

Ontario Trillium Section **NEWSLETTER**

**WELCOME TO
THE ONTARIO
TRILLIUM
SECTION**
Gary Wimmer -
President

**GARY WIMMER
PRESENTING
ROB DECLEIR
WITH HIS
LIFETIME
MEMBER
AWARD.**



2026 ANNUAL SCHOOL, EXPO AND AGM.

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address bar

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PRESIDENT'S MESSAGE

Dear Members:

As we move into the spring season, hopefully seeing the last of this snow, I would like to provide an update on several exciting initiatives and upcoming events within our section.

IMSA Tech Expo and Annual School

Congratulations to our Executive team and Events Coordinators, Mario and Ashley, who worked diligently to organize our annual IMSA Tech Expo. Additionally, Rob Declair organized our Annual School. We had approximately 275 attendees and there were some great conversations generated from these events.

Training Updates

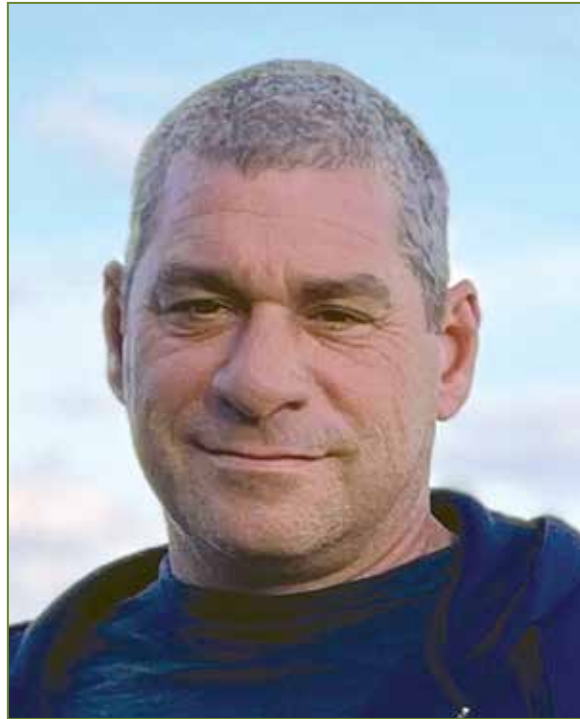
Rob Declair reviewed the newly released Traffic Signal Sr. Field Technician III course content from IMSA International. We are preparing to offer this course along with our other courses to our membership in the Fall of 2026, so please stay tuned for further details.

Communications and Outreach

Thanks to the hard work of Jeffrey, Paul, and Terry, we have made significant improvements to our website and newsletter to ensure we remain current and deliver value to our membership. If you haven't already, please take a moment to explore these resources. Sheila, Steve and Ashley launched our IMSA Ontario Trillium Section LinkedIn account in March.

Annual General Meeting (AGM)

Our AGM took place during the lunch break on March 25th. This was an opportunity to welcome our new executive members and we expressed our gratitude



PRESIDENT GARY WIMMER

to those who generously gave of their time and have now moved on.

We are always looking for new members to join the team. If you are interested in a position, please reach out to me or any current director. If an executive position is not for you, but you would still like to get involved, we have several appointed committee positions available that you may be interested in joining.

Best regards,

Gary Wimmer,
IMSA Ontario Trillium - President



UPCOMING EVENTS

Online Schools - June 2026

Online Certification schools are planned for June, 2026. Registration cost for each full program with a manual and an exam is \$625.00 plus HST.

The Registration fee for a Certification Renewal is \$160.00 plus HST.

Please note that the Renewal Registration fee does not include the Certification Renewal fee. The Certification Renewal fee will need to be paid directly by the student to IMSA International. No manuals are provided with a Renewal Registration.

School fees for June, 2026, are to be paid by May 31st and class sizes are limited.

The following online courses are being offered:

- **Online Traffic Signal Technician I - June 11 & 12, 2026**
- **Online Traffic Signal Field Technician II - June 9 & 10, 2026**
- **Online Roadway Lighting Technician I - June 10 & 11, 2026**

General School Information

All online school programs are two days in length and commencing at 8:00 am and concluding each day at 4:00 pm. All Certification exams will be completed on-line. Students will need to have access to a laptop or tablet with a working camera in order to complete the exams. Exams will be available for a 12 hour period after the class ends. Students will have 3 hours to complete the on-line exam. All exams are closed book and the student is not to be distracted or confer with others during the exam.

For Level I programs, the prerequisite is a Work Zone program and one (1) year of experience. For Work Zone only the IHSA Traffic Control for Temporary Work Zones or the OTC OTM Book 7 programs are recognized. No other Work Zone programs are currently accepted.

For Level II programs, two (2) years of experience and Level I Certification are the prerequisites.

To register, send your request to certifications@imsasafetyon.org

NEWS FLASH!

**JUST
IN**

IMSA International has recently informed the Ontario Trillium Section that the Atlantic Section will now be affiliated with the Ontario Trillium Section.

The Ontario Trillium Section would like to welcome those members previously associated with the Atlantic Section.

Thank You

IMSA Ontario Trillium Section would like to thank all of our vendors who generously donated door prizes. Your continued support is truly appreciated and looking forward to seeing you next year!

- **ATS Traffic**
- **Carmanah Technologies**
- **Citel Inc.**
- **CITYROVER**
- **Econolite Canada**
- **Electromega**
- **Fortran Traffic**
- **Genlyte Solution**
- **GGI Road and Traffic**
- **ITS**
- **North Line Canada**
- **Oldcastle**
- **Pedestal Solutions**
- **Ramudden Digital**
- **Sentinel Pole and Traffic**
- **Tacel Ltd.**
- **Traffic Hardware and Design Valid Manufacturing**
- **Velociti Innovations**

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Trillium Section**



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CERTIFICATION CORNER

Certification(s) are valid for a three (3) year period of time. After that period, Certification(s) must be renewed in order for them to be valid. Once you are logged into your membership page, you can see the status of your certification(s) under **“My Certification Record”** tab. This tab will display all current and past Certification(s). A fee (\$USD) is required to obtain and renew your Certification(s). A Certification(s) will only be renewed if the proper Certification(s) renewal paperwork has been submitted to IMSA International by the person holding the Certification(s) – Certification(s) renewal does not occur automatically. To keep your Certification(s) valid, renewal forms must be submitted within twelve (12) months of the Certification(s) expiring.

How to Renew a Certification

There are two (2) ways to renew a Certification:

- 1) Continuing Education Credits (CEC)** – Sixteen (16) hours of CEC’s are required to renew a Certification. These hours must be obtained during the three (3) years the Certification is valid. These CEC’s must also be related to the discipline of the Certification; for example, Traffic Signals for Traffic Signal Certification(s), Roadway Lighting for Roadway Lighting Certification(s).

The above replaces the old TARP point system.

- 2) Auditing** - The certification holder will have one year after the expiration date to reinstate their certification by documenting their hours of training as noted above. If the certification is not reinstated within one year, the individual must renew through the normal certification process by taking the current certification exam at the highest level previously attained and paying the regular certification exam fee. Only the regular certification exam fees will be due and retake of prerequisites will not be required. IMSA International will not recognize any IMSA certificate(s) without an expiration date.

Earning a Higher Certification: If an individual wishes to obtain a Level II Certification then the Level I does not need to be renewed. However, the higher level certification needs to be obtained within twelve (12) months of the lower level Certification expiring.

2026 IMSA ONTARIO TRILLIUM SECTION Annual School



ROADWAY LIGHTING LEVEL 1 COURSE



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Ontario Trillium Section

2026 IMSA ONTARIO TRILLIUM SECTION Annual General Meeting

The IMSA Ontario Trillium Section 2026 - 2027 Annual General Meeting (AGM)

The above event was held in conjunction with our annual school and tradeshow at the Holiday Inn and Conference Centre in Burlington, ON.

This was the first time we combined all three events together and it proved to be very successful.

At the AGM, the following Directors and Officers were elected for the 2026 - 2027 term:

Gary Wimmer, President

Jeffrey Smart, President Elect

Secretary, Steve De Lellis

Treasurer, Paul Webster

Regional Director GTA East, Joe Hendrix

Regional Director GTA West, Sheila Maye

Regional Director West, Aaron Swartz

Regional Director North, Larry Sharpe

Regional Director East, Matt Wood

**Regional Director Southwest,
David Thompson**



The following Committee Chairs were appointed during the AGM: Advertising, Jeffrey Smart; Audit, Larry Sharpe; Certification & School Coordinator, Rob Declair; Events, Ashley James; Membership, Sheila Maye; Moderators & Programs, Joe Hendrix; MTO Representative, Robert Long; Newsletter Co-Coordinators, Jeffrey Smart; Paul Webster and Website, Terry McSwain.

IMSA ONTARIO TRILLIUM SECTION'S EXPO

IMSA Ontario Trillium Section's Expo was back in action for 2026. With such a strong turnout last year, we returned to the Burlington Hotel and Conference Centre in Burlington on Wednesday, March 25th, 2026. With a sneak preview of the event the night before, our Annual School students took full advantage of the venue to get the full tour before everyone else. With exhibitors showcasing the latest that they have to offer, there was much to see. A big thanks to all our exhibitors! Order of appearance based on booth numbers: Econolite, Fortran Traffic Systems, Innovative Traffic Solutions, Inc. (ITS), Pedestal Solutions Inc. (PSI), Traffic Hardware + Design, Genlyte Solutions – a Signify business – teaming with Saalex, Northline Canada, GGI Road & Traffic, Citel, Oldcastle Infrastructure, Velociti Innovations, City Rover Inc., Valid Manufacturing Limited, ATS Traffic, Electromega, Tacel, Synapse ITS, Sentinel Pole & Traffic Equipment Limited, and Ramudden Digital.

Our program started out with a Continental breakfast buffet in the main hallway, where the Expo doors opened up shortly after. Gary Wimmer, IMSA Ontario Trillium Section's President, gave the opening welcome and address to our vendors and guests. The morning breakouts consisted of two (2) speaker presentations. Our first presenter was Jesse Fraser – Regional Sales Manager, from Carmanah – A Synapse ITS Company. Jesse completed a presentation on Rectangular Rapid Flashing Beacons at PXOs. This presentation provided an overview of Pedestrian Crossovers, or PXOs, with a focus on the use of Rectangular Rapid Flashing Beacons, commonly referred to as RRFBs. There was a brief review of Book 15 standards for PXOs, a discussion of crosswalk lighting considerations, a look at how to choose between solar and AC-powered RRFB systems and ended in exploring the connectivity options available for configuring, controlling, and collecting data from these systems. The second presenter was Omri Artman – Manager of Advanced Systems, from Visual Defence Inc. The presentation explored how AI, generative AI, and street-level imaging are transforming how municipalities monitor and manage active transportation infrastructure and traffic signals. It provided a high-level look at digital twins, computer vision, and AI-driven image analysis used to assess pavement, lane markings, pedestrian and cyclist infrastructure, and signal assets.

Refueling with a full Buffet lunch prepared by hotel staff, IMSA Ontario Trillium Section held their 2026 - 2027 Annual AGM. With one final breakout presentation session held in the afternoon, our last presenter was Matt Wakeham – Regional Manager, from CITEC Inc. Matt completed a presentation on Surge Protection for Intelligent Traffic Systems. This session provided an overview of the sources of surges and best practices in mitigating these damaging events to disrupt critical equipment operations. Basic concepts in surge protection covered included device ratings and installation.

The moderator for all three (3) sessions was Jonathon Ellis from RVA.

We appreciated the overwhelming amount of door prizes provided by our wonderful exhibitors.

Winners of the door prizes were distributed among the crowd and a big thank you to all our exhibitors, volunteers and guests for attending and your continued support.

See you next year!

DIRECTOR'S SPOTLIGHT

JOE HENDRIX

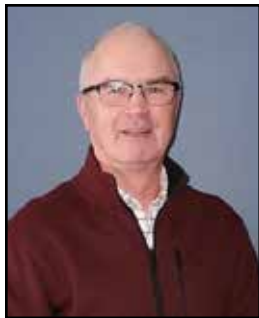
Regional Director, GTA East – IMSA Ontario Trillium Section

Hello there! My name is Joe Hendrix and I am pleased to represent the IMSA Ontario Trillium Section as the Director for GTA East Region.

My full-time job is a consultant where I provide electrical services and work on the Hazel McCallion project. I have been self-employed for twelve (12) years.

I became involved with the IMSA Ontario Trillium Section in 1998. I have been involved in various roles and responsibilities, off and on for the last number of years and have held the position as Director for GTA East since 2005. In this role as Director for IMSA, I am tasked with attending Board Meetings, contributing to the governance and running of the organization along with bringing important issues and items of importance to the table to represent members in our Area. IMSA Ontario Trillium Section provides in person and online certification courses for its members for professional development. We also offer the opportunity for members to attend Expos as well as providing support for its members employed in and around the traffic industry. For those members in the GTA East area, please reach out to me via email or telephone should you have any questions or suggestions to better YOUR membership in the organization. We are open to bettering YOUR membership and look forward to hearing from you! The front pages of our quarterly magazine lists the Regional Directors representing you!

The IMSA organization provides its members a volunteer opportunity to get involved in the field in which you are interested and perhaps employed. Get involved, you won't be disappointed!!



DAVID THOMPSON

Regional Director, Southwest – IMSA Ontario Trillium Section

Members of the IMSA Ontario Trillium Section, I currently serve as Regional Director for the IMSA Trillium Ontario Southwest Region (2016–2026) in the Province of Ontario.

My career path has taken me through several roles that shaped my expertise, with more than 50 years of experience in transportation planning, civil design, electrical design, and the construction of lighting, power, and traffic signal systems for both highway and municipal roadway projects. After retiring in 2018, I returned to WSP as a Senior Consultant in Electrical Engineering, continuing to support projects and teams with the experience I have built over my career. Before that, I spent more than 20 years with MRC/MMM/WSP as a Project Manager and Electrical Engineering Inspector from 1997 to 2018. Earlier in my career, I served the Region of Niagara in Thorold in various positions from 1973 to 1997, in the later period as Traffic Operations Manager, where I gained foundational experience in traffic systems, operations, and municipal infrastructure.

My work has included preparing traffic signal design and maintenance manuals, developing and updating municipal roadway lighting and traffic signal specifications and inspection standards, and implementing contract documents for roadway lighting and traffic signal projects. I have also supported assignments for Region of Halton, Town of Oakville, Town of Milton, Region of Peel, City of Brampton, the Ontario Ministry of Transportation (MTO), City of Timmins, City of Toronto, and numerous other municipalities across Ontario.

I have been actively involved in several professional associations throughout my career. I have been a member of the Ontario Association of Certified Engineering Technicians and Technologists (OACETT) since 1989, an IMSA member since 1992, and a Life Member of the Institute of Transportation Engineers (ITE), a designation I have held since 2015.

My involvement with IMSA has been an important part of my professional life. Over the years, I have assisted with the IMSA Annual General Meetings, Trade Shows, IMSA golf tournaments, and recently served on the committee responsible for creating duty outlines for IMSA Executive positions. I remain in good standing and consistently attend meetings throughout the year to support the organization and its members.

For those members in the Southwest area, please reach out to me via email or telephone should you have any questions or suggestions to better the organization and inquire about volunteer opportunities with IMSA Ontario Trillium Section.

Get involved, you won't be disappointed!!

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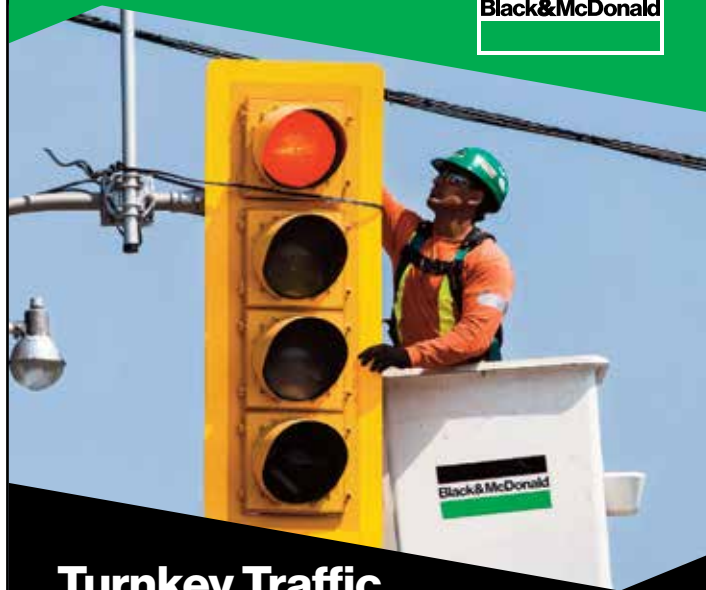
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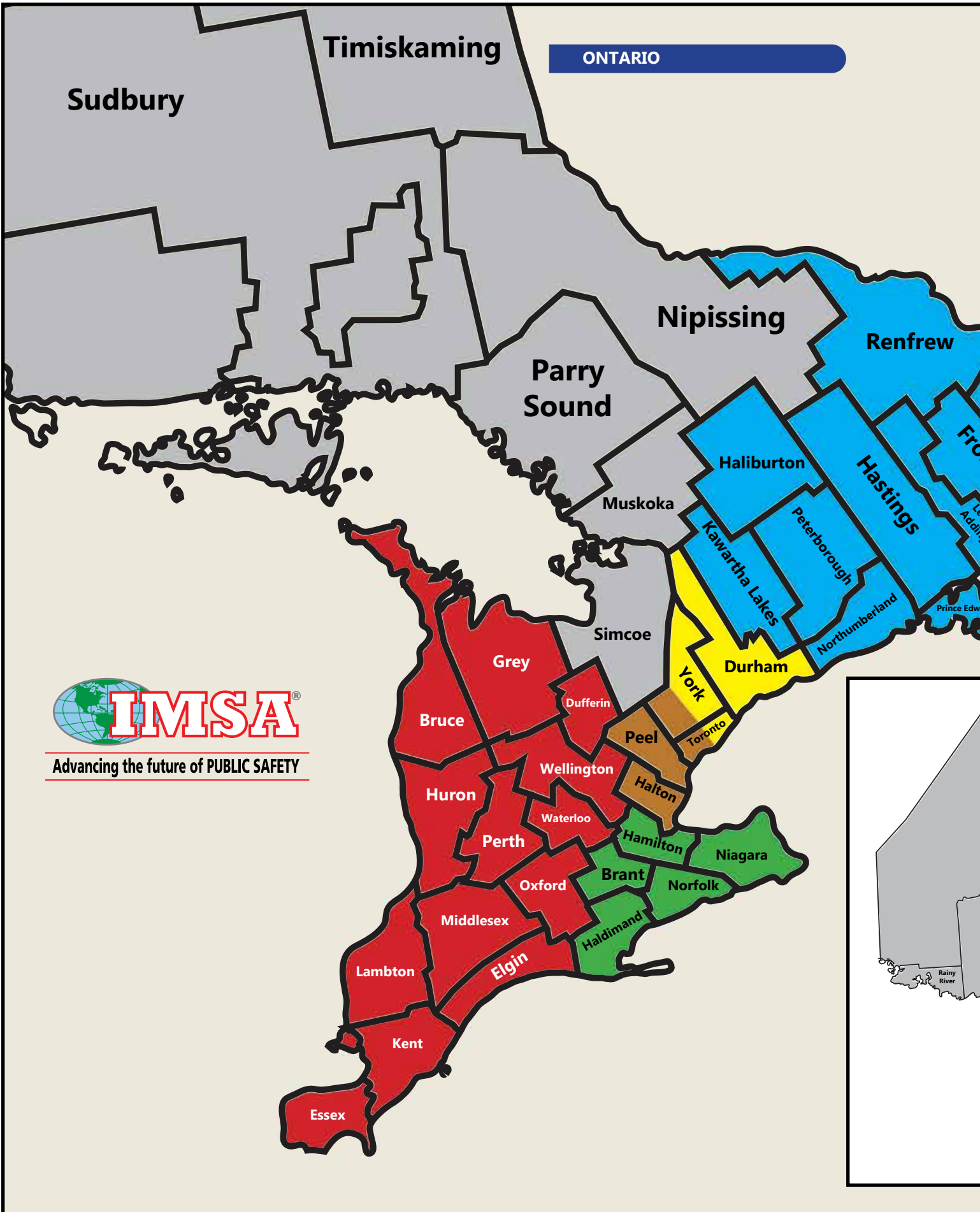


Roadway Security

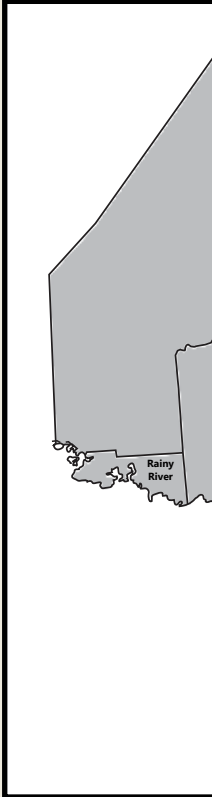
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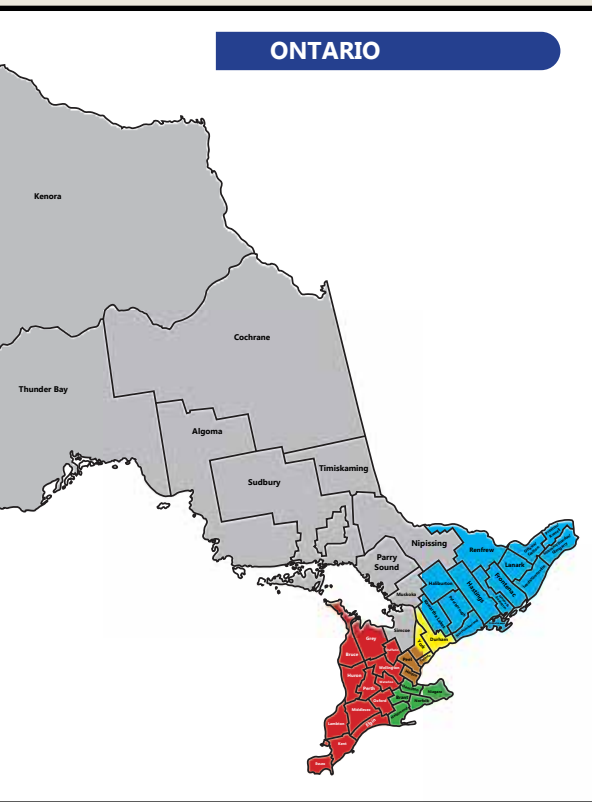
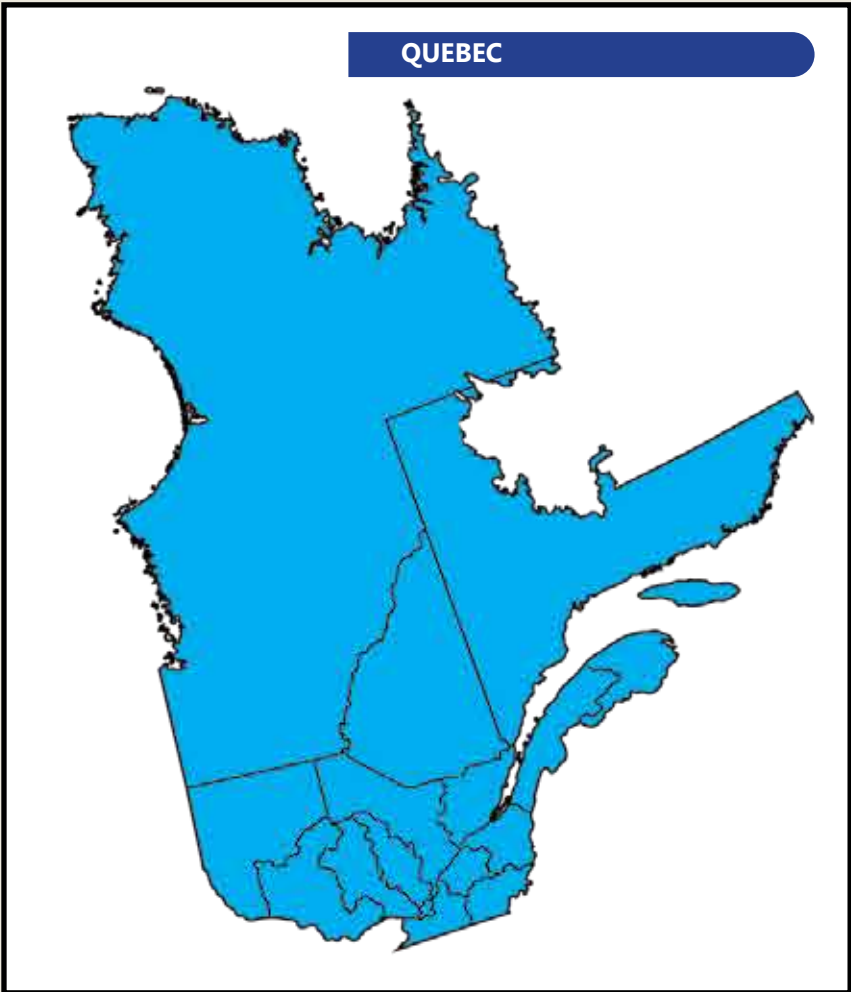
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ONTARIO

IMSA Ontario Trillium Section Regional Boundaries Dated January 2026

- East** — the counties of Kawartha Lakes; Haliburton; Peterborough; Northumberland; Hastings; Prince Edward; Renfrew; Lennox and Addington; Frontenac; Lanark; Leeds and Grenville; Ottawa; Stormont, Dundas and Glengarry; Prescott and Russell, and the Province of Quebec. **Regional Director - Matt Wood**
- GTA East (east of Yonge Street)** — the counties of Toronto; York and Durham. **Regional Director - Joe Hendrix**
- GTA West (west of Yonge Street)** — the counties of Toronto; York; Peel and Halton. **Regional Director - Sheila Maye**
- North** — the counties of Kenora; Rainy River; Thunder Bay; Cochrane; Algoma; Manitoulin; Sudbury; Timiskaming; Nipissing; Parry Sound; Muskoka and Simcoe. **Regional Director - Larry Sharpe**
- Southwest** — the counties of Hamilton; Niagara; Brant; Haldimand and Norfolk. **Regional Director - David Thompson**
- West** — the counties of Essex; Lambton; Chatham/Kent; Elgin; Middlesex; Huron; Bruce; Perth; Oxford; Grey; Waterloo Wellington and Dufferin. **Regional Director - Aaron Swartz**



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TRAFFIC SIGNAL CONTROL DEVICE STANDARDS

A Look Under The Hood

[Note: The comments and views expressed herein are not necessarily those of IMSA Ontario Trillium Section]

Part 2: The Evolution of Standards?

The Early Days

The development of standardized traffic signal controllers in North America has progressed significantly since the mid-1970s, evolving from simple hardware standards to sophisticated communications-based systems that support modern Intelligent Transportation Systems (ITS).

In the early 1970s, traffic signal controllers were mostly electromechanical (solid state and then digital technology was evolving) and lacked standardized interfaces. To improve compatibility between equipment manufacturers and agencies, the National Electrical Manufacturers Association (NEMA) introduced the NEMA TS-1 traffic signal controller standard in 1976.

TS-1 defined standardized cabinet connectors, controller pin assignments, and operational interfaces for solid-state traffic controllers. This allowed agencies to replace controllers without changing cabinets or field wiring, greatly improving interchangeability and reliability. TS-1 was updated several times through the 1980s and early 1990s to support improved detector interfaces, coordination functions, and enhanced cabinet hardware configurations.

As traffic systems became more complex and agencies began deploying centralized traffic management systems, limitations in TS-1 became apparent. In response, NEMA released the TS-2 standard in 1992. TS-2 introduced significant architectural improvements including high-speed serial communication between cabinet components, enhanced malfunction management units (MMUs), and improved detector processing.

Two traffic signal controller and cabinet types were defined: Type 2, which maintained compatibility with TS-1 wiring, and Type 1, which implemented a serial communications architecture for better reliability and diagnostics. TS-1 controllers also supported advanced features such as improved coordination, event logging, and enhanced diagnostics.

A Major Step Forward

At the same time, transportation systems require a standardized communication protocol to allow central software systems to interact with controllers from different manufacturers. This led to the development of the National Transportation Communications for Intelligent Transportation System Protocol (NTCIP) beginning in the late 1990s through a partnership between NEMA, the American Association of State Highway and Transportation Officials (AASHTO), and the Institute of Transportation Engineers (ITE).

[NOTE: I was working for Siemens at the time and sat-in on a NEMA Traffic Signal Devices Technical meeting in Las Vegas. The director of FHWA Traffic Signal Operation flew to Las Vegas and made a strong pitch to the group: ' we need standardization of traffic signal control devices, particularly in communications. You, NEMA, have first right of refusal to develop the standards, or I will find some else!' After he left a couple of Multisonics' engineers said they had experience with SNMP (Simple Network Management Protocol) and suggested it was the solution. The rest is history.]

TRAFFIC SIGNAL CONTROL DEVICE STANDARDS

A Look Under The Hood

The Standards Process

"In 1996, AASHTO, ITE, and NEMA executed a Memorandum of Understanding to form and operate the NTCIP Joint Committee. The MOU served (and continues to serve) as a framework to:

Develop and complete a family of communications protocols under the NTCIP umbrella

1. Develop, adopt, revise and maintain protocols and other standards in the NTCIP family; and
2. Provide expertise and training in the application of NTCIP.

The NTCIP Joint Committee is the most senior NTCIP group, and the NTCIP Joint Committee consists of 18 individual members, with 6 appointed from each of the three SDOs (Standards Development Organization). The predecessor of the NTCIP Joint Committee was the NTCIP Steering Group.

The NTCIP Joint Committee contributes to the NTCIP effort by providing oversight and general guidance for all NTCIP efforts. Specifically, the NTCIP Joint Committee reviews and accepts proposed draft documents at two stages in development: first, as User Comment Drafts, and then again as Recommended Standards.

Recommended Standards are then referred to the SDOs for balloting and approval. Since AASHTO, ITE, and NEMA executed a Memorandum of Understanding (in 1996) to form and operate the NTCIP Joint Committee, it has overseen and implemented the effort to develop, revise, and maintain the NTCIP family of standards; and to provide technical assistance and training in the application of NTCIP."

NTCIP Revolution Begins

Within the NTCIP framework, NTCIP 1202 was developed to standardize communications with actuated traffic signal controllers. It defines a set of data objects and commands that allow traffic management systems to monitor and control controller functions such as phase timing, detector status, coordination parameters, and system status.

Later, NTCIP 1211 was developed to support signal priority and preemption systems, enabling communication between vehicles, central systems, and traffic controllers for applications such as transit signal priority and emergency vehicle preemption.

More recently, the industry has moved toward the Advanced Transportation Controller (ATC) platform. Developed through collaboration between the U.S. Federal Highway Administration, AASHTO, and ITE in the early 2000s, and borrowing from the TS-2 and 2070 standards, the ATC standard defines an open, modular controller architecture using modern computing hardware and operating systems.

ATC controllers provide greater processing power, standardized software interfaces, and improved support for advanced applications such as adaptive signal control, connected vehicle systems, and integrated corridor management.

Summary

Together, the progression from TS-1 to TS-2, NTCIP communications standards, and the modern ATC platform reflect the continuous evolution of traffic signal control technology toward more interoperable, flexible, and intelligent transportation systems.

Be safe!

By Ron Whitelock

The next issue will focus on the next industry key milestone – Connected Vehicle; It's architecture and Impact.

Comments/suggestions are most welcome. Ron can be reached at ron@TransportationSmart.com

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