I have been asked by the International Office (repeatably) to write a short auto-biography, as someone nominated me for the Member of the Month. Several attempts to avoid this have ultimately failed. Don’t laugh, you could be next and they have their ways. So here goes.

My name is David Mueller and I have been the Certification Chairman for the Arizona Section of IMSA since fall 2003. I enjoy an exceptional working relationship with my Section Officers, our members and their organizations, the International Office staff, but above all, my Moderators who are the cornerstone of this Section. They are the most professional, motivated and knowledgeable people I have come to know in the traffic industry. I have come to believe they really know their course materials by heart, and sometimes that can become spooky. They were my inheritance from our former Certification Chairman, Marty Escarsega, of the City of Mesa, Arizona who performed this task for over 8 years and to whom we owe a great debt in setting the standard for the most sought after programs in the state and region. We now have participants from California, Nevada, and New Mexico and even further afield like New York and Massachusetts in almost every session.

The major big cities of Mesa, Scottsdale, and Phoenix have provided more than their expertise and facilities, these can be found in their core values that are evident as exemplified in our Secretary/Treasurer, Richard Woodward. One of the most patient people I have come to know, Richard has guided me through some pretty intense times, when immediate reaction on my part, is best served by resolve and understanding in performing this task with its responsibilities from his vast experience. It is in his direction I turn when plainly spoken, “things go south.” The reader may also associate the names of Norm Akin, Jan Siedler, Lenny Hulme, Michael Mason, Reggie Fitzpatrick, Alan Domsky, Jeremy Dye, John Bran-nan, Patrick McGrevey and more with the Arizona Section. They have all contributed graciously and untiringly to the preemption of knowledge needed by our members and have satisfied over 500 new technicians in different fields over the past three years. We, and the rest of the Sections, perform and critique every new program updated or implemented by International and the Foundation here. As a member of the most respected traffic industry organization in the world, we welcome them.

This biography is really not about me, but everybody actively involved in IMSA. They make up the reasons for the success of IMSA in Arizona and world-wide. I am glad to be a part of it. We care.

As I mentioned our Section holds two main sessions per year, spring and fall. Participants go well over 200 each time, most are new or beginning to recertify. We also started a program called “On the Road” about two years ago. The criteria is: If a contractor or agency can provide a facility that will hold a maximum of 28 people for every 2-3 day course, and a minimum of 10 participants register in each of them, we will come to you. Our moderators have driven over 300 miles for one 1/2 day Flagging Session. There was a need and we were there to fill it.

If you think about it this saves: employee travel time, per-diem, lodging, supervision, equipment, fuel, motels and the list can go on. Such was one case in March ‘05’ for a contractor that installs traffic signals for government agencies. The scenario was this: The contractor had requested courses in Work Zone, Traffic Signal Level I and II to bring employees current and to meet requirements in certifications. Every session went very well, except TS Level II.

If you have ever read 28 and sometimes 35 moderator’s evaluation sheets from just one class (and I read them all) you will know what I mean. One of several of this moderator’s evaluation at this site read: “We do construction. Our job is to place rebar, pour concrete, install mast arms and supports, pull boxes, lighting, cabinets and wiring. Several of us were “totally” lost with timing, phase diagrams, emergency preemption and the rest. The moderator stayed an extra 2 1/2 hours after the class was over and took the time to explain these to us and we finally got it.”

There wasn’t any compensation for his time. He did it because he cared and that’s what it’s all about.