China Southern Airlines – Our Future Has Landed
Submitted by Trish Rorison, Communications Officer

It was only a 12-hour flight from Guangzhou, China to Vancouver’s YVR airport, but it took almost three years to get here.

On June 15, around 10 a.m., the inaugural flight of China Southern Airlines landed at YVR. After an official ceremony with Premier Christy Clark, federal Minister of State for Small Business and Tourism Maxime Bernier and China Southern and YVR executives, the passengers filed through the arrival gate. There, they were met by Premier Clark and Minister of Transportation and Infrastructure Blair Lekstrom. This greeting and the subsequent celebrations were fitting tributes that recognized the start of a new service several years in the making.

The plans for this flight began during the 2007 Asian Trade Mission when then Premier Gordon Campbell discussed a partnership between YVR and China Southern Airlines that would see regular direct flights between Guangzhou, one of China’s most populous cities, and YVR, B.C.’s busiest Pacific Gateway airport.

While the original intention was to begin the service in 2009, the world economy had other plans. As international markets dropped, a downturn in the demand for the service stalled the progress. But the delay was short lived, and key partners met in November during the 2010 Pacific Gateway Asian Trade Mission, to discuss reviving the agreement.

The mission provided numerous opportunities for trade development between Pacific Gateway’s partners and Asian companies and governments. The plan for China Southern
Editor’s Note

It’s summer and everything is growing! (Finally.)

This issue of the Road Runner features many employees at the start of their careers. There’s a look into the recruitment process that brought the most recent Technical Entry Level Program (TELP) employees and engineers-in-training (EITs) into the ministry. You’ll also find profiles of staff members who joined the ministry with these programs and have since moved up to new positions.

It’s never too early to introduce even younger minds to the marvels of science and engineering, especially as it applies to the work of the ministry. Employees were recently offering hands-on demonstrations and answering questions at a science fair in Prince George, and providing a classroom lesson and field trip to children in Nelson. With the past school year designated as the Year of Science, it was an opportunity to raise children’s interest in science-related careers. Predictions are that as many as one in eight jobs in B.C. will be in this growing line of work.

Aside from earnest learning, there is some good-natured fun in this issue. Find out how the ultra-safety-conscious West Kootenay District welcomed a new employee, catch a highways-related chuckle and take in the photos of some light-hearted public service week celebrations.

“Like a welcome summer rain, humour may suddenly cleanse and cool the earth, the air and you.”

– Langston Hughes

Nancy McLeod, Editor

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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. Photos supplied should be one megabyte.

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

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

Graphic design for this issue was provided by Kathy Macovichuk.
Airlines direct flights to YVR was back on. Former Minister of Transportation and Infrastructure Shirley Bond and representatives and decision makers from the federal government, YVR, China Southern Airlines and other organizations agreed that regular weekly direct flights would begin in spring 2011.

From there, the Pacific Gateway Branch worked closely with its partners in Transport Canada, YVR, the Ministry of Jobs, Tourism and Innovation, and other agencies, to make it happen. The new service delivers on the province’s Pacific Gateway Strategy Action Plan, to expand existing routes, open new ones and increase Pacific Gateway traffic through YVR by 2020 to:

- 28.4 million passengers
- 441,000 tonnes of air cargo

Today, the regular flights between Guangzhou and YVR are bringing families together, fostering business and creating ties between British Columbia and Asia. But, as the dedicated team at Pacific Gateway will tell you, it’s only one part of the strategy. Soon, YVR will partner with the province and China Southern Airlines to bring British Columbia’s fresh produce and seafood to China. ♦

### Benefits to B.C.

- New passenger service is estimated to generate:
  - 44 person-years of employment.
  - $2.2 million in wages
  - $3.5 million to B.C.’s economy
- Three weekly flights direct to mainland China will include passengers and air cargo.

### China Southern Facts

- Headquartered in Guangzhou, China.
- Third largest airline measured by passengers carried, and Asia’s largest airline (fleet size and passengers carried).
- Flies to 172 destinations in 30 countries and regions, using a fleet of 420 aircraft.
- New service to Vancouver will use Boeing 777 aircraft with capacity of 282 passengers.
Minister Tours Booming Activity in North
Submitted by Kathryn LeSueur, Director of Strategic Outreach and Business Engagement

During a whirlwind three days, from June 21 to 23, Minister of Transportation and Infrastructure Blair Lekstrom toured northern port facilities, met with mayors in Prince Rupert, Quesnel, Prince George, Terrace, Kitimat and Stewart and spent time with staff in Terrace and Prince George.

As well as meeting with community leaders, the tour allowed the minister to see key infrastructure projects in the region.

Minister Lekstrom, along with Chief Operating Officer Dave Byng, Pacific Gateway Executive Director Lisa Gow and Northern Regional Director Mike Lorimer toured the Port of Prince Rupert where they saw the Fairview Container Terminal, Prince Rupert Grain Terminal, and Quickload Terminal’s container stuffing yard on Watson Island. The visit continued to Ridley Terminals where the minister chatted with local media about the province’s role in the region’s economy. An area of significant regional growth includes coal shipments which have already increased 30 per cent over 2010’s record-breaking volumes.

Representatives from Ridley Terminals also discussed plans to diversify their operations in wood pellets and liquid bulk.

The last day of the visit was spent in Prince George where Minister Lekstrom toured a unique facility operated by CN. The “transload terminal” exports containerized products, such as lumber from area mills, to Asia, via Prince Rupert.

At the Pacific Gateway Asian trade mission in November, investors and users of B.C. exports identified a large and increasing demand for our raw products. Part of the Pacific Gateway team’s work with its federal and provincial colleagues is to anticipate the growth in northern B.C. and in particular, communities such as Stewart and Kitimat. This influences improvements to roads, rail and port terminals in B.C.

Another highlight of the tour was a chance for the minister to meet and spend time with ministry staff in the Northern Region, including the Skeena District office in Terrace and the Fort George District office in Prince George. This was an opportunity for the minister to learn more about the projects from the people who work directly on them, and for the northern team to get to know the minister.

Staff from the Pacific Gateway Branch are preparing for continued growth in the region and look forward to working closely with their northern colleagues on future projects.

Minister Blair Lekstrom (standing left of sign) met with Skeena District staff on June 20. Northern Regional Director Mike Lorimer is second from left. Chief Operating Officer Dave Byng (fifth from left) and Pacific Gateway Project Director Lisa Gow (kneeling third from left) also attended.
A Winter to Remember for Kootenay Pass Avalanche Team
Submitted by Robb Andersen, District Avalanche Technician

Last winter was forecast as a typical La Nina winter with cooler than normal temperatures and above normal precipitation.

La Nina refers to a period when ocean temperatures across the central and eastern tropical Pacific Ocean are cooler than normal. The cooling of the ocean waters leads to changes in the patterns of tropical rainfall, from Indonesia to South America (a distance of more than one-half the circumference of the earth), which significantly affects the strength and location of the atmospheric jet stream over the eastern North Pacific and North America. These changes in the jet stream alter the weather patterns.

The forecast held true this winter and we recorded the second highest snowfall (1,329 centimetres) and the deepest snowpack (383 centimetres) in 35 years of record keeping.

The challenge for those of us in the Kootenay Pass Snow Avalanche Program was the relentless storm systems that hammered the pass throughout the winter. On average, we conducted avalanche control every two and a half days from Dec. 2, through to April 30. On an average winter, avalanche control is carried out every four to five days.

This past winter, the Kootenay Pass crew had many sleepless nights monitoring the avalanche hazard and performing regular avalanche control. With limited breaks in the weather, the dedication and focus required to maintain a safe and open highway certainly took its toll on the crew.

There was a significant staffing change this winter within the Kootenay Pass avalanche control team. After 30 years of managing the avalanche program, John Tweedy retired last October, and two of the other long-term Kootenay Pass employees moved to the Nelson Regional Avalanche Program.

There are five avalanche staff that work at the pass from November through early May. The avalanche technician and assistant avalanche technicians were new to their positions this winter. We also hired two new “as and when” employees.

Snow Avalanche Assistant Andre Laporte, Assistant Avalanche Technician Mark Talbot (new to position in October), John Tweedy (retired but still a mentor and technical expert) and District Avalanche Technician Robb Andersen (new to position in September). Missing: Snow Avalanche Assistants Orry Grant and Matt Foley (new to their positions in January).

Our relationship with the Yellowhead Road and Bridge maintenance contractor is critical to our success. The company did a fantastic job this winter in supporting the avalanche crew and maintaining the highway under difficult weather conditions.

Although it was an incredibly challenging winter, the experience we had will last a lifetime.

New Technologies Tested
This past winter, we continued the long-standing tradition at Kootenay Pass, of exploring new technologies to improve our service delivery.

We started using a new avalanche control device called the daisy bell. It hangs under the helicopter at the end of a 50-foot long line. The bell is equipped with nitrogen and oxygen, which are ignited by a 13,000-volt spark, activated remotely by an avalanche technician riding in the helicopter. The shock wave from the gas explosion destabilizes the snow, starting an avalanche. This has proven to be a highly effective method of avalanche control, in certain dry snow pack conditions.

Traditional helicopter bombing involves dropping explosives, then retreating to a safe distance, within 90 seconds after the first explosive is released. From that location, the crew watches to confirm the explosives have detonated, before returning to the site to drop more explosives. This takes about two to three minutes.

When the daisy bell is used, firing of explosions can begin again within 10 seconds. This method has reduced highway closure times by 30 per cent during avalanche control missions for the pass. It also offers a 30 per cent cost savings and is faster, and more efficient and convenient, than traditional helicopter bombing. To see the daisy bell in action, view our video at www.youtube.com/watch?v=OEiiaXGQ4aY.

A daisy bell, getting readyed for use by Kootenay Valley Helicopters.
Ministry and BC Ferries Team up on Klemtu Terminal
Submitted by Ron Wiebe, Project Information Officer

With a view toward building stronger relationships with Aboriginal people and their communities, the Coastal First Nations/British Columbia Reconciliation Protocol was signed, in December 2009. As part of the accord, it was agreed to explore the possibility of building a new ferry terminal in Klemtu.

Klemtu is a small village on Swindle Island, in the coastal fjords of the west coast. It is located in the Great Bear Rainforest, one of the largest protected areas in the province. The traditional home of the Kitasoo and Xai’xais peoples, Klemtu has a population of about 400 and is accessible only by sea or air.

In early 2010, funding totalling $25 million, from the Province of British Columbia and the Government of Canada’s Infrastructure Stimulus Fund, was allocated for a new ferry terminal. The Ministry of Transportation and Infrastructure was tapped to do the construction.

The new terminal replaces the previous antiquated facility that berthed B.C. Ferries’ Queen of the North before it ran aground in 2006. The project included construction of a 13-metre deep ferry berth, vehicle and passenger ramp, vehicle compound, terminal building and an access road. BC Ferries will now stop in Klemtu with the much larger Northern Expedition ferry, which travels the Inside Passage route between Port Hardy and Prince Rupert.

To oversee the project, Estimating Services Manager Mike Hallas was appointed ministry manager. Mike, along with Project Assistant Shari Minchin, works out of the Planning and Programming Branch, in Victoria. SNC Lavalin provided project and construction management. The marine terminal was constructed by Fraser River Pile and Dredge, while Vancouver Pile Driving fabricated the pontoon and Ramsey Machine Works fabricated the steel ramp and apron. These major marine components were pre-fabricated and towed north to Klemtu. The road and terminal compound were constructed by Bear Creek Contracting. Al Winning, SNC’s construction supervisor, spent nearly a full year working on-site in Klemtu and was key to the successful outcome of the project.

Staff from the Northern Region were added to the project team as well. Property Acquisition Coordinator Catherine Seel was instrumental in securing the water lot for the dock, and acquiring land for the new terminal compound and road base, under tight timelines. “What would ordinarily take up to a year was accomplished in just months, and required working with the Integrated Land Management Bureau, the Kitisoo Band and Kitisoo Hydro Power,” said Catherine. “To make this happen in such short order was challenging.”

The Northern Region also contributed its manager of highway design and traffic engineering to the project team. Nini Long performed the design review of the road works for the terminal access.

Continued on Page 7...
As with any team, a number of other players contributed to the timely delivery of the project and should not go unnoticed: WorleyParsons Westmar (marine terminal design), McElhanney (road and compound design and survey), C. N. Ryzuk & Associates (geotech), Keystone Environmental, PBA Engineering (electrical), Acton Ostry Architects (terminal building design), and of course, BC Ferries which provided marine expertise and design advice. Key agency approvals were obtained from Infrastructure Canada (environmental screening) and Transport Canada (Navigable Waters Protection Act), among others.

"As with any project, the success lies with the people," said Mike. "We had a great team who worked tirelessly together to meet the challenge of delivering this complex project in a remote location within a tight schedule."

The new terminal facility and larger ferry will be a major benefit to the remote coastal community. Band members will be better able to travel for health care, education and employment opportunities. Goods and services will flow to and from the community with greater ease, creating economic opportunities. And with such fabulous scenery and abundant wildlife, tourism is sure to get a boost.

A salmon design imprinted into the lock blocks conveys the culture of the Kitasoo/ Xai’xais people.

A totem pole almost ready to welcome visitors to the new terminal in Klemtu.

Need help with Twitter?

Joey Alain provides video tutorials at 142.24.12.133/sircast

Topics include signing up, making your first tweet, Twitter on a Blackberry, following users and using the #hash command.
Premier’s Awards Winners – 2010/11
Submitted by Nancy McLeod, Road Runner Editor

Awards for innovation and excellence were presented to three ministry employees, at the 2010/11 Premier’s Awards ceremony in Victoria, on May 31.

Former Highways Assistant Deputy Minister Mike Proudfoot was presented with an award in the legacy category for his 35-year career with the Ministry of Transportation and Infrastructure. Mike, an innovative thinker and accomplished leader, was recognized for building a legacy of transportation infrastructure by opening trade corridors to the Pacific Rim and across the continent. Ever aware of the link between transportation and prosperity, Mike was recognized for contributing to major transportation infrastructure that’s in place, and in progress. Mike started his career as a paving aide, and today is President and CEO of TI Corp, overseeing the construction of the Port Mann Bridge and Highway 1 improvements.

Bridge Rehabilitation Engineer Allan Galambos received an award in the cross-government integration category for his work with the Ministry of Public Safety and Solicitor General’s Integrated Public Safety (IPS) team for the 2010 Olympics. Allan, who started the temporary assignment in April of 2008, says, “While the security forces took on the task of providing security for the 2010 Olympic Games, IPS had the daunting task of working with all stakeholders to ensure that services like power, water, health and communications kept working. We totalled 19 in IPS, representing health, communications, ambulance, military, coroner and others. As critical infrastructure coordinator, I worked with service providers in all sectors before the games, and coordinated physical infrastructure from the provincial response centre during the games. I feel very lucky just to have been part of it, let alone receiving an award as well.”

Sue Pauwels was recognized in the innovation category, for her work with the Ministry of Environment’s Denman Island Land Acquisition Team, to protect ecologically sensitive lands on the island. Sue says that she shares the recognition with fellow ministry employees, like Mike McGrenere who facilitated the transfer of Morrison Marsh land, before he retired. The ministry also agreed to reconfigure a gravel extraction reserve, on a parcel of Crown Land adjacent to Boyle Point Park, at the south end of Denman Island. Regional Gravel Resource Manager Ken Lukawesky worked with Ministry of Environment, Parks and Protected Areas Senior Negotiator Ian Atherton to find a way

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to protect the ministry’s interests without impeding the expansion of Boyle Point Park. The transfer of Chickadee Place, a right of way adjacent to Chickadee Lake, is currently being facilitated by Land Acquisition Coordinator Doug Beaumont.

Two noteworthy groups appeared as finalists. The Highway 20 Response and Recovery Team was nominated in the cross-government integration category. The team had earlier received a regional gold award for its handling of washouts, rock falls, flooding and closure of the only road leading to Bella Coola, following a massive rainfall last autumn. The cooperative efforts of many partnering agencies led to the highway reopening in only 17 days. (See March 2011 Road Runner.)

The Skeena District Crash Reduction Team was nominated for organizational excellence. Since 2004, district employees, working with the Terrace Traffic Safety Committee, have reduced motor vehicle crashes in the area by 63 per cent. This means less suffering and hardship resulting from crashes, and more than $108 million saved in costs associated with property damage, injury and fatalities. (See February 2011 Road Runner.)
Decision makers in weather-sensitive business areas now have a powerful new tool – Road Weather Information System (RWIS) alarms. This new module enables the user to set alarms based on weather parameters, measured at any of the ministry’s 62 road weather stations or 58 remote avalanche weather stations.

Constant monitoring of hourly data from a number of stations can be a time-consuming business. This new system provides decision makers with a reliable means of monitoring the network of stations, for potentially significant weather events, on a 24/7 basis.

Once an alarm has been configured and activated, then weather data from the specified station is evaluated every hour, against the conditions specified in the alarm. If the conditions are met, then the alarm is triggered and an email message is sent to the user, either as a regular email, or as a text message to a mobile device. Users can also set alarms to notify them of a “no data” condition, when data from the station may be missing for any reason.

The alarms system is intended to benefit all who work in highways operations, including the maintenance contractor community. With the latest information, action can be taken as needed. If you make operational decisions that are affected by or depend on weather conditions, then this system is for you!

To use the alarms function of RWIS, users must first have the “Alarms User” role added to their profiles. To do this, please email your request to HQ.

Avalanche and Weather Programs, using the “Feedback/Suggestions” button at the top of the RWIS pages. The RWIS web site is at apps.th.gov.bc.ca/saw-rwis.

Once the role has been added, the link to “Create or Manage Alarms” will be available to users, on the left-hand menu under “RWIS System.”

“Help” files are available within the “Alarms System” pages, to assist users with setting up alarms, turning them on and off, editing the alarm parameters and assigning addresses for alarm notifications.

A remote avalanche weather station above the Larderé avalanche paths on Highway 31.

User interface showing parameters for one alarm.
Bulletin Boards Bring EAF News
Submitted by Tracy Houser, Manager of Engagement Initiatives

You may notice some eye-catching new information posted in a break room near you. Is it a fancy new video clip? Is it a social media anything? Is it a link you must click and visit via your screen at your desk?

Nope, it’s a good old-fashioned cork board filled with graphics, quotes, humour, articles, team profiles and even encouragement to share your thoughts and feedback because, after all, the Employee Advisory Forum (EAF) is here for you.

This committed group of 50 business unit representatives comes together to discuss new approaches and take action to make the ministry a better place to work for all of us. Several years ago, the EAF launched a website so it could share ideas and inform employees of its activities. There have been a lot of changes in our world, and we want to continue to be at the front of the change, finding ways to help others successfully manage change.

The EAF has recently been checking in with ministry employees across the province to ensure that there is an open line of communication. We’ve been touching base to see if people know that they have a representative on the forum, what the forum does, who the forum is and how employees can give suggestions and feedback on the many EAF initiatives that are underway. You can always check out our website, but not everyone is an online communicator. How else can we reach you?

The next time you are pouring yourself a cup of tea, waiting for your lunch to heat up, or having a moment to reflect in the break room, have a look around and check out the EAF’s new bulletin boards. We invite you to see what we’re up to and let us know how we’re doing.

P.S. Oh, and for those of you who prefer the online method of receiving information, keep an eye out for a new and improved EAF website, coming soon to TRANnet near you.

Did You Know?
FACTS ABOUT PAY AND BENEFITS
– DEFERRED SALARY FOR FUTURE PAID LEAVE

Brought to you by the EAF’s Team Appreciation

You can defer your salary for a future leave. The Deferred Salary Leave Program allows employees in the B.C. public service to defer between 10 to 33.3 per cent of their gross salary to finance a future leave of absence. The portion of your salary that you choose to contribute to your trust account is deducted through payroll from your bi-weekly salary. Then, during your leave of absence you receive the funds you contributed. The program has a minimum leave of six months and a maximum of 12 months.

For more information on this program visit: employee.gov.bc.ca/src/sections.cfm?sectionID=484

Using the Deferred Salary Leave Program, Utilities Senior Project Manager John Shaw travelled around the world with his family for eight months, starting in 2002. Here Barbara and John Shaw, and sons Nathan and Liam, visit the Parthenon, in Athens.
Get Energized at the EmPOWERment Station
Submitted by Leanne Helkenberg, EAF Team TRANsformers

Empowerment, what is empowerment? It’s when you believe you have opportunities and freedom to provide input, make decisions to do your job well and implement new ideas.

The Ministry of Transportation and Infrastructure is highly conscious that employees who feel empowered in the workplace are happier with their careers, healthier in their lives and can manage change effectively.

The Employee Advisory Forum (EAF) Team TRANsformers strives to create opportunities for employees to empower themselves and embrace change, by promoting the use of tools and resources in the workplace. So, we’re pleased to invite you to the new “emPOWERment Station.”

The emPOWERment Station is a website designed to give employees one-stop access to resources that will electrify their workplace experience. By taking advantage of resources available on this website, you can find new ways to stay current in your workplace, and connect with opportunities for success.

As you may have guessed, the emPOWERment Station has an electrical energy theme. Links, articles and descriptions are offered under the following tabs.

**Take Charge – Workplace and Career Empowerment**
Want some ideas on how to energize your workplace?
Here are information and tools that will help you take greater control of your career. Information ranges from what you can do to maximize the use of your Employee Performance and Development Plan, to ways of communicating effectively in the workplace.

**New Circuits – Environment/Technological Tools**
Want to connect in some cool new ways?
Learn more about, and become more comfortable with the assets that are available in your workplace. Making use of tools such as LiveMeeting, Communicator, Facebook and Twitter can help you to communicate with your co-workers and the public in efficient and time-saving ways.

**Changing Currents – Change Management**
Looking to create and lead change in your workplace?
Managing change can be challenging. Having the skills to handle change means you’re more able to be a part of and lead the change, providing solutions to best suit your needs as well as needs in the workplace.

The launch of the emPOWERment Station is expected in late August, along with the new EAF Website. The website will be accessible through the TRANnet intranet and will be available for all employees within the ministry, so keep your eyes and ears peeled and get powered up!

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Road-Related Humour
Submitted by Jeffrey Ferguson, Roads Area Manager

“*What do you get when you cross a roadrunner with a woodpecker?*”

“*Lots of potholes.*”
Neetu Bhatti
Project Management Technician
Submitted by EAF Road to Opportunity Team

Neetu Bhatti joined the Technician Entry Level Program (TELP) in May 2007. She started in development approvals in the Lower Mainland District, working out of the New Westminster office. Neetu enjoyed a temporary assignment as an environmental technician in the South Coast Region and is now a project management technician with the region.

Neetu became interested in the project management technician position because she believed it would allow her to use the knowledge she gained through her TELP assignments and provide opportunities for career growth.

"The project management field is always changing, with different types of transportation projects and opportunities to work with various stakeholders," she says. "The ministry is well known for its strong project management units and their ability to deliver on complex projects."

Project management encompasses many different aspects of transportation including geotech, construction, design and environment. Because project management offers so many opportunities to build expertise and knowledge, the potential for future career growth is enormous.

Neetu likes working with stakeholders and communicating with other agencies, to understand their interests in ministry projects. "I enjoy the diverse projects that I am involved in and the daily challenges of delivering on the milestones. I also enjoy working with the people in this business unit and learning from their expertise and experiences."

Neetu acknowledges that the TELP was instrumental in achieving her current position. "As a TELP, I was given the opportunity to work in a district team as well as a regional team. These opportunities allowed me to better understand and appreciate the work that our ministry does."

Among other engaging activities as a TELP in the district, Neetu participated in a CVSE road check at Hunter Creek and climbed on structures like the Alex Fraser Bridge (using proper safety equipment – of course).

While Neetu holds a BSc. biology and chemistry and is working on completing her master's certificate in project management, she says that almost any diploma or degree will provide a firm foundation. However, she says that people interested in a project management career will benefit most from practical field experience. "Get your hands dirty!"

Kenedee Ludwar
Traffic Operations Engineer
Submitted by Daniela Pricope, EAF Road to Opportunity Team

Kenedee works for the ministry in the South Coast Region Office in Burnaby, as a Traffic Operations Engineer. When she took her first transportation class at UBC, it really got her thinking about pursuing a career in transportation. That is why she applied to the Ministry of Transportation and Infrastructure when she graduated. She has a bachelor’s degree in applied science with a specialization in civil engineering.

Kenedee joined our ministry as an Engineer-In-Training in 2005. She worked in the Vancouver Island District Office in Nanaimo; and the Planning Section and the Traffic, Electrical, Highway Safety, Geometric Standards Branch in Victoria; before her last rotation in the Traffic Engineering Section in Burnaby. She received her professional engineer designation in August of 2009.

When asked about what skills one would need for her type of work, Kenedee says, “I would recommend that applicants applying for a similar position to mine, ensure they have strong communication skills. I think one of the most valuable traits a person can have is the ability to communicate their ideas, concerns or opinions.”

Kenedee say her job gives her “tangible” satisfaction.

“What I like best about working in the traffic section is that I can see the difference my work makes throughout the region. I regularly drive through signalized intersections that I have re-timed or along corridors where I have been involved with the guide sign design.”

If traffic engineering is one of your career options, you can always rely on some advice and insightful thoughts from Kenedee. “I think the best way to understand what a traffic engineer does is to talk to one or, if possible, job shadow one.”

The three most important traits that helped me gain my position were my ability to be flexible, a positive attitude and willingness to take on a challenge. I am always happy to answer people’s questions about what I do.”

Kenedee recommends talking to or job shadowing a traffic engineer, to find out more.
Email Overload Part 2
Tips and Tricks for Creating Rules to Manage Your Incoming Messages
Submitted by Team Balancing Act

We noted in the last issue of the Road Runner that one of the biggest technological challenges today is managing our inboxes. Here’s a few tips and tricks to help you tidy-up your online in-basket:

Emails that fall within particular parameters can be automatically diverted to specific folders (including Deleted Items). This can assist you in organizing your inbox and priority messages. The following six steps will show you how to create a rule to move emails from a specific person into a specified folder.

Step One: In Outlook, create a folder where messages will be directed once the rule is set up.

Step Two: On the Tools menu in Outlook, click Rules and Alerts.

Step Three: Click New Rule. The Rules Wizard will pop-up offering suggestions for your rule. Under Start from a black rule, click Check Messages when they arrive. Then click Next >.

Step Four: You will see a list of conditions that you can apply to your rule. For this example, mark the top check box, from people or distribution list. Then, click on the hyperlink people or distribution list to add the person (or distribution list) from the GAL. Click Next >.

Step Five: You will see a list of actions that you can apply to your rule. In this example, we want to move messages from a specific person into a specific folder. Mark the top check box, move it to the specified folder. As with the step above, click the hyperlink specified, and select the folder you created at the beginning of the process. Click Next >.

Step Six: You will see a list of exemptions that you can apply to your rule. For now, click Next > to name your rule, then click Finish. Click OK to complete the process.

Don’t Forget! Once you are familiar with creating rules, explore the different types of rules you can set.

Note: Credit for the original content of the “Email Overload” series goes to the Ministry of Forests (now Ministry of Forests, Lands and Natural Resource Operations.)

Previous Issue: Tips and Tricks to Ensure Your Emails Get Attention
Next Issue: Tips and Tricks to Tidy-Up Your Online In-Basket (Create Categories to Manage Your Messages)
Our Dogs: Teachers, Personal Trainers and Best Friends

Submitted by Desiree Lantenhammer, EAF Team Balancing Act

For some of us, our dogs are definitely our best friends. They teach us to be happy with the little things in life and they do wonders for our mental and physical health. There are so many exciting activities that we can share with our dogs, in all seasons of the year, that contribute balance in our lives.

There aren’t many people who can resist the pleading eyes of a dog who is waiting for some personal time with its human. So get up, get out and let your dog teach you the simple joys in life! Here are a few animals who love to spend time with their two-legged companions who work for the Ministry of Transportation and Infrastructure.

Name: Digsby
Breed: Miniature Dachshund
Age: Four
Owner: Desiree Lantenhammer, Development Approvals Technician, Vernon
Favourite activities to do together: Hiking, fishing and boogie boarding

Names: Scarlett (brown and white) and River (blue merle)
Breed: Australian Shepherds
Ages: Scarlett is five and River is two
Owner: Joan Brickwood, Provincial Approving Officer, Kamloops (check out her career profile in the March 2011 edition of Road Runner)
Favourite activities to do together: Dog agility, hiking and mountain biking

Name: Charlie (at left)
Breed: St. Bernard
Age: Two
Owner: Tara Knight, Development Approvals Technician, Salmon Arm
Favourite activities to do together: Dog sledding in winter and swimming in the summer

Name: Buddy
Breed: Malti-poo (Maltese-poodle cross)
Age: 13
Owner: Wendy Cumming, Project Management Technician, Kamloops
Favourite activities to do together: Snuggling
Jackie Chambers Bids Farewell as EAF Vice-Chair

Submitted by Holly Adems, former EAF member

Jackie Chambers has been our entertaining and colourful vice-chair of the Employee Advisory Forum, for the past two years. She was appointed vice-chair in 2009, supporting Rick Blixrud as chair. Previous to that, Jackie had been team leader of the professional development-focussed Road to Opportunity Team, starting in October 2005.

"It was a great experience to work with the Executive and many staff from other regions, including the northern areas and CVSE folks," says Jackie.

EAF members had fun too! To keep the EAF fresh, energized and generating new ideas, many creative forms of discussion emerged at EAF gatherings.

There was the “Just Jackie Talk Show” – with all EAF members up and dancing in the room. It really looked like a smaller version of the Ellen DeGeneres Show.

Then there were the “tacky tourists.” Jackie, Rick and Renee Mounteney (an EAF Team Sponsor) dressed up in their most garish attire, to travel to the five team tables and ask probing questions about each teams’ plans and projects. The next episode was the “sports coaches,” where Jackie and Rick suited up in sports jerseys, complete with whistles. The whistles and antics livened up the group and really got the team spirit flowing. All in all, any EAF session where Jackie was involved, was never dull!

"The EAF is a great forum and we had many fine accomplishments to benefit staff," says Jackie.

One source of pride, was working together in a great team to create the successful “manager as leader and coach” course. She also worked on creating career profiles, where staff members highlight their education and past experiences, and offer advice to others considering that line of work. These have appeared regularly in the Road Runner and on the EAF website.

Jackie’s final words of encouragement:

"I recommend staff take opportunities and volunteer for ministry initiatives such as the EAF. You will build new skills that you might not otherwise gain from your regular job."

We wish you the very best Jackie – and we will miss your vibrant style on the EAF.

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How Fido Adds to Fitness*

- Dogs provide a motivation to be active, increasing owners’ walking levels by 30 minutes a week.
- Dog owners meet/exceed the 10,000 steps day health target, with dog walks contributing to half of those steps.
- Even in poor weather, dog owners maintain their level of fitness by walking outdoors in public parks.

*From Lunch and Learn presentation by Joan Wharf Higgins, University of Victoria.

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Run For the Cure Oct. 2

Submitted by Sarah Duggan, EAF Team Balancing Act Member

Join Team Balancing Act and participate in the Run for the Cure on Sunday, Oct., 2. You can run or walk the five-kilometre road race, in nine locations across the province. Visit www.runforthecure.com to find a location near you.

For information on joining the ministry’s province-wide Run for the Cure team, contact Team Balancing Act at Sarah.Duggan@gov.bc.ca

The Run for the Cure kicks off Healthy Workplace Month, Oct. 3 to 30.

Stay tuned for updates on Healthy Workplace Month initiatives brought to you by EAF Team Balancing Act.

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Former EAF Vice-Chair Jackie Chambers and former EAF Chair Rick Blixrud encouraged team spirit and top performance from EAF members.
Public Service Week is that glorious time of year when we celebrate ourselves – the pinch-hitters, the rainmakers, the visionaries...the public servants of British Columbia.

In addition to events around the province, each region and headquarters produced a unique video that explored the Public Service Week theme of “getting connected” – showing how ministry employees link with each other and with the public. (You can still watch these original videos at www.th.gov.bc.ca/tranet/content/video/index.aspx.)

Special thanks go to our Public Service Week organizer, Strategic Human Resources’ Brenda Mielke, and the three regional leads: Danielle Soloducha (South Coast Region), Debbie Koehl (Southern Interior Region) and Christina Tataryn (Northern Region). In addition, there were eight project leads and 22 volunteers throughout the ministry, who made our events possible. There is a giant leaf here with your names on it.
What do expert snow-boarders, hikers, baseball players, roller derby enthusiasts, bike enthusiasts, musicians, film buffs, world travellers, community volunteers, DJs, cuisine connoisseurs, campers, puppy parents, first aiders, former firefighters, carpenters and hockey fans have in common?

They have all just joined our ministry as part of the Engineer-in-Training (EIT) and Technician Entry Level Program (TELP) succession programs. We have individuals from B.C., Ontario, Newfoundland, Alberta and Saskatchewan. They’ve worked for other ministries, the military, private consultants, different industries, other provinces and overseas. They have installed culverts, worked in traffic control, completed danger tree assessments, administered contracts, helped design schools, landscaped a few gardens and constructed forest roads and bridges, to name just a few of the diverse skill sets they bring! There’s a wave of enthusiasm coming through our doors, so as you come across these individuals in your workday – please extend a warm welcome!

This year, when we first started planning the recruitment of new employees for our annual EIT and TELP succession programs, we quickly realized this was going to be our biggest year yet! After speaking with our counterparts in Ontario, we knew we would have interest from all over Canada as well as all parts of the globe.

We definitely weren’t disappointed by the interest shown – our on-line marketing strategy alone garnered more than 24,500 hits on the TELP micro-site and almost 9,200 on the EIT micro-site. Each competition doubled the previous year’s recruitment drives in the sheer volumes of applications – a total of 755 TELP resumes and 336 EIT resumes! Of those, there were 868 enthusiastic individuals who met our initial screening criteria – 612 TELP and 256 EIT hopefuls.

It was tough to narrow things down when we had the best of the best knocking at our door! At the end of the process we hired a great group of people that are eager to start their careers with the ministry, while sharing their education, absorbing information from their more experienced counterparts and facing the challenges and opportunities in front of them.

Early signs had also indicated that we would need a recruitment team that would be able to deliver the talent. This team was led by Paula Cousins, with Susan Morneau and Derek Drummond providing valuable input and resources to ensure that we would meet our recruiting goals. We had a great marketing strategy, a fabulous advance team selling the ministry at various colleges and universities and a sharp team of panel members assisting with the interview process. A shout out of appreciation goes to all who were involved, from the face-to-face meetings to the organizers behind the scenes!

Click here to view profiles of our new EITs and TELPs!
Reverse Mentoring... It’s All About Moving Forward
Submitted by Kimberly Newton, HR Research Analyst and Tracy Houser, Manager of Engagement Initiatives

Q: What is reverse mentoring?
In reverse mentoring, the protégé has more overall experience (typically as a result of age) than the mentor (who is typically younger), but the mentor has more knowledge in a particular area. Reverse mentoring most commonly happens when young, tech-savvy employees teach their more established colleagues to use new technologies.

Q: How did you get involved in a reverse mentoring opportunity?
Tracy Houser: When I began in a traditional mentor program I was capable of entering basic data into a worksheet that someone else had created. Any time I was asked to open such a document it was like sticking pins in my eyeballs. My mentor, Nancy Merston, quickly sensed my “fear factor” and offered her version of Excel Boot camp. She introduced me to the basics and required that I immediately apply the learning to a project. I got excited and wanted to accelerate my learning. When I discovered that Kimberly Newton was an Excel queen, it was a lovely opportunity to get to know her strengths and pick up new skills. Now my reverse mentor keeps my learning moving forward.

Kimberly Newton: I had picked up Excel from a mentor, trial and error, Google searches, tutorials... anywhere I could find the skills I needed, as I needed them. My mantra was, ”There has to be a better way. I shouldn’t have to do this manually.” When Tracy needed help with an important project, I was glad to be able to contribute.

Q: What are the benefits to the protégé?
Tracy Houser: I love that I learn the tips or tools that I need right now. It is reassuring to know that there is someone who can “fix it” if I make a mistake (although Kimberly has repeatedly assured me that I cannot “break it”). The best part of this mentoring experience is that my learning is done in manageable chunks. I am not overwhelmed by a full-day course where I can only glean one or two nuggets. I ask for the nuggets as I need them.

Q: What are the benefits to the mentor?
Kimberly Newton: I get valuable experience in sharing information, and feel my skills and abilities are recognized. Sometimes I have to learn new things to teach my protégé! And it is fun to share in someone else’s success, knowing I am partly responsible for it.

The best moment for me was when I came in while I was on maternity leave. I was feeling a little worried that my temporary replacement might be too good — but when Tracy pulled me straight into her office to help with a thorny Excel problem, I knew my brain was still in good working order, and that I was missed.

Q: Is there an added bonus?
You bet there is! Reverse mentoring is a great way to build respect and team within a group. It is a no-cost professional development option that develops skills for both the protégé and the mentor. Such a situation also offers recognition to the younger employee for their strengths — a great way to engage employees.

Q: Any advice for potential protégés?
Tracy Houser: Look for skills and strengths within your business unit, regardless of years of service or age. Realize that it’s okay not to know something — we can learn new things at any age. When someone says, “Hey, there is an easier way to do that,” ask them “Could you please teach me how?” rather than “Can you do this for me?”

Q: How do you become a reverse mentor?
Kimberly Newton: If you hear someone struggling with something you’re good at, don’t assume they know what you know — offer assistance. Respect the possibility that the older, more established professionals may not be as used to asking for help, and may be a bit uncomfortable asking for or accepting it from someone younger and less experienced. The idea is to make it easy for them to accept. You never know — you could end up finding that your reverse mentoring protégé makes a wonderful mentor!
Sowing the Seeds of Tomorrow
Submitted by Ron Wiebe, Project Information Officer

Science and technology play a key role in the development and use of our natural resources in British Columbia. In the North, science is driving innovations in forestry, mining, energy and transportation. Over the next ten years, as many as one in every eight jobs in B.C. will be a science-related occupation, and there could be a shortage of qualified people to perform these jobs unless we can get more children interested in pursuing careers in the sciences. That’s why the province proclaimed this school year to be The Year of Science.

Based on that theme, the Science and the World Around Us Expo took place at the Prince George Civic Centre, on April 11 and 12. The ministry joined in, organized by Judy Gunderson. Staff from the Northern Region and Fort George District rolled up their sleeves to create a number of hands-on displays and activities depicting science related to transportation. Employees took turns staffing the ministry booth.

“This was a great opportunity to demonstrate just how much science is involved in our work,” said Regional Manager of Engineering Gord Wagner. “If we can influence a young mind to consider science as a fun and interesting career option, it makes the whole event worthwhile.”

Our display was enlightening to the 1,300 students who took part in the two-day event, which was also open to the general public. Its backdrop showed how the ministry works to minimize its impact on the environment. On exhibit were tons of information about the work we do and the technology we need to do it; hands-on displays like frost probes, sieves, slope indicators and portable weigh scales; and, even a Commercial Vehicle Safety Enforcement vehicle! Surprisingly perhaps, the most popular display turned out to be a piece of equipment invented in 1832 and still utilized in our business today – the stereoscope! (A stereoscope is a device used to view aerial photos in three dimensions, and can be used to identify and map landforms.)

As part of the event, round-table discussions were set up where professionals shared their knowledge, answered questions and advised students of the education needed to perform their type of work. About 15 ministry staff took part in this, to share information about such jobs as environmental technician, traffic engineer, area manager and geotechnical engineer.

The Science and the World Around Us Expo was good for students and ministry staff. Judy says, “The ministry had a very successful display that was informative and interesting for all participants.”

Many thanks to the ministry participants:

**Engineering:** Gord Hunter, Tim Woolnough, Raylene Otto, Norm Schien, Jin Oh, James Luo, Gordon Wagner, Bridgett Dawley, Heidi Evensen and Brendan Miller

**CVSE:** Cindy Adams, Ivor Marriott

**Fort George District:** Karen Andrews, Shaun Holahan

**Regional Administration:** Lenora Fillion, Violet Shorty, Christina Tataryn and Judy Gunderson

The science exhibition encouraged the career aspirations of students of all ages.

Commercial Vehicle Safety Inspector Cindy Adams shows a pair of visitors around her “portable office.”
The annual Commercial Vehicle Safety Alliance (CVSA) International Road Check was held June 7 to 9, at four locations. Three road checks were in Hope and one in Pouce Coupe.

The road check was established not only to inspect trucks, but to give an annual snapshot of the condition of vehicles, motor coaches and drivers within the trucking industry, throughout all of North America. The check ran from 10 p.m. June 6, straight through to 10 p.m. June 9.

This year, as in the past, Commercial Vehicle Safety and Enforcement (CVSE) sent out invitations to various outside enforcement agencies to participate and work together to improve road safety within British Columbia. There were approximately 85 enforcement officers in attendance – 65 from CVSE and 20 from outside agencies.

The following outside agencies were in attendance:

- Canadian Food Inspection Agency
- Delta Police
- Fraser Valley Traffic Services RCMP
- Federal Dangerous Goods
- CN Police
- Forest Safety Council
- Ministry of Finance – Fuel Division
- Ministry of Forests, Lands and Natural Resource Operations
- WorkSafeBC
- RCMP – Integrated Road Safety

The vehicles and buses that are stopped for inspection are chosen randomly, with inspection times varying from approximately 20 minutes to one hour, depending on the vehicle. The majority of inspections conducted were CVSA Level 1 inspections which are the most rigorous of all roadside inspections. In B.C., the Out of Service (OOS) rate was 22.6 per cent for vehicles and 4.8 per cent for drivers. These figures are slightly above international levels but are lower than the 2010 rates. The OOS rate for a vehicle means it is not allowed to continue from the inspection station until the vehicle is repaired or leaves on a tow truck. The OOS rate for a driver means they are not allowed to drive a commercial vehicle for the time specified by the inspector.

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

Thank you for your continued participation and dedication to making B.C.’s highways safe. Events of large magnitude are not easy to arrange. A great big thank you to Cindy Hogg and Paul Meckler for organizing the Hope and Pouce Coupe sites.

### 2011 CVSA International Road Check Results

#### Total Level 1 truck inspections at all four sites
- 601 inspections, 136 OOS vehicles (22.6 per cent), 29 OOS drivers (4.8 per cent)

#### Buses only 2011
- 52 inspections, three OOS vehicles (5.8 per cent), one OOS drivers (1.9 per cent)

### 2010 CVSA International Road Check Results

#### Trucks only 2010
- 676 inspections, 166 OOS vehicles (24.6 per cent), 35 OOS drivers (5.2 per cent)

#### Buses only 2010
- 62 Level 1 inspections, eight OOS vehicles (12.9 per cent), two OOS drivers (3.2 per cent)
Visitors to the booth receive information about the Weigh2GoBC Program from Pam McDermid and other ministry staff.

Weigh2GoBC participated in the Apna Truck Show that took place at Tradex Centre, in Abbotsford, June 11 and 12.

This event featured about 80 exhibitors from all over North America, allowing them to market their products and services, and educate individuals in the trucking community. Apna, which means “our” in Punjabi, was in its second year, with partial proceeds going to the Children’s Wish Foundation. The organizers of the event did not miss a detail, as in addition to the exhibitors, there was a show and shine, entertainment and family fun for everyone.

Our Ministry of Transportation and Infrastructure booth focussed on informing carriers about Weigh2GoBC and the National Safety Code. Our participation at the Apna Truck Show was very much a success, as attendees showed high interest in the Weigh2GoBC Program. Some carriers were so excited about the program they went home and registered for Weigh2GoBC right after speaking with us.

The ministry representatives at the show were Carl Steele, Ted Nager, Harji Bisla, Pam McDermid and Stacy King. We hope to be invited back again next year.

SHOOT HIGH

When taking photographs for Road Runner, shoot high!

Set your camera or cell phone at the highest resolution, to ensure the best-quality reproduction in RoadRunner. Shooting at less than one megabyte in size can result in pixilation or graininess in your perfect picture.

Please submit your original JPEGs, in full size, to Nancy.McLeod@gov.bc.ca or to RoadRunner@gov.bc.ca
A group of Nelson elementary school children recently had a lesson about bridges, delivered by two West Kootenay District experts.

Bridge Area Manager Arn Von Maydell visited the Gordon Sargent Grade 1 and 2 class, on June 17, to share some of his knowledge about bridges. Not to be outdone, Bridge Area Manager Larry Ballard later led a field trip for the same class, to view the area’s several interesting bridges.

Included in the field trip were:

- Kootenay Lake/Nelson Bridge #0735 (locally known as BOB – short for Big Orange Bridge)
- Brilliant Suspension Bridge #7855 (built in 1913 and rehabilitated for pedestrian traffic)
- Brilliant Bridge #0227 (a concrete arch crossing Kootenay River)
- Columbia-Kinnaird Bridge #1656 (a beam bridge crossing Columbia River)
- Castlegar-Robson Bridge #2969 (a beam bridge crossing upstream of Castlegar)
- Zuckerberg Island, a suspension bridge built by the 44th Field Squadron, based in Trail (not a ministry bridge).

Below is a collection of the responses from the class.

Dear Mr. Von Maydell,

The pictures of the bridges were awesome, especially the Golden Gate Bridge because it is always being painted. Thank you for teaching us about log bridges with ropes, how the really light bridges can blow down, bridges can carry oil and water, bridges have to be painted five times, how paint protects bridges from rusting, there are different types of bridges, swinging bridges let boats through, there are floating bridges, the widest bridge has 12 lanes, one bridge goes from one island to another and that the longest bridge is in Florida. We learned a lot about bridges and we really appreciate you coming in to talk to us.

Thank you,

From the Gordon Sargent Grade One-Two Class.
On June 10, a team of 12 determined ministry staff members from the Thompson Nicola District got together at the Britton Creek rest area, with a common goal of improving the site’s appearance for the travelling public. Yes, it’s true, the summer season was once again becoming a reality on the Coquihalla highway... the snow was finally disappearing.

Several bags of trash were removed and the sign kiosks and picnic areas were cleaned. A few noteworthy keepsakes were found throughout the day, including a $20 bill and a rather large puff ball mushroom which became one staff member’s dinner that night (better him than me...yikes!)

All said, it was a great team-building exercise and an excellent opportunity to interact directly with the travelling public.
During the month of April, Provincial Field Services awards crews and personnel who have demonstrated their commitment to managing safety over the past year.

It has been demonstrated that safety plays a key role for Provincial Field Services personnel through active discussions and monthly toolbox meetings which address safety issues specific to each crew. The safety issues raised at each meeting depend on the type of work the crew is doing, the details of the tasks, the work environment and seasonal issues and events. Good safety practices, planning, coordination and discussion are an integral part of our work and help ensure projects are delivered successfully, with low accident and incident frequency rates.

There was an increase in submissions to the Toolbox Challenge, in 2010. The year also saw a two per cent increase from 2009 to bring the compliant percentage to 88 per cent. This is consistent with Provincial Field Services goal of increased engagement of personnel in safety-related discussions. Apart from ensuring that each crew’s toolbox minutes are submitted on time, the most distinguished supervisors have increased engagement amongst their crews by:

• Encouraging their crew members to lead the monthly toolbox meetings.
• Identifying items for discussion at the monthly Field Services Occupational Safety and Health (OSH) meetings, and to review the meeting minutes with their crews.
• Having a crew member participate in the Field Services OSH committee.
• Suggesting and initiating innovative ideas to improve best practices, from developing new procedures, to adding a process or device to assist with daily activities.

All of these items are reviewed and recorded monthly and the results determine the highest achieving grading and paving crews each year.

In addition to awards for toolbox compliance and engagement numbers, awards are also presented for:

• **Safety Leadership** – awarded to the person or crew who has gone over and beyond the minimum requirements and has demonstrated exceptional safety leadership. For example, supporting the participation in successful safety initiatives.

*Continued on Page 26...*
of their crew members who are part of the OSH committee, incorporating new initiatives and best practices, developing new procedures and engaging the crews in safety activities.

- **Challenge Award** – awarded to a crew or supervisor who has been faced with adversity, or a unique challenge while delivering a project, and has worked through the processes safely and successfully.

- **Best Manager** – awarded to the manager who has demonstrated the highest toolbox compliance, based on engagement, amongst their crews.

Presenting the 2010 Field Services Safety Awards were Field Services Director Keith Callander, Field Services Safety Advisor Tracy Wynnyk and the respective crew manager presenting the winners with the award and a safety prize – a battery-operated emergency cell phone charger. It is our great pleasure and honour to announce the following 2010 Field Services Safety award winners.

For the category of 100 per cent Toolbox Compliance

These winners have not only proven that they met the compliance goal but that they were actively engaged in safety-related activities and discussions that produced some great discussion topics.

**2010 Best Grading Crew** - Tom Murphy’s crew from Prince George, managed by Brent Andrews, were the deserving recipients as the crew demonstrated continual commitment and consistency in the criteria for the monthly toolbox compliance.

**2010 Best Paving Crew** - Bob Petho’s crew from Terrace, managed by Brian Twiname, have proven themselves worthy two years in a row, as they have continually demonstrated consistent on-time submissions, and active participation in the Field Services OSH meetings.

**2010 Best Manager** – Brian Twiname has come out on top once again! This award is presented to the manager who achieves the highest toolbox compliance amongst all the Field Services crews. Brian has proven he deserves the award – he achieved 100 per cent compliance for 2010!

The 2010 Challenge Award for Safety was awarded to five various crews. The respected winners of this award are: Udo Sommer’s crew, managed by Barry Bergstrom; Tom Murphy’s crew, managed by Brent Andrews; Mike Johnston’s crew and Al Goddyn’s crew, managed by Jason Jackson; and, Ken Gallagher’s crew, managed by Paul Shul. Udo Sommer, Mike Johnston and Al Goddyn’s crews were presented this award for integrating work, managing traffic and coordinating safety for various projects throughout the Highway 99 south corridor. Tom Murphy and Ken Gallagher’s crews received the award for responding to, documenting and supporting coordination of safety-related multi-jurisdictional issues on a worksite.

The 2010 Safety Leadership Award was also awarded to various individuals as well as a crew. These successful winners are: Brian Twiname for the best overall crew performance regarding safety compliance, topic discussions and new initiatives; Rod Shaw and Len Romanow for demonstrating true leadership through exceptional site safety.

Continued on Page 27...
Best Manager and Leadership Award: Keith Callander, Brian Twiname and Tracy Wynnyk.

Planning, toolbox discussions and timely safety submissions; and Dan Templeton’s crew for demonstrating true leadership through identifying and correcting various issues and challenges faced on the job.

Looking ahead for this year of 2011, there will be a continual focus on the quality of the content within toolbox submissions, as we are challenging our staff to go over and beyond the minimum requirements of a toolbox meeting. Also, we would like to continue our focus on ensuring that project-related safety documentation and compliance measures are met. For 2010, the safety documentation (i.e. site safety plans) that was submitted ranged from 57 to 93 per cent. There is opportunity for improvement and we are hopeful we will achieve a greater percentage in safety documentation.

Best Grading and Challenge Award – Tom Murphy Crew: Brent Andrews, James Davies, Tom Murphy, Eric Graham, Randy Rattray and Tracy Wynnyk.

Challenge Award – Al Goddyn Crew: Jason Jackson, Bill Ogmundson, Al Goddyn, Renato Suarez and Tracy Wynnyk.

Best Paving Award – Bob Petho Crew: Bob Biagioni, Brian Twiname, Eric Robinson, Tracy Wynnyk and Keith Callander.
Rampaul Dulay was presented with the Top in Technology Award from the Applied Science Technologists and Technicians of BC (ASTTBC) on May 3. To receive this award, the recipient has to be a member of ASTTBC who has demonstrated qualifications consistent with the high expectations of a B.C. professional committed to serving the public and acting as a role model to other British Columbians.

The Top in Technology Award was commissioned expressly to recognize the “best of the best” in technology. Some of Rampaul’s career highlights include:

- Senior Project Manager for roadway construction projects along Okanagan Highway 97, 97A, 97C and Trans-Canada Highway
- Surveyor for the construction of Highway 97 in Pine Pass, and Highway 23 to Mica Creek
- Design Team Leader for roadway designs of Vancouver Island Highway Project, Kicking Horse Canyon and Okanagan Highway 97
- Senior Project Manager Rampaul Dulay is presented the Top in Technology Award by ASTTBC Executive Director John Leech.

Rampaul is well regarded for his superior work, his time for staff in mentoring and teaching, and his unwavering dedication to his work and the team around him.

Rampaul immigrated to Canada in 1972 and attended Langley Secondary School, in B.C. After graduating from high school, Rampaul enrolled in the ASTTBC-accredited Geomatics Technology program at BCIT in Burnaby. He has been working with the Ministry of Transportation and Infrastructure for the past 33 years, throughout the province, in highway construction, paving, engineering and project management services.

A number of Rampaul’s friends and colleagues were pleased to attend the award presentation ceremony in Kamloops, and congratulate him on this significant career achievement.

“We’re all very proud of you Rampaul... well done!”

Deb Derkson has been district clerk for the Lower Mainland District for 23 years.

Deb Derkson – TRIM Expert, Information Gatherer
Submitted by Kurt Edmunds, District Operations Manager

For 23 years, Deb Derkson has been the district clerk who looks after reception, handles freedom of information requests, collects data for pending litigation and is our Total Records Information Management (TRIM) expert for the Lower Mainland District. Deb is quick to say that she loves her job and finds it interesting. She says the changes and collaborative teamwork make the job a satisfying one.

In 1988, Deb found herself out of a job and saw an advertisement at Canada Manpower (the federal government employment agency) for a temporary administration position with the Ministry of Transportation. Deb followed up on the ad and was asked to show up at the office Monday morning to cover a maternity leave. The person she was filling in for decided to move north, so Deb became our district clerk for the Lower Mainland District.

“Things were different in those days” notes Deb. “When I was first hired, the ministry still looked after the road maintenance and the road foreman would drop by the office on a daily basis. Shortly after I was hired, the road maintenance was looked after by private contracts and this changed our work significantly.”

Over the years, things have changed for the administrative support staff with the new technologies, and the way we do business is always changing. One of the excellent things about this ministry is that we have a learning culture, and Deb notes that the ministry is great about providing assistance with educating staff on new ways to do our jobs.

Deb is very supportive to the operations group in assisting with gathering information for freedom of information requests and gathering data for litigation. Deb is a strong advocate of TRIM and loves what it can do for everyone in managing their filing capacity.

Deb is happy to live in the Lower Mainland; she loves being close to the city and thinks we have one of the most interesting districts in the province with a mixture of rural and urban issues to deal with. In her spare time Deb enjoys one line stroke painting, Bikram hot yoga, Zumba fitness classes and walking her Rottweiler, Buffy. She is also planning an exciting trip to New Orleans this fall. ♦
One commonality I’ve found among my co-workers in this ministry is they love to travel the highways of our great province. What I didn’t realize, however, is how many of them love to do it by motorcycle, like myself.

As it often occurs, when someone figures out that there is a large group of people that have similar interests, a club gets formed. I knew of approximately 20 people that rode bikes in the ministry, so I sent a note out to them about forming a club and spreading the word to anyone else in the ministry who rode a motorcycle. Once the deluge of e-mails stopped coming in, I had 63 people wanting to join!

While the bulk of the riders are located in Victoria, there are numerous members scattered all over the province, from as far east as Golden, in the Kootenay area, to as far north as Fort Nelson, in the Peace. The styles and brands of bikes varies considerably, from sport bikes, to adventure on-off road bikes, to Harley cruisers and giant touring bikes with everything but a coffee maker on them (and I think Greg Gilks may have a coffee maker hidden on that massive BMW of his).

Once we gathered the members, we then needed to have a name and a logo. Great ideas for both came from the members, and some amazing artwork was created that showcased the artistic talents of our co-workers. We then voted and the name RoadRunners was chosen, along with the logo pictured below.

The inaugural group ride occurred on June 16, in Victoria. A small group of seven bikes gathered after work and did a scenic ride along the waterfront from the office out to Sidney. There we stopped to grab some dinner, which gave us a chance to talk with our co-workers, some of whom we had just met for the first time. Many brought their spouses on the ride, which was great, as it’s always fascinating to meet the people who our co-workers spend the bulk of their time with outside of work.

We plan on doing many more evening rides after work, and hope to have a big ride to somewhere central in the province so we can get the bulk of our members gathered in one place. This should be quite the spectacle if we pull it off!

So, if you ride a motorcycle (or even if your spouse rides and you are a passenger) and you want to meet others in our ministry with the same passion, send me an e-mail and I’ll add you to our list. Hopefully I’ll see you out on the road! ✨
Submitted by Hugh Eberle, District Operations Manager

The West Kootenay District is pleased to welcome two new district operation Technical Entry Level Program (TELP) employees to our team, in Nelson.

Katie Ward is from the Lower Mainland but has spent the last five years living in the Kootenays. She completed her forest technology diploma and is now working on completing her bachelor’s degree in geographic information systems from Selkirk College, in Castlegar. She has worked for the Ministry of Forests, Lands and Natural Resource Operations in wildfire management, as an initial attack crew member for the last four summers. This has allowed her to travel to many parts of B.C. and Northern Manitoba.

At the office, Katie was welcomed by her very considerate co-workers who had decorated her cubicle with favourites from her childhood such as Care Bears and Strawberry Shortcake. Katie has made an impact in the office already by spearheading the “Rent a TELP” initiative where the district’s newest employees can be signed out like pool vehicles. When she is not at work, she is up for any kind of outdoor adventure.

Greg Kinnear was shown just how bright his future is with the ministry on his first day. Upon arriving at the office he was greeted by the entire West Kootenay District staff who were wearing high-visibility safety vests. Not wanting to question a safety protocol on his first day, or question the signs that were posted around the office stating that the vests were to be worn at all times, Greg put his safety vest on as well. Halfway through the day, the staff took a group photo with their new employee and let him in on the gag. Greg found it to be a nice welcome from the gang, and a good example of the district staff’s fun-loving nature.

Greg grew up in Saskatoon and traded Saskatchewan winters, for Kootenays winters, six years ago. He spends his free time outside or on many sports teams. He is an avid fly fisherman, cross-country mountain biker, snowboarder and skier. He plays soccer, rugby, squash, hockey and flag football. Greg attended the University of Saskatchewan and graduated with an advanced diploma in geographic information systems (GIS) from Selkirk College, in Castlegar, in 2007. Greg is currently completing independent study courses from Selkirk and Athabasca University and working toward his degrees in geography and GIS.

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Deborah Tan is the area development and operations technician for the Lower Mainland District, looking after development and operations issues.

Deborah started her career with the ministry in a Technical Entry Level Program (TELP) position in 2008, and spent the first 18 months in the West Kootenay District, in Nelson, as a District Development Technician. As a geography student at UBC, she learned about TELP at the university’s recruitment service website. She was hired as a TELP after graduating.

After her work experience in Nelson, Deborah went to the Southern Interior Region as a project management technician. Something that particularly interested Deborah, was that the locations of some of B.C.’s historic trails and wagon roads are now the sites of today’s highways. She appreciated how interior communities contributed to the development of the province during those earlier days.

Deborah says her job is always interesting and challenging. “Development approvals work immerses one in both the world of construction and stakeholder engagement.”

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A Vancouverite, Deborah has experienced faraway places like Mauritius, Malaysia and Europe but knew little of her own province prior to joining the ministry. “It has been a great experience to get to know B.C. and work in such a diverse field. The work that this ministry does leads to a tangible result. This is not just policy based; you actually get to see results in getting something done.”

In late 2010, Deborah joined the Lower Mainland District and has since been gaining a greater understanding of the traffic volumes in the region. “The traffic issues are ongoing; it’s like an ocean current with ebbs and flows at different times of the day. I am always impressed with how our district handles the complexity and volume of these situations.”

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In her spare time, Deborah loves skiing, cycling, rock climbing, pottery and music. Deborah recently got engaged to Ian Muirhead, the son of Peter Muirhead, the West Kootenay District’s former provincial approving officer.

The Lower Mainland District is pleased to have Deborah join our team, and will be offering her some project management opportunities in addition to her development approvals work.
Ministry Cake Generates Record Support
Submitted by Kristina Haugen, GIS and Documentation Analyst

Our famously-anonymous ministry cake donor created another beautiful cake to raise funds for the Heart and Stroke Foundation, in support of HQ’s participation in the Big Bike Ride.

From June 14 to 16, ticket sale volunteers generated record sales totalling $700 – a $150 improvement from our previous best!

The winner of the raffle draw, held on the June 16, was Gail Silvestrini. Thanks are extended to all volunteers who helped sell tickets, as well as to everyone who purchased tickets in support of this great cause and tasty cake.

Big Bike Event a Fun Success
Submitted by Kristina Haugen, GIS and Documentation Analyst

The Victoria Velocipeders hit the pavement in style on June 22, in support of the Heart and Stroke Foundation.

Our feather boa-adorned team of 16 ministry staff (plus four participants from Kerr Wood Leidal Associates Ltd.) completed a downtown circuit. We began behind the Legislative Assembly, went up Government St., down Pandora and looped back along Wharf St. The group shook maracas and waved to cheerful pedestrians. One enthusiastic team member packed a water pistol which occasionally was used!

In total, $2,620 was raised thanks to the outstanding contributions and efforts of the team.
Steamrollers Slice Time at Second Ski 2 Sea Race
Submitted by Dave Retzer, Program Information Officer

For the second year in a row, the BC MoT Steamrollers grabbed their skis, bikes, running shoes and paddles and drove to the Okanagan to take part in the Ski 2 Sea race on April 11. The employees from the Southern Interior Region Office in Kamloops and some of their family members competed in the 96-kilometre, six-leg relay race from Big White Ski Resort, in Kelowna, to Okanagan Lake.

The race begins at the bottom of a ski run at Big White Ski Resort. The first member must run one kilometre uphill in full gear, carrying their skis, and then ski down passing off to a cross country skier. The other legs of the race involve mountain biking, road biking, running, and finally, a two-person canoe paddle on Okanagan Lake.

After having such a blast in last year’s race, the team decided to race once again and achieved huge success. The BC MoT Steamrollers shaved 19 minutes off last year’s time and placed seventh out of 30 corporate teams, coming in at four hours and 23 minutes.

Let the training begin for next year! ♦

Kicking Horse Crew’s Recreation Night
Submitted by Penny Dewart and Adriana daCosta, Kicking Horse Canyon Project

A multitude of things are happening in Kicking Horse Country this summer with a busy construction season going at full speed.

The Kicking Horse Canyon Project team took a break to enjoy an early July evening at the Go Organic Sports Ranch for a healthy and friendly disc golf competition. We had a few naturals in our group even though it was their first time trying this growing sport. Fresh air, mountain views and an organic barbecue meal made for many laughs and team rejuvenation. ♦
South Coast Region Team Joins Sun Run
Submitted by Patricia Wong, Assistant Manager, Regional Operations and Emergency Programs

This year, 12 South Coast Region employees and six of their family members, formed a corporate team to represent the Ministry of Transportation and Infrastructure, in the 27th Annual Vancouver Sun Run.

It was a gorgeous, sunny and cool Sunday morning, when 49,365 people ran or walked 10 kilometres in downtown Vancouver, on April 17. The race is the largest in Canada.

Our team members included all levels of athletes ranging from Area Vehicle Inspector Greg Neal, who has participated in the Sun Run for 23 years, to Bridge Area Manager Nathan Vandendungen, a first-time Sun Runner. Other team members included Andrew Hind, Steven Bauer, Joyce Grant, Jay Porter, Deborah Tan, Graeme Schimpf, Rick Wiltshire, John Mckenzie, Carl Wong and Patricia Wong (team captain). Congratulations team, for representing the ministry at this special event!

The South Coast Region’s team hopes to join the run again next year, and maybe one day we’ll beat ICBC, the corporate team challenge winner. ♦

Sun Runners Rick Wiltshire, Deborah Tan, Greg Neal, Patricia Wong, Andrew Hind and Joyce Grant.

The crowd assembled in Downtown Vancouver for the largest run in Canada, the annual Sun Run.
A tip and swift interception by a Commercial Vehicle Safety Enforcement inspector, resulted in a truck driver and load with multiple infractions, being pulled off the road recently.

Veteran Commercial Transport Inspector Gary Runnalls received an anonymous phone call from a concerned truck driver, about a load travelling Highway 1, on June 17.

Gary contacted Commercial Transport Inspector Jim Stacey who was working from a portable inspection vehicle. Jim easily spotted the vehicle of interest, in Valleyview, east of downtown Kamloops. It was during noon rush hour traffic.

Jim pulled the driver and his load over. The unit was a 1966 Chevrolet pick-up with a loading boom and an overweight, over-size load that Jim describes as “the likes of which is seldom seen this side of back woods New Denver, since 30 years ago.”

The truck was carrying numerous salvage items, including a 10’ diameter satellite which exceeded the legal width of 8’6”. The trailer and its connection also appeared to be a safety hazard. It turned out the driver had left from Vernon, bound for the scrap yard on the north side of Kamloops – about 117 kilometres away.

The driver was highly cooperative, and Jim escorted him to the Kamloops west-bound inspection station, where there was room to take a closer look. The driver was issued several violations, for a variety of issues. While the truck was a company vehicle, those violations go on the driver’s record.

Some of the violations:
• Exceeded licenced gross vehicle weight
• Exceeded manufacturer’s gross vehicle weight ratings
• Insecure cargo
• Dimensions of load did not conform
• Failure to produce valid driver’s licence
• No breakaway device on trailer
• No brakes on trailer
• Trailer hitch mounting bracket cracked and broken
• No vehicle registration, licence plates or insurance on trailer (Alberta plates and registration had expired).

The trailer required numerous repairs, licensing and registration, before the load could proceed to the scrap yard. This load was going to make the rest of its trip, safely.
It is tough to believe Bob Webb has retired. Bob was already a fixture in the Saanich office when I arrived on Vancouver Island, back in 1997. At that time he was the district technician. Bob started his highways career in May 1974, at the same time the Flyers beat the Boston Bruins for the Stanley Cup. So it was a great year all around.

In his early years, Bob worked in construction and later in development approvals, both in Kamloops and in HQ, in Victoria. That diversified background served us all well, when in 2005, he won the competition to become the operations manager, in Saanich, a position he held up to his retirement.

Bob is a tireless worker. He has been highly involved in all aspects of running an area office, from monitoring and partnering with the maintenance contractor, to maintaining strong involvement in planning issues and new development proposals, to building relationships with countless elected officials and local government staff (where in the Greater Victoria area alone there are some 13 municipalities.)

In 2000, Bob was presented with the Gold Award for Service to the Public. The award recognized Bob’s excellence in serving the public, representing the ministry and fostering cooperation and achievement over the years.

I will truly miss Bob’s phenomenal memory. He didn’t take any notes, ever, and yet seemed to know everything going on with any project or issue in his area. We’d be in a meeting and Bob would turn to me and say, “You remember Dave, we had that meeting June 22, 1998, in the boardroom at Langford and we said ‘no’ to their access?”

Since he was always correct, I would just nod my head and say yes. Bob was always ready to look at an issue from all sides and seek an answer that would best serve the public. His non-confrontational approach and casual manner diffused sometimes very heated situations, so the issues could be aired without bias. He also had the experience and judgement to know the times when we had to fold our tent and go home.

Our actions are important but of greater importance are the internal motivations behind our actions. In the almost 14 years I have worked with Bob, I have never seen any indication that his actions were self serving. Bob is genuine; what you see is what you get. Every decision was him trying to do his very best to serve the public’s interest.

One of Bob’s former co-workers said it best, “To me, Bob’s most valuable trait is his ability to ‘humanize’ the face of the ministry by being non-bureaucratic and practical.”

Bob’s retirement is our loss. Thanks Bob for 37 great years.

Bob Webb was honoured at the Saanich area office's annual golf tournament, on June 23, and is expected to be enjoying more golf in the future.

“Bobisms” Fondly Remembered

We can’t let Bob go without making reference to his “Bobisms.” Bob is a rapid-fire thinker with equally rapid delivery. But even he, on occasion, could not keep up with himself and a “Bobism” would slip out. Here’s a few which come to mind.

“...the left hand is speaking to the right hand.”

“...comparing apples to bananas”

“Pretty soon you’ll be skating on thin ice...or no ice at all.”

“Let’s run it up the flag pole and see if it grows moss.”

“You clean up your own yard and then your neighbour’s.”

There were his years of mispronouncing Helmcken, and mauling it to “Hemlickin.”

Some favourites used to indicate success were:

“It got the green ball.”

“He blew it to Bolivia!!”

“The project got two green thumbs up.”
Change of Workplace for Northern Region’s Engineering Manager
Submitted by Tim Woolnough, Geotechnical Assistant

After almost 34 years with the ministry, Gord Wagner has retired and, without skipping a beat, has moved on to new challenges.

Having served in a number of capacities throughout the province, Gord was perhaps most known for his role as regional manager of engineering for the Northern Region. May 31 was Gord’s last day with the ministry. And, wasting little time, he started his newest adventure with a job in the private sector the following day.

More than 70 friends and colleagues gathered for a send-off dinner and party at a local establishment, where Gord was honoured for his years with the ministry. Staff and colleagues will miss his easy-going demeanour and remember Gord as a guy who could always be approached for advice or a chat. Gord was a great leader, teacher and mentor, and his co-workers know and appreciate just how lucky they were to have worked with such a fine individual.

And now, as we bid him adieu from the region, we know a whole new group of people will reap the benefits of his experience. Best of luck to you Gord! ♦

Regional Director Mike Lorimer and Gord Wagner laugh it up at Gord’s going away reception.

Nini Long, one of Gord’s go-to staff members, presents him with a parting gift from his friends and colleagues in the Northern Region.

Conversations That Matter
You’d be surprised how many people clam up in performance management conversations.

If you, or someone you know, suffers from this affliction, make sure you check out the new eLearning course from the Learning Centre: Performance Management: Conversations That Matter. Both employees and supervisors will learn some great take-away tips for having effective and meaningful conversations.