It’s official – the Southern Interior Regional Corporate Services and Operations Team has been named one of the 10 Best Places to Work in the BC Public Service!

The 10 Best is a new corporate recognition program that invites applications from work units that have been named top work units, which means scoring more than 75 on the annual Work Environment Survey. This year, there were 88 work units in the public service which achieved the top work unit rating. Our team has been a top work unit three years running, and that shows we have a strong commitment to a great work environment.

Art Barry, Manager, Electrical Services has been in operations since 1990. What makes his work unit stand out? “I’ve had the privilege of working with some of the most hard-working and dedicated people I know. I am very proud to be part of the work unit singled out for this honour.”

Dedication and teamwork is an area where the Corporate Services and Operations Team really excels. Team members share workload and meet to find ways to work collaboratively and share ideas. We know that a team that plays together stays together. We have many fun team activities, from barbecues and potlucks, to getting out at lunch to walk and talk together.

“Having our team named as one of the Top 10 work units in the province really was the icing on the cake for me,” explains Financial Services Manager Brian Jepsen. “I came to corporate services after the closing of the Coquihalla toll plaza and was welcomed by the team right away. Corporate services truly is a team, and as a team we strive to provide excellent customer service. The group is fun, hard working, and helps each other with any job that needs doing.”

Great communication helps the team provide great service and highlights how each area supports the overall success of the ministry. Team members developed a video section on the Southern Interior website called SirCAST, which features top-notch videos on regional work teams such as the CVSE, and overviews of projects in the region. Videoconferencing and LiveMeeting are commonly used to keep up to date with other regional employees, and the

Continued on Page 3...
Editor’s Note

The Ministry of Transportation and Infrastructure is a diverse workforce of about 1,400 people.

Some are launching their careers, after completing post-secondary education. Others are finishing up their work life, and thinking about how to transfer their years of learning and experience, before heading out the door. And some in mid career are taking their expanding skills and competencies into new areas of the ministry.

We come from different upbringings, work backgrounds and different parts of British Columbia, Canada and the world.

Whoever we are, employees here bring their best to work – their knowledge, abilities and drive for excellence. In this edition of Road Runner, you’ll learn more about how people make our ministry a great place to work. Many have intriguing pasts and promising futures.

Yasser Abdelghany applies his significant academic research and his experience working with consultants and contractors, nationally and internationally, to scrutinizing ministry contracts. Technical leader David Godfrey has had “close encounters” with planetary bodies in his previous work with NASA, in California.

Paula Cousins is among the SIR’s Corporate Services and Operations Team. She has been the Manager of Corporate Services for the group, which is featured in this issue, as one of the 10 best places to work in the B.C. public service. Recently, Paula embarked on a temporary assignment as Manager of Rehabilitation and Maintenance with the team.

Read on, to find out more about how your co-workers contribute to our organization.

Nancy McLeod, Editor

---

RoadRunner Contents, February 2011

- Interior Team One of 10 Best
- What is this Magic?
- Top Work Unit Tactics to be Revealed
- Highway 20 Flooding – A Collaborative Approach to Restorative Works
- Pacific Gateway Mission to Asia Boosts B.C. Trade
- Skeena Safety Efforts Reduce Crashes

Employee Advisory Forum
- Cone Recognizes Area Manager’s Dedication
- Cones Keep Circulating
- Crystal Cherier a Key Contributor
- Did You Know?
- Eight Ways to Improve Nutrition and Make Your RealAge Younger
- Inspection Station Opens in Red Rock
- Welcome Red Rock, to the Weigh2Go Network
- Partnerships People Tour
- Kinsol Trestle Project
- The Provincial Transit Plan
- U-Pass BC – Affordable Transit for Students
- Wanted: Provincial Approving Officers
- Northern Region Taps In Technology for Annual Gathering
- Godfrey’s Kinky Current Reappears on NASA Website
- TRAN Who’s Who
- Engineer Brings International View to Construction Risks
- You’re a Winner!
- Teamwork Contributions Recognized
- Jeff Thom Earns Land Economics Diploma
- Community Events
- Northern Region Staff Share the Spirit From the Movember Journal
- PTB Bake Sale Generates Fun and Funds
- You Never Know What You’ll See “Where is This?” Identifies
- In Memoriam: Al Rhodes, 1922-2010

Staff Roundup

---

The RoadRunner is an employee newsletter, published four times a year. We welcome your story submissions. Email your article as a Word document (approx. 500 words maximum) and your photographs as jpegs to: RoadRunner@gov.bc.ca.

In the email for your story, please attach the text as a Word document and attach the graphics (photos, charts, etc.) as jpeg or pdf files. Please DO NOT embed graphics in the article – this compromises reproduction quality and the images may not be useable by our graphic artist.

You can check out the Employee Advisory Forum website for regular updates: http://gww.th.gov.bc.ca/EAF/home_intra.asp.

For @Work -- the Public Service Community Website, visit: https://gww.gov.bc.ca/

Browse the TRAN Online Store at: http://gww.th.gov.bc.ca/gwwhr/content/store/onlinestore.pdf

Graphic design for this issue was provided by Kathy Macovichuk.
team places a priority on flexibility through modified work schedules.

Teamwork, staying connected and being flexible all support the team in meeting and exceeding customer needs and expectations. “Being recognized as one of the top 10 best places to work in the BC Public Service reflects how passionate this diverse team is,” says Corporate Services Manager Paula Cousins. “They pull together to deliver service excellence like no team I have ever worked with. (Regional Operations Manager) Wayne Fraser and I are so lucky to lead such a solid group of dedicated, accountable individuals.”

Perhaps the best way to explain is to share the team’s description of why their work unit is one of the 10 Best Places to Work in the BC Public Service.

“For years Corporate Services and Operations has known what perhaps others have not. That even in the face of utter adversity, on the precipice of change, on the eve of alteration, there still exists a protective barrier between us and the unknown. Some day they'll recall work units and their historic legacies. There will be those known for their incredible tools and gadgetry. Others will be known for their flamboyant energy. But when asked who championed the world of teamwork and cooperation, they will surely shout out ‘Regional Corporate Services and Operations.’”

Perhaps the best way to explain is to share the team’s description of why their work unit is one of the 10 Best Places to Work in the BC Public Service.

“Perhaps the best way to explain is to share the team’s description of why their work unit is one of the 10 Best Places to Work in the BC Public Service.

The atmosphere is always positive in the Southern Interior Region’s winning work unit. People come to work happy, with a smile on their face. Everyone is extremely approachable and willing to lend a hand. Every second Wednesday we celebrate “goodie day” in which someone bakes or buys a small treat and brings it in for all to share during chit-chat over coffee break.

We’re courageous by challenging each other during meetings to ensure that cumulatively we craft solutions of the highest possible quality. We’re passionate about our work and show it by celebrating our successes with several team recognition programs such as monthly employee recognition and “dollars of appreciation.” We’re committed to delivering a professional level of service because we know our clients count on us.

What is this Magic? Teamwork and cooperation.

See Winning Numbers at TRAN on @Work for more information. ♦

Top Work Unit Tactics to be Revealed

The Ministry of Transportation and Infrastructure’s top work units were recently announced, recognizing the teams’ high scores in the annual Work Environment Survey.

See upcoming editions of the Road Runner, as they share their success stories:

- Partnerships Department
- Gateway Program
- Highways Department
  - Northern Region – Engineering
  - Northern Region – Ft. George District
  - South Coast Region – Regional Corporate Services
  - Southern Interior Region – Cariboo District
  - Southern Interior Region – West Kootenay District

What is this Magic?

The atmosphere is always positive in the Southern Interior Region’s winning work unit. People come to work happy, with a smile on their face. Everyone is extremely approachable and willing to lend a hand. Every second Wednesday we celebrate “goodie day” in which someone bakes or buys a small treat and brings it in for all to share during chit-chat over coffee break.

We’re courageous by challenging each other during meetings to ensure that cumulatively we craft solutions of the highest possible quality. We’re passionate about our work and show it by celebrating our successes with several team recognition programs such as monthly employee recognition and “dollars of appreciation.” We’re committed to delivering a professional level of service because we know our clients count on us.

What is this magic? Teamwork and cooperation.

See Winning Numbers at TRAN on @Work for more information. ♦
Highway 20 Flooding – A Collaborative Approach to Restorative Works

Submitted by Todd Hubner, Cariboo District Manager

The Bella Coola River flowed through the community of Hagensborg, on Sept. 26.

From Sept. 24 to 25, a massive rainfall struck the Central Coast of B.C., leaving many kilometres of Highway 20 west of Williams Lake missing or underwater.

The communities of Anahim Lake, Hagensborg and Bella Coola were cut off from food, fuel and emergency services. Initial reconnaissance indicated that the repairs to regain land access were expected to take up to two months to complete. However, a dramatic cooperative effort between staff from the local, provincial and federal governments, and the maintenance contractor, Interior Roads Ltd., allowed the highway to reopen in only 17 days.

More than 200 millimetres of rain had fallen in a 24-hour period – a once-in-200-years event! The only highway to Bella Coola and other communities was cut off by widespread washouts, rock falls and general flooding. Highway 20 was impassable at 12 separate locations and six local side roads were also impassable. It was quickly recognized by all, that as there is no regular ferry service to the coastal community of Bella Coola during the fall and winter months, the highway would need to be opened in its entirety. All agencies needed to work cooperatively to re-establish the supply chain to the three communities, while ensuring that each group’s roles and jurisdiction, were considered and any concerns were addressed as quickly as possible.

The infrastructure damage was substantial. On the Chilcotin Plateau, between Tatla Lake and Anahim Lake, more than 2.5 kilometres of Highway 20 was missing. Between Anahim Lake and Bella Coola several bridge approaches had been washed out, a number of segments of the highway were missing (at Sandhill for example there was a 300-lineal-metre segment that was completely gone), one concrete and steel bridge within Tweedsmuir Park was completely buried by a debris torrent and many other sites along a 40-kilometre stretch were either washed out, or still underwater (days later). On Sept. 26, staff observed the Bella Coola River flowing down Highway 20, over a four to five-kilometre segment, and through the community of Hagensborg. The high water mark was noted later at the bottom of many of our regulatory highway sign faces. In addition, the side road system in the valley didn’t fare much better, with one bridge washed away and other bridges and their approaches completely underwater.

During the response phase, crews worked 24 hours a day re-establishing land access. Leanna Ilinicki and Terry Murphy, two of the Cariboo District’s roads area managers, worked closely with Interior Roads Ltd., and the many agencies in coordinating the works. They were supported by the District Emergency Operations Centre in Williams Lake and more than 60 ministry staff who originated from all the regions and HQ.

Logistics were no small challenge. Heavy equipment, fuel, food and general supplies were barged into Bella Coola from Vancouver, to aid the response as it progressed eastward, and to sustain the coastal communities of Hagensborg and Bella Coola. As land access was progressively re-established heading west, goods and materials were transported along a 54-kilometre detour route and the rebuilt highway. In the early days of the response, heavy lift helicopters, capable of carrying more than 9,070 kilograms were utilized to fly in Acrow bridging components, pickup trucks, a rock drill and a compressor from the top of Bella Coola Hill into the valley.

What was really impressive was how well all agencies worked together toward a common goal. Environmental agencies worked with the ministry’s environmental consultants on prescriptions for repairs that met all parties concerns. Permits and authorizations were issued; in many instances, that same day. (The Bella Coola River and its tributaries are all prime salmon habitat). Integrated Land Management Bureau staff worked closely with gravel management and properties employees to secure sources of granular and bedrock material for much-needed repairs, with licences of occupation being issued within 24 hours of a request. BC Parks staff also expedited parks of occupation being issued within 24 hours of a request. BC Parks staff also expedited parks use permits for clearing trees, re-establishing creek channels and excavating materials within Tweedsmuir Park. All agencies also worked closely with the local First Nations communities, keeping them apprised and coordinating site visits when required.

Although it was a very stressful time for many, it was impressive to see how all involved rose to the challenge. To date, more than $21 million has been spent on response and recovery repairs, with the majority of work expected to be completed by mid February. The most important item to note, however, is despite the high-risk situation, there were no serious injuries related to the flooding, the damaged infrastructure or the response to this complex situation.

This in itself is a real testament to the professionalism of all that were involved.
Pacific Gateway Mission to Asia Boosts B.C. Trade

Submitted by Robert Adam, Public Affairs Officer

B.C.’s trade with Asia is expanding dramatically through the Pacific Gateway. Trade increased by 22 per cent, in 2010, with coal exports reaching record-breaking volumes at Port Metro Vancouver and the Port of Prince Rupert.

In November, Transportation and Infrastructure Minister Shirley Bond led a trade mission of Pacific Gateway executives from Port Metro Vancouver, Port of Prince Rupert, Canadian National, Canadian Pacific, Burlington Northern Santa Fe Railway and Vancouver International Airport, to Asia to promote Canada’s Pacific Gateway and B.C.’s geographic advantages and exceptional infrastructure.

The mission focussed specifically on bulk goods trade. Chief Operating Officer Dave Byng and Pacific Gateway Project Director Lisa Gow were along to provide the Minister with subject expertise. Research/Policy Analyst Gillian Moxham took care of logistics and the team at home provided essential support for program development, briefing documents, travel arrangements and communications materials.

In 10 hectic and productive days the team:

- hosted and attended meetings and events in four major cities in Asia: Seoul, Tokyo, Hong Kong and Guangzhou
- participated in more than 15 meetings with Asian corporations such as Nippon Steel, Hanjin Shipping, COSCO and OCI Chemicals
- toured Asian infrastructure and international airports and;
- led a panel discussion with executives from major Asian shipping companies, in front of an audience of 1,000 delegates from global shipping companies and port authorities, at the World Shipping Summit in China.

The meetings with shipping companies and importers led to:

- new business in copper shipments to Japan
- increased opportunities for coal exports

Continued on Page 6...
New potential business and economic initiatives include:

- more coal exports from British Columbia
- using wood pellets from British Columbia to replace thermal coal for electricity generation
- the export of mineral concentrates (iron ore, copper)
- new air cargo and passenger business for B.C., as a result of the recent Approved Destination Status in China and the fuel tax elimination
- A Memorandum of Understanding with Guangdong Province
- new flights to Vancouver from China Southern Air
- new daily Air Canada flights from Vancouver to Haneda Airport, in Japan.

Beyond the new business, the mission’s Asian hosts were all impressed with the Pacific Gateway as a unique and powerful collaboration. This collaboration involves two senior levels of government and the private sector providing infrastructure, investment, marketing and customer service.

As Don Krusel, president and CEO of the Prince Rupert Port Authority put it: “The mission provided an ideal vehicle to increase awareness and understanding of the current advantages to be realized through Canada’s Pacific Gateway, and specifically the Port of Prince Rupert, while also introducing the tremendous capabilities to accommodate the growth and expansion of trans-Pacific trade.”

Robin Silvester, president and CEO of Port Metro Vancouver added, “The collaborative approach we have taken with our Pacific Gateway partners has strongly contributed to Vancouver’s excellent trade position within the Asia Pacific region.”

And as Minister Bond said at the end of the mission, “Our Pacific Gateway’s success is because of our collaboration, which will continue to create jobs and opportunities in British Columbia.”

See www.th.gov.bc.ca/PacificGateway-Asia2010/news.htm for more information.
Skeena Safety Efforts Reduce Crashes

The Skeena District, working with the Terrace Traffic Safety Committee, has contributed to a dramatic 63 per cent reduction in motor vehicle crashes in the district over the last 10 years.

This means less suffering and hardship resulting from crashes, and more than $108 million saved in costs associated with property damage, injury and fatalities.

The Skeena District is in the Terrace/Kitimat/Nass Valley/Prince Rupert area of northwestern B.C. The area is notorious for its difficult and unpredictable winter climate.

Following concerns about winter highway crashes and winter roads, the Terrace Safety Committee was formed in 2004, to identify and implement measures to reduce vehicle crashes in the district. Committee members included representatives from the ministry, maintenance contractor Nechako Northcoast Construction, ICBC Road Safety, the RCMP and the City of Terrace. The committee, chaired by Skeena District Manager Don Ramsay, chose to focus its efforts on driver behaviours, reducing the negative impacts of risky driving and altering risky behaviours, through the “Three Es” of safety: engineering, education and enforcement.

Engineering efforts included new pavement and widened shoulders on Highway 37; new pull-outs for trucks to chain up and chain off; reclassification of Highway 37 to Winter Class A status, resulting in higher winter road maintenance standards; new DriveBC webcams; increased delineation reflectors; and major brush clearing.

To educate drivers in the area, the ministry conducted a series of Winter Roads Forums in Terrace, Kitimat, Prince Rupert and New Aiyansh. The forums provided information about highway engineering and operating improvements, risky winter driving and motorists’ responsibility for road safety.

A high-visibility campaign encouraged the use of winter tires. Numerous pre-winter road checks were conducted by the ministry’s Commercial Vehicle Safety Enforcement (CVSE) and operations personnel, and included RCMP and maintenance contractor staff. They checked for winter tires and provided handouts about the benefits of winter tires. In 2007, the Onion Lake road check found 65 per cent of vehicles had winter tires. In 2008, that number rose to 98 per cent.

Nechako Northcoast adopted an innovative practice of positioning traffic control personnel at critical locations, during travel advisories. They would forewarn drivers of conditions ahead and encourage them to wait. The committee also generated media coverage, including articles on winter road checks and the benefits of winter tires, reporting when the RCMP laid charges, editorials calling for an examination of making winter tires mandatory in the North, and reporting when lack of approved winter tires contributed to local crashes.

To implement the enforcement component of the committee’s strategy, CVSE increased enforcement and education for winter tire and chain regulations, on the road, and at the commercial vehicle inspection station in Terrace. The ministry re-established Highways 37 and 16 aerial speed markings, to enable RCMP to conduct aerial speed patrols. The RCMP increased enforcement significantly, focussed their campaigns on driving to conditions and posted a highway patrol officer in Kitimat for the first time.

“The challenge was for all of us to become advocates for a cause rather than being technicians responsible for limited aspects of road safety,” says Don Ramsay. “It was in seeing that the real problems went beyond road maintenance and improvements, to addressing risky driver behaviours and becoming spokespersons to change behaviour. The analysis demonstrated a depth of thinking and an application of talent that went beyond traditional approaches and job descriptions.”

The amazing reduction in crashes demonstrates that the Skeena District and the Terrace Safety Committee tapped into the best of their many talents!
Cone Recognizes Area Manager’s Dedication
Submitted by Marlene Keehn, Roads Area Manager

Congratulations to Gerry Nelson, Area Manager in the Hazelton and Stewart areas of the Bulkley-Stikine District, who last month received a Cone of Recognition from colleague Marlene Keehn.

Gerry was honoured for his passion for service to road users in the north. He is a valued member of the district team, and his dedicated commitment to his work is recognized by his co-workers and supervisors.

Marlene Keehn lines up her “cone toss” to Gerry Nelson.

Cones Keep Circulating
Submitted by Crystal Chenier, Secretary

Cone #8 was recently moved for the fourth time! Ed Wnuk, a Highway Design Technician with the Southern Interior Region, passed it along to his colleague Laurie Christiansen, Manager of Bridge/Structural Engineering. Ed recognized Laurie for inspiring him.

Ed Wnuk passes Cone #8 to Laurie Christiansen.
The Employee Advisory Forum’s (EAF’s) Team Balancing Act has successfully launched the health and wellness lunch and learn series. The series gives employees opportunities to learn about wellness, lifestyle, health and fitness in an informal and convenient environment. This initiative was proposed during the Spring 2010 EAF meeting, in response to the stress and workload element of the Work Environment Survey.

The members of Team Balancing Act believe that a healthy lifestyle contributes to our ability to manage stress and workload. We hope the attendees will not only take the skills and information learned and apply it to their daily routine, but share what they’ve learned with their family, friends and other employees.

The Lunch and Learn series was piloted on Oct. 16, at the ministry’s headquarters, in Victoria. The pilot topic was “Avoiding and Overcoming Stress,” which was delivered by Dr. Robert Willihnganz.

During the sessions, Dr. Willihnganz demonstrated a galvanic skin response device, which is used to register stress. The device measures the electrical conductance of an individual’s skin. This varies with the skin’s moisture level, which is controlled by the sympathetic nervous system, which is affected by tension or stress. The device emits a high-pitched sound when the person is under stress but the sound levels out as the person becomes calm.

Given the positive responses from the presentation, and requests for more sessions, Team Balancing Act officially launched the series on Dec. 16, with the support of our sponsor, Partnerships ADM Sandra Carroll. The topic was “Fitness, Fatness, Finances and Friends – What makes people healthy?” by Dr. Joan Wharf Higgins.

From now until April, there will be monthly presentations on different health and wellness topics.

The guest presenters are part of the University of Victoria Speakers Bureau. This service is provided by university volunteers including faculty, staff, graduate students and retirees who share their expertise and enthusiasm with community groups and organizations on southern Vancouver Island. This season marks the 30th anniversary of the bureau, and we are extremely fortunate to have these dedicated individuals contribute to the health and wellness of ministry employees.

If you cannot attend in person, don’t stress; videos of all the sessions will soon be available on the EAF website. This site will also have copies of all handouts and PowerPoint presentations.

NEXT LUNCH AND LEARN SESSIONS

March 15
Health and Exercise as One Grows Older
Dr. David Docherty

April 12
New Emerging Human Infectious Diseases
Dr. Edward Ishiguro

At the series’ launch, Dr. Joan Wharf Higgins discussed “Fitness, fatness, finances and friends – What makes people healthy?”
Crystal Chenier a Key Contributor
Submitted by Jeanne Reeves, EAF Team Appreciation Member

I’d like to recognize Crystal Chenier for all of the hard work she has done as a member of the Employee Advisory Forum (EAF) over the past three years.

While talking with Crystal, I asked her what she would consider her major achievements during her term with the EAF. She said that she couldn’t really take credit for any one thing because everything she was involved in was done by teamwork. She said her biggest success would have to be the calendar project that she took the lead on. She also really liked the feedback modules and the temperature checks, to see how people in the ministry wanted to be recognized.

Her favourite and most memorable experiences were at the EAF conferences where she came face to face with other members of the EAF. After meeting with her new EAF friends she would come back to the office all pumped up and engaged, and couldn’t wait to tell everyone what she had learned while away. It was obvious to all of her co-workers that she absolutely loved being a part of the EAF!

When asked what she will miss the most, she said it would be her EAF friends. She said that as an EAF member she felt heard. It didn’t matter that she was a clerk; there was no class distinction, and everyone was an equal.

Crystal said she was impressed by the efforts and accomplishments of her fellow EAF members. She said members found the time to complete their EAF tasks no matter how busy they were, because they were committed to the program and the people involved with the EAF.

Did You Know?

FACTS ABOUT PAY AND BENEFITS – TRANSIT PASS DISCOUNT
Brought to you by the EAF’s Team Appreciation

If you live in Kamloops, Vancouver or Victoria you can save money, and reduce traffic congestion and your carbon footprint by taking the bus—all at a discounted rate!

Discounted transit passes are available to provincial government employees. You even have the convenient option of payroll deduction for your discounted pass.

We would like to recognize Sheila Smith, administrator for the Transit Branch, for being a passionate transit user and choosing to go green. She says in addition to obtaining the pass at an employee discount, there is a tax advantage to using the transit pass. The cost can be claimed as a non-refundable tax credit on line 364 of the federal tax return. While the Canada Revenue Agency does not require that receipts and passes be submitted with the tax return, it advises transit users to keep this documentation, as part of their tax records.

Please email them to RoadRunner@gov.bc.ca

Sheila Smith ready to board the bus with her transit pass, which she obtained at discounted rate.
Eight Ways to Improve Nutrition and Make Your RealAge Younger*
Submitted by the EAF’s Team Balancing Act

Follow these eight rules of eating, and you’ll more easily manage your weight and improve your nutrition – all in one swoop.

1. Eat when you’re hungry. And eat often, so you’re never famished. But have your last meal at least three hours before bed.

2. Change your plates. Switch to nine-inch plates for meals, not the usual 11 or 13-inch variety. Smaller plates = smaller portions.

3. Eat these every day:
   - Nine handfuls, total, of fruits and vegetables
   - At least one ounce of nuts (a small handful)
   - High-fiber, whole-grain bread or cereal, especially in the morning

4. Eat fish at least three times a week, ideally salmon, mahimahi, tilapia, catfish or flounder.

5. Be a hot tomato. Eat at least 10 tablespoons of cooked tomato products (ketchup, marinara sauce) a week for a healthy dose of the antioxidant lycopene, which can decrease the risk of prostate and other cancers.

6. Avoid these like a hot potato:
   - Anything that contains trans and/or saturated fats.
   - White foods – white bread, white rice, white pasta, creamy sauces. White tends to go with foods that are highly processed, high fat, or both.
   - Products that list simple sugars, including high fructose corn syrup, in the first few ingredients; they put your blood sugar on a roller coaster that makes you crave high-calorie foods.

7. Before you eat, drink. Have one or two glasses of water before every meal to help fill you up.

8. Take daily:
   - Vitamins and minerals that contain at least 800 micrograms of folate, 400 international units of vitamin D, 1,200 milligrams of calcium and 400 milligrams of magnesium.
   - If you don’t eat fish, an omega-3 supplement that contains two grams of these heart-healthy fatty acids.

Are your eating habits making you older? Take the RealAge Test at www.realage.com.

Inspection Station Opens in Red Rock
Submitted by Ron Wiebe, Project Information Officer

It was almost as if the dance of the sun gods paid off and prayers were answered when the weather took a turn for the better on Saturday, Oct. 16. The warming rays of an autumn sun beamed upon the tiny hamlet of Red Rock, providing ideal conditions for the official opening of one of the most technologically-advanced commercial vehicle inspection stations in the country.

The long-awaited state-of-the-art inspection station and Weigh-in-Motion weigh scale on Highway 97, south of Prince George, opened for business that day. More than a hundred staff, elected officials, invited guests and local well-wishers were on hand to commemorate the event.

The official entourage consisted of Transportation and Infrastructure Minister Shirley Bond; Prince George North MLA and Minister of Forests, Mines and Lands Pat Bell; Cariboo-Prince George MP Dick Harris; Regional District of Fraser-Fort George Chair Art Kaehn; and, BC Trucking Association President Paul Landry. Each in turn, acknowledged the significance of the modern facility and the people who brought the project to fruition.

The Minister also used the occasion to welcome two initial members to the Premium Carrier Program which recognize and rewards carriers that show an exceptional commitment to safety. Bandstra Transportation Systems Limited President John Bandstra and Lomack Bulk Carriers Corporation President David Livingstone were at the opening event. The program, initiated in partnership with the BC Trucking Association, is based on the premise that sound operating practices lead to safer highways and more competitive businesses.

The Red Rock station is an important milestone in the delivery of the multi-phased Cariboo Connector strategy. The location of the scale provides excellent access for large vehicles entering from the highway. The area is free of the competing commuter and through-traffic volumes that existed at the previous inspection site, which was at the south end of the Simon Fraser Bridge in Prince George. Its larger size offers safety and traffic efficiency for the scale’s staff and commercial vehicle drivers.

In securing the new location, factors such as property and community impacts were taken into account. Public consultations were undertaken in 2005, to determine the best location for the new scale. In all, seven sites were considered before Red Rock was deemed to be the most favourable. This northern location

Continued on Page 13...
in the Weigh2GoBC network was named “Red Rock Inspection Station” to recognize the local community for its support throughout the project.

Of the many staff members who took pride in joining the festivities, the biggest smiles probably came from the CVSE staff. They were extremely happy to tour people through the new facility and demonstrate the various aspects of the operation for the afternoon.

The Red Rock Commercial Vehicle Inspection Station project and accompanying five kilometres of four-laning of Highway 97 was not without its challenges. Yet a large ministry cast worked long and hard to surmount the many difficulties they faced and ensure the eventual success of the project. It was fitting that many of these employees were on hand to bask in the limelight of a successful opening.

Congratulations to all our team members who made it happen, and welcome home to CVSE staff!

The festivities included an open house where guests could tour the facility and learn more about the operation.

Welcome Red Rock, to the Weigh2GoBC Network

Submitted by Pamela McDermid, Business Manager, Weigh2GoBC

If you lived on Southern Vancouver Island or in Vancouver, what would you want to be doing the second to last week of November? Heading to Prince George? Well, maybe not...

But duty was calling Tahna Neilson and me. In order to properly welcome the new Red Rock Inspection Station into the Weigh2GoBC network, system testing had to be done. Originally this was planned for a sunny September, but as sometimes happens, we had a bit of a delay in the schedule. The weather forecast for that week was in the range of -29 degrees with the windchill. So, with great trepidation, Tahna Neilson and I donned our woollies and headed up to the great white north. I must admit that sitting at the airport in Vancouver with a winter coat, mitts, scarf and my “Fargo” hat, I felt a little silly considering some smiles I got from the people who were obviously heading south wearing shorts and T-shirts.

When we got off the plane, we got everything we had dreamed of and more. Brrrr, I had to check to make sure I wasn’t wearing shorts! There is no breeze way at the Prince George airport so heading to the terminal door from outside was an adventure in itself. (Must be where the saying “brisk walk” came from.)

Employees at the new Red Rock Inspection Station: Andrew Newcomb, Pam McDermid (Vancouverite dressed in “Fargo Hat”) Jason Gillespie, Michael Kiessling, Barry Dawson and Dirk Espenhain (seated).

Employees at the Red Rock Station near Prince George were excited about their facility becoming one of the most state-of-the-art inspection stations in the province. All were eager to learn how the system works and became deeply engaged in getting some hands-on experience.

Weigh2GoBC is a combination of weigh-in-motion and automatic vehicle identification technologies that allow commercial vehicles to report to inspection stations electronically. Red Rock joins the other stations equipped with this technology, at Golden, Kamloops, Hope, Nordel and Port Mann West.

Well, Tahna and I did manage to survive the week, and as long there was little to no wind, we were okay. The testing went well, but on the last day we were met with a bit of a surprise, as the weather had caused the cancellation of our flight. So, it was back to another day in the winter wonderland, before we headed home to Canada’s winter-time “tropical zone.”

Employees at the new Red Rock Inspection Station: Andrew Newcomb, Pam McDermid (Vancouverite dressed in “Fargo Hat”) Jason Gillespie, Michael Kiessling, Barry Dawson and Dirk Espenhain (seated).
On Dec. 9, members of the Partnerships Department braved the cold and rain to participate in a site tour of the Kinsol Trestle Rehabilitation Project, in the Cowichan Valley.

The rehabilitation of the Kinsol Trestle is a $7.4-million federal, provincial and municipal initiative to rebuild the structure over the Koksila River, which will complete the Trans-Canada Trail between Shawnigan Lake and the Town of Lake Cowichan. The trestle bridge is more than 80 years old and is more than 600 feet long and 125 feet high.

During the tour, employees learned how engineers and carpenters will replace unsound timbers and reinforce structural trestle bents, while maintaining the historic characteristics of the wooden trestle. The rebuilding will be completed by the end of March, with hopes that many cyclists and walkers will begin to use the trestle in the summer, following improvements to the adjoining parts of the trail which include signage and parking.

This month, the tallest bent of the rehabilitation project will be put into place. This will be an impressive display of engineering and we hope you will tune in to the Kinsol Trestle webcam (www.earthcam.com/clients/britishcolumbia/KinsolTrestle/) to watch. Images are updated every 15 minutes and archived for remote viewing.

The Kinsol Trestle is one of the tallest free-standing rail trestle structures in the world, and was completed by Canadian National Railways in 1920.
What is a U-Pass? U-Pass stands for "Universal Pass." For post-secondary students that have one, it means that they get to travel on their local transit system, while attending school, at a highly discounted fare. U-Pass BC is exactly this, but with one large difference – it is not just a municipal program offered to local universities and colleges, but it is province-wide and available to all publicly funded institutions whose students vote to join the program. It is also the first provincial U-Pass program in Canada to be standardized across all public post-secondary institutions.

It all started on April 12, 2009, when then B.C. Liberal Leader Gordon Campbell rolled out his election campaign platform. Campbell promised to extend the already popular discounted transit pass program, in use by a number of post-secondary institutions, to all qualified post-secondary students in the province, by September 2010.

He made a challenging commitment to "... work with universities, colleges, TransLink and BC Transit to introduce a common U-Pass program for all post-secondary students across B.C. For a flat fee that is the same for students throughout Metro Vancouver, and lower for students in other areas that have access to public transit, all students will have equitable, affordable access to public transit in their regions."

After Gordon Campbell became Premier, the Ministry of Transportation and Infrastructure was tasked to deliver the new program. Since 2009, the ministry has been working with Metro Vancouver public post-secondary institutions and their student societies, TransLink and the previous Ministry of Advanced Education and Labour Market Development (and now the Ministry of Regional, Economic and Skills Development) to design and implement the program in Metro Vancouver. The ministry will now focus on delivering U-Pass BC to other areas of the province.

U-Pass BC will be the most comprehensive student transit program in Canada, providing significant savings for students. The province will invest more than $20 million through to March 2013, to support implementation of the program in Metro Vancouver. Post-secondary students in the area will pay $30 per month for a system-wide U-pass. An average student could see transit savings of more than $1,100 after attending eight months of classes per year. In all other regions, the province will provide funding as required to ensure the U-Pass BC rate remains below $30 per month, or to enable new institutions to join the program at existing rates.

On Sept. 1, the U-Pass rates at Langara College (previously set at $38 per month) and Capilano (previously set at $31 per month) were both decreased to $30 per month. The University of British Columbia and Simon Fraser University will have their rates frozen until Sept. 1 of this year. After that, they will be required to join the new program to continue to receive the discounted U-Pass BC transit pass.

Students at the remaining post-secondary institutions will have the opportunity to vote in referenda on whether to join the new U-Pass BC program. So far students at Emily Carr University of Art + Design, Vancouver Community College, and Douglas College have voted overwhelmingly to approve the new U-Pass. Emily Carr University was the first in line to receive the U-Pass BC, and began pass distribution on Jan. 4. Vancouver Community College is expected to be next, with Douglas College following in the spring.

Please stay tuned for further reports coming soon from the Transit Branch!
Have you thought of becoming an approving officer? Do you ever wonder what a provincial approving officer really does? If you’re like most people you might not even know that we exist!

Provincial approving officers are responsible for ensuring that the subdivision of land in B.C. conforms to a variety of legislation. The Land Registry Act of 1921 established the position of the approving officer and a requirement that no subdivision plan was to be registered in the Land Title Office unless first approved by the approving officer.

Prior to 1961, the legislation specified a position in the Ministry of Transportation and Highways that could approve subdivision in rural B.C. After 1961, the deputy minister, chief engineer and assistant chief engineer were approving officers, until 1978, when the legislation was once again amended.

The ministry has had various positions designated as approving officer but in 1973, the positions of regional approving officer and headquarters approving officer were established.

Now the eight provincial approving officers, and one deputy approving officer, sit in the district offices in Nanaimo, New Westminster, Kelowna, Kamloops, Nelson, Cranbrook, Prince George and Fort St. John.

In the last three years, we have seen the changing of the guard as long-serving approving officers and deputy approving officers have moved into retirement. Glyn Briscoe (formerly in Prince George), Howard Hunter (formerly of New Westminster), Art Caldwell (formerly of Cranbrook) and Deputy Approving Officer Dale Jeffs retired after more than 45 years. Rob Howatt (formerly in Nanaimo) and Bruce Craig (formerly of Fort St. John) retired after more than 35 years. Dave Labar (formerly in Kamloops) retired after more than 34 years. These individuals’ combined years of experience and knowledge are a great loss, not only to the ministry, but to the development approvals group in this ministry.

How do we replace that experience and knowledge? There is no degree, certificate or other form of credentials that prepare you for the position of approving officer. It is a combination of experience and a desire to ensure the interests of British Columbians are protected. The approving officer is an independent decision maker, who although employed by the Ministry of Transportation and Infrastructure, is responsible for ensuring that development of land within the province considers the public interest.

It is the responsibility of the development approvals staff and the provincial approving officers to ensure that the land being developed is in accordance with provincial statutes, regulations and local government bylaws for subdivision and zoning. In addition, we consider whether or not the land is appropriate for the intended use, by ensuring that the land is accessible and free or protected from natural hazards.

With the support from in-house experts and from each other, the approving officers regularly deliberate on issues related to land development. They consider riparian area regulations, natural hazard assessments, floodplain protection, and the Environmental Protection Act, Local Government Services Act, Strata Property Act, Land Title Act, Drinking Water Protection Act and Heritage Conservation Act (to name a few),

Over the next few years, several more approving officers will be leaving the ministry to enjoy retired life. If you love the idea of working with the people of B.C. to ensure our province is developing with smart land-use planning principles, then this is a job for you! Talk to one of us, or to your manager, about job shadowing opportunities to see if the world of development approvals is for you.

See next edition of RoadRunner for a Career Profile of a Provincial Approving Officer.
Northern Region Taps into Technology for Annual Gathering
Submitted by the Northern Region

This fall, the Northern Region took an innovative approach to their annual regional staff meeting by delivering a full agenda via LiveMeeting. Despite the fact that LiveMeeting and a regional staff meeting on their own aren’t new, by definition, the act of combining them is innovative.

Much like many other large ministry meetings recently, the annual regional staff meeting had been postponed due to budget pressures. By transforming the way that this meeting was delivered, the region was able to reconnect and have a valuable information and team building session.

Using the Employee Advisory Forum’s “Large LiveMeeting Guidelines,” a group of regional volunteers developed and delivered a meeting that allowed approximately 150 staff to take part in the staff meeting by congregating in their local offices in Terrace, Smithers, Prince George, McBride, Dawson Creek, Fort St. John and Fort Nelson. The agenda included videos and presentations from across the province, by the Regional Management Team, each of the districts and business units, and headquarters staff. Feedback about the session was very positive and the majority of staff found the LiveMeeting format valuable.

By using this technology, the region was able to hold a meeting that otherwise wouldn’t have been possible. In addition, travel time, costs and greenhouse gases were reduced—all valuable aspects when you consider the way we do business today.

Though it isn’t a perfect replacement for the traditional face-to-face meeting, technology is definitely a suitable alternative worthy of consideration when you are planning a large meeting. If you would like more information, see “Large LiveMeeting Guidelines,” on the Employee Advisory Forum website’s “What’s New” section: www.th.gov.bc.ca/eaf/home_intra.asp.

“Innovation can therefore be seen as the process that renews something that exists and not, as is commonly assumed, the introduction of something new.”

—Wikipedia

Submit your stories and photos to RoadRunner

If you want to submit articles, send your Word files and photos to: RoadRunner@gov.bc.ca.

To ensure the best quality possible, please email your photos as JPEGs and do not embed them in your article.

Please limit your article to 500 words or less.
I’m always amazed when the long service messages come out, that there are folks who have been here 30, 35, 40... years. They must feel really rooted to an organization after that long – and then there are their greater number of vacation days that accrue with time...

However the flip side for us others, is when one of your past lives (jobs) catches up with you unexpectedly – as happened to me recently.

Into my inbox popped an email from the “media rep” at the Jet Propulsion Lab (JPL) in Pasadena, California – the folks who run much of NASA’s unmanned space program. This person was asking for an image to accompany an article for their web site, about Saturn. Now I work in Victoria for the provincial government, but before that I worked in Victoria (U.K.) for the government, and before that I worked on the analysis of Voyager spacecraft images of Saturn for NASA.

The best part of this was the spacecraft encounters with planetary bodies. This involved being at JPL with the other scientists, watching the images come in and knowing this was the first time anyone had seen them. Then there was slipping into the back of the room at press conferences, watching the lines of television company vans extend ever further down the road from the entrance to JPL, and of course enjoying the novelty of southern California after the somewhat greyer skies of London.

Perhaps less glamorous were the months or years of work between the encounters – mainly spent in carefully darkened rooms staring at monitors and tweaking computer programs. This was in the “good old days” when the computers were taller than you and longer than a sofa – and in the background were the inevitable magnetic tape drives spinning away. Fans of the old television series Mission Impossible will remember that image. Even today, I find it hard to believe an organization can be saving the world without those tape reels turning...

Using the washing machine-sized beasts of computers, I created a mosaic showing how the North Pole of Saturn would look if one could see it from above, by splicing together bits from several different images. Rather surprisingly, this showed a tidy hexagon, about the size of the earth, made up of ammonia clouds centered on the pole. Even weirder, was when I created a time sequence of these, the hexagon stayed still but the clouds moved – bending around the corners.

Eventually the image of the hexagon entered published works, causing a certain stir, and being briefly dignified as “Godfrey’s Kinky Current”. There have since been other papers reporting different aspects of the hexagon’s behaviour. Currently, the formation is less visible, as Saturn’s northern hemisphere is in winter.


It’s good to be reminded of the old days sometimes, and nice to know that they are still of interest. But back to the real work – I can hear those databases of vehicle inspections calling me...
Engineer Brings International View to Construction Risks

Submitted by Nancy McLeod, Business Coordinator

A risk-assessment tool for international joint venture construction projects is provided in a paper written by Construction, Standards and Contract Engineer Yasser Abdelghany, which was recently published.

Classification of Risks for International Construction Joint Ventures Projects was published by the American Society of Civil Engineers and is listed on the Transportation Research Board website. Yasser and the paper’s co-author, A. Samer Ezeldin, presented their work at the 2010 American Society of Civil Engineers and University of Alberta Construction Research Congress, last May, in Banff, Alberta.

The paper provides a decision support tool which outlines, identifies and breaks down 126 risk factors, and categorizes them under different risk environments. The tool is used to assess country, operating, socio-political and financial risks, and goes further into internal, project specific, schedule and major contract clause risks. The completion of each assessment phase offers a decision point to determine how or whether to proceed.

Yasser’s passion for research and risk assessment in international settings comes from his professional work in Canada (Quebec, Ontario and currently British Columbia), Egypt and Qatar. He has also completed short work assignments in Greece, Belgium, Netherlands, Lebanon and the United Arab Emirates. Yasser has published and presented several technical papers and provided technical seminars in Canada, U.S, Greece and Egypt. His employers have included multi-national giants like Exxon-Mobil and SNC-Lavalin.

In post-war Bosnia, Yasser collaborated on preparing tenders for schools, residences to house orphans, and other infrastructure projects. One of his previous employers was an Egypt-based company called Arab Contractors, an international contracting firm which is ranked by Engineering News Records as among the top 225 contractors worldwide. His projects with the company included tendering and winning bids for the Polish Army’s military residences, a hotel in Poland, airports in Morocco, highways in the United Arab Emirates and Palestine’s Gaza airport.

In his job with the Construction and Maintenance Branch, in HQ, Yasser provides advice and direction to staff and senior management about standards, specifications and contracts. “There is no environment that doesn’t have hazards,” he says. “Everything we do exposes us to hazards, however it is how we do things that determines the risk.”

Yasser’s wide background as an engineer working with contractors and consultants, and as an academic researcher, gives him an advantage when scrutinizing the large volume of ministry engineering contracts that come across his desk. He can see them from the viewpoint of all involved – the ministry, the contractor and the consultant.

“This assists me to visualize the risks in the clauses and special provisions of the contract. I put myself in the contractor and consultant’s position and do my best to prevent or mitigate any risks in the contracts, that may open the door to claims against the ministry. Working with other ministry project team members, I advise of concerns, and correct, mitigate or remove the potential for future problems.”

“Risks might be in contract special provisions clauses, drawings or technical reports – the eyes get trained to pick these out – so I identify concerns and offer solutions. I focus on the ministry’s standards specifications.

There should be minimal risk for us and the contractor, to benefit the public.”

Yasser’s paper is among more than 20 technical papers that he has published about construction maintenance, rehabilitation, risk management, and geotechnical, materials and earthquake engineering. He waited to publish his paper on international construction risks until after completing his master’s degree in Construction Management in 2002, and his PhD in Civil Engineering (which focussed on geotechnical earthquake engineering) in 2008.
Teamwork Contributions Recognized

Submitted by April Paxton, Operational Contract Documents Officer

An employee who contributes outstanding teamwork was recently recognized by his co-workers in the Construction and Maintenance Branch, in Victoria.

At a session to examine the branch’s 2010 Work Environment Survey results, Claims Adjustor Mel Kitson was presented with an award for his outstanding achievements and dedication to the branch.

Mel consistently demonstrates the public service values, and is known for being highly amiable, patient, and willing to step in to help. His peers say he is a vast vault of knowledgeable, and if he doesn’t know the answer, he resolutely finds it. Mel also employs curiosity in his work, and is a good analytical thinker.

Mel began working with the ministry in 1987.

Mel Kitson (centre in plaid shirt) is given the high five from his co-workers in the Construction and Maintenance Branch.

Jeff Thom Earns Land Economics Diploma

Submitted by Mary-Ethel Audley, Property Development and Marketing Manager

Jeff Thom, a member of the Land Management Branch, Partnerships Department, has been studying for the past four years toward a job requirement to attain designation as a Professional Member of the Real Estate Institute of British Columbia.

Jeff recently completed the Diploma Urban Land Economics program at UBC with honours. Completion of the program provides eligibility for the real estate institute’s designation. Jeff’s new diploma supports his work for the ministry in management of property and commercial leases, development and marketing of land.

Jeff Thom recently completed four years of study.
Northern Region Staff Share the Spirit
Submitted by Ron Wiebe, Project Information Officer

Creators of the innovative fund-raising effort: Darren Vagt, Curt Watts, Bridgett Leitch and Bert Van Mook. Bert-Grinch, with his heart greatly expanded by employee’s generous donations, is in the background.

The spirit of Christmas lives on in Prince George, where staff and their families continued their giving ways to assist the less fortunate in our community, in December.

For some of our fellow citizens, life’s basic necessities can be hard to come by. Christmas is a time of giving – a time to count our blessings and share the wealth. So, in the spirit of giving, some benevolent staffers in our Northern Region Design group concocted a fun way to raise funds and collect food for the Salvation Army to distribute to the growing number of people for which they care.

Who hasn’t heard of the Grinch Who Stole Christmas? Well, it looked as if one was attempting to infiltrate the regional office! That would never do! With a heart five times too small, the goal was to transform the Bert-Grinch (Bert Van Mook) into a caring and giving soul like the rest of us.

With every box the staff could fill with food, the heart of the Bert-Grinch would grow one size. We are happy to report that more than five boxes were filled with food donations. The Bert-Grinch’s heart increased accordingly, eliminating his Grinchy characteristics, and ensuring that generosity and good will would once again pervade the office!

For those who preferred to make a cash donation, a Christmas scene was created. For a $5 donation, staff could have their face attached to an animated character and attached to the Christmas scene. By December 14, our Christmas scene had more than 68 characters and more than $340 was on its way to the Salvation Army.

Thanks to Bert Van Mook for agreeing to pose as the Grinch, as well as Darren Vagt, Bridgett Leitch and Curt Watts for creating the innovative and fun fund-raiser, and for taking the time to make the props, collect the funds, and deliver the goods to the Salvation Army. May Santa add one extra goodie to your Christmas stocking next yuletide season! And thanks to our co-workers whose contributions have made a difference to people in need! ♦
From the Movember Journal
Submitted by Michael Goodhelpsen, District Development Technician

Today is the last day of Movember and I wanted to show that the Saanich Area Office has spirit. Several of us participated in the Movember campaign this year. Each of us had a good reason to put up with scraggly, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, scruffy, sc

PTB Bake Sale Generates Fun and Funds
Submitted by Pardeep Heer-Brach, Licensing and Client Services Clerk

I work at the Passenger Transportation Branch in Burnaby, with a small group of maybe 15 people on a good day. On Nov. 17, we held a bake sale to raise cash for the Provincial Employee Community Services Fund. I just want to say how proud I am of our small office which contributed time and money for the baked goods featured at our event. We made a grand total of $173.38! The bake sale was fun to put together and helped me realize what an amazing little team we have here at the Passenger Transportation Branch. I also want to mention the CVSE, who helped us reach our final figure. A shout out also goes to the tenants in our building. Because of the relationships that have been built over the years, they all came out and supported us wholeheartedly.

It was a great experience, and I am looking forward to doing this again next year.

A small group of employees put in a big baking effort to raise funds for community agencies.

Saanich staff sporting mighty Movember moustaches: Vehicle Inspector Bob Fechter, Area Manager Christopher Gordon and District Development Technician Michael Goodhelpsen. District Technician Doug Elliot’s moustache had to leave early due to Christmas photos. Electrical Administrator Ron Danvers was behind the camera with his world class ’stache.

RoadRunner
February 2011
Last edition of Road Runner asked, “Where is This?”

“Where is This?” Identified

The correct answer to “Where is This?” (November 2011 Road Runner) came first from Chris Peck, Rehabilitation Program Analyst, in HQ.

Chris correctly identified that the whimsical ballerina and harlequin image, photographed in a government building, appears in the women’s powder room/restroom, at Government House. She and a few other female employees provided the answer, likely remembering the unusual wallpaper from the Employee Long Service Awards, or another function, at the Lieutenant Governor’s residence in Victoria.

For being quickest with the answer, Chris received a cozy ministry blanket which zips into a soft case to make a pillow — a suitable prize presented on the day of a rare Victoria snowstorm.

Nancy McLeod in the powder room at Government House, where she volunteered with the Long Service Awards.

Senior Manager of Corporate Initiatives Vicki Yeats was greeted by Santa Sandra who dropped by HQ’s Christmas celebration. Santa Sandra, also known as Partnerships ADM Sandra Carroll, had treats for all the good employees.

Confused about your pension? Thinking about retirement?
Register today to participate in free Public Service Pension Plan seminars taking place to the end of March.

http://www.pensionsbc.ca/portal/page/portal/pen_corr_home/pwsp_home_page/pwsp_tools/pwsp_tools_seminars/
In Memoriam: Al Rhodes, 1922-2010
Submitted by Jon Conquist, Highway Planning Manager

Al Rhodes, a long-time and well respected ministry employee, passed away on Dec. 30.

During his time in government, Al literally went from the bottom to the top. Originally from Merritt, he went to Victoria High School, and served overseas in the army in the Second World War. He subsequently worked for about 10 years at the Ministry of Forests, where he became an accredited public accountant, by studying evenings and weekends, in the era when the standard work week included Saturday mornings.

Al joined our ministry in 1957, as Comptroller in the finance and administration area. His influence at the Purchasing Commission was much valued, at a time when they supplied everything from paper clips to traffic signals. He became the Administration Deputy Minister in 1977, and then Deputy Minister in 1982. Al worked with Ministers Wes Black and Alex Fraser in Bill Bennett’s government, until his retirement in 1986.

At the time, it was unusual to see a non-engineer in the top job at Transportation and Highways. Al was the first “billion dollar deputy,” presiding over huge transportation projects which included the Coquihalla Highway and the Alex Fraser Bridge. At his retirement function, he was presented with a sterling silver work order. Al had a keen eye for financial detail and process, and Minister Black referred to him as the “Chancellor of the Exchequer.”

Talking to people who worked with Al or for him, the recurring picture is of a big man with a big heart and a well-developed sense of humour, who treated everyone equally – from clerks to ministers. If he met you once, he never forgot your name. His management style was described as “empowering, delegating and motivating.”

Al Rhodes is remembered as a man who enjoyed working with others and who viewed their contributions with respect. By all accounts, the feeling was mutual.

Memories provided by daughter Sherry Stubbings, retired contemporaries Bob Harvey, Ray White, Dan Doyle, Bruce McKeown, Mick Elston and Derek Parkes, and to various current staff who worked for Al Rhodes.

The New DriveBC website
• enhanced map view of the province’s highway network
• instant views of the ministry’s 175 webcams
• links to avalanche updates and border crossing delays

The new site is one of many tools the Ministry of Transportation and Infrastructure is using to keep people informed of highway conditions and the work the ministry is doing around the province.
Staff Roundup

Megan Toop is a Senior Writer and Lauren Tate is the Correspondence Advisor, at Corporate Writing Services.

Veena Sundher is a Corporate Contract Officer, with Corporate Contracting, in HQ.

Christopher Browne is an Evidence Analyst working on the National Safety Code, in CVSE, in HQ.

Kitty Kwok is a Policy Analyst with the Marine Branch.

Pamela Rodermond has joined the Transportation Policy Branch as a Research/Policy Analyst.

Tom Greene is a Project Director in the Transportation Policy and Programs Department.

Glenn Anness has joined the Transportation Policy Branch as the Manager of Regulatory Policy.

Dawn Major is Director and Registrar of the Passenger Transportation Branch, in Burnaby.

Roanna Cruz, Graeme Schimpf, Nando Di Lorenzo and Deborah Tan are Area Development and Operations Technicians in the Lower Mainland District, working from New Westminster.

Pamela Paul is Regional Administration Clerk for the South Coast Region, in Burnaby.

Udo Sommer is the Ministry Representative for Field Services, based in Surrey.

Kari MacKichan is a Commercial Transport Enforcement Officer at the Port Mann West Weigh Scale.

Larry Park is working with the Vancouver Island District, as a Development Approvals Technician, in Courtenay.

Mike Odowichuk is Area Manager, Roads, for the Vancouver Island District, based in Nanaimo.

Jeff Moore is a Provincial Approving Officer, with the Lower Mainland District.

Donalda Ritchie is District Operations Technician for the Thompson Nicola District, in Kamloops.

Neal Martin is a Commercial Transport Inspector with the Thompson Nicola District, based in Kamloops.

Kenneth Squarebriggs is a Commercial Transport Inspector working on compliance in the Rocky Mountain District, based in Golden.

Jacquie Denis is a Contract/Finance Administrator with Corporate Services for the Southern Interior Region.

Francisco Carpio is Regional Operations Technician and Sarah Joy Clark is Financial Analyst, for the Northern Region, in Prince George.

Stephanie Mancha is District Operations Technician and Chrystal Jones is District Clerk, for the Peace District, in Fort St. John. ♦

Glenn Anness is the Manager of Regulatory Policy in the Transportation Policy Branch. Tom Greene is a Project Director in the Transportation Policy and Programs Department.