TRANSPORTATION ASSOCIATION OF CANADA

YEAR IN Review 2018-19

TRANSPORTATION THAT MAKES CANADA SAFE, HEALTHY & PROSPEROUS

HEAR FROM TAC's LEADERSHIP

HOW'D WE DO?

2018-19 PERFORMANCE

See what we accomplished in:

SAFETY
Pedestrian Crossing Control Guide receives an update

TECHNOLOGY
Learn about TAC's evolving role in Connected and Automated Vehicles

AND MORE!

Transportation Association of Canada
WHO WE ARE

The Transportation Association of Canada (TAC) is a not-for-profit, national technical association that focusses on road and highway infrastructure and urban transportation.

Our 500 corporate members include all levels of governments, private companies, academic institutions, and other associations. TAC provides a neutral, non-partisan forum for those organizations, and their thousands of staff, to come together to share ideas and information, build knowledge, and pool resources in addressing transportation issues and challenges.

TAC is continuing its important work to develop publications identifying best practices and encouraging harmonization of those practices across jurisdictions. While TAC does not set standards, it is a principle source of guidelines for planning, design, construction, management, operation, and maintenance of road, highway, and urban transportation infrastructure systems and services.

VISION
TRANSPORTATION THAT MAKE CANADA
SAFE, HEALTHY AND PROSPEROUS

FOCUS AREAS

SAFETY
INFRASTRUCTURE AND ASSET MANAGEMENT
TECHNOLOGY
MOBILITY
ENVIRONMENT AND CLIMATE CHANGE
WORKFORCE DEVELOPMENT
TAC develops publications identifying best practices, and encourages harmonization of those practices across jurisdictions.

MISSION
WORKING TOGETHER TO SHARE IDEAS, BUILD KNOWLEDGE, PROMOTE BEST PRACTICES, FOSTER LEADERSHIP, AND ENCOURAGE BOLD TRANSPORTATION SOLUTIONS

STRATEGIC PRIORITIES
COLLABORATE AND COMMUNICATE
BUILD KNOWLEDGE
DISSEMINATE INFORMATION
DEVELOP OUR PEOPLE
MANAGE EFFECTIVELY NOW AND FOR THE FUTURE
In January this year, it was my honour to take up the mantle of TAC President. When I first volunteered as a room monitor at the 2006 conference in Charlottetown, I did not imagine that I would someday be at the helm of this impressive national organization. I thank TAC members and my fellow directors on the board for the opportunity to serve.

During my time as a TAC volunteer, I have seen the dedication of members as they collaborate to share knowledge, address issues, and improve transportation practices. The Board of Directors values the time that individuals and organizations contribute, and we are committed to ensuring the association remains relevant and provides value as we strive to achieve our shared vision of transportation that makes Canada safe, healthy, and prosperous.

To that end, in April 2018 we identified the following three priorities: reviewing TAC’s council and committee structure, engaging young professionals in the association, and improving capacity to address emerging and critical issues.

Over the past year, staff embarked on a process to align TAC’s council and committee structure with our six focus areas. Expected benefits include clearer communication to members and outsiders, more effective and efficient volunteer engagement, and expanded opportunities for discussion of advanced and emerging technologies.

The past year also saw the identification of actions to strengthen the involvement of young professionals. The transportation sector faces a wave of retirements, and to counter a potentially significant loss of knowledge, TAC members need to attract, retain, and develop young workers. Current and planned actions are aimed at engaging young professionals to develop tomorrow’s transportation leaders.

Addressing emerging and critical issues is a fundamental function of TAC’s network of experts. By identifying and sharing information, members learn from colleagues across the country and develop innovative solutions to address challenges. TAC is taking steps to streamline processes and to support members as they define and advance these issues.

I am encouraged by the progress being made on our priorities. The Board of Directors looks forward to continuing to work with members and staff on these issues to ensure our collective efforts can make a positive difference for transportation in Canada and in the lives of all Canadians.
Another full year for TAC is in the books, and I am pleased to share highlights of our operations in 2018-19.

The spring and fall technical meetings continue to provide an important opportunity for our dedicated volunteers to collaborate and communicate — the first of TAC’s strategic priorities. Gatherings in Ottawa and Saskatoon each saw more than 350 people attend over 50 different project, committee, and council meetings.

The 2018 TAC Conference and Exhibition, *Innovation and Technology: Evolving Transportation*, was held in sunny Saskatoon. Speakers representing more than 120 organizations delivered over 50 technical sessions, panels, and workshops. About 800 delegates participated, including an impressive 145 young professionals — evidence that our efforts to attract the next generation are proving effective.

This fall in Halifax, TAC will host its first-ever joint conference in partnership with Intelligent Transportation Systems (ITS) Canada. With this unique opportunity to combine each organization’s strengths and areas of expertise, we anticipate that our members will forge new relationships that will benefit the transportation sector.

Throughout 2018-19, we progressed with technical projects critical to building knowledge, the second of TAC’s strategic priorities. From pothole repair practices to integrating health and transportation, members’ involvement in TAC projects testifies to their commitment to improve the practice of transportation in Canada.

Significant progress was made in understanding how TAC can best support its members as connected and automated vehicle technologies are developed and implemented in Canada. At a two-day national workshop in June 2018, participants heard about digital and physical infrastructure, new mobility services and models, policy challenges, and more. In the fall, the Board approved terms of reference for a new Connected and Automated Vehicles (CAV) Task Force that held its first meeting in April 2019. The Board also invested in a discussion paper to help build awareness of key issues and define roles for the Task Force and TAC’s councils and committees with respect to CAVs.

With a strategic priority to disseminate information, TAC’s goal is to be the primary source of guidance for Canadian transportation practitioners. In the last year, we released three English and ten French publications, including the French version of the *Geometric Design Guide for Canadian Roads*.

In a move to ensure the relevance of TAC’s material, our publication catalogue was reviewed by our committees; some titles were deemed outdated and were removed from circulation, while 30 other titles were made available for free or at reduced cost.

TAC’s Learning Program delivers on our strategic priority to develop people. This year, we delivered 14 seminars that reached about 300 professionals across the country. Plus, our webinar series saw the addition of “Discovery” webinars that are free for members and cover a wide range of emerging issues across Canada. About 900 people registered for this new stream of webinars. We also launched TAC’s Learning Centre, where recordings of TAC webinars and conference sessions offer development opportunities to people who cannot attend an event.

Finally, I am pleased to report that the Association remains in good health, with membership steady and strong at about 500 corporate members and about 800 dedicated volunteers. The financial results are also positive, with a surplus on operations achieved at year-end and a balanced budget established for the year ahead. Reserve funds to support our foundational documents are growing as a result of user fees, as well as a commitment made by the Board of Directors to invest a portion of annual membership dues to maintain those core publications. In case of emergency or unforeseen challenges, members can rest assured that a robust reserve fund is in place to protect the Association’s future.

As we look back at 2018-19, we are heartened by the tremendous support of members. The stories in this *Year in Review* reflect the breadth of activity and the commitment of all involved to TAC’s mission. We hope you feel proud to be part of the Association as we on staff are proud to work with you. Building on the achievements of the past year, we look forward to continuing that work in 2019-20.

With a strategic priority to disseminate information, TAC’s goal is to be the primary source of guidance for Canadian transportation practitioners.
GUIDE TO PEDESTRIAN CROSSINGS RECEIVES UPDATE

The third edition of TAC’s Pedestrian Crossing Control Guide was published in June 2018, as an update to the 2012 version.

Intended for practitioners who design, operate, and maintain roadways, the guide augments information on pedestrian crossing control devices in TAC’s Manual of Uniform Traffic Control Devices for Canada.

The guide’s primary objective is to promote national uniformity in pedestrian crossing control — a key goal as awareness of walking’s health benefits grows, and as jurisdictions strive for sustainability. The updated guide includes a decision-support tool to help practitioners establish the need for traffic control to ensure safe pedestrian crossings, and to aid in identifying the most suitable traffic control device. The guide’s flexible approach also makes it the go-to source for addressing unique local conditions.

The guide’s scope includes pedestrian crosswalks, and it describes regulatory signs, pavement markings, and other tools to enhance safe crossings.

It also offers significant additions including a new section about considerations for specific environments, such as smaller communities and rural environments, and incorporation of a new treatment system involving an enhanced crosswalk with side-mounted signs into the Treatment Selection Matrix.

BEYOND THE GUIDE: AN ADVANCED SEMINAR IN ROAD DESIGN


The seminar was intended to address nine distinct challenges including freeway loop design and truck escape routes, but that number quickly grew, says John Robinson of Flood Murray International. Together with Geoff Millen of WSP Canada, he presented the seminar in eight locations across the country.

“It was one of the best seminars I’ve ever led, because it was based on real projects,” says Robinson. “When you start with real-life case studies you never know what the pace is going to be, or the depth of questions. We ended up going into more and more detail.”

He says the seminar was important because the updated GDG has moved from being a guide about highways to one that now includes pedestrians and bicyclists, with all the attendant challenges for designers.

The cycling component of the seminar was particularly well received, he says. “There’s so much interest in this area, and municipalities are learning to cope with it.”

TAC PUBLISHES GDG EN FRANÇAIS

TAC’s Geometric Design Guide for Canadian Roads is a vital document for roadway designers. While the current edition was published in English in 2017, adapting the guide into French took an additional 18 months. It involved professional translation, volunteer technical verification of the translation by Bruno Marquis of the Ministère des Transports du Québec, layout and proofreading — for all 10 chapters.

In February 2019, TAC celebrated the publication of le Guide canadien de conception géométrique des routes — an invaluable tool, now available in both official languages.

AWARDS

The Road Safety Engineering Award, which recognizes contributions to improving safety on Canadian roadways, was awarded to SNC Lavalin for its Safety Swing Arm to Prevent Collisions with Snow Plows and the City of London for its Vision Zero — London Road Safety Strategy.
UPCOMING REPORT OFFERS A PATH TO HEALTHIER TRANSPORTATION SYSTEMS

As Canadian governments seek new ways to build healthier communities, TAC is working to better integrate health into transportation practices.

Over the past year, many TAC members contributed to a major pooled-fund project on health and transportation. An online survey had more than 400 detailed responses, and 85 practitioners joined webinar discussions on the intersection of health and transportation. The project considered issues including safety, travel choice, access to health resources, mental health, monetization, equity, pollution, and noise.

A project report, Integrating Health and Transportation in Canada, will be published in 2019. Its recommendations will touch on professional development, knowledge sharing, evidence-based policy formulation, cost-benefit analysis, stakeholder engagement, data management, and more.

COMPLETE STREETS SEMINAR SUPPORTS MULTIMODAL ROAD CORRIDORS

A full-day TAC seminar in Calgary, Vancouver, and Toronto gave insights into creating complete streets based on principles in the Geometric Design Guide for Canadian Roads (GDG). The seminar focused on multimodal street design in urban environments, and was led by Ryan Martinson and Josh Workman of Stantec Consulting Ltd.

“We wanted to show that the GDG gives you the opportunity to create complete streets,” says Martinson. He explains that while professionals rely on the guide, they often don’t realize its flexibility when it comes to design — and they may use that perceived lack of flexibility to avoid complete street projects.

He also notes the seminar’s close attention to designing context-sensitive complete streets. “We were looking at urban areas and retrofit scenarios where the right-of-way is often fixed. We have to squeeze things in, and that requires adaptation.”

The seminar’s interactive structure gave participants a valuable opportunity to apply the guide to real-life situations. That interaction included creating concepts for different modal priorities, and for planning engagement activities that involve stakeholders and the public.

BUILDING MOMENTUM FOR ACTIVE TRANSPORTATION

Supporting walking and cycling is a top priority for TAC’s Urban Transportation Council, as it works to shift the transportation industry’s century-long focus on private cars — a history that has had negative effects on our environment and public health.

Volunteers on the Council’s standing committees have been busy on two projects.

It will help transportation planners project future demand for new bridges and other facilities that can dramatically improve options for walking and cycling.

One is examining ways to forecast how many people will use new walking and cycling routes. It will help transportation planners project future demand for new bridges and other facilities that can dramatically improve options for walking and cycling.

A second project is identifying how legislation can enable modern cycling facilities. It will highlight Canadian laws and regulations that support bicycle signals, bicycle boxes, contraflow bike lanes, cross-rides, and other innovative designs.

The Sustainable Urban Transportation Award, which celebrates contributions and innovative approaches to sustainable urban transportation, was awarded to Ville de Montreal for Redeveloping the Bonaventure Highway as an Urban Boulevard.
2018-19 PERFORMANCE

DIVERSIFICATION OF REVENUE

- Membership fees: 24.1%
- Conference: 26.6%
- Learning program: 19.6%
- Pooled fund projects: 6.3%
- Publications: 6.0%
- Client services: 11.0%
- Other: 6.5%

$4,450,483

SIZE OF RESTRICTED RESERVES

$2,500,000 TARGET

As per audited financial statements

$2,233,513

CONFERENCE ACTIVITY

# of sessions delivered

63

Target is 55

MEMBER RETENTION RATE

% of member organizations renewed

95.8%

Target is 90%

PROJECT ACTIVITY

# of funded and volunteer projects

53

Target is 50

(20 funded; 30 volunteer)

797

Target is 775

- Volunteer Projects in Progress: 38
- Funded Projects in Progress: 10
- Funded Projects in Development: 5
## Membership Distribution

- **189** Business
- **233** Municipality
- **494** Member Organizations
- **26** Association
- **26** Educational Institution
- **14** Federal/Provincial/Territorial Government Department of Transport
- **6** Government Non-Transport Department, or Transportation Agency

## Financial Summary

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*As per audited financial statements. Includes revenue for reserves and intergovernmental programs.*
NEW USER GROUP FOR AUTOMATED PAVEMENT DISTRESS DATA COLLECTION

TAC volunteers formed a new user group in 2018 to help road authorities make the best possible use of machine-collected data on pavement condition. It grew out of earlier round-table discussions on the state-of-the-practice that found shared concerns about data management, including storage and reprocessing.

The user group — including representatives of provincial agencies, municipalities and suppliers — is concerned with the development, implementation, operation, calibration, verification, and use of machine-collected pavement distress data. Its aims range from information and technology exchange to identifying research needs and project proposals.

Collection of pavement distress data has been fully automated only in the past few years but is now advancing rapidly as algorithms become more sophisticated.

“At our agency, we use pavement cracking as a trigger to identify roads for rehabilitation. It’s one of the performance indicators that can help us manage our network.” Automation has given asset management a major boost because their full network can be collected in just one season.

However, she notes that automation has brought its own growing pains. “You’re collecting terabytes of data... how do you manage that, and how do you do quality assurance?”

Stressing the collaborative nature of the new user group, Juhasz says, “It’s a great forum for information exchange and lessons learned.”

IN FOCUS: CLIMATE CHANGE

Climate change is becoming a focal point in conference sessions and at standing committees of the Chief Engineers’ Council, says Council Chair Angela Gardiner of the City of Saskatoon. For example, at TAC’s 2018 Fall Technical Meetings, the Council held a spirited discussion on extreme weather and related events as emerging issues, and heard a presentation about integrating climate change issues into TAC’s Geometric Design Guide for Canadian Roads.

Climate change is directly impacting the design and maintenance of all types of infrastructure, says Gardiner. In Saskatchewan, intense rainfall events are making demands on infrastructure that wasn’t designed to handle such weather. In the east, coastal erosion is forcing roads to be relocated. “It requires us as engineering professionals to go back and review our designs.”

Gardiner says that snow and ice management programs have to be adapted to changing freeze-thaw cycles in some areas of the country — cycles that have a deleterious effect on pavement.

To help mitigate the various impacts, the Geometric Design Standing Committee is investigating how design guidelines may need to be adapted to ensure resiliency to long-term climate change.

Pilot projects and trials are also in the works. For instance, a new polymer for asphalt has shown some success in combating the ravages of freeze-thaw patterns, says Gardiner.

“From every angle, climate change is impacting our transportation infrastructure.”

PROJECTS NOW UNDERWAY

Performance-Based Decision Making: Lessons Learned and Practitioner Toolkit

While transportation decision making across Canada has grown more sophisticated, a shared challenge is how to optimize a portfolio of projects and programs involving different kinds of assets and multiple modes of transportation. TAC is preparing a report on current practices and lessons learned, as well as a toolkit with examples of effective processes.

Best Practices for Evaluating Soil and Material Stabilization Products

Canadian agencies frequently need to stabilize poor soils during road construction. However, stabilization products abound and, as new ones appear, agencies can struggle to assess them and their application in local conditions. This project will create a synthesis of best practices for evaluating soil and material stabilization treatments in Canada, and develop guidelines to help agencies evaluate and select effective products.
ENVIRONMENT & CLIMATE CHANGE

THREE NEW TITLES AIM TO PROTECT MIGRATORY BIRDS

This year, TAC released three publications to help the transportation and roadway sectors comply with the federal Migratory Birds Convention Act and associated regulations, which protect and conserve the vast majority of birds in Canada.

Beneficial Practices for Compliance with the Migratory Birds Convention Act and Regulations offers a synthesis of mitigation measures, case studies and beneficial practices for the creation, operation, maintenance, and renewal of transportation facilities. Two accompanying documents offer operational guidance for protecting migratory bird nesting areas under bridges and in culverts, and for conservation measures during vegetation management activities in the right-of-way.

ENVIRONMENT COUNCIL TACKLES EXTREME WEATHER, INVASIVE SPECIES

Key environmental challenges facing the Canadian transportation network were discussed at TAC’s Environment Council 2018 fall meeting and at last year’s TAC Conference, both held in Saskatoon.

“We’re hearing a lot about extreme weather events and their impacts on highways due to flooding,” says Shauna Lehmann of the Saskatchewan Ministry of Highways and Infrastructure. Lehmann serves on TAC’s Environment Council and its two standing committees.

The Environmental Issues Management Standing Committee has launched a volunteer project on management of invasive plant and animal species, a growing concern as species advance northward with climate change. “Invasive plants on roadsides don’t prevent erosion as well as native grasses do because of their root structure, and some grow through pavement,” says Lehmann. She adds that some invasive plants grow tall, compromising sightlines and road safety.

The transportation network itself can be a culprit, she says. For example, zebra mussels, which reduce life-sustaining plankton in water, cling to boats transported along roadways and then spread to other bodies of water.

Federal bills C-68 and C-69, which propose amendments to the Fisheries Act, Navigable Waters Act, and Impact Assessment Act, respectively, were also discussed. Among other changes, the bills mean that Indigenous rights and traditional knowledge would receive more thorough consideration along with scientific data in decision making, says Lehmann. “These issues are being brought to the forefront, and it’s fascinating to learn about them.”

TAC RESPONDS TO CLIMATE CHANGE

Climate change is leaving an indelible mark on TAC.

The Integrated Committee on Climate Change acts as an information hub, connecting many different TAC councils and committees that discuss approaches to mitigating climate change. These TAC groups share strategies to reduce greenhouse gas emissions from transportation including energy-efficient lighting, electrification of fleet vehicles, and boosting transit and active transportation use.

Resilient transportation systems represent a key emerging issue, and TAC members have identified common impacts of climate change. Discussions at the Chief Engineers’ Council have focused on more frequent freeze-thaw cycles that accelerate pavement deterioration, and on more frequent extreme weather events that cause greater flooding, erosion, landslides, wildfires, and snow and ice accumulation.

The Urban Transportation Council and Environment Council have both focused on the importance of managing extreme weather events.

Volunteers from TAC member organizations have flagged their efforts to respond by improving weather information systems, asset management protocols, winter maintenance levels, design standards, and stormwater management practices. However, the effects of climate change are only beginning to be felt, and much remains to be done.

AWARDS

The Environmental Achievement Award, which honours outstanding transportation-related contributions to the environment, was awarded to Regional Municipality of York for The 2nd Concession Project.
WORKFORCE DEVELOPMENT

TAC AWARDS CELEBRATE SUCCESS

For Mike Skene of Watt Consulting in Victoria, B.C., TAC is about achieving excellence through collaboration. And while he was one of seven recipients of TAC’s Distinguished Service Award in 2018, he’s quick to say that he doesn’t volunteer his time and expertise for the sake of awards.

“The award is more of a celebration of the camaraderie,” says Skene. “We’ve done some really fun things.” Asked why he volunteers with TAC, Skene emphasized the team effort. “The motivation is to collaborate. There’s always an email or a phone call to make to someone to get and give advice, or talk through an issue.”

Skene adds that he first volunteered with TAC in the early 1990s because he wanted to keep up with changes in technology. Now, after more than two decades of involvement, he has been recognized for his contributions to TAC’s vision — transportation that makes Canada safe, healthy, and prosperous.

DEVELOPING YOUNG PROFESSIONALS

In 2018, the TAC Board of Directors identified engaging young professionals as one of its highest priorities. To this end, TAC has identified and started to implement a range of initiatives to attract and support the involvement of young professionals.

TAC’s annual conference now provides a 25 percent discount on registration for professionals aged 35 years or less, and free registration for full-time students. Every year, a grant program covers travel and conference expenses for one student and awards are provided to the top three student papers. This past year saw the creation of the Allan Widger Consulting Corporation Grant for Young Geotechnical Engineers in Transportation, which complements TAC’s existing Young Transportation Professional award.

TAC is strengthening its social media presence and looking at more strategies to engage students, universities, and young people. We continue to adapt communications to ensure that they are appealing and modern. Through these and other initiatives, TAC is helping to develop tomorrow’s transportation leaders.

DISCOVERY WEBINARS RESPOND TO EMERGING ISSUES

TAC’s Learning Program has added an exciting stream of “Discovery” webinars that allow members to share their experiences and insights on emerging issues with peers across Canada. These sessions, which are free to TAC members and students, extend learning opportunities to those who cannot attend TAC events.

Over this last year, 900 registrants signed up for webinars on topics including mass evacuation planning for natural disasters, complete streets, automated vehicles, public transit, and cycling facilities.

The webinars are recorded and made available on-demand through TAC’s Learning Centre, along with recordings of TAC’s instructional webinars and conference technical sessions.

The Educational Achievement Award recognizes education and/or training through an in-house or external program. The recipient was the British Columbia Institute of Technology for its Virtual Automotive Engine.
2018 TAC CONFERENCE & EXHIBITION RECAP

The 2018 TAC Conference & Exhibition, held September 30 to October 3, and hosted by Saskatchewan Highways and Infrastructure and the City of Saskatoon, proved to be a rich source of information and connections for about 800 delegates.

The opening plenary session, “Innovation and Technology: Evolving Transportation,” featured insights from a trio of industry experts on disruptive technologies and other key influences in the transportation sector.

The technical presentations, panel discussions, and workshops offered in the conference program highlighted diverse projects and innovations, while delegates experienced first-hand Saskatoon’s evolving transportation infrastructure during the technical tours.

As well, multiple members were honoured with awards for their outstanding contribution to the industry and to TAC.

The TAC Conference & Exhibition has grown to be the leading transportation conference in Canada. The industry and its members are stronger because of the knowledge shared and tough challenges addressed, together, at this annual event.

SHARING BEST PRACTICES AND LESSONS LEARNED

TAC recognizes the importance of supporting practitioners at various stages in their careers. As part of its mandate, the Education and Human Resources Development Council uses conference sessions to help organizations improve their workforce development practices.

At the 2018 conference in Saskatoon, the Council organized three related sessions. One focused on effective employee onboarding strategies, another looked at employee mentoring and retention in the construction industry, and a third addressed options for individuals to transition from full- or part-time employment into retirement.

“We focus on issues that employers and employees face every day,” says the Council’s Chair, Darlene Cleven of the Allan Widger Consulting Corporation. “Conference sessions are an important tool that allow our colleagues to share their best practices and lessons learned with the rest of the industry.”

TAC INDIVIDUAL AWARD WINNERS IN 2018

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<th>Allan Bartman</th>
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<td>Award of Merit</td>
<td>Dirk Nyland</td>
<td>Maureen Van Ravens</td>
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<tr>
<td>Retiring Committee Chair Award</td>
<td>Ania Anthony</td>
<td>Len Frass</td>
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**Honorary Life Membership**
Paul LaFleche

**Distinguished Service Award**
Barry Belcourt
Darren Carter
David Duncan
Cindy Lucas
Geoffrey Millen
Sarah O’Keefe
Michael Skene

**Young Transportation Professional Award**
Robert Taylor

**Allan Widger Consulting Corporation Grant for Young Geotechnical Engineers in Transportation**
Aleks Kivi
CONNECTED AND AUTOMATED VEHICLES

TAC members are increasingly engaged in discussions about connected and automated vehicles (CAVs). As technologies evolve, the Association is strengthening its role.

Last June, TAC co-hosted a national workshop, “Preparing for Connectivity and Automation in Canada’s Transportation System,” with Transport Canada and ITS Canada. One hundred participants from government, industry, and academia gathered in Toronto to explore opportunities and challenges across North America, and to support CAV development and implementation across the country.

In October 2018, TAC’s Board of Directors created a new task force to help members respond to, and benefit from, CAV technologies. It will focus on promoting key outcomes including public health and safety, mobility, economic prosperity, and environmental sustainability in urban and rural communities.

The CAV Task Force includes a wide range of stakeholders, and will guide the Association’s work in technical areas from road design to traffic control devices, cyber security, and the safety of vulnerable road users. A discussion paper, currently under development, will provide a framework for related efforts by the Task Force as well as TAC’s councils and committees.

TAC AND ITS CANADA PLAN A JOINT CONFERENCE FOR 2019

Over the last year, TAC has worked intensively with the Intelligent Transportation Systems Society of Canada (ITS Canada) to plan a landmark joint conference for September 22-25, 2019 in Halifax.

The 2019 TAC-ITS Canada Joint Conference & Exhibition will welcome industry leaders from across Canada and beyond. In the opening plenary session alone, a panel of five North American experts will address technology’s impact on the future of transportation, considering areas such as safety, privacy, and partnerships.

The conference is expected to attract 1400 industry professionals and will feature nearly 400 presenters in more than 70 sessions on the latest trends and developments. A range of tours will spotlight ports and other transportation infrastructure in the Halifax region.

For information and registration, visit www.tac-its.ca.

TECHNOLOGY CAN BENEFIT TRAFFIC OPERATIONS

“Vendors create many products, and we need to ensure they respect the boundaries of traffic engineering guidance,” says Daniel Beaulieu of the Ville de Montréal, Chair of TAC’s Traffic Operations and Management Standing Committee (TOMSC).

Last year, TOMSC created guidelines for rectangular rapid-flashing beacons, “a great device for mid-block and rural crossings,” says Beaulieu. When he looks ahead, he sees that road maintenance will be crucial for automated and connected vehicles. For example, pavement markings will need to be repainted frequently for safe vehicle guidance.

Advances in LED lighting technology were a major motivator for a recent review of TAC’s 2006 Guide for the Design of Roadway Lighting, an update of which will be published soon. Along with visual clarity, LED lighting means “you don’t splash light everywhere, so you don’t have light pollution,” says Isabel Lessard, also of the Ville de Montréal and a reviewer of the updated guide. “You have the right amount of light where you need it.”
The Board of Directors sets the strategic direction for TAC and oversees the Association’s volunteer structure.

EXECUTIVE

President Darren Chaisson
Deputy Minister, PEI Transportation, Infrastructure and Energy

Past President Dr. Paul LaFleche
Deputy Minister, Nova Scotia Transportation and Infrastructure Renewal

Vice-President, Municipal Tim Savoie
City Manager, City of Port Moody

Vice-President, Members-at-Large Stephen Damp
Executive Vice-President, EllisDon Corporation, Civil Division

Vice-President, Federal/Provincial/Territorial Kelly Cain
Deputy Minister, New Brunswick Transportation and Infrastructure

Treasurer Scott Stewart
Chief Executive Officer, IBI Group

OTHER DIRECTORS

Brad Anguish
Director, Transportation and Public Works, Halifax Regional Municipality

Fernando (Fred) Antunes
Deputy Minister, Saskatchewan Ministry of Highways and Infrastructure

Jim Berezowski
Director of Public Works, City of Winnipeg

Gerry Chaput
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Deputy Minister, Alberta Transportation

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