of Manitoba
Hatch Mott MacDonald Ltd.	\$5,000	Naomi Goodman	McMaster University
HDR Corporation	\$5,000	Marc-André Tessier	École polytechnique de Montréal
Hwy 407 ETR	\$5,000	Akram Nour	University of Waterloo
ISL Engineering, in recognition of Gary W. Mack	\$5,000	Stephanie Sodero	Memorial University
Lea Consulting Ltd.	\$5,000	Nick Gagliano	University of British Columbia
Morrison Hershfield Limited	\$5,000	Andrew Monson	University of Calgary
Peto MacCallum Ltd.	\$5,000	TBD - coming from University of Waterloo	University of Waterloo
SNC-Lavalin	\$5,000	Catherine Wilson	University of New Brunswick
Stantec Consulting Ltd.	\$5,000	François Leprince	Université Laval
MMM Group Limited	\$4,750	Liam Cummings	University of Calgary
MMM Group Limited	\$4,750	Jordan Hart-Bishop	University of Waterloo
3M Canada Company, Bob Margison Memorial	\$4,500	Travis Gibson	McMaster University
IBI Group	\$4,500	David Amorim	University of Manitoba
Canadian Provinces & Territories	\$4,000	Michelle Holmes	University of British Columbia
Canadian Provinces & Territories	\$3,000	Marc Boucher	University of New Brunswick
Canadian Provinces & Territories	\$3,000	Philippe G. Provost	École polytechnique de Montréal
Canadian Provinces & Territories	\$3,000	Graham Hill	University of Calgary
Canadian Provinces & Territories	\$3,000	Yared Melketsadik	Red River College
Canadian Provinces & Territories	\$3,000	Debby Quevillon Charbonneau	Institut maritime du Québec
Canadian Provinces & Territories	\$3,000	Medhi Saffarian	University of Toronto

Canadian Provinces & Territories	\$3,000	François Settecasì	Université de Sherbrooke
Canadian Provinces & Territories	\$3,000	Guillaume Turcotte-Labonté	Cégep de Sherbrooke
Canadian Municipalities	\$3,000	Alexandra Campbell	University of Manitoba
TAC Foundation	\$3,000	Adam Budowski	University of Manitoba
TAC Foundation	\$3,000	Jared Kesteven	University of British Columbia, Okanagan
TAC Foundation	\$3,000	Colin Wolfe	Ryerson University

These scholarships, valued at \$171,000, will help students enrolled in full-time studies to pursue their education in transportation-related disciplines. If your organization is interested in working with the TAC Foundation to support its scholarships, or other programs, please contact foundation@tac-atc.ca or call Executive Director, Brian Henderson, at (416) 225-6744.

COMING EVENTS

2013

TAC Fall Technical Meetings

September 20-24
Winnipeg, MB
Tel. (613) 736-1350
<http://tac-atc.ca/english/events/fallmeetings.cfm>

TAC Conference & Exhibition

September 22-25
Winnipeg, MB
Tel. (613) 736-1350
<http://tac-atc.ca/english/annualconference/>

ACT Canada Sustainable Mobility Summit

October 27-30
Calgary, AB
Tel. (613) 226-9845
<http://www.actcanada.com/summit/summit-home>

17th International Road Federation World Meeting & Exhibition

November 9-13
Riyadh, Saudi Arabia
Tel. (703) 535-1001
<http://irf2013.org/>

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

November 23-27
Calgary, AB
Tel. (416) 365-9800
<https://www.cutaactu.org/members/scriptcontent/custExpoReg10.cfm?lang=EN&xangFR&>

2014

93rd Annual Meeting of the Transportation Research Board

January 12-16
Washington, DC
Tel. (202) 334-2934
<http://www.trb.org/AnnualMeeting2014/annualmeeting2014.aspx>

Annual Conference of the Canadian Construction Association

March 8-14
Panama City, Panama
Tel. (613) 236-9455
<http://www.cca-acc.com/en/events/annual-conference>

TAC Spring Technical Meetings

April 9-16
Ottawa, ON
Tel. (613) 736-1350
www.tac-atc.ca

TAC Conference & Exhibition

September 28 to October 1st
Montréal, QC
Tel. (613) 736-1350
www.tac-atc.ca



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