Employee Advisory Forum Update

Submitted by Susan Ingram
Manager, Corporate Performance

Members of the Employee Advisory Forum (EAF) continue to work diligently on achieving their teams’ targeted actions for improvements. Here is a brief update on the various teams’ accomplishments. For detailed updates please visit the Employee Advisory Forum web site at http://gww.th.gov.bc.ca/eaf/home_intra.asp

Team Excel (Recognition and Leadership) recently sent out a notice to all managers regarding tools available to them for recognizing deserving staff. The email included some live links to various websites and the team has asked for input from all supervisors and managers regarding what could be included in a recognition toolkit. If you know someone who you think ought to be recognized for outstanding performance, be sure to approach your supervisor! Visit any one of the

continued on page 4

NAIC Announces Richard Roberts of British Columbia “Grand Champion”

Submitted by Perry Dennis,
District Manager Transportation,
Lower Mainland

The Safety Alliance of which BC is a member Province, is an organization represented by both public and private members in all North American jurisdictions for the development of an “Out of Service” criteria for mechanical defects on commercial vehicles. The CVSA - “Out of Service” criteria is the standard to which all Commercial Vehicle Safety & Enforcement (CVSE) Inspectors are trained, these inspections are conducted at the scales and at the roadside by Ministry of Transportation, CVSE Inspectors.

Each year the Alliance holds an Inspectors challenge where law enforcement and commercial vehicle inspectors from across North America have the opportunity to show their stuff - the best inspector is declared the North American “Grand Champion” and is awarded the title for one year. British Columbia has been represented each year since the Challenge began.

The CVSE Branch conducts the equivalent of the NAIC Competition to select the representative from British Columbia to attend the North American championship. Seven candidates are chosen to attend the provincial playoffs held in communities around the province, this year in Dawson Creek. Inspectors are judged in five categories: Mechanical Inspection.

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Editor’s Note...

“The most effective communication is face to face. The most believable communication is behaviour.”
– Unknown

“As they emulate our behaviour, they show themselves in a clearer way.”
– James Redfield

The way we conduct ourselves has a definite influence for good or bad over those we come in contact with. It can sway opinions one way or another. Our behaviour mirrors the type of person we are, including work ethics such as sincerity and honesty. It also reflects on the organization(s) that we’re associated with and contributes to its environment or culture. How do we want to be perceived by others? How do we want our work group to be perceived by others? What kind of environment or culture do we want to contribute to? What kind of example do we want to provide? Our day to day behaviour speaks volumes.

– Cindi Trowbridge

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Being a Public Servant

...Means providing service excellence and expert services to the tax payers of the Province. This means making decisions every day with the intent of maximizing the benefits for B.C. communities.

– MoT Employee, Vancouver Island
Grand Champion (continued)

Richard Roberts from the Lower Mainland’s Flying Squad was declared “Best Overall Inspector” for British Columbia and attended the North American Inspectors Championship held in New Orleans, Louisiana the week of August 13th. Richard began his career with CVSE as a Commercial Transport Inspector in 1997 at the Pouce Coupe Scale and transferred to Pacific Scale in 1999. In 2001, Richard became an Inspector, Portable Weigh Scale for the Lower Mainland District – he is a well rounded inspector showing a special interest in mechanical inspections.

Incredible Customer Service

Submitted by Jeanne Wilson
District Services Manager, Thompson Nicola

As public servants we all go through each day, dealing with huge workloads and complex issues, working as efficiently and effectively as possible. Every once in a while you run into a bright shiny star, that one government servant that stands out from the rest of us. Some how going so far above and beyond the call of duty that the rest of us mere mortals stand in awe of their performance. How do they do this?

Over the years, I have had the pleasure of basking in the light of one of those bright shiny stars, Lesley Haltner. Lesley is the Voice Telecommunication Coordinator for our Ministry and works out of Victoria. The Thompson Nicola District recently sent Lesley an employee Recognition award which reads:

“In recognition of your excellence in Customer Service. Lesley always provides expert advise and outstanding, quick service all accompanied by an incredible, positive attitude and concern for her customers’ business needs. Thank you so much, Lesley”

For those of you who have not had the pleasure of working with Lesley, boy are you in for a treat when you do!
following web sites for some great ideas on how to recognize employees:

- http://www.bcpublicservice.ca/awards/
- http://www.hrtoolkit.gov.bc.ca/

The E3 Team (Executive/Employee Engagement) has developed questions to help us understand the responses for the “My Executive” section of the Employee Engagement Survey. The questions have been distributed to EAF members for them to discuss with their work groups. The questions can be responded to as a questionnaire or they can be discussed with group feedback being forwarded by the EAF member to Susan Ingram. The responses to the questions will assist the team to:

- identify who staff were thinking about when they completed the Employee Engagement Survey questions pertaining to Executive, and
- identify gaps between the expectations at the grassroots level and the messaging which is being delivered by Executive.

The Balancing Act Team (Work-life Balance) Working with a consultant, the Team has undertaken considerable consultation with staff to identify just exactly what the workload issues are, and is preparing a recommendations paper for presentation to the Ministry Executive within the next month. Team members have solicited input from staff about workload, resulting in over 125 suggestions and queries which have been grouped into issues that the Team can action or forward to individual work units for action. The group has also worked with other ministries to provide workshops on work-life balance and resilience, the first of was held on July 31st. Please consult your manager if you have not been advised of these training opportunities.

The Road to Opportunity Team (Career Development, Training and Safety) has added a complete listing of all training requirements for CVSE field staff to the CSI (Career Start Initiative) webpage. You can also now find a link to the Justice Institute on this great new site. If you haven’t seen it already, check out this amazing career pathing tool and be sure to visit the site prior to completing your EPDP this year: http://gww.th.gov.bc.ca/EAF/csi/csi.asp

If you have feedback or suggestions for any of the EAF teams, be sure to contact your local Employee Advisory Forum representative today.

There’s a New Burger King in the Okanagan!

Minister Falcon joined the Okanagan-Shuswap District staff for a BBQ on July 27th. Minister Falcon was the grill chef and has an open invitation to come and cook anytime. About 30-35 staff attended.
Introduction of BC WIM to Québec Colleagues

By Pat Cruickshank, Regional Manager Programming, Partnerships and Planning, South Coast Region

On Friday morning June 9, 2006, the BC Ministry of Transportation hosted a tour of the Port Mann Eastbound Weigh-In-Motion (WIM) ITS site for our colleagues from Québec. Within Québec, the model for Commercial Vehicle Safety and Enforcement (CVSE) follows the model that had prevailed here in BC from 1998 – 2003. That province’s crown corporation delivering automobile insurance – Société de l’assurance automobile Québec (SAAQ) – assumes responsibility for commercial vehicle safety and enforcement. In partnership with Québec’s Ministère des Transports, the investment in WIM is forging ahead strongly.

Also accompanying us were three members of UBC’s Sauder School of Business, who operate the Bureau of Intelligent Transportation Systems and Freight Security (BITSAFS). BITSAFS provides academic-level analysis of ITS (Intelligent Transportation Systems) to help improve the safety, efficiency, and security of freight that crosses international boundaries. With this in mind, BITSAFS works closely with the International Mobility and Trade Corridor (IMTC) partnership.

This visit capped a busy week for our friends from Québec, who started it with the ITS Canada conference in Whistler. This was followed by a full agenda meeting with Washington State colleagues at the Trans Border Working Group (TBWG), and a site visit to WSDOT’s Bow Hill weigh station with its WIM application.

BC's Port Mann Eastbound WIM site went operational in May 2003 after two years of planning, design and testing. A proof-of-technology pilot at the time, the system was developed as a stand-alone system in British Columbia, though it was connected to Washington State’s central server based in Olympia. This strong partnership allowed the province to test the system using British Columbia and international carriers, and receive regular software and database updates – without the added capital expense of developing a central server here in BC. (A “central server” acts as the provincial repository for compliance information. This server is connected electronically to continued on page 6
Introduction of BC WIM to Québec Colleagues (continued)

Each of the weigh stations throughout the province, providing regular two-way software and database updates. It will also provide linkages to other important databases including licensing, insurance standing, etc.).

Since CVSE has returned to the BC Ministry of Transportation, this Ministry has committed to expanding the WIM/ITS program province-wide. Two key components of that strategy include a new central server soon to go live in Victoria, and a new weigh station built from the ground up with WIM/ITS integrally included. This new Joint Use Vehicle Inspection Station (JUVIS) is being constructed in Golden and is scheduled to be operational by October 2006. This state-of-the-art WIM facility will be able to give bypass decisions at highway speed to registered, transponder equipped commercial vehicles that have compliant weights and dimensions as well as satisfactory safety, credentials and permit records.

Nisga’a Highway 113

Submitted by Don Ramsay, District Manager, Transportation, Skeena District, Terrace & Jon Conquist, Manager, Highway Planning, Highway Planning Branch, Victoria

The Nisga’a Highway was recently officially numbered “113” in anticipation of its imminent completion. This number has significance for the Nisga’a. The history of negotiations leading to the Nisga’a Treaty began with a Nisga’a chief’s trip to meet provincial government representatives in 1887 and culminated with the signing of the treaty 113 years later in 2000. The Province previously acknowledged this when it presented a Speaker’s Chair inlaid with 113 abalone shells as a gift to Nisga’a Lisims Government on the opening of their Assembly Chamber in New Aiyansh in 2002. The Nisga’a are proud to be recognized in this way for their persistence.

Nisga’a Highway 113 runs north from Terrace approximately 93 km to Nass Camp and then west for approximately 75 km to Gingolx. The Nisga’a Final Agreement contemplates the eventual extension of the highway from Nass Camp over the current Cranberry Forest Service Road eastward to Highway 37 at Cranberry Junction.

There have been several other new highway numbers assigned in recent years: Highway 118 to Granisle (from Highway 16), Highway 30 to Port Alberni (from Highway 19), and Highway 97D to Logan Lake (from Highway 5). Requests for new highway numbers go from the District to Highway Planning Branch and then to the Executive for approval by the Deputy Minister.

The MoT official numbered highway list is located at:

New Wildlife Habitat Provided on Salmon Arm Project

Submitted by Sue Stankievech, Regional Project Manager and Brent Persello, Manager, Environmental Services

In August 2006, the Hwy 97B intersection project was completed on the Trans Canada Highway in Salmon Arm between 30th Street NE and 20th Ave. NE. The project involved re-aligning and 4-laning approximately 2.4 km of highway, construction of a new Hwy 1/97B intersection and 2.5 km of ancillary frontage roads, and construction of three new concrete box culverts on Canoe and East Canoe Creeks.

Due to the sensitive environmental resource values associated with the immediate project area, numerous environmental enhancements were undertaken as part of the project including the construction of large woody debris (LWD) and overhanging bank structures to benefit fish species in Canoe Creek, introduction of nesting habitat/basking logs in Hucul Pond to benefit waterfowl and painted turtles (provincially threatened species), conversion of construction sediment control ponds into small permanent wetlands, and the planting of over 5000 native trees and shrubs to benefit a variety of aquatic and non aquatic fish and wildlife species that inhabit the area.

Both Canoe and East Canoe Creeks support a variety of fish species including Coho, Sockeye, Chinook, and Rainbow Trout. The replacement of sub-standard culverts on Canoe and East Canoe Creeks combined with the construction of LWD and bank structures will greatly improve fish passage and utilization in these streams in the future.

The margins of Hucul Pond, East Canoe Creek, and Canoe Creek have been planted with a variety of indigenous plant species including black cottonwood, Douglas fir, ponderosa pine, trembling aspen, and western red cedar which over time will provide an important source of shade and nutrients to these water bodies as well as serving as habitat for a variety of terrestrial wildlife species. Frequent inhabitants (of the non two-legged variety) to the project area include mule deer, white tail deer, black bear, coyote, beaver, and a variety of reptiles, amphibians, songbirds and waterfowl, particularly in and around Hucul Pond. The latest critter to appear on the scene is “Marty” the muskrat who has taken up residence in Hucul Pond and has been known to put on a performance for local residents out for an evening stroll beside the pond.

The ministry will be closely monitoring the newly created habitat features over the next few years to ensure they function as intended, however, initial biological sampling undertaken at the site is showing that a number of species are readily colonizing the new created habitat.
Ministry Leadership in Animal Collision Data Collection Systems

Submitted by Len Sielecki, Environmental Issues Analyst, Engineering Branch, Headquarters

On July 10, 2006, I represented the Ministry as a member of the United States Transportation Research Board (TRB) expert panel organized by the National Academies to oversee a National Cooperative Highway Research Program (NCHRP) study on animal collisions.

The NCHRP study, Synthesis Study, 37-12, Animal-Vehicle Collision Data Collection, was initiated in 2005 because animal-related motor vehicle collisions, primarily involving wildlife, are becoming a serious issue for motorists in the United States. According to reports to the United States Congress, these collisions cause over 200 human fatalities, 29,000 human injuries, and $1US billion in property damage each year. As a division of the United States National Research Council, the TRB serves as an independent adviser to the United States Federal Government on transportation-related matters. The expert panel overseeing the NCHRP study included professionals and academics invited from the US Federal Highway Administration, US State Departments of Transportation, and leading US universities.

My participation on the panel is recognition of the Ministry’s position as a leader in wildlife collision reporting among transportation agencies in North America. Since the late 1970’s, when Mike Kent, the Ministry’s Chief Environmental Officer, first conceived the Wildlife Accident Reporting System (WARS), the Ministry has been systematically collecting wildlife collision data. WARS is regarded in the US and abroad as an example of a very successful system and a valuable model for others wanting to monitor wildlife mortality on highways. The success of WARS can be directly attributed to the comprehensive initial design and setup, and the ongoing, collective efforts of District and Headquarters Staff and the Maintenance Contractors.

Although it was 31°C and the humidity was 93%, Washington, DC was a spectacular capital to visit. The city is filled with stately embassies from every conceivable country on earth, colossal monuments, immense museums, and massive government buildings. Crisscrossed with grand boulevards teeming with traffic, Washington, DC, is not for meek drivers, especially at rush hour. The Metro, the city’s subway system, is fast, efficient, clean and safe and serves locals and visitors well. As a government and business centre, most of the stores and offices in the downtown are closed on weekends so shopping is very limited. Fortunately, most of the major tourist sections of the city, especially the areas in close proximity to the national monuments and the historic Capitol Hill, remain relatively safe parts of the city. Staying in a hotel near the Whitehouse has definite advantages. Within two blocks of the Whitehouse, the Secret Service has a continuous presence, and its officers, on foot, bicycles, and motorcycles, and in cars and vans, respond immediately to all suspicious activities. Notwithstanding all this security, as I left Washington, DC, on July 11th, the Metropolitan Police Chief declared a “crime emergency” in response to a rising homicide rate as the city had recorded 13 murders in the preceding 10 days.

Overall, it was an exciting and worthwhile trip both for my own professional development and for the Ministry’s profile.

Len Sielecki at the Whitehouse

Metro in Washington DC
At the end of April, Tony Moore, Scott Garvin, and Steve Brushey completed their winter season with a mountain skills training program which was lead by Brian Gould of the Snow Avalanche Programs Headquarters office. Day one was spent on the Bear Glacier in Bear Pass, day two at Ningunsaw Pass, and day three in glaciated terrain south west of Bell 2.

Because annual training is a key element of any job which involves potentially hazardous work, part of the objective was reviewing previously learned skills as well as learning new ones. Keeping up to date with modern standards is needed to keep fresh with skills and ensure a state of “readiness”.

The skills that were practised were pre-trip planning, equipment considerations, glacial travel which involved decision making for route finding, rope usage including crevasse rescue practise, and group travel considerations. A large component of each day was discussing snow pack stability and how this is affected by the changes in terrain. Over the course of the three days, the participants had opportunities to travel in a variety of terrain ranging from challenging alpine terrain to complex glaciated terrain. Excellent discussion involved around the risk levels appropriate for MoT avalanche technicians. By being competent with skills that are above and beyond one’s base level job description serves to avoid tunnel vision in how to deal with unexpected situations. Going outside one’s comfort zone (in a supervised training environment) allows one to more clearly define their limits, and by doing so, helps to define a clear margin of safety (to allow for the unexpected) when they return to their own workplace operations.

“If people enlarge their capability for action they can see more hazards, because whatever they see, they will have some way to deal with it” – ‘Managing the Unexpected’ by Weick and Sutcliffe.

Many thanks to Don Ramsay, DMT Skeena and Mike Boissoneault, Manger Snow Avalanche Headquarters, Victoria for their continued support for technical skill development.
Have You Seen a Spirit Bear in Your Neighbourhood Lately?

Sherrie Applegate, Sr. Development Approvals Technician in Smithers, Peter Davies, Survey Project Supervisor in Terrace and John Van Damme, Carrier Safety Inspector in Terrace submitted these photos of the Kermode or Spirit Bear. This spring, Sherrie and Peter spotted the bears along Highway 37, and John along Highway 16. What do we know about these unique creatures?

- In April 2006, the B.C. Spirit Bear became the official provincial mammal emblem of British Columbia.
- The Kermode or Spirit Bear is a black bear that has white fur due to a rare genetic trait. The bear is not albino, as it typically has a brown nose and eyes.
- It is named after Frank Kermode, former director of the Royal B.C. Museum in Victoria.
- The greatest concentration of Spirit Bears are found on the Central Coast and North Coast of British Columbia but have been documented in northeast British Columbia and as far east in North America as Minnesota.

For more Spirit Bear facts and photos go to: www.bcspiritbear.ca/more_about_spirit_bear.htm

Being a Public Servant

... To define a “Public Servant” one must only look to two words: “Commitment” and “Pride”. Long before I became a Public Servant and long after I am gone these two characteristics will still be the cornerstone of the Public Service.
Breast Cancer Fundraiser at HQ

Submitted by “Team Support Marilyn” – Jean Bishop, Janelle Yardley, Bobbie Mitchell (cancer survivor), Jenna Sparks and Cindy Hogg

From July 4th through to the 6th ticket sales for a 50/50 draw took place in the lobby of 940 Blanshard Street. This was a fundraiser for the Breast Cancer Foundation (BC/Yukon Chapter) in Marilyn Wargo’s name. Hearts and hands were opened and people gave very generously. Many people shared their feelings about Marilyn, and also told us some personal stories about themselves, family members and friends. We were touched at the deep feelings expressed by everyone.

The total raised in ticket sales was $626. The winning ticket was drawn on July 6th and the winner was Suzanne Fitzpatrick who donated her winnings of $313 back to the Foundation – thank you so much, Suzanne. In addition to the ticket sales, some separate donations were received, bringing the total donated to the Breast Cancer Foundation to $700.

Jenna Sparks made beautiful signature pages, and many messages of love and support were written to Marilyn. After the event the pages were made into a book that was sent to her.

We were proud to support Marilyn, and express our wishes to her for a full recovery. We also acknowledge our colleagues, friends and family who have had, or are now experiencing, a serious medical issue. We encourage everyone to have your regular check-ups and tests that are a step in discovering a problem and then, if required, go for the treatment you need.

Yikes!

Submitted by Field Services

On June 26, Mike Farynuk, Project Supervisor, Field Services, was parked in a guardrail flare at 192nd underpass on the freeway (4 meters off the white line) to make a call on his cell phone. He was struck from behind by a BC Hydro 5 ton truck.

We’re glad to report that Mike and the BC Hydro driver are doing well. Next time you want a new truck Mike, you just have to ask!
All Work and No Play...Not in the Cariboo!

Submitted by Todd Hubner
District Manager, Transportation

Although staff in the ministry are all very busy, the Cariboo District staff, their families and co-workers have recently had the opportunity to share time with each other away from the office, experiencing some well deserved rest and relaxation (along with many laughs).

On June 17th, the second annual Cariboo District Golf tournament was held at Richbar Golf and Country club in Quesnel. Representatives and family members from the District, HMC, ICBC, and the RCMP all participated in aspiring to win the first prize of the coveted “putter mounted on a stand”. With over 40 participants and a shotgun start, competition was tough...so were some of the shots following the tee-off. The team of Helen and Gary Evans (MoT Prince George) along with Terry and Joellen Burgess (retired MoT Prince George) took the putter home. Other golfers with “talent” included Tom Erickson (RCMP) and Sandy Kwasny (HMC) each with ‘Closest to the Pin’, Tom Erickson (RCMP) and Alana Kuehn (ICBC) ‘Longest Drive’, and Danny Keeler (MoT) and Sandy Kwasny each with the longest putt. (That’s longest successful putt). As well, Sandy won the “putt for cash” event following dinner. Brad Emslie of the Quesnel Weigh Scale was the event organizer. Many thanks to Brad for gathering the many door prizes, as well as organizing the day’s events. Just prior to the event, Denise Bol linger (Cariboo Operations Manager) sprained her ankle and as a result became the “crutch caddy” for the day.

Following on the heels of the golf tournament, a family camp out was organized by Al Kennedy, (Bridge Area Manager) and Terry Murphy, (Roads Area Manager) at Kokanee Bay at Lac La Hache on July 8th and 9th. A full weekend of water skiing, tubing and jet skiing was followed up by a BBQ and campfire later in the evening. Lucy Kennedy (left) and Sharon Beck (Sr. District Clerk) (right) had to hang on for dear life when being dragged around the lake by Terry. Rumour has it that Terry was seeking vengeance on Sharon for all of the recent TRIM training he has been subjected to. (Sharon yelled so hard during the tubing that she was hoarse the following Monday). Both Danny Keeler and Dan Palesch demonstrated their water skiing talents as well...seems if you are named “Dan” and you work in Cariboo, water skiing comes naturally.

Denise the “Crutch Caddy”

Brad Emslie and Sandy Kwasny following her “Putt for Cash” win.

Lucy Kennedy and Sharon Beck

Danny Keeler

Dan Palesch
CVSE Inspectors Participate in 2006 Annual BC Inspectors Competition

Submitted by Perry Therrien, CVSA Program Coordinator, Kamloops

Commercial Vehicle Safety Alliance (CVSA) Certified Inspectors from Commercial Vehicle Safety and Enforcement (CVSE) Branch recently participated in the Annual Provincial Inspectors Competition, June 20-22, 2006 in Dawson Creek. The winner of this event represents BC at the CVSA International Event held in New Orleans, Louisiana, August 14-20, 2006. This competition is designed to improve Inspectors’ skills, promote uniformity of vehicle inspections and provide special training opportunities to participants.

The process to reach the Provincial Competition in BC is a 2-hour written screening exam which includes testing their knowledge on the National Safety Code, Vehicle Standards and Transport of Dangerous Goods (TDG) regulations. The seven highest scores from the written exams advance to compete provincially, this years competitors were:

- Dexter Huber – Laidlaw Weigh Scale
- Darren Kennedy – Laidlaw Weigh Scale
- Richard Roberts – Lower Mainland “Flying Squad”
- Ken Namislo – Vernon Weigh Scale
- Wayne Buholzer – Smithers Portable
- Ida Imler – Kamloops East Weigh Scale
- Ben Taylor – Hunter Creek Weigh Scale

The competition is broken up into six different competition segments with each competitor having to complete a: Motor Coach Inspection, Dangerous Goods Inspection, Cargo Tank Inspection, Level 1 Vehicle Inspection, Level 1 Driver Interview and a personal interview.

Industry participation is also a key factor in making this event successful. This year Northern Lights College, Greyhound and Trimac Transportation provided equipment and also judged the different segments.

The overall winner, who will represent BC in New Orleans in August, is Richard Roberts from the Lower Mainland Flying Squad. In the event he is unable to attend Dexter Huber from Laidlaw Weigh Scale will represent BC.

The individual category winners were:

- **Richard Roberts**: Best TDG Inspection and Best Motor Coach Inspection
- **Dexter Huber**: Best Level 1 Inspection and Best Cargo Tank Inspection
- **Darren Kennedy**: Best Driver Interview
- **Ken Namislo**: Best Personal Interview

Thank you to Gary Li and Mike Zakus for co-chairing the event, Dianne Young for local logistics and Howard Emslie for sponsoring it. Thanks to everyone who set up and judged the events.

The hard work and dedication made this a fun and exciting competition!

Congratulations to all participants!
Touring the Southern Interior Helps Shape Writer’s Work

By Paul Lidgate, Senior Writer
Corporate Writing Services

British Columbia is a big province – bigger than many European countries, in fact – and there’s just no better way to understand that than to get out and see it first-hand. That’s why the writers in the Ministry of Transportation’s Corporate Writing Services unit are taking to the road this summer and fall.

Manager Gloria Valle asked her staff to go out and see the places and projects they write about all the time, and to meet directly with the ministry people they usually deal with only by e-mail and phone.

“How can our writers do their job if they’ve never seen a highway being built or experienced the challenges that people in the regions face? They’ve got to understand how the ministry works and what it’s like out there,” Valle said. “This is something we haven’t done before, except for once, and I think we need to do it more often.”

James Hill, a fairly new addition to Corporate Writing Services, was the first to take a regional tour. He handles letters dealing with the Southern Interior Region, and he jumped at the chance to see this part of British Columbia as a ministry staffer rather than just a tourist.

“It was great, but man, those people out in the region are so busy, it’s incredible,” James said. “I was in district offices, and sometimes I felt like I was the only one there. Everyone was out in the field, working on projects, solving problems or meeting with residents about one issue or another.”

During two weeks in July, James toured five of the ministry’s 11 districts, met three district managers, stayed in half a dozen different communities and logged over 2,000 miles of travel. All due credit should go to Maree Johnston, the Southern Interior’s regional management administrator, for arranging James’s travel itinerary.

“I saw so much,” James added, “and the thing is, now that I’ve met people like (Okanagan-Shuswap District Manager) Grant Lachmuth and seen projects like the new Bennett Bridge construction site, when I’m back here now working on letters about that area, I really want to do a good job, get everything right and put the right tone in the letter.”

That’s exactly what James’s manager, Gloria Valle, wanted to hear.
“This is why we’re doing it,” Gloria said. “Those personal contacts will make it easier for our writers to relate to the people out in the regions and get the right information, and seeing places such as Cranbrook, Nelson, Williams Lake and Quesnel first-hand will make it easier for our writers to understand what people are talking about. That means we’ll do a better job for the minister – and for the ministry at the same time.”

James also found there is plenty of room for us to improve communication within the ministry.

“There’s a lot of confusion about who we are in Corporate Writing Services,” James said. “A lot of people think we’re part of the Public Affairs Bureau, so I spent time in these district meetings telling people more about what we do and what we can do in Corporate Writing Services to help staff in the region.”

(The Public Affairs Bureau is government’s centralized communications organization, created in 2002 and responsible for dealing with the media and organizing media events for the minister. Though it used to be part of the ministry’s former Communications Branch, Corporate Writing Services, as noted above, now manages the minister’s correspondence, ministry advertising across the province and a range of communications functions internal to the ministry. Writing Services also handles scheduling and develops briefing material for the minister and ministry executive in advance of the annual Union of B.C. Municipalities convention. Several other event-management

continued on page 16
Writer’s Work (continued)
tasks also fall to the Corporate Writing Services group throughout the year on an as-needed basis. Additionally, it’s worth noting that while Corporate Writing Services and Public Affairs Bureau are two separate entities, the two do work together closely within the ministry to share information, ensure consistent external messaging.)

Rhonda Roy, another of Corporate Writing Services’ team of writers, was heading out on a trip of the Northern Region in August, as the deadline for the Road Runner approached. Look in the next issue of the Road Runner for highlights of her tour and impressions of the region.

Impressions from the Road: Southern Interior Region

For two weeks in July, James Hill, a writer in the ministry’s Victoria-based Corporate Writing Services unit, toured the Southern Interior Region to get a better feel for the places and issues he has to write about on a daily basis. The trip afforded him the opportunity to travel our highway infrastructure and inland ferries, see how tourism and industry work in the area and develop a better rapport with key staff in the region and district offices.

Here are some of James’s impressions from his travels:

- The work environment in the regional and district offices is much more fluid. Except for admin staff, people are in the field or on the road half the time. This lent a kind of buzz to the offices. People were always going somewhere or arriving from someplace. Everyone is extremely busy.
- Everybody refers to Victoria as “Headquarters.”
- Kelowna has a great, sparkling office, with great people. Grant Lachmuth would be a great boss. He took us up Westside Road to check our slide areas. A while back, 1,700 people were stranded for two weeks by a slide. The ministry hired houseboats to act as water taxis, and it was a wild success.
- Harvey Avenue through Kelowna is a nightmare. The (new William R. Bennett) bridge is badly needed. Speaking of which, the pontoon-building site for the bridge is spectacular to behold.
- Got to meet Kevin Richter briefly. Nice guy.
- Williams Lake: what a place! Logging trucks everywhere, and they do so much with those trees, from lumber and sawdust to making stove pellets and burning the wood waste for energy at the cogeneration plant. But you really see how all those logging trucks cause ruts in the road. A real eye-opener! Think medieval wagon road, then imagine a fully-loaded logging truck on it. Bad.
- We toured a gravel pit working on fill to resurface the roads, and there were lots of upgrades being done to roads into Williams Lake. Looked good.
- The swathes of forest killed by Pine Beetle were amazing. Dead, brown trees as far as you can see in places near Quesnel. No wonder there’s so much logging traffic and so many ruts on the roads.
- Ginseng! Fields and fields of the stuff near Kamloops, all under black “tarps” to protect it from sunlight.
- Loads of English and Asian tourists across the Interior, thanks to Rocky Mountain Rail Tours. Lots of lumberjack shows and jamborees. Is that really Canadian culture?
- Nelson strikes me as an odd place. It’s like one downtown city block of Vancouver grafted onto the wilderness and surrounded with an idyllic rural setting. I met lots of Technical Entry-Level Program staff there – young, dynamic staff.
- Lots of good people in Cranbrook.
- The inland ferry crews are amazing. Between unloading and reloading, they barely have time to grab a cup of coffee and get going again. They never stopped moving.
Bob White Says Goodbye

Submitted by Holly Adems
Lower Mainland District

On February 16th, 2006, a celebration dinner was held to honour the government service and career of Bob White, Area Manager in Powell River.

Friends, colleagues, family and officials gathered for dinner in Horsehoe Bay, many coming by ferry from the Sunshine Coast.

Peter Milburn, Asst. Deputy Minister, Highways Department, spoke about the years they both worked together in the Howe Sound District. Peter presented Bob with a painting of Orca whales, which now has a place in Bob’s ocean view home in Powell River.

Perry Dennis, District Manager, acknowledged Bob’s 36-year history as being “a career and a life of service”. Perry then presented Bob with gift and an honourary plaque of service history. Bob was also given a photo album by Holly Adems, including many humorous photos of Bob, wearing a variety of hats at the Xmas parties of the past.

Some humorous gifts were also presented by Sharon Goddard from Sechelt – a yellow windbreaker and a framed picture of the coast, noting a “Very Absent – Savary Island” from the map. The amusing map generated a good laugh by all in attendance.

All in all – it was a warm and cozy evening on a windy night.

Bob then left quickly with other folks from the Coast, to catch that evening ferry back to Gibsons.

A fun evening was had by all to say “cheers” to Bob White, as he sails off to his relaxing life with Margaret and his family in beautiful Powell River.

You Just Never Know What You’re Going to See...

Jim Hester, Director, Highway Planning Branch, came upon this ‘Farley Mowat’ moment at Thetis Lake while driving between Chemainus and Victoria in early July.

If you come upon any interesting sights in your travels around the province, please submit them to the Road Runner at:

cindi.trowbridge@gov.bc.ca.
HR Branch Conducts Hiring Survey

Submitted by Elizabeth Young, Business Coordinator, Human Resources Branch

In our quest for MoT to be the best place to work, the Human Resources Branch recently completed a survey of managers who have hired staff within the last year. The idea was to find out what hiring procedures are being used when jobs need to be filled, and to find out how well our practices are working.

Our findings indicated that the Public Service Postings website was the main tool used to locate suitable applicants for competitions. Hiring managers rarely used advertising external to government and they felt it was necessary to use private consultants to search for suitable applicants only 10% of the time.

People in BC’s larger cities tend to look locally for jobs and 75% of the applicants resided in the area. In contrast, in smaller towns only about 1/3 of the applicants resided nearby. The positions in smaller towns and remote areas ended up being filled by current MoT employees almost 2/3 of the time.

Managers tended to interview about 4 or 5 applicants after screening for education and experience. 90% percent conducted competency-based interviews, and most hiring managers were pleased with this interview technique, finding it more helpful than the traditional interview in revealing the strengths and weaknesses of the applicant. Written tests likely aren’t going to disappear any time soon either. Two-thirds of interviews were supplemented with a written test to further examine the applicant’s specific skills and knowledge.

Several managers noted that long term MoT employees are often not comfortable and familiar with the behavioural interview and this can put them at a disadvantage.

They also commented on the large amount of time they had to devote to the hiring process. Designing job descriptions, competencies and interview questions is not necessarily an area of expertise for them and they would like to have more direct support.

Reference checking generally included a combination of traditional and behavioral questions, and this was always time well spent! Only about 25% of those surveyed included 360 degree reference checking of the applicant’s supervisors, peers, direct reports and clients.

Once the successful applicant accepted the position it usually took about a month before they began their new job.

Only about 10% percent of the competitions surveyed were unsuccessful and remained vacant. We are happy to report that 95% of managers were pleased with their new employee. I guess this makes us a pretty happy bunch!

The BC Public Agency offers managers courses in staffing strategies, attracting applicants, competencies and behavioural interviewing. Employees are also able to register for the “Preparing for Today’s Behavioural Event Interview” course to assist with preparing themselves for these new types of interview.

We are planning on conducting this type of survey once a year and the results will be posted on our website at: http://gww.th.gov.bc.ca/gwwhr/Content/Home/Home.asp.
ABS Balloons to Aid Avalanche Survival

Submitted by Steve Brushey, Assistant Snow Avalanche Technician, Terrace

The Northwest region Snow Avalanche Program was able to purchase two 50-litre ABS packs at the end of March with funding from MoT Corporate Safety.

The ABS Packs (Avalanche Airbag System) each contain two balloons which inflate by pulling a small handle which triggers a CO2 cartridge to inflate the balloons to full capacity in 10 seconds. Studies indicate that with the inflated balloons, your volume (you and your pack) increases by 150 litres, greatly increasing the chances of remaining on the avalanche deposit as opposed to being completely buried. The statistical analysis suggests that survivability goes up to 98%.

These packs are well designed and carry well although they are somewhat heavier than standard packs. They will compliment the avalanche safety gear that is already carried. For those interested, the supplier has a short demo video on the link provided:

http://www.canadianpowder.ca/abs/how.htm

Impressive!

Submitted by Rod K Mochizuki, Area Manager, Bridges, North Island

The North Island Rest Area Team is part of an exceptional Vancouver Island District group of dedicated young students hired as Rest Area Ambassadors. It is a great benefit to the Ministry to hire such a high caliber of students as they keep coming up with ideas to deliver a higher quality of service.

The North Island team designed, built and installed this new “Big Den Rest Area” sign!

Michelle Attfield is in her third year along with Natalie Senger and Alex Maund who are in their second year of the Rest Area Enhancement Program. All three have been Team Leaders and know what is needed to keep our rest areas clean and act as true “Ambassadors” to B.C.’s travelers. To all the Rest Area Ambassadors around the province, keep up the good work!
Spot the Violation: Results

Submitted by Kim Knott, Supervisor
Haig Weigh Scale

Did you spot the violation in this CVSE photo from the spring 2006 issue of the Road Runner? Here are the guesses that were submitted:

Ed Marshall, Cariboo Portable for CVSE submitted the favourite response: Obviously the Canadian driver didn’t understand feet and inches as identified on the warning sign! Ed’s other submissions: Maybe the passing train was too heavy and reduced the clearance! The tires were over inflated causing the unit to be higher than usual!

Susan Randle, EIT in West Kootenay District: I believe the problem here is the railway’s engineers. They forgot to take into account deformation due to live loading on the bridge. Rookie mistake, that.

Linda-Lee Schell, Development Approvals Assistant in Fort George District: I believe that the driver of the truck forgot to do his roadside check before driving under the bridge and he didn’t let all the air out of his tires before proceeding!

Spot the Violation E-Mail:
Kim.Knott@gov.bc.ca

New Photo

Here’s CVSE’s new photo for this issue’s contest. Taken at the Haig Inspection Station. Kind of unusual!

Submit your ideas to: Kim.Knott@gov.bc.ca. We’ll choose the most humorous response(s) for the next issue of the Road Runner.

Steve Desjardin the CTI In charge at the Yahk Scale travelled to Korea to represent Canada and compete in the 6th Jeju International Sports for all Taekwondo Championships. Twenty-eight countries were represented with 1,800 competitors. Steve brought home the gold medal for Canada in the light heavyweight division. Submitted by Yahk Vehicle Inspection Station.
Relay For Life
Golden BC – June 10 & 11

Submitted by Art McClean, Roads Area Manager, Golden

The Canadian Cancer Society initiated an annual fundraiser called the Relay For Life a few years ago. Local teams would raise money and would compete in a “walking” 12 hour relay. In the past three years, the Town of Golden has surpassed so many expectations in their fundraising, enthusiasm, and spirit. The 2006 edition of the Relay was no exception.

My oldest son Zachary (age 11) agreed to participate in the Relay through one of the teams in his school. He set about collecting donations and promised that if he could raise $100, he would agree to shave his head. Thinking how brave a move that was, I suggested that if he could raise $200 that I too would shave my head. In addition, if he could raise $300, then my goatee would go as well. Thinking he would get $5 here and maybe the odd $10 donation, I felt secure in my commitment to his efforts.

Zachary went to family, friends and many of my co-workers, all of whom wanted to contribute to seeing me fall under the shaver. Needless to say, with that as motivation, his fundraising efforts were amazing and yes, he managed to surpass, his target of $300. His final total was just over $756.

At the relay, they have an event called The Great Relay Shave-off. A total of 9 participants sat in for the “free” cut. One young man offered to have his head shaved at the event if he could raise $100 on site. A hat was passed around and, after 3 ½ minutes, the crowd had donated $111.40. In addition, one young girl had her ponytail cut so the hair could be made into a wig for a cancer survivor.

Overall the Relay for Life was a marvellous success. This little town of Golden, approx 4,000 strong, managed to crack the $50,000 mark yet again.

The first photos are of Zachary and I prior to the cut, the second is of the both of us with our “fellow baldies”. It was a wild and emotionally charged night for everyone at the event. I would encourage anyone who has thought about participating in anything like this to jump in and get involved.

Oh, by the way, it is a bit cold on the head to start, but I have saved quite a bit on shampoo and I don’t suffer from “bed-head” when I wake up in the morning.
Assisting the Prince Rupert Port Authority with First Nation Consultation

Prince Rupert, a jewel on the northwest coast of British Columbia, is making moves to become a major gateway for trans-Pacific trade, investment, and tourism. With investments of $60 million in 2005 from the Province and the Federal Government, the Prince Rupert Port Authority (PRPA) is speeding ahead with its plans to expand the size of the container terminal, double the share of Asia-Pacific container traffic, and create 5,000 new jobs over the next 15 years.

Expanding the Port’s marine infrastructure, however, took an unexpected pause when two local First Nations, the Metlakatla and Lax Kw’alaams, joined forces to raise concerns about aboriginal rights and title to the lands under development. Enter in the Ministry of Transportation who is assisting the PRPA to acquire provincial Crown Land required for Phase II of the development – lands which are subject to First Nation consultation as part of the Province’s legal obligations before finalizing decisions that may potentially impact aboriginal interests.

To assist the PRPA with its consultation obligations, Nick May, Senior Manager, Properties and Business Management Branch, and Phil Christie, Director of Land Management, Partnerships Branch, are happy to lend their expertise to the situation and ensure that First Nation consultation requirements are properly fulfilled. To facilitate the discussions, the PRPA hosted Ministry representatives at their offices in Prince Rupert, providing a field and air tour of the port expansion activities and offering their cooperation to smooth the way for First Nation involvement in spin-off economic and employment opportunities.

“This is an important initiative for the Ministry and for government” says Nick May. “We are happy to support the PRPA with their ongoing discussions with First Nations.”

For more information about this consultation initiative and the Williams Lake Road Tenure Agreement, contact Garth Stewart in Properties and Business Management Branch at (250) 387-8780, Phil Christie in Land Management Branch at (250) 356-7906 and Darren Lincoln in Property Services at (250) 371-3864.

Can You Guess Who This Is?

You may be able to tell from the baby picture, but the “Red Bull” beverage car should be a strong clue. Send your guesses to cindi.trowbridge@gov.bc.ca.
Happy Birthday!

Happy Birthday to two SIR folks! Jacques Dupas, District Manager, Transportation in Nelson, and Mike Walsh, Regional Manager, Operations in Kamloops, celebrate their birthdays.

Public Service Week

Public Service Week in Okanagan-Shuswap District in Kelowna was celebrated with a staff BBQ... Similar luncheons were also held in the Penticton, Vernon and Salmon Arm area offices.

Career Tips

By the Road to Opportunity Team of the Employee Advisory Forum (Holly Adems, Greg Bruce, Jackie Chambers, Amy Choh, Ramona Holta, and Bob Petho)

Once the decision to make a change has been made, the journey on the “Road to Opportunity” has started. The tools necessary to begin the trip is at your fingertips. What to do, where to go is just a “click” away.

The internet is a world full of career opportunities, but if Government Service is where you wish to stay the following links will broaden the choices you have, as well as stimulate ideas that were not even considered.

The BC Public Service Agency Homepage:
www.bc.publicservice.ca

The Public Service Agency Job Opportunities:
www.publicservice.ca/postings

Links to BC Crown Corporations (BC Universities and Colleges, Federal Government and Agencies, Other Provincial Agencies, Offices and Governments, Civic Governments, Health Employment):
www.bcpublicservice.ca/postings/outside_jobs.htm

A Career Path is exactly that: “a path”. Taking “ownership” of YOUR path is the primary key on the journey. Guidance, mentoring opportunities, are all available to individuals that wish to pursue a “different road”.

To be continued...

Minister Falcon Visits the Kootenays

On August 15th, Minister Falcon visited West Kootenay District staff at a barbeque lunch in Grand Forks (from left to right in photo: Fred Hughes (seated), Minister Falcon, Jacques Dupas, Larry Ballard, Nam Nguyen (EIT), Mark Scott (TELP)). Hot dogs and good company were enjoyed by all.
TELPS: Learning More Than Work Skills

Submitted by Leslie Elder, Senior Development Clerk, Rocky Mountain District

A lot of you may be asking what is a TELP? The newest acronym to be heard around the ministry, refers to a Technician Entry Level Program employee. This latest initiative is the future of the ministry! Never before have so many new, full time employees been hired at one time. After interviewing 45 applicants, 19 TELPs have joined the ministry!

This initiative came to fruition after many months of planning by some very passionate employees of the ministry, two of those being Lori Sutton and Jacques Dupas. If they had known that an idea talked about casually one night at a BBQ would turn into a multi-year project, meaning hours of dedication and travel to promote this initiative, they may wish they could turn back the clock. I believe that to not be the case. Lori and Jacques are passionate about this initiative that has become a succession tool of the Ministry of Transportation. Their passion has been passed onto several others, including the 19 TELPs that have just begun to enter the workforce, some for the first time in their lives.

Some of these young people have never lived away from home, have never moved away from the town they grew up in, have never had a job, have never had to be responsible for making their own meals. As one TELP said, “What do you mean rice takes 15 minutes to cook!”. We as mentors are not only teaching them about their role in the ministry but are teaching them about their role as an adult.

Five TELPs join the Development Approvals department, they include;

- **Brooke Clasby** (Rocky Mountain District, Cranbrook)
- **Mark Scott** (West Kootenay District, Nelson)
- **Tara Perret** (Okanagan Shuswap District, Kelowna)
- **Thomas Chhun** (Thompson Nicola District, Kamloops)
- **Brent Davies** (Fort George District, Prince George)

For those that are or have worked in Development Approvals, they all know that beginning a career in this department provides a thorough knowledge of what the ministry is all about. We deal with it all! What a great place to gain a variety of experience and skills to provide you with the expertise you need to venture into new areas of the ministry. It provides an extensive overview of the ministry and keeps you connected to the communities you live in.

What have they been up to since joining the ministry...

Brooke has been lucky enough to experience what avalanche control is all about. What better way then to participate in a controlled testing of the new remote avalanche control systems. Thanks to Bruce Allen, Rocky Mountain District Avalanche Technician, Brooke and others from the District had the chance to see first hand what is involved in a controlled avalanche. What a view from 7000!

Visiting the construction site of the Kicking Horse Canyon Project was another field experience that I'm sure Brooke would recommend to those that have the opportunity. Working with developers in the Rocky Mountain District will give Brooke the experience of working on multi million dollar developments, such as Panorama Village, Kicking Horse Mountain Resort, Copper Point Golf Re-

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sort and a pedestrian underpass under the Trans Canada Highway. The economy of British Columbia will provide the TELPs in Development Approvals an opportunity to be involved with the ever increasing development of the province.

Brent Davies is headquartered in Prince George and is learning what “travel status” is all about! Adrian Vander Velden has been showing him around the Northern Region in rapid speed. The vastness of the province is something a lot of us still have not experienced.

Mark Scott joined the West Kootenay District at the beginning of June. A SAIT graduate from Calgary, Mark has made his way into Kootenay life smoothly. With only five weeks under his belt, Mark is writing permits for utility companies and access permits for residential and industrial users.

Mark is easing himself into subdivisions where he is learning quite quickly what the Ministry’s needs are when it comes to roads and safety.

So the best part of the job - two helicopter rides with our Geotechnical engineer, Daryn Yonin. The first was landing above Nelson and taking in his new home setting. The second was to fly over a debris flow that struck in the Slocan Valley. “It was an incredible experience to fly in so close to the mountain and follow the debris flow from its small beginning to where other failures added to it and finally to the large volume that crossed the highway.”

Mark is a quick learner and shares the same level of enthusiasm as his co-workers when it comes to work. He has been helping out his mentor in sharing great insight into some sticky projects. The West Kootenay staff is happy to have Mark on board.

What Has Thomas Chun Been Up To?

Now that I have been with the Ministry for a few months, I have delved further into the world of Development Approvals. Aside from the regular hustle and bustle, I have been able to work on some special projects, such as the ‘Welcome to Savona’ community sign. One of the major projects that the District is currently involved with is Sun Peaks. I was fortunate enough to go out into the field when they were performing a Benkelman Beam test, a procedure to measure the deflection of the road, and learn about the various stages of road building. Another road building adventure took me to the Community of Barriere, where a new subdivision was being completed. There I was able to go through each of the steps involved in road construction, from the base, to the subgrade, to the final.
YEP Crews Create Exercise Options

Performing our national anthem, whacking weeds, promoting stretching, answering questions and assisting travellers in car accidents were just a few accomplishments of Youth Employment Program (YEP) crews this summer.

There were standard tasks that the students performed at rest areas – like picking up garbage, sweeping, painting, clearing brush, planting bushes and flowers, and cleaning picnic tables, outhouses and litterbins. But crews also took on innovative projects and unique challenges to make travel in B.C. a pleasant and safe experience.

Two members of the Houston/Burns Lake crew consulted with a local physiotherapist to design and produce a poster that guides weary travellers through reviving stretches. Photos of one member, a kinesiology major, demonstrate the stretches. Crews in the Bulkley-Stikine District also encouraged physical activity and added interest to rest stops, by building walking loops, installing signs that identify surrounding mountains, and producing interpretive information on local life, like the Western Red Cedar and Hungry Hill Grizzlies.

Ensuring dogs and their owners can get their walks, was a new project for the Thompson-Nicola District crew. The team created six dog walking areas, well away from picnic tables, to help canine and human travellers exercise and get ready hit the road. Well-stocked dog litter bag dispensers were also provided, to keep the area clean and pleasant for everyone.

This team seemed to be thinking of everybody’s comfort, when they installed baby change tables at rest stops with flush facilities. They also put in waterless hand washing systems at rest stops without running water.

The Peace District’s YEP crew of two people travelled far and wide to keep areas well-maintained and safe. Some stops in the sparsely populated district took three hours to reach and crews covered up to 8,000 kilometres a month. Bear-proof garbage cans were installed to discourage bears, and minimize the possibility of human-bear encounters. When three ursine visitors were spotted around the West Pine Rest Area, a watchful YEP crew stayed at the site, to warn travellers of the possible bear presence.

It was a hot summer at the Okanagan-Shuswap’s Oyama and Yellow Lake Rest Area. The crew was first to report the Bear Creek fire, when it was still bonfire size. At least four cars overheated, and one ran out of gas while still on the road. YEP crews assisted by offering to phone tow trucks for the overheated vehicles, and slowing traffic around the out-of-fuel vehicle.

Thompson-Nicola wanted to keep things from getting too hot in their district, and so, installed a dozen stainless steel cigarette extinguishers.

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YEP (continued)

At a Hwy 3 accident, involving four children and two adults, a Lower Mainland YEP crew jumped into action with a fire extinguisher. The crew also phoned 911, blocked the traffic lane with their truck, put up hazard cones and offered first aid.

With the influx of summer visitors, came plenty of questions. “Where can I get an oil change?” “What are the best swimming holes?” “Where can I fish?” The Fort George District, had unique queries about the metric system of speed measurement, the annual rainfall around Fort George and the Dome Diner’s hours. The crew provided friendly explanations and accurate information. (A quick check revealed the area receives a yearly average of 17 inches of rain and nine feet of snow).

One YEP crew responded in song, when asked by some American tourists if Canadians knew their own national anthem. “The Cranbrook crew sang it and made us proud,” says Rocky Mountain District Operations Assistant Stephanie Daniels.

Then there was the monk using B.C.’s highways as a foot path, as he walked from Victoria to Newfoundland for his third time. The YEP crew first saw the robe-clad Hari Krishna monk trekking near Yahk, then around Moyie Bluffs. They met him a few days later at the Rampart Rest Area, where he ate lunch provided by a sponsor in a support vehicle. The monk explained that he is travelling to promote spiritual wellness and encourage people to take the time to admire the world and all its creatures.

Whether helping the public with information, promoting exercise or clearing brush, YEP crews contributed significantly to customer satisfaction and tidy rest areas along B.C.’s highways.

Ollie King Passes Away...

After a courageous battle with cancer, Oliver (Ollie) King passed away peacefully the evening of April 10, 2006 at Eagle Ridge Hospital. Ollie was born September 11, 1939 in Lucky Lake, Saskatchewan. He is survived by his loving wife and companion of 31 years, Betty; his children David (Cindy), Sandra (Victor), and Daryl; stepchildren Bruce (Kathy), Ed and Sharon (David); mother Mildred, of Salmon Arm; and sister Kay and brother Roy. He will also be very deeply missed by his 10 grandchildren who knew him as “Papa, the man who could fix anything”. Oliver served 16 years with the Rocky Mountain Rangers Reserve Unit, retiring as Captain in 1974. After working for 37 years with the B.C. Ministry of Transportation and Highways, he retired in 1994.
Thank You...

Dear friends and colleagues,

Your messages, telephone calls, cards, flowers, charitable donations, gifts and visits, from around the province, have given me tremendous strength as I continue my very difficult battle with breast cancer. You have touched my heart and my soul.

You give me strength and you give me courage. Your kindness is overwhelming to me and to my family.

I would also like to extend a special thanks to the wonderful staff of the HR Branch for taking such good care of our business and allowing me to turn my attention to getting well. You are the best!

With my love and heartfelt thanks,

Marilyn Wargo

South Coast Region
Retirements

Submitted by Dianne Friend, Regional Administrative Clerk, South Coast Region

Marlyne Mandziak
30 Years of Public Service

A reception was held at the Burnaby Mountain Golf Course on Thursday, May 18th in honour of Marlyne Mandziak’s retirement. Colleagues, friends and family gathered to give her a good send-off.

Marlyne began working with the Ministry in 1976 as an Auxiliary Clerk in Maintenance Branch, moving to Property Negotiations in 1977. In 1989, she was the successful applicant for the position of Property Management Land Survey Coordinator. In 199[...]

Marlyne’s interests are outdoor activities, oil painting, and restoring a 1966 MG Roadster. When asked for some words of wisdom, she replied “Live, love, toil with a will, be happy each and every day, even though obstacles come as they may”. Marlyne takes with her a wealth of knowledge and experience and we will miss her quiet and positive countenance.

All of us in the Ministry wish Marlyne a long, happy and fulfilling retirement.

Jay Dunbar
31 Years of Public Service

A retirement luncheon was held at the Burnaby Mountain Golf Club on Thursday, June 15th in honour of Jay Dunbar’s retirement and was attended by many friends, colleagues, Jay’s lovely wife Shirl and his son Dan.

Jay began working with the Ministry in 1974 in the Cranbrook Paving Branch, winning a competition for permanent status in 1976. In 1978, Jay moved to Williams Lake Paving Branch and then transferred in 1988 to the paving branch in Abbotsford. He won a competition as a Project Management Technician in the
SCR Retirements (continued)

South Coast Regional office in 1991, becoming a Regional Project Manager in 1998. In 1999, Jay was also entrusted with development of the Ministry’s Road Safety Audit Guidelines which culminated in a policy document in 2004. As this influences every project across the province, Jay considers this his favourite accomplishment.

On December 9, 2002 Jay became the Manager, Project Management Services and finally in October 2003 became the Regional Manager, Project Delivery. During his term in Project Management, Jay assisted with the Project Management Training Manual and also helped to adapt the Ministry’s Design/Build principles into its’ first Design/Build project – the Westview Interchange. He also oversaw the 8th Avenue Project that included the first provincial roundabouts to be integral to an interchange and are located at the Highway 99 Interchange.

We wish Jay and Shirl a long, healthy and very happy retirement!

Dear Mrs. Smith:

In response to your request for a turtle crossing sign on the highway, it is with great sadness I am forced to inform you I was unable to get approval for the installation of such a sign. Being a long time supporter of the Save the Turtles Foundation myself, I have great empathy towards the potential loss of any of our hard-shelled friends. Although your suggestion for “Turtle Crossing” signs is a good one, I would encourage our little shelled buddies to use our newly designed “Turtle Underpass” (a.k.a. culvert), with much less risk.

Your willingness, along with neighbours, to pose as “Turtle Crossing Guards” is admirable. I have enclosed a stop/slow paddle and high visibility vest and would encourage you to use these while on your watch for obvious safety reasons.

If I can be of any assistance to you, or even relieve you for a shift or two on weekends, please don’t hesitate to call. I wish you continued success in your vigilant watch over our friends. Turtles rule!

Sincerely,

Jim Helgeson, Area Manager
Ministry of Transportation (and turtles)
A.K.A. – Jim-otello, the “Ancient Mutant Ninja Turtle”

Being a Public Servant

...I feel I must look beyond my basic needs, personal wishes, and immediate wants to realize what the general good of the public would be and then execute upon that directive, as a person of accountability and transparency to the public

– MoT Employee
Project Cost Estimating Exercise

Submitted by the Southern Interior Regional Management Team

When it was Rocky Mountain District’s turn to host for the Southern Interior Region’s management meeting this spring there was not only the opportunity to cover the usual agenda items like; business continuity plans, maintenance contractor performance and management, the bridge rehab and inspection program, budgeting and the annual performance agreement, but also the opportunity to apply regional expertise to a cost estimating challenge.

With the Jumbo Glacier Resort development proposal entering its 15th year of permit application processes, and a potential to achieve a master development permit, the Ministry is finalizing its requirements for road access. One of the publicly controversial issues of this proposal is the responsibility for construction and upgrade of the existing ‘road’, along with the cost estimates for this requirement. The regional meeting provided the opportunity to set up a competition amongst experts, to define engineering standards and estimate costs for construction of road access requirements.

The regional management group was divided into three teams:

1. **Panoramic View** – Led by Bonnie Greenwood
2. **The Dream Team** – Led by Mike Walsh
3. **Team Cohiba** – Led by Jan McCarthy (Team Slogan: “Kicks Ash” [Yes, Grant Larchmont was on this team]).

Each team was well represented with engineers, program and operations managers, and administration and finance experts.

Southern Interior Region Cost Estimating Competitors

Occupational Health and Safety and logistical support were provided by:

- Jeremy Zandbergen
- Art Caldwell
- Gord Chudleigh

(In preliminary competition briefings, inquiries were made to ensure provision of defibrillators).

The goals of the competition were to:

1. Define the ambient standard for the proposed road (as compared to the Toby Creek road, from Invermere to Panorama).
2. Estimate construction costs for the proposed access road, 18 km past Panorama (to the standard defined in Goal 1).

Each team was responsible for collection data for Goal 1. Data for Goal 2 was to be collected via bicycle, while traveling with your team for the 18 km of road requiring cost estimating.

**Competition Rating Criteria**

Three Envelope System

1. **The QMS Part**
   - Definition of Ambient Standard
Estimating Exercise (continued)

- Mirroring the road from Invermere to Panorama

2. Organizational Structure and Quality of Presentation

3. Cost Estimate (% from current estimates)

And the Winner Was...

It should be noted that all teams provided superb quality products, and it is interesting to note that all three teams defined, incredible as this may seem, an almost identical ‘ambient standard’. Very well done!

The Dream Team presented the most thorough and professional product and presentation, but as we know, price is always a factor, and the sticker price was far in excess of the Ministry’s estimates. The Dream Team was therefore not the winner of this competition. Maybe they’ll move on to bid on a Gateway or Sea to Sky project in the future, who knows.

Team Panoramic View presented a very credible and competent proposal, with competitive pricing. Their presentation however, appeared to be mostly boiler plate from their archives, with modifications for the Toby Creek drainage. It should be noted that the traffic management plans submitted did represent the right geographic region, not identifying ski area access roads in another location in the province.

Team Cohiba provided a thorough proposal, with an amazing price tag; they were therefore awarded 1st Prize. The

Ministry’s project managers however, have some concern that extensive oversight will be required by Ministry staff to ensure a quality product is delivered. Boxes of quality cigars have already been presented at project initiation meetings in Team Cohiba’s attempts to demonstrate their quality.

It was a great afternoon, with fun had by all. Defibrillators remained in the shrink wrap, in the OHS trucks. In the evening all three teams focused around their respective PowerPoint and cost-estimating programs, to develop some superb proposals for the next day’s presentations.

Thanks for the effort and the fun!

Honourable mention was also given to Jeanne Wilson, for pedalling the full 18 km, most notably returning back to the assembly point ahead of any of the other bikers.
Congratulations Ruth!

Submitted by Colleen Yee, Publication and Statistics Coordinator, CVSE Branch

Congratulations to Ruth Kidd who retired on May 31, 2006. A luncheon was given in honour of 17 years of dedicated work with the Commercial Vehicle Safety and Enforcement Branch, Vehicle Inspection and Standards Section on May 30, 2006. Ruth was presented with a plaque by Peter Milburn, Assistant Deputy Minister, Ministry of Transportation and was joined by many past and present co-workers and friends. We wish Ruth a happy and fulfilling retirement.

Peace Golf Tourney

Submitted by Dawn Braithwaite
Senior Development Technician, Fort St. John

Peace District and Maintenance Contractors, Yellowhead Road and Bridge and Caribou Road Services, had their 2nd Annual Best Ball Golf Tournament at Farmington Fairways on June 3, 2006. The Tournament included all-day golfing, dinner, golfing competitions, and camping. Teams consisted of expert and novice players with a mixture of MoT and the maintenance contractors. The tournament had a successful turnout, even though the morning teams had to endure rain and wind. The tournament and camping was a success and has led the way to next year’s 3rd Annual event. A special thanks to Doug Rennie, A/Area Manager, for organizing the event.

Typical loads encountered in the Peace River area. The inspector in the photo is Rick Chaffee. Patrol car in front of the load to give a perspective of just how big this tank really was. Submitted by Darren Anderson, Commercial Transport Inspector, Fort St John.
Legacy of the Lions Gate Bridge Officially Recognized by the Canadian Society for Civil Engineering

Submitted by Gar Lee, South Coast Region, Project Manager for the Lions Gate Coating Project

On July 13, 2006, Transportation Minister Kevin Falcon unveiled a plaque designating the Lions Gate Bridge as CSCE’s 42nd National Historic Civil Engineering Site in Canada. The commemoration ceremony and plaque unveiling event was attended by the media, local MLAs, Ministry staff and the public. In addition, many proud individuals who worked on the bridge design and construction upgrades, operations and maintenance were present; most of those workers have since retired, but they still have fond memories of this much admired structure.

Built in 1937 as a private venture by the Guinness family, the Lions Gate Bridge originally cost $5.7 million, and was constructed in only 19 months. At the time, the bridge was the longest suspension bridge in the British Empire with a main span of 1,550 feet.

In 1952, the 2 existing lanes were re-striped to 3 travel lanes on the bridge. In 1955, it was sold to the BC Government for $6 million. In 1975, the north approach viaduct concrete deck was replaced with a steel orthotropic deck.

From 1999 to 2002, the main span bridge deck was replaced at a cost of approximately $100 million. This significant upgrading involved new research on the bridge, which eventually influenced and altered the Canadian and American bridge design codes.

In 2004, the “sparkle” to the Ministry’s crown jewel was to re-coat the bridge steelwork with a forest green colour laced with shimmering silver suspension cables. At a project cost of close to $25 million, removing the old lead based paint, and re-coating the main towers, north approach viaduct and suspension system has taken almost 2 years, which is somewhat longer than the time it took to construct the original bridge!

With 70,000 cars crossing the Lions Gate Bridge daily, the operations and maintenance of this iconic structure is an ongoing venture. The contract to replace the north approach viaduct expansion joints was recently awarded in June 2006, with a construction cost of just over $0.8 million. This work is scheduled to be completed in Fall 2006.

Like those before us who were dedicated to work on the Lions Gate Bridge, and for all of those to follow, there is a proud sense of achievement and accomplishment among us who are fortunate to have the opportunity to work on the preservation of this magnificent landmark.
Congratulations! It’s a Boy!

Submitted by Thompson Nicola District

There is a new addition to the Thompson Nicola District family. Larry and Michelle Macko have a new baby boy. Here is a brief excerpt from Larry’s announcement to the district staff:

“At 7:39 am, July 7, 2006, we finally met our baby, Brandon William Lawrence Macko. He was just under 8 lbs and 3 oz. He is 20.5 inches long and appears to be in perfect health... We are definitely shaping up to be another set of pathetic first-time parents gushing over our kid. I am totally thrilled and wanted to share this with all of you...”

Larry is a Sign Design Technician and works within the Provincial Sign Program. Mom and baby are doing well and dad is the ever-so-proud father. We are all thrilled for Larry and Michelle and offer them our congratulations and good wishes!

KHC Heart & Stroke Event

Submitted by Starla Wiegel, Admin. Assistant, Kicking Horse Canyon Project

The Kicking Horse Canyon Project Team had some spring fun by riding the “Big Bike” for the Heart and Stroke Foundation on May 16, and were able to raise $2442.00. This bicycle is built for 30 people, 8 ft wide and 30 ft. long, over 1950 lbs and has over 150 ft of chain. Out of the 5 teams in Golden who participated, the “Kicking Horse Riders” finished the race first in record time, winning seven large pizzas. We shared them with the Golden Secondary School Leadership Class to show our appreciation for their participation by helping us put the peddle to the metal. Our 3-km ride was just a fraction of the 12,000 km this bike puts on per year throughout Canada.
TPP Golf Classic

Submitted by Brenda Janke
Manager, Regulatory Policy

On July 28, the Prospect Lake Golf Course hosted the 2006 MOT TPP Golf Classic. Twenty golfers and wannabes swung, drove, chipped, hacked and putted their way around the challenging 9-hole course.

Tournament champions (with a par score) were the Killer B’s comprised of Bob Strachan, Kirk Rockerbie, Barb Callander and Brenda Janke. The most par challenged team (with a score of 6 over) was the Any Contact? team comprised of Jon Conquist, Tom Greene, Nancy Merston and Kirsten Pedersen.

Other notable awards included:

- Longest Drive – Ernie Wolski
- Shortest Drive – Brenda Larkin
- Superhero Golfer – Claire Ingram
- Gabbiest Golfer – JoAnn Clar
- Most Over-Enthusiastic Golfer – Gregg Singer
- Where’s My Ball Golfer – Elizabeth Horn
- I’m Just Here for the Party Golfer – Tina Strachan

Even with Texas Scramble rules, there were some challenges – like avoiding ricochet shots on the 2nd hole, maintaining loft on the 6th hole and missing the barn on the 9th hole.

Biggest question of the night – is this going to be an annual event?

A Good Reason to Measure Your Load!

Bridge Area Managers Share Information With Maintenance Contractors

By Brian Barker, Manager, Asset Condition Evaluation, and Ivana Mazuch, BMIS Project Manager

Recently access to the Ministry Bridge Management Information System (BMIS) was successfully provided to Road and Bridge Maintenance Contractors. Rod Mochizuki, A.Sc.T, Bridge Area Manager (BAM) for the North Island District, expressed that granting our Maintenance Contractors access to BMIS has the potential to improve the efficiency and effectiveness of maintaining our bridges.

Rod consulted with other Bridge Area Managers and with Dave Turenne, then Bridge Superintendent for Emcon Services in Contract Area 3. Dave agreed that access to up to date inventory and drawings would be a great benefit in planning and performing bridge maintenance. Since BMIS is a web-based application, all that was needed to be done was to enhance the security measures for access of the Maintenance Contractors. The cost of these enhancements was $15K. As a result, maintenance contractors can now access bridge drawings; review inventory information such as dimensions, bridge types, materials etc; structure photos; locations of structures.

Maintenance Contractor user, Dave Smith (Quality Control Technician of Emil Anderson Maintenance Co. Ltd), has said about BMIS access “we were able to get the information we needed quickly.” Operations Coordinator of Argo Road Maintenance, Bernie Corbach, has said “The BMIS system is good for seeing details and provides us with insight into the area manager’s evaluation of the state of the bridge. This will help in future with our detail planning and scheduling for the Quantified Plan.”

Province wide training of maintenance contractors will be completed by October 2006. Bridge Area Managers and HQ staff are providing support to maintenance contractors as needed. This initiative is lined up with MoT Strategic Plan to share information with our business partners and serves as a model for the possible future access to BMIS by concessionaires and consultants.

On behalf of all BMIS users which now include maintenance contractors, we thank Rod Mochizuki and his team (Kevin Baskin, P.Eng., Connie Nicoletti, P.Eng., Brian Barker and Gary Farnden, P.Eng.) for their excellent work.
Taming the Kicking Horse

Submitted by Kicking Horse Canyon Project

“Wow!” is probably the most commonly-heard exclamation heard this summer from travelers entering the gateway to British Columbia on the Trans-Canada Highway just east of Golden. More than twenty new articulating Caterpillar dump trucks hustle back and forth like an army of ants as they move millions of cubic metres of material for the construction of the new Park Bridge and nearly 6 kilometres of new four-lane highway. The amount of material being moved by Trans-Park Highway Constructors in Phase 2 of the Kicking Horse Canyon Project would fill enough trucks that, if lined up bumper-to-bumper on the Trans-Canada Highway, would stretch from Regina to Vancouver!

Just a couple of kilometres to the west, Emil Anderson Constructors is in a major push to complete the last contract of Phase 1 by fall. Drilling, blasting, grading and paving continue on a four-lane realignment of the Trans-Canada between the new Yoho Bridge and Rafter's Pullout.

Coordination between the two contractors is essential to maintaining an ambitious production schedule and minimizing traffic disruptions, especially during the busy summer tourist season.

“Coordinating traffic management is one of the biggest challenges facing the two contractors,” says Jon Jensen, the Ministry’s Project Manager for Phases 1 and 2. “Maintaining efficient movement of traffic is important, not just for the traveling public and commercial carriers, but for timely delivery of materials needed by the contractors themselves, such as the concrete that is poured daily during the construction of the bridge piers.”

Those bridge piers are massive. There are five in total, and they will support a gently-curving bridge 400 metres long and 90 metres high. They’re often the conversation-starters at the new British Columbia Visitor Centre @ Golden opened this spring at the entrance to the Town of Golden. In addition to the usual tourist information, the Centre features a large wall map illustrating the Kicking Horse Canyon Project, a three-dimensional model of the Phase 2 segment of the project, and a display of recent construction photos. “The construction in the Canyon is the first thing most people ask about when they arrive at the Centre,” says Jon Wilsgard, the Manager of Community Commitment to Safety Recognized

Project Director Murray Tekano accepts an award from Labour Minister Mike de Jong on behalf of the men and women of the Kicking Horse Canyon Project for their commitment to workplace safety.
Farewell

Submitted by Grant Lachmuth,
District Manager, Transportation,
Kelowna

On August 11th, a farewell BBQ
was held for the Rest Area Crews in
Okanagan-Shuswap District.

The crew was joined by district staff
and a great time was had by all with
burgers, smokies and cake for dessert.
Each crew member was presented with a tote/computer bag and a gift certif-
icate for school supplies
in appreciation for the
work they’ve done over
the summer months.

A special thanks to
Stephanie Livingstone,
A/District CVSE Man-
ger for the great job she
did in managing the Rest
Area Crew Program for
the district this year.

From left to right: David Hay (consultant), David Hassini, Maria Waring, Brad
Becker, Bethany White, Carrera Winterlik, and Alex Fontaine.
Competency Profiles

Submitted by the HR Branch

The Transportation Policy Branch in Victoria can now boast that they are the only branch in the entire ministry to have competency profiles completed for each job!

Why is this such a great thing? As you may know, competencies are a new mechanism in HR practices. They are being used more and more for recruitment initiatives, and are now commonly a part of interview processes.

Furthermore, having a competency profile for a job will make the EPDP process more meaningful to you for career development and advancement. How? By helping you define the competencies that you need to enhance your performance in your current position or to focus on for a future position that you might be interested in.

All of the competency profiles for the Transportation Policy Branch have been added to the Career Pathing tool available on the HR Branch website. This means you can now find out exactly what competencies you need to have or develop if you have an interest in becoming a policy analyst in the ministry.

Much credit is due to Kirsten Pederson and her entire team in the Transportation Policy Branch for taking the lead with this effort; we encourage other branches and work units around the province to create competency profiles. If you have any questions about how to do this, contact the HR Strategic Branch. For more information about how the process works and what is involved, contact anybody in the Transportation Policy Branch in Victoria.

Milestone for William R. Bennett Bridge Project

Okanagan-Shuswap District Manager Grant Lachmuth, Assistant Deputy Minister Peter Milburn, Premier Gordon Campbell, SIR Regional Director Kevin Richter and Minister Kevin Falcon attended the launching of the first pontoon for the new floating bridge at the graving dock site.

From left to right: Dave Bachynski, Kirk Rockerbie (in the back), Alan Callander (front with the tie), Kirsten Pedersen, Brenda Janke, and Jo-Ann Clar.
Recognition for Peace District Staff

At an announcement event on July 21st in Fort St. John, Ministers Neufeld and Falcon provided Peace District staff with some well-deserved words of sincere recognition and appreciation for the exceptional work they do.

**Minister Neufeld** – “I want to comment on the ministry staff that work up here in the North East. They do a great job for us and, you know, we should give them a round of applause. They work hard everyday and under some conditions where they’re getting heck for something that happened a long time ago, but I know that any time I’ve worked with the folks in the Ministry office, Kevin, they’ve been great. They do a great job for you. You should know that. We’re happy. You continue to steal folks from us, and take them some place else. I guess we create them here and you take them away and then one day we won’t let you do that any more. But we hope they fit in well in the rest of the province and I’m sure they do.”

**Minister Falcon** – “I also want to echo what Richard said about staff. Because really, I can tell you that I’ve never been more proud of the fact that I believe that the Ministry of Transportation has some of the best staff in the Province of British Columbia. We’re extraordinarily proud of the work they do and how they do it. I can tell you that when I go across the province, in every part of the province especially the Peace, and I talk to folks that work with the Ministry employees, they without reservation tell me that their experiences working with staff are nothing short of exceptional. So on behalf of the Premier and on behalf of myself as Minister, I do want to recognize the work you do and tell you how important it is to the future of the province and how much we appreciate everything you are doing.”

Farewell Field Agent Lemke!

Submitted by Sherrie Applegate, Sr. Development Approvals Technician, Bulkley-Stikine

On May 26 we had a fond farewell for one of our auxiliary clerks. Jeannie Lemke (a.k.a. Field Agent Lemke) is on to bigger and better things at the dentist’s office where she previously worked. The new/old job will allow her to spend more time with her children.

We will miss her bubbly enthusiasm around the office and I will miss the company on the long field inspections up in Bulkley-Stikine District.

Jeannie was dubbed “Field Agent Lemke” by her husband Grant when he heard that she was heading out in the field to assist with Development Approvals.

To send her on her way we put together a “Field Kit” for her that included: pen, paper, sunscreen, lip balm, bug dope, corkscrew, and most important, two bottles of wine, all in a collapsible wine cooler.

We wish Jeannie well in her new/old job.
New Faces at MoT

Tyler Lambert

Tyler Lambert is the new Area Manager for the Powell River area. Tyler grew up in Nanaimo and went to University of Victoria. Tyler worked for Land and Water BC in Kamloops as an auxiliary Land and Water Technical Officer and transferred to Cranbrook with LWBC. Next he worked with the Integrated Land Management Bureau (ILMB) as a Land Technician and then with MOE Water Stewardship Division as a Water Technical Officer. Tyler’s hobbies include competitive bodybuilding.

Scot Mortimer

Scot Mortimer is our new Manager, Corporate Safety. Scot got involved in the safety field in 1979 when he began working as an Industrial First Aid Attendant in the logging industry. He’s worked in the logging, mining, ranching, and construction industries before entering the public sector. Scot worked as a safety manager in the health care sector for 5 years, and in the education sector for 8 years. Prior to coming to work with the MoT, he worked for the Ministry of Skills Development and Labour as an Employers’ Advisor and with the BC Public Service Agency as Manager, Corporate Occupational Safety. Scot has a Diploma in Occupational Health & Safety from the BC Institute of Technology and a Business degree from Simon Fraser University.

Being a Public Servant

...As Public Servants we are committed to Protect and Serve the interests of all British Columbians. Each day I work side by side with individuals that take pride in this commitment. Ensuring that the stewardship bestowed upon us all is continuously carried out to the best of our abilities.

With sincere thanks...

Thank you dear friends and colleagues in the Ministry of Transportation for your condolences on the loss of my husband.

Your kind words, visits, cards, flowers, food were overwhelming and I am so fortunate to have such a work-family.

Thank you doesn’t seem enough to express my appreciation from myself and my daughters during such a difficult time.

Penny Radies
Property Clerk
Southern Interior Region

New CTI trainee Kelly Hughston-Bulmer from the Yahk Inspection Station works with senior area vehicle inspector Glenn Taylor, as he shows her the details of a CVSE inspection.
Submitted by Steve Desjardin, Supervisor, Yahk Inspection Station.
If a picture is worth a thousand words, how much are 70 webcams, each sending up to 700 pictures a day, worth?

The Ministry of Transportation has just taken a giant leap forward in highway webcam technology, making the images from more than 70 cameras available to the public on a single webpage. The result is a safer, better-informed travelling public.

In July, our ministry and the federal government announced the launch of a new webcam page on our website — www.th.gov.bc.ca/bchighwaycam/index.aspx. The page provides quick, easy access to thumb-nailed images from over 70 cameras stationed around the province, from Houston, Smithers and Fort St. John in the north to Vancouver and Nanaimo in the southwest and Revelstoke and Fernie in the east. Communities throughout the Interior are well represented too, with cameras in cities such as Quesnel, Williams Lake, Merritt, Kamloops and Sicamous, along with a host of others.

This is a dramatic change from just a couple of years ago, when the ministry only offered webcam images from two locations along the Coquihalla Highway – one at the toll plaza and one at the Zopkios rest area – and one location on Highway 99 near Whistler.

On the new webpage, the shots from the rural cameras are updated every 15 minutes while those in the busy Lower Mainland are updated every two minutes. This allows people to check road conditions and traffic congestion for themselves, so they can make better-informed choices about when to travel, routes to take and how best to approach the drive.

In addition to the cameras managed directly by our ministry, the webpage also links users to highway cameras operated by the City of Vancouver, Washington State Department of Transportation, BC Ferries and some of our major project offices.

The highway webcam page is just one more way the Ministry of Transportation is helping travellers plan their trips and arrive safely. Other ministry websites, such as DriveBC (www.drivebc.ca) and the Lions Gate Bridge Advanced Traveller Information System (www.th.gov.bc.ca/ATIS/lgcws/) combine the webcam technology with other sources of information to keep motorists informed about the latest conditions, current road closures, planned delays for construction and so forth.

Webcams at Work

Some interesting features of the new Ministry of Transportation webcam site and how webcams are used on our DriveBC site:

- **Thumbnail Images** – Putting thumbnails from all 70+ of the ministry’s web camera feeds allows users to see road conditions all over B.C. in a single glance.

- **My HighwayCams** – A feature that lets you put together a webpage with the cameras you view most often; great for those who use the site frequently and want to know the conditions on certain routes.

- **Clickable Maps** – In DriveBC (www.drivebc.ca), just click a region or community, and instantly see where webcams are located and which way they’re pointed.

- **Be a virtual tourist** – Not an official feature, it’s nonetheless interesting to click on the webcams for various parts of British Columbia and see what the locations look like, from dry rolling country near Merritt to flat vistas that stretch out forever in Fort St. John or the dense urban infrastructure of Georgia Street in downtown Vancouver. You can even watch the sunset across British Columbia from the main webcam page.
Bringing Webcam Images Together is No Simple Task

By Paul Lidgate, Senior Writer
Corporate Writing Services

By now, most people are familiar with the idea of webcam technology. Many people have webcams on top of their computers for use in videoconferencing, chatting long-distance with family members over the Internet or, more infamously, recording themselves doing stupid things like the Numa Numa Dance.

But when the Ministry of Transportation set out last year to put webcams on highways all over British Columbia, no ordinary webcam would do.

“People always ask why these installations cost $20,000,” says Ed Miska, manager of the ministry’s webcam program. Indeed, $20,000 is a lot more than $24.99 for a webcam that sits on your computer. “The list of things involved in a highway webcam is extensive,” Ed continues. “There’s the camera and its enclosure. We have to engineer the site, put up a pole and get power to the site. Then we have to get information back from the camera, and that’s a huge undertaking.”

As Abid Sivic, a Senior Electrical and Video Systems Engineer with the ministry, points out, it’s perhaps a little ironic that the locations where webcams can be of the greatest use to the public are also the locations that are hardest to work with.

“You have to have a link or means to pass that image from the webcam,” Abid says. “In many cases, we had to run telephone lines several kilometres, and normally, telephone lines just run a few hundred metres between switching sites in urban areas.”

Remote mountain passes, stretches of highway miles from the nearest community and heavily-travelled urban areas all pose unique challenges for techies like Abid, Ed Miska and the more than 30 other ministry staff and contractors who worked to establish the new webcam site.

“With the weather extremes we have in British Columbia, our webcams need to be really versatile, particularly...”
in winter,” Ed says. “The housings we use have fans and defrosters in them because we can’t allow condensation or frost to form and block the camera.

“We’ve learned so much,” says Ed. “For example, we have to put the webcams at least eight metres off the ground because of the vibration from passing trucks. That height gives us a more stable picture, and it gives us greater viewing distance down the road, so people can get a more complete sense of the road’s condition.”

Taking an image from the camera and transmitting it over the ministry website has been a tremendous challenge, Ed points out. Solving that challenge has been the job of many people, including the ministry’s webmaster, Gord Smith.

“It’s been fascinating,” Gord says. “All of the work that goes into it is incredible – from the electrical crew, the web design contractors and server security issues to the telephone and communication systems, FTPing images and gathering RWIS (Road Weather Information System) data. There is so much that people never think of.”

From a camera in a location such as Fort St. John, an image that comprises a mere 30 kilobytes of data has to go through an incredible process to get to Victoria and then out to your computer. Land-based telephone lines can be used in urban areas, but cellular networks have to be used in more isolated locales, and they aren’t always reliable in mountainous regions. The ministry has looked at using satellite phones to send the images, but that technology is prohibitively expensive. Then the images have to be sent to a server and formatted to work with the ministry’s website, and the website itself has to be programmed to grab images from over 70 different webcams and display them.

Adding to the challenge is the need to monitor the images being put up on the site and ensure that they are current. If a cellular network out in the field fails or the server experiences a tiny glitch, the images you see online can become stale and out of date. That’s bad for the public, because people rely on the webcam images showing road, traffic and weather conditions that are right up to the minute.

Gord Smith is quick to point out that bringing the webcam initiative to life took a lot of people with varied talents, but he has been at the centre of much of the technical wizardry.

“We developed systems that monitor those images for us,” Gord explains. “If they get to be a few minutes old, the system automatically fades the image and adds a red bar to the timestamp so people will know it’s an older picture. And if we have a bigger problem for a longer time, the web programming takes the picture off the site and puts up a message to say it’s temporarily unavailable.”

For Gord, the learning curve has been steep, but now he’s to the point where he can diagnose different kinds of problems and put solutions in place for most of them right away. Again, it’s a team effort, usually involving staff at the ministry’s Provincial Highway Conditions Centre or elsewhere around the province, but Gord, Ed Miska and all of the others who keep the webcams working are helping to make our highways safer for British Columbians and those who visit our province.

“The feedback on the new webcams site is generally very positive, so that’s gratifying,” says Simon Walker, the ministry’s Avalanche and Maintenance Weather Specialist, another key player in the webcam project. “Some of our road and bridge maintenance contractors have also given very positive feedback, and I know they’ll find the images very useful for winter operations.”
In His Own Words: Webcam Engineer ‘Amazed’ by All He’s Experienced

By Paul Lidgate, Senior Writer
Corporate Writing Services

There isn’t enough room in the Road Runner to highlight the work done by every individual involved in pulling together the ministry’s new highway webcam site, a webpage featuring up-to-date images from over 70 highway cameras around B.C. and with links to even more.

We asked Jatinder Hayer, an electrical engineer-in-training in the South Coast Region, a few questions about his work on the initiative.

Q. What kind of work do you do normally?
A. Most of our work is related to electrical design for intersection signals, changeable message signs and roadway lighting design. We do some in-house designs but mostly it is review of consultants’ designs and contract management. We are also involved in product/new technology evaluations and spec development for electrical equipment. This office deals with almost all electrical engineering related issues for the entire province.

Q. What was your role in this project?
A. My first assignment as an engineer-in-training with the ministry was to help assemble and commission the Kootenay Pass webcam. I got more involved in the webcam world when I was asked to provide the electrical design for the Harrison River Bridge webcam installation and took it all the way from conceptual stage to commissioning. Then last year the RWIS (Road Weather Information System) project came along and the circumstances were such that the entire thing fell into mine and Ross Casey’s laps before we could say “Rwhat?” I was initially delegated the task to procure some materials but found myself in the project manager’s seat under some really challenging circumstances. I helped the consultant procure parts and programming the cameras while trying to keep the costs under control. But most importantly, having to get it done before end of the fiscal since Ed Miska told us that we would lose federal money if the project wasn’t completed on time. I think it was Ed’s way of keeping us all on our toes, but with a grin on his face, Ed says, “That’s my story and I’m sticking to it.”

Q. Did you enjoy the work and find it interesting?
A. Are you kidding me? Now that I look back at some of the things I’ve been involved in with the webcam project, it amazes me. From engineering, field work, troubleshooting, trying new communication technologies to coordinating construction with multiple crews and being in a bucket 11 metres in the air! There are a few lessons that we’ve learned continued on page 46

A Team Effort

Putting over 70 highway webcams online is a team effort. The ministry thanks these dedicated people for all of their hard work (and we apologize to anyone we’ve missed in this list).

Victoria Staff

Ed Miska, Ross Casey, Gord Smith, Robin Windels, Ian Donaldson, Vince Blankenborg, Leslie Haltner, Del Mecham, Tim Lowan, Simon Walker (RWIS)

Regional Staff

Dave Franklin, Art Barry, Sandy Quesnel, Dave Sarsiat

Electrical Staff

Jatinder Hayer, Dan Hillman, Abid Sivic, Patrick Livolsi, Ross Matthews, Bob Wilson, Jamie Hill

Contractors


City of Vancouver

(Oak Street cameras)
Q. Tell me about installing cameras in remote locations.
A. This is always a challenge, and the number of cameras we installed last year made it even more challenging. It was a great team effort from everyone involved. Ross Casey was a great deal of help in coordinating construction in the remotest of the areas and talking to Hydro and Telus. We had great support from Dave Sarsiat up North, Dave Franklin in the Lower Mainland and Ross Matthews, Les Klein and Bob Wilson in the Southern Interior.

Q. What other thoughts do you have on the ministry’s webcams and their benefits?
A. We have had some very nice comments about our new website and webcam locations from around the world! Besides B.C. residents using these cameras for weather and traffic conditions, we’ve had people writing to us from Alberta, Ontario and even the United Kingdom who say they visit our site every so often just to enjoy the beauty of this province.

Public Praising New Highway Cameras

Ordinary people from across British Columbia and around the world have been writing in with praise for the new Ministry of Transportation highway webcam site on the Internet. In fact, where there had been just over 500,000 hits to the ministry’s former webcam page for the whole month of May, more than 4.5 million hits were recorded in just the first week of August, proving the instant popularity of the new, much-more-comprehensive webcam site.

Here are just a few of the many comments the ministry has received:

- “I have enjoyed keeping an eye on BC via your webcams after a very enjoyable holiday there a few years ago, particularly the views as the seasons change. This new site is excellent.”

- “Your revised website for travel B.C. is a huge improvement from the old site. You have much more coverage of the province and locally in the Lower Mainland. And the images are much more real than the old images. I do like the reorganization of the areas and highways.”

- “Hi there. The new site rocks! Living in Edmonton, I don’t get to see your beautiful province nearly enough. I can see myself spending hours on this site.”

- “The webcams were great to begin with; the improvements are just wonderful. I am in Creston, and there is a huge following of highways webcam groupies here. We love them all.”

- “Wow, these new webcams are great! They are appropriately placed and will be a huge help in reducing congestion. I will most definitely be using these each morning and night to pick a good route to and from work. Thank you for doing this.”

All of those involved in the webcam project deserve kudos for their efforts, and it’s nice to know the public appreciates the achievement, too. Congratulations!
Roadcheck 2006
For Truck and Bus Safety
and Security Throughout
North America

Submitted by Cindy Hogg, Supervisor
Hunter Creek

The annual Commercial Vehicle Safety Alliance (CVSA) International Road Check was held June 6-7-8, 2006 in BC at four locations, three weigh scales near Hope and one at Pouce Coupe Weigh Scale near Dawson Creek. Commercial Vehicle Safety and Enforcement Branch has been participating in the annual CVSA Road check for over 15 years. CVSA is the official body for the
development and distribution for the North American Standard for out-of-service criteria for vehicle inspections of commercial vehicles to which British Columbia is a member. This road check was established not only to inspect trucks but to give an annual snapshot of the condition of vehicles, motorcoaches and drivers within the trucking industry throughout North America.

This year as in the past, CVSE has sent out invitations to various outside enforcement agencies to participate and work together to improve road safety within British Columbia. Trucking Associations are also always invited to attend. This year the Western Professional Trucking Association based out of Kamloops attended at the Hope location to support the initiative. In addition to the 70 CVSE inspectors, the majority of the Lower Mainland municipal police forces and the RCMP were present conducting inspections and monitoring drivers over the 72-hour period. In attendance this year was Vancouver City Police, Delta Police, Abbotsford Police, Greater Vancouver Transportation Authority Police Services and the RCMP Fraser Valley Traffic Services. Other agencies in attendance this year included Industry Canada – Radio Communication Enforcement; Transport Canada – Transportation of Dangerous Goods; Passenger Transportation; Small Business and Revenue and Canadian Food Inspection Agency – Animal Transport.

The PECSF (Provincial Employees Community Service Fund) set up a hamburger/hot dog stand to raise money for our charities. CVSE Commercial Transport Inspector Ken Usipiuk who works at the Nordel Weigh Scale and has also been invited to join the RCMP “Fraser Valley Ride”, was also there to raise money for Cops for Cancer.

John Dyble, Deputy Minister and Greg Gilks, Director CVSE, attended and participated in the road check. Although John was only able to stop at Hunter Creek Scale and meet a few staff, it was nice have him there.

Greg was able to spend more time than he had anticipated, getting down and dirty inspecting buses.

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Roadcheck 2006 (continued)

This annual road check is for a 72 continuous hour period, starting at 0000 hrs Tuesday to 2400 hrs on Friday. The vehicles and buses stopped for inspection are chosen randomly with inspection times varying from approximately 20 minutes to 1 hour depending on the vehicle. The majority of inspections conducted were CVSA Level 1 inspections, the most rigorous of all roadside inspections. A Level 1 CVSA inspection is a full mechanical inspection of the vehicle, from top to bottom. Checking lights, load security, steering, tires and crawling underneath to check the brakes.

The first two days of the road check were great with the sun shining and the last day was a typical rainy day in Hope. Regardless of the weather, the road check continues!

This year, there was a total of 829 CVSA Level 1 Inspections completed. The majority of the vehicles were able to continue on their way but the inspectors still put 153 (18.5%) Vehicles Out of Service (OOS) and 48 Drivers (5.8%) OOS using the International CVSA OOS Criteria. The out-of-service rate for vehicles inspected was comparable to the Provincial 2005 OOS rate of 18.9%.

Motorcoach inspections are also part of the event, 74 buses were inspected at the two of the Hope sites with seven being placed OOS (9.5%) for various mechanical defects and three drivers (4.1%) for documentation issues.

The success of this year’s road check lies in the hands of all CVSE inspectors, whether they attended or not, the ability to work as a team together with outside enforcement agencies to create safer roads in BC is something we should all be proud of.

On Tour in Kamloops

Submitted by Carrie Sankey, YEP, Kamloops

Deputy Minister John Dyble toured Kamloops on June 6th and 7th. During his trip, he visited several worksites throughout the area.

His tour consisted of visits to employees at several locations including: Coquihalla Toll Plaza, Thompson-Nicola District Office, the Southern Interior Regional Office, as well as, the CVSE Office and both weigh scale sites in Kamloops.

On June 7th, Mr. Dyble concluded his busy agenda by joining employees of all Kamloops offices at the regional office for a scrumptious lunch where everyone had a chance to discuss areas of concern and socialize. The staff raised excellent questions and John responded with many great answers. Discussions were very informative and all participants found it very interesting.
And the Scholarship Goes to...Kenneth Wong for Black Eccentric Magic

Submitted by Sharlie Huffman, Bridge Seismic Rehab Standards Engineer, HQ

MoT’s award of a $1000 scholarship in the Senior category was won this year by Kenneth Wong of Vancouver for an innovative project called Black Eccentric Magic. Kenneth used homemade equipment to evaluate the frequency-independent characteristics of elliptical dipole antennae of various eccentricities. His project showed the potential for one small, economical antenna to operate over multiple frequency bands. It could be integrated into automobiles for radio and navigation technologies. Because the antenna can handle multiple frequencies, it can run multiple devices – like a navigational aid and a two-way radio, perhaps between a bus and the depot. Kenneth is heading off to UBC in September to take either electrical engineering or engineering physics. Looks like a potential EIT for Ed Miska in a few years.

In British Columbia, 13 regional fairs are part of the 110 fairs held every year across Canada. Each fair is affiliated with the Youth Science Foundation Canada (YSF). Science fairs in

South Coast Regional Office Public Service Week Celebrations

Submitted by Linda Malo, Regional Administration Clerk

Cake and coffee were part of “Celebrate Public Service Week” that took place Monday, June 12th at 10:00 a.m. in Boardroom 1 at Region 1. Many staff from the building attended.

During our celebration Tracy Cooper presented Kenneth Wong with a $1,000.00 scholarship (see article above).
The Future’s so Bright We Gotta Wear Shades!

Submitted by Tracy Cooper, Regional Director

The sun was shining brightly on Monday, June 12th in the Lower Mainland. It was perfect weather for a barbeque luncheon to recognize all of the South Coast Region staff, including the regional and district offices, CVSE, the Gateway Program, the Sea-to-Sky Project and the Border Infrastructure Program. Appropriate because the theme for the luncheon was “The future’s so bright we gotta wear shades!” (See banners in the photos.) More than 100 staff attended. The catch...if you wore sunglasses, lunch was free. If you didn’t, it cost $5.

Minister Kevin Falcon was an invited guest, but there were a few surprises in store for him. Upon arrival, Minister Falcon was the given an apron and hamburger flipper and being a good sport, he served hamburgers to staff for more than an hour. Minister Falcon was presented with a “The Future’s So Bright We Gotta Wear Shades” plaque of himself, wearing sunglasses of course. Getting into the spirit of things, many of the staff had their photo taken with the minister.

Thanks to Viki, Dianne and Linda for organizing such a wonderful event.
New CTI in Kamloops and Thanks to Argo

Submitted by Harvey Nelson, Operations Manager

The Thompson Nicola District would also like to congratulate Dino Covaceuszach, a Quesnel CTI, for being the successful candidate in the Kamloops Westbound Scale CTI competition and welcome him to Kamloops.

The tridem pony combination truck used for the final part of the competition process was loaned to the district for two days by Argo Road Maintenance (Thompson) Inc. Applicants were required to demonstrate that they were able to climb on, around and under the truck while performing an inspection.

The Thompson Nicola District would like to thank Argo for their generosity. This demonstrates one of the many cooperative things that Argo has done with the ministry in building on our positive working relationship.

Pictured left to right with Argo’s truck: Dennis Pryhitko, Supervisor Westbound Scales, Dino Covaceuszach and Tito Zannella, District CVSE Manager.
Fire at Hat Creek

Submitted by John Reddin, Project Supervisor

On the afternoon of July 26th, a fire started at the west limit of construction of the Highway 99, Hat Creek Road to Junction of Highway 97 resurfacing project. The fire was reported to the traffic control person at 1:00 pm by a motorist stopped in our line-up. It was then reported to the contractor, Emil Anderson Construction (EAC), and then on to the Kamloops Fire Station. EAC immediately ceased their shouldering operations and gathered everyone up and their two water trucks to go fight the fire. They might well have saved the fire from spreading to the Bonaparte Reserve as they caught it just as it jumped Hat Creek Road. Water bombers were on the scene within 1 to 1.5 hours, dumping retardant. At that point the project crew was told to leave as spectators were lining the road. When Project Supervisor, John Reddin, arrived back at the site at 4:30 p.m., all was under control with the BC Forest Service in charge. Kudos to everyone for a job well done!

Being a Public Servant

...Being a public servant reminds me of our purpose, as government employees, to serve the greater good. Our strategic plan does not involve one person, organization, or entity, but instead seeks to create economic prosperity and traveling reliability for the Province as a whole.
South Coast Region Update

Submitted by Tracy Cooper, Regional Director

Perry Dennis was successful as the District Manager Transportation for Lower Mainland District. Roxanna Cruz is on temporary assignment as Senior Development Tech and she will be working with Jobin Sohrabi, a 3rd year Engineering student in Civil Engineering, who will act in her base position for the summer. Congratulations to Dave Franklin for his successful competition as the Electrical Manager. Hamid Mohmand was successful as the new District Engineer for Lower Mainland District. He was recently employed in Ontario.

Out in Chilliwack, Barry Eastman has hired Jon Crimp as an auxiliary employee to work with Mike Neil and their District Development department while Rob Oglaf is off on STIP. Kim Knott from the Haig Scale continues to work as an Acting Area Manager from Chilliwack and is taking the Area Manager Certification course. Cindy Hogg from the Hunter Creek Scale has been given a MDP position (Management Development Program) position and will be project managing the AgriSigns initiative for the District over the next 8 months. Bill Crichton has joined the ever changing LMD in the Development Approvals section. Bill was formerly with the Field Services. Pam McDermaid from Fraser Valley CVSE has agreed to take a 3-month training assignment in the District Operations Manager position.

A Word About Recognition...

People generally love thank you notes and written words of appreciation. They love them so much in fact, that they hang on to them for weeks, months and sometimes years! It just takes a few minutes longer to create a note, rather than tell someone how much you appreciate their contribution. The effort is worth your while.

MoT History Contest

The BC Ministry of Transportation has had a long history under various names. Can you answer this question?

“When did our organization first come into existence and what was its name?”

Submit your answers to the Editor: cindi.trowbridge@gov.bc.ca

The first MoT staff to submit the correct answer will win a prize.
Karen Westlund, Pavement Marking Operations Coordinator for the Northern Region captured this photo of a mother grizzly and her three cubs on the Nisga’a Highway. “I took it in June of this year and I would have gotten a better picture but couldn’t talk my contractor into getting into the truck box with the camera while I backed up to get a closer picture.” Of course, she was just kidding.

CVSE Career Milestones

Submitted by Elaine Shibata, District Clerk, Thompson Nicola

A couple of CVSE staff were recently honoured for reaching a career milestone:

Kerry Hegedus, Commercial Transport Inspector at Kamloops East-bound Inspection Station, reached his 10-year milestone and is presented with a long service award plaque (see top photo) by Tito Zannella, District CVSE Manager.

Duane Spencer, Portable Inspector in Cache Creek, reached his 20-year milestone and is presented with a long service award plaque (see bottom photo) by Tito Zannella, District CVSE Manager.

Congratulations!
Sons and Daughters of the Beach

Submitted by the MoT Corporate Sandbox Team

The MoT Corporate Sandbox team participated in the annual sand sculpting event at the Saanich Sandfest to benefit Victoria Hospice. The competition took place July 2, 2006 at Gyro Park in Cadboro Bay, Victoria.

Five Teams competed: Thrifty Foods, Coast Capital Savings, McDonalds and A Channel, along with MoT the defending champions from 2005. The MoT Corporate Sandbox team was comprised of Janice Meier and her husband Peter, David Bayne, Noel Scott, Jerry Gerrard, John Coombs, Gord Smith, Beverly van Druten-Blais and her husband Guy Blais; lead by Master Sculptor Jim Prewett.

This year's theme was a Clash of the Titans. The MoT scene depicted a stand-off between two legendary sea creatures: The Kraken, an octopus-like sea monster; and the local sea serpent the Cadborosaurus. Although the scene was intended to be a confrontation, many of the ever changing audience commented that they thought they noticed a look of infatuation on the faces of the monsters that they found endearing rather than frightening.

It was a very fun day in the sun, enjoying the camaraderie of teamwork, while shovelling, patting and sculpting monsters out of heavy, wet sand. It was too funny watching the fellas playing mudpies to form the suction cups for our octopus’ tentacles.

After five hours of competition the judges determined Coast Capital Savings depiction of a lighthouse and Orca whale as the winning sculpture. Thank you to the organizers, participants and spectators.
Grillin’ n’ Chillin’ Up North

Public Service Week had a tasty ending in Prince George when staff from the Northern Region convened on the banks of the Fraser River for a BBQ picnic lunch.

Ken Aura and Pat Egan donned their best chef uniforms to serve as cooks for what turned out to be a popular event. The skies looked threatening enough that we chose the gazebo at Paddlewheel Park for shelter, but the weather cooperated nicely, holding off on the wind and rain until everyone had returned to work.

Entertainment consisted of something a little different. Obscure facts about the childhood memories of some staff members were collected in advance. At the event, the list of trivial facts along with the names of those who provided the information was distributed. Everyone had a chance to match the people with the trivia with prizes for those with the most correct answers. Of course, there were plenty of laughs when the results were revealed.

As an added token of appreciation, golf shirts with the ministry logo were offered to regional and Fort George District staff.

All in all, the BBQ proved to be a fun, team-building event and an excellent way for our employer to show their appreciation for the important roles we all play, including the dedication and hard work that goes into making our ministry successful!
The Changing Face of Field Services

Congratulations to Randy Rattray, Tom Murphy, Gord Blackey, and Mel Smith who were recently successful in winning the Assistant Project Supervisor positions.

Welcome to Stacey Weightman, Paul Plante, Derek Wilson, Alex Soo Kaim, and Damon Gosper who have joined Field Services in the Technical Entry Level Program.

Bill Crichton has moved over to join the Lower Mainland District Office in his new role as Area Development and Operations Technician.

Mike Castrucow, John Ross, and Leon Johnson have left Field Services. Good luck to you in your future endeavours.

We would like to wish all the best to Laurie Bullivant in his retirement. Congratulations!

WAC Bennett Dam Tour

While hosting a 2-day quarterly Northern Regional Management Team meeting in Fort St. John, the Peace District arranged for the group to travel to the W.A.C. Bennett Dam to see how and where almost 1/3 of the province's power is supplied.


http://www.th.gov.bc.ca/publications/roadrunners/index-roadrunners.htm
Annual BBQ

Southern Interior Region’s Social Club had their annual BBQ on June 14th for Public Service Week. Despite having to celebrate in the rain, fun was had by all. Appropriate for the weather, ‘Hat Day’ was included.

Public Service Week in West Kootenay District

West Kootenay District’s (WKD) Nelson office is at 310 Ward Street; a five story building shared by numerous public servants including City of Nelson staff, Government Agent, Children and Families, and MoT WKD amongst others. We got the banner up and the board displayed to the public photos of a number of the public servants within the building. We also had a pizza lunch and offered coffee and cookies to the public. The celebration was organized as a joint effort between staff in the building.

Several staff in the building noted that this was the first time that Public Service Week was celebrated. A noon hour picnic and band is proposed for next year.
Public Service Week in Cranbrook

As part of Public Service Week numerous ministries and agencies in the East Kootenay city of Cranbrook participated in a community creek/public areas clean-up. Approximately 80 people from about 12 ministries, some federal representation, the local college (College of the Rockies) the MoT maintenance contractor (Mainroad East Kootenay Contracting), and other local organizations and businesses volunteered their time, goods and/or services to this excellent cause. The Ministry of Transportation had the largest volunteer force, and included some Rest Area Rangers as well. The primary focus was cleaning along Joseph Creek, which runs through Cranbrook, and numerous other public areas. The event was followed by a BBQ, held at the college. In less than three hours, almost an entire dump truck was filled with garbage!

Audrie Henry

I was fortunate to be able to spend some time job shadowing with Joe Peterson, District Development Technician, Okanagan Shuswap District, Penticton, from February to June. Based on this experience, I have determined that this is definitely a career path that I would like to pursue.

I knew that it would be a huge learning curve for me but was even more surprised when I realized how much more there was to learn than I thought there would be. I was also impressed with myself about how much I actually already knew! All that said, there’s still a very long road up ahead filled with learning, mistakes, and experiences. The development in this district is booming! I commend all the District Development Technicians, it really is a struggle to keep the files moving, attend meetings, uphold customer service, etc. etc. etc.!

It only took me one unprepared chilly day in my clogs before I decided to prepare an “emergency kit” to carry with me in my car at all times for those unexpected inspection days. I think Joe really enjoyed having an “assistant” who could trek through the snow and find the pins (all part of my learning right?).

From the breathtaking views over Osoyoos from Anarchist Mountain, to the big black flies in Tulameen, to the beautiful sky-scraping mountains in Keremeos, to the indescribable view over Skaha Lake from high up Eastside Road, and the numerous vineyards, thank you so much to everyone who helped to make it happen and those who have unselfishly shared their knowledge with me. This really is the best place on earth!
Who’s New at MoT?

The following folks are new to MoT since May:

**South Coast Region**
- Rod Anderson, Rockwork Field Technician, Burnaby
- Helen Cheung, EIT, Highway Design & Traffic Engineering, Burnaby
- Alipasha Larijani, TELP, Burnaby
- Michael Pearson, EIT, Nanaimo
- Darren Englund, TELP, Nanaimo

**Southern Interior Region**
- Brooke Clasby, TELP, Rocky Mountain District, Cranbrook
- Katerina Halik, Project Management Technician, Rocky Mountain District, Cranbrook
- Stefan Yancey, Golden Weigh Scale
- Gail Duffy, Regional Financial Clerk, Kamloops
- Damon Gosper, TELP, Field Services, Kamloops
- Thomas Chhun, TELP, Development Approvals, Kamloops
- Paul Plante, TELP, Field Services, Kamloops
- Alex Soo Kaim, TELP, Field Services, Kamloops
- Stacey Weightman, TELP, Field Services, Kamloops
- Tammy Kuffner, Community Relations Representative, Kelowna
- Rob Bitte, District Development Technician, Kelowna
- Mark Scott, TELP, Development Approvals, Nelson
- Elizabeth Keam, District Development Technician, Salmon Arm
- Terry Jones, Senior District Development Technician, Salmon Arm
- Tara Perret, TELP, Okanagan-Shusap District, Salmon Arm

**Northern Region**
- Anthony Baru, TELP, Survey Technician, Prince George
- Brent Davies, TELP, District Development Technician, Prince George
- Nicole Folk, Admin. Assistant, Prince George
- Trent Folk, EIT, Planning & Partnerships, Prince George
- Ryan Spillett, Environmental Services Technician, Prince George
- Brian Taylor, TELP, Bridge Technician, Prince George
- Derek Wilson, TELP, Field Services, Prince George
- Ronda Leach, District Clerk, Smithers

**Headquarters**
- Brandy Dickson, CVSE
- Taeid Rabbani, VIP Data Entry Clerk, CVSE
- Michael Feduk, Senior Hydraulics Engineer, Engineering
- Susan Smith, Toll Collector, Coquihalla, Finance and Management Services
- Adam Michaud, Toll Collector, Coquihalla, Finance and Management Services
- Linda Jones, Toll Collector, Coquihalla, Finance and Management Services
- Barrie Sanford, Toll Collector, Coquihalla, Finance and Management Services
- Leona Rabbitt, Toll Collector, Coquihalla, Finance and Management Services
- Miranda Robinson, Toll Collector, Coquihalla, Finance and Management Services
- Sheila Chan, TELP, Gateway Program
- Cameron Dodd, Project Assistant, Gateway Program
- Rachel Morgan, TELP, Gateway Program
- Billy Brix, Co-op Student, ISB

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New Hires (continued)

- Mike Sanderson, Co-op Student, Marine Branch
- Ray Basi, Information, Privacy and Records
- Kathleen Patterson, Business Management Coordinator, PBMB
- Reg Faubert, Manager, Air and Marine Policy, Transportation Policy Branch
- James Hill, Senior Writer, Writing Services

Nam returns to Nelson...

I am currently on an EIT rotation in Nelson office of the West Kootenay District. I spent last summer as the technical student in Nelson and enjoyed the area so much that I returned in June. Wish the office luck with getting rid of me!

Since returning, I have worked on multiple projects gaining a wide range of experience. My work has included assisting with traffic studies, sign rehab projects, and paving projects. I am currently busy working on an RTAC presentation for the Minister and helping out with the flooding damage from the spring freshet.

Katerina Halik

This is Katerina’s second summer with the Rocky Mountain District. Kat started last summer in the YEP program and having just finished her two-year college program was rehired again. Kat is working as a project management technician and describes it as “an interesting position”. She describes her work as a “variety of tasks both in the office and the field.” She especially likes setting up traffic counters on nice warm sunny summer days. She says it never fails that a traffic counter will stop functioning without explanation in the field, but begins working again once it’s brought back into the office...hmm, if the heat isn’t suppose to affect them and the batteries are good...weird. Kat says she is gaining valuable insight on career options and responsibilities with MoT as well as acquiring important work experience. “Also, while working for MoT I get it drive those bright center-line yellow hybrid cars!” Welcome to the Rocky Mountain District, Katerina!

Kelly Beriault

Kelly Beriault has accepted the position of Acting Transportation Engineer for the Rocky Mountain District. Kelly will focus on the planning aspects of transportation engineering, as the District infrastructure faces increasing pressure from escalating development and the resulting higher traffic volumes. In addition to typical transportation engineering responsibilities, Kelly will continue to oversee the bridge inspections for Service Area 11, as well as providing support and emergency coverage for the bridge area manager position.

Kelly joined the Ministry in 2004 as a road area manager in the Rocky Mountain District. She brought with her a wealth of engineering and transportation experience gained as a structural engineer with Stantec Consulting and bridge project manager with Saskatchewan Highways and Transportation. Much success in your new role, Kelly!
Moving away from the hustle and bustle of inner city Calgary to accept a job in the quiet town of Nelson was probably the best decision I’ve ever made. Although I’ve only been with the Ministry for just over two months now, I already know I’m a lifer. I’ve never had a job that’s offered me so many opportunities to grow both professionally and personally. Working as a Development Tech, I’m already handling the majority of permit applications that come into the office and have started to venture into the wild world of subdivisions. A couple of weeks ago myself and another fairly new face in the Ministry were given the roles of acting project managers to organize and execute the repair of a road that was washed out in the spring floods. I can’t imagine having this kind of freedom and responsibility in any other job.

The Quest for Higher Education: No Rest for the Rest Area Students

Submitted by Fort George District

The Rest Area Students in the Fort George District have been working hard this summer earning their tuition money and helping the Ministry of Transportation beautify the rest areas for travellers. Between providing tourism information and physical labour, the students are kept quite busy during their short two and a half months.

Tourists can be a very friendly group, offering anything from food and snacks to tours of their large RVs and beer. In addition, the students are often fielding questions about the metric system, Mountain Pine Beetle, fishing, camping and their work. Some specific questions this year were: “Where is the moose trail (for viewing)?”, “What type of berries are those? Do you have any wild blueberries here?” and “When do the salmon come through?”. These are prompted by the students’ presence in the rest area while completing many physically demanding projects.

Projects range from picking up garbage and surveying the travelling public to major enhancement works.

One of the major projects in the Fort George District this year involved cleaning up the Cluculz Lake Rest Area after approximately 50 Mountain Pine Beetle trees were removed.

In addition, we have a new project this year: brush cutting and weeding around the weather stations to avoid incorrect readings due to plant growth.

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Rest Area Students (continued)

Josh Gull brush cutting the ditch at Cluculz Lake Rest Area.

Becca Thompson (left) and Katharina Franke (right) working on the picnic table borders at a rest area in the Robson Valley.

Amy Hammerstedt (left) and Crystal Prince (right) brush cutting and weeding at a weather station.

Tammy Kuffner:

I am the new Community Relations Representative for the William R. Bennett Bridge Project. I am very excited to have such a great opportunity working with the Bridge Team and the entire Okanagan Shuswap District Team has been very welcoming and are great to work with!

Submit your photos online at: gww.th.gov.bc.ca/ImageGallery/home.aspx
Cancer Fundraising for Brandon

CANCER...the most feared word in this or any other language. Cancer is a disease that starts in our cells. Our bodies are made up of millions of cells, grouped together to form tissue or organs such as muscles and bones, the lungs or the liver. Groups of abnormal cells can form lumps or tumours, or can spread through the bloodstream and lymphatic system to other parts of the body.

An estimated 153,100 new cases of cancer will occur in Canada in 2006. On average, 2,944 Canadians will be diagnosed with cancer every week. Cancer affects us all, maybe not directly, but at the very least indirectly...a friend, a colleague, a family member.

In this case, it is a eight year old boy named Brandon, who is the grandson of Vicki Martin, District Services Manager here in Okanagan-Shuswap District. Brandon was diagnosed with Lymphoblastic-Lymphoma, just before Christmas of last year and is currently undergoing a 3 year treatment plan at Children’s Hospital in Vancouver, involving chemotherapy, blood transfusions and a myriad of other tests, injections and pills, which are so much more than what an eight year old boy should go through. At a time in his life where his greatest concerns should be homework, soccer and biking with his friends...now it is losing his hair, getting through the next chemotherapy treatment and all the side-effects that the various pills and injections bring.

Cancer can be beaten...with research, new treatments, adequate funding, a positive attitude AND most of all “caring”. “Caring Cures Cancer” is the motto that we have adopted in our support for Brandon and his family. That support is reflected in all that we do with Brandon, sister Ashlyn, their mother Tanya and of course Vicki here in our office. Many emails and kind words of support have come from the regional office in Kamloops and a number of other ministry offices in the Province, and they are very much appreciated.

A Trust Fund was established for Brandon and his family at a local bank, with that information available through our district office (250-712-3660 for anyone who is interested).

Recently, the staff at the district, organized a fund-raising BBQ for Brandon and his family, raising almost $1600 over a single lunch hour. The highlight of the BBQ was Brandon's sister Ashlyn and how she led our team in hamburger and hot-dog sales.

Brandon’s sister Ashlyn

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Fundraising for Brandon (continued)

Many thanks to all those staff members and individuals who came out to our BBQ, or sent in donations to show their support for Brandon, who is a very brave young boy with an unstoppable positive attitude. We were pleased that Brandon was able to later visit us in Kelowna between treatments and we were able to present him with our fundraising cheque and offer our support and encouragement.

So please remember that a cancer diagnosis affects more than just the person with cancer. Family and close friends of someone with cancer are often dealing with their own shock and will have to adjust to cancer being a part of their lives. They will need your support as well.

CARING CURES CANCER!

From all the staff at Okanagan-Shuswap District, Southern Interior Region and the Ministry of Transportation.

Bill Sparkes Looks at Things Differently...

I am filling the position of Provincial Approving Officer for the Okanagan Shuswap District while Kurt Edmunds is helping out with other work in the Peace District. Changing roles from the Deputy Approving Officer to the Approving Officer does not seem like it would be much different, however, I’ve found I really changed the way I think about subdivision applications. There is definitely a lot more responsibility and I find I now think more about the applicant’s desired results of a subdivision proposal, and less about the process. I also find that I have become very popular as everyone wants to meet with me!
Who’s Doing Something New?

The following folks received new assignments between May and July:

South Coast Region

- Jessie Bains, A/Regional Manager, Engineering, Burnaby
- Valerie Fabick, Regional Manager, Project Delivery, Burnaby
- Karen Gong, Technology Analyst, Burnaby
- Lyn Marshall, Regional Administrative Clerk, Burnaby
- Aristo Cossenas, Rockwork Project Technician, Burnaby
- Daniel Hillman, A/Sr. Electronic Systems Technician, Burnaby
- Brian Lee, Senior Project Manager, Burnaby
- Jon Crump, Area Development & Operations Technician, Chilliwack
- Cindy Hogg, A/Sign Coordinator (MDP), Chilliwack
- Elaine Malo, District Clerk, Courtney
- Sue Pauwels, Area Manager, Roads, Courtney
- Doug Wright, A/Operations Manager, Courtney

- Craig McLeod, Engineering Assistant, Field Services, Delta
- Darlene Watts, A/Weigh Scale Supervisor, Duncan
- Ron McCormack, CTI, Haig Weigh Scale, Hope
- Dexter Huber, Dangerous Goods Inspector, CVSE, Hope
- Michelle Slater, A/Weigh Scale Supervisor, Hope
- Carmone Allen, Project Manager, Field Services, Mill Bay
- John Bodnarchuk, Project Director, Nanaimo
- Bernie Bolton, CTI, Nanaimo
- Dawn Major, District CVSE Manager, Nanaimo
- Andy Newall, Area Manager, Nanaimo
- Stew Turner, Regional Project Manager, Nanaimo
- Cindy Wells, Area Manager, Roads, Nanaimo
- Chris Corpuz, Project Management Technician, North Vancouver
- William Crichton, Area Development and Operations Technician, New Westminster
- David Franklin, Electrical Manager, New Westminster
- Marilou Galang, District Clerk, New Westminster
- Jeff Moore, A/Senior District Development Technician, New Westminster

Southern Interior Region

- Glenn Taylor, A/Manager, Regional Compliance, Cranbrook
- Dan Bader, A/Financial Officer, Field Services, Kamloops
- Teresa Bepple, A/Manager, Financial Services, Kamloops
- Peter Doyle, Portable Weigh Scale Inspector, Kamloops
- Shirley Fisher, A/Financial Analyst, Kamloops
- Phil Folz, CTI, CVSE, Kamloops
- Renee Mounteney, A/Regional Manager Corporate Services, Kamloops
- Al Scharien, A/Project Supervisor, Field Services, Kamloops
- Elaine Shibata, District Clerk, Kamloops
- Vincent Welland, Inspector, Portable Weigh Scale, Kamloops
- Dan Bella, A/District Manager, Penticton
- Danny Morris, A/District Manager, Vernon

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New Assignments (continued)

- Daniela Cantin, District Clerk, Williams Lake
- Richard Chaffee, A/Commercial Transport Program Officer, Dawson Creek
- Terry Morris, A/Regional Project Manager, Transition, Dawson Creek
- Sueann Ciampichini, A/Area Manager, Roads, Dease Lake
- Sacha Antifaeff, A/Area Manager Roads, Fort St. John
- Samantha Pearsall, Office Assistant, Fort St. John
- Kurt Edmunds, A/District Operations Manager, Fort St. John
- Neil Wood, A/District Manager, Fort St. John
- Judy Gunderson, A/Regional Management Administrator, Prince George
- Lenora Fillion, A/Regional Operations Technician, Prince George
- Elexis Elliott, District Clerk, Prince George
- Ken Aura, A/Regional Manager Project Delivery, Prince George
- Amy Babstov, A/District Operations Technician, Smithers
- Kirk Bentley, A/Regional Project Manager, Prince George
- Susan Doddridge, Engineering Assistant, Field Services, Prince George
- Nini Long, Regional Design Engineer, Prince George
- Duane Neufeld, A/Regional Project Manager, Prince George
- Deanna Ramsey, A/District Services Manager, Prince George
- Violet Risch, District Services Manager, Prince George
- Larry Rowe, A/Operations Manager, Prince George
- Rob Blackburn, A/Area Manager, Bridges, Smithers
- Marlene Kehn, A/Area Manager, Roads, Smithers
- Bill Maitland, A/Operations Manager, Smithers
- Rob Struthers, A/District Manager, Smithers
- Joan Brickwood, District Development Technician, Terrace
- Larry Porteau, Area Manager, Roads, Terrace
- Clayton Tomas, A/Area Manager Roads, Terrace
- Grant Watson, Area Manager, Roads, Terrace
- Jerry Wedmedyk, A/Inspector Portable Scale, Terrace

Headquarters

- Dorothy Cheeke, A/Procurement Coordinator, Construction & Maintenance
- Greg Gilks, Director, CVSE
- Lynn Zethof, A/Audit Clerk, National Safety Code, CVSE
- Daryl Finlayson, Senior Material and Pavement Engineer, Engineering
- Abid Sivic, Sr. Video Systems Engineer, Engineering
- Joanne Lembekc, Facilities Services Coordinator
- Lisa Weeks, Budget Analyst, Finance and Administration
- Sara Haskett, A/Manager, Finance & Management Services
- Barb Holdway, A/Manager, Service Planning, Finance and Management Services
- Teresa Switzer, Administrative Assistant, Finance and Management Services
- Linda Sweeney, Financial Clerk, Gateway Program
- Cathy Grossmith, A/Manager, Financial Services, Highways Department
- Brenda Larkin, Executive Assistant, ADM Highways Department
- Sheila Smith, Administrative Assistant, Highway Planning Branch

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New Assignments (continued)

- Chantelle Gergley, Manager, HR Planning & Development, Human Resources
- Lori Sutton, A/Director, Human Resources
- Jacquelyn Stelp, HR Analyst, Human Resources
- Sharon Cowden, A/Manager, Information Systems Planning & Administration, ISB
- Rick Thomson, A/Director, Marine Branch
- Emily Eng - Research Assistant, Partnership Development, Partnerships
- Mark Hallam, A/Director, Land Management, Partnerships
- Jane Hawksworth, Land Management Branch, Partnerships (MDP)
- Pat Jenkins, A/Financial Analyst, Partnerships
- Jeff McConnell - Policy Research Officer, Project Development Branch, Partnerships
- Fernanda Badke, Passenger Transportation Clerk, Passenger Transportation Branch
- Gail Scott, A/Manager, Operations Policy, PBMB
- Cindi Trowbridge, Manager, Business Planning and Client Relations, PBMB
- Georgina Webber, Business Management Coordinator, PBMB
- Kirsten Pederson, Director, Transportation Policy Branch
- Brenda Janke, Manager, Regulatory Policy, Transportation Policy Branch
- Kimberly Antoni, Grants Administrator/Policy Analyst (OIC and Board appointment coordinator), Transportation Planning and Policy
- John Shaw A/Manager, Commercial Vehicle Policy, Transportation, Planning and Policy
- Sandra Jackman, A/Manager, Financial Services, Transportation Planning and Policy

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**Being a Public Servant**

...Having worked for and with Commercial Vehicle Safety and Enforcement for a number of years, I consider myself extremely fortunate to work in a field that ignites my passions and allows me to make an important and meaningful contribution.

...As a public servant, I am committed to providing the highest level of service to the government of the day and the public at large, providing the best, most comprehensive advice available in order to protect their interests.

...Public servants embody integrity, dedication, commitment, hard work and perseverance – we share a devotion to making this province the best place on earth.

...Public servants are people you can count on for day to day business. We are people specialized in different areas of expertise and we are people who are committed to serving the public.

...Choosing to be a member of the public service is a deliberate choice I made in order to contribute to the betterment of the world we live in. Many other choices were open to me as a professional scientist; biology, forestry, agrology, consulting – but I wanted to combine them all and use that comprehensive knowledge to help “fit” all the parts together.