Ontario Section

It is the time of year to get things rolling at IMSA Ontario. At the International Conference in Orlando last summer, the Marketing Committee of the Board of Directors introduced, as part of their marketing strategy, a new logo. The new logo is designed to have the ability to support a “tag line” and we have done just that by adding an image of a Trillium and the Section name as shown above.

At the mid-winter meeting of the Board of Directors last February, I was tasked with the responsibility to look into the “rough edges” of the certification renewal program. One of the issues that is dealt with at the International Office, is the desire to enter or re-enter the certification renewal program. For any number of reasons, certificate holders who earned certification prior to 2005 had not entered the program. For others, (and once again for any number of reasons), the certifications had expired, i.e., had not been renewed after three years. The Board approved a recommendation of the Committee to allow entry/re-entry upon completion of a form that attests to your still working in the expertise in which you were certified. It is a comprehensive form and can only be used once by any given individual. This should make the process of entering or re-entering the renewal process easier.

The other big problem that we encounter is keeping track of everyone. People move, retire, and pass away and we do not know about it. This is especially true for certification holders who are not members. For members we hear from them once a year when their memberships are renewed. If you have moved in the last three or so years, or your status has changed in any way, please let us know. It will go a long way to help us serve both members and non-member certification holders.

I would like to thank all of those who worked on the 10th Annual Traffic Expo: the vendors that took booths, and the specialists who presented the information sessions.

Next on the agenda is the processing of re-writes. If you were unfortunate enough not to have passed a certification exam, then you will be hearing from us shortly. We keep careful track of you and will ensure that your free “retake” will be arranged.

Plans are underway for the 2013 edition of our Annual School. Details are available on our website. Make plans for April 7-12, 2013.

Until next time, work safe, play safe and drive safe.– Mike Flanigan, President

More Section News continued on page 49

Everything you need to know about solar-powered flashers is at

www.solar-traffic-controls.com

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THE T-BAND CONUNDRUM . . .
Continued from page 48

300 public safety licensees in the band, either through direct responses to the questionnaire or population of partial data taken from other work being conducted in parallel by public safety T-Band working group members.

Using and extrapolating the information collected, the NPSTC T-Band Working Group developed assessments of the impact of the legislation to public safety. This includes a study of the viability of various alternative spectrum homes should public safety be displaced from the T-Band as directed in the legislation, as well as an estimate of the cost for such a relocation. At the time this article was submitted, those studies were not yet completed. However, as of press time in February 2013, we expect much of the analysis of the T-Band Working Group will be available. Therefore, we encourage you to check the NPSTC web site at www.npstc.org/TBand.jsp

Summary
The T-Band is a key spectrum resource for public safety, as well as industrial business users, in the eleven top metropolitan areas. NPSTC engaged to determine the impact of legislation passed in February 2012 that directs the FCC to start auctioning that spectrum by February 2012 and to clear public safety from the band within two years of the auction. Please see www.npstc.org/TBand.jsp for additional information.

Stu Overby serves as vice chair of the NPSTC Spectrum Management Committee and co-chair of the NPSTC T-Band Working Group. He is also a member of the International Association of Chiefs of Police (IACP) Communications and Technology Committee and a contributor to the International Association of Fire Chiefs (IAFC) Communications Committee. Overby is Senior Director, Spectrum Strategy at Motorola Solutions and has 38 years of experience in spectrum management and communications. Before joining Motorola in 1986, he worked for the FCC for 12 years.

Joe Ross co-chairs the NPSTC T-Band Working Group with Overby. Ross is co-founder and senior partner for Televate, LLC.

Larry Parks received the IMSA Educational Foundation Award. He wrote the following to the IMSA Educational Foundation Board of Directors:

I am honored to have received the “2012 Education Award” from the IMSA Educational Foundation. This was indeed a pleasant surprise (since I was unable to attend this year’s conference I wasn’t aware I had won the award till yesterday at our IMSA BC Section Executive meeting – where Craig Mackenzie presented it to me). I will proudly have the exceptional clock/plaque award placed front and center in my office, for all to see!

Looking at the past “Educational Award” winners, I am in awe of being placed among them. As you are all aware, it is the mentoring and guidance provided by others that so influences our personal successes – I feel this is reflected in my receiving this award, both from those that precede me with this award, as well as so many other local and International IMSA members and friends. And indeed I can only continue to strive to be one of those mentors for others that follow me with the IMSA.

Again, I want to thank you all for this extraordinary recognition you have bestowed upon me.

CITY OF TAMPA
ATMS SOFTWARE TESTING AND EVALUATION

The City of Tampa (Florida) is soliciting ATMS Central Software for testing and evaluation in anticipation of procuring a preferred package that will operate their 523 existing signals, with expansion capability to 650 intersections, as well as various Intelligent Transportation System (ITS) devices. Potential responders will be requested to install and configure their software to support an existing Alpha Test site that emulates the City’s Ethernet/IP communication and control network in order to demonstrate conformance to the functional requirements of the new system. A pre-defined set of criteria will be used to quantitatively evaluate each responder’s ATMS Central Software under identical conditions.

Potential responders who may desire to schedule a software test and evaluation with the City can obtain additional information on the functional requirements, the evaluation criteria, and the test plan by contacting Nathan Poole at (813) 831-8870 or npoole@gfnet.com. Responses to this advertisement must be made by January 31, 2013. All software testing will be performed at the City of Tampa-Hillsborough County Expressway Authority Transportation Management Center, located in Tampa, Florida or at the Gannett Fleming, Inc. testing lab located in Tampa, Florida.