Public Service Week – the Week that Belongs to Us

Submitted by Seana van der Valk, Strategic Human Resources Planner

B.C. Public Service Week takes place annually the third week of June, coinciding with National Public Service Week, which launched in 1992. Across the province, ministries held events to give each of us an opportunity to recognize our many contributions and accomplishments, as well as celebrate the positive role we play in the lives of British Columbians.

This year the corporate theme was Celebrating Our Differences, to recognize the richness of experiences, skills and professions within our organization.

Public Service Week is a week that belongs to us. The following articles share details of the festive and creative ways our ministry chose to celebrate around the province.

Employees at HQ were in the groove for Public Service Week, at a Zumba (Latin dance-inspired) fitness class, led by Keri Laughlin.
Editor’s Note

A lot of active, competitive, fun-loving people work at the Ministry of Transportation and Infrastructure, and it shows.

During Public Service Week, employees were busy at rest areas and their neighbourhoods and workplaces, providing extra services and giving back to the community. There were also lively (and tasty) celebrations including watermelon eating contests, carnival games, waffle breakfasts and ice cream treats.

Val Hunsaker, winner of the 2012 CVSA Challenge.

The CVSA Challenge had inspectors inspecting inspectors, as seven Commercial Vehicle and Safety Enforcement employees competed in the annual test of knowledge, techniques, skill and analysis. It’s two days of high-intensity timed events, showing just how sharp the inspectors are at detecting hazardous vehicles, loads and drivers that threaten safe road travel.

Employees also recently got together at meetings, conferences and events, to share experiences and knowledge, keep up with new technologies and techniques and strengthen their connections with each other.

In their off time, employees were mud running, dragon boat racing, walking from one end of Britain to the other and cycling up to 160 kilometres in a single day!

Read on for more about ministry employees on the move.

Nancy McLeod, Editor
in preparation for tournaments throughout the summer season.

Staff from the Ministries of Transportation and Infrastructure; Forests Lands and Natural Resource Operations (FLNRO); and, Environment worked on the ballpark project along with the City of Cranbrook, Cranbrook Minor Ball Association and Kootenay Junior Chamber International. Unlike other years, everyone gathered together in one location which was a great opportunity to socialize and network with counterparts, and drop a few friendly digs about the slow-pitch game that was being planned for the end of the day.

We enjoyed a rare warm, sunny day that was filled with fun and work. District Operations Manager Gord Chudleigh measured and cut new boards for the bleachers. Then using pry bars, cordless drills and hammers, he removed old planks from the bleachers and dug-outs and prepared the bleachers for the paint crew. District Manager Jack Bennetto and team rolled and brushed new paint on all four sets of bleachers and dug-outs – they look great! Staff from FLNRO, including ex-ministry staffer Jeremy Zandbergen (now A/Regional Director at FLNRO) took pliers and side cutters in hand and tied wire up on the overhead fence, to save the spectators from foul balls. This would prove necessary at the game later in the day!

Staff from FLNRO provided a fantastic ballpark lunch of barbecue burgers, salads and snacks to keep the energy levels up in anticipation of the afternoon event – the one we had all been waiting for... The event that would set the tone for future Public Service Weeks to come...

The slow-pitch challenge originated during an afternoon Kootenay Boundary Management Committee meeting. Ministry of Transportation and Infrastructure employees (who became known as the MOTivators for our unofficial acronym of "MOTI") were to take on the staff of FLNRO (who became known as the winners).

Let it be known that without the support of members from the MOTivators team, the "other team" would not have been able to come to the plate. Although it was a close game, the first place award was presented to the FLNRO team after a great time was had by everyone. A few other awards were well deserved and there were some possible YouTube moments that unfortunately cannot be shared!

Thanks to our cheering squad, which included City of Cranbrook Mayor Wayne Stetski, along with ministry employees Deb Wright and Melissa Wiekenkamp from the Rocky Mountain District.

Thanks also to all our organizers, helpers and cooks for making the event a huge success! ♦
Diversity at HQ
Submitted by Seana van der Valk, Strategic Human Resources Planner

With a planning team of 16 dedicated volunteers from across all departments, the HQ events calendar was jam-packed with a diverse range of Public Service Week activities.

There was something for everyone, and participation levels were high. Employees enjoyed a "Sweet Escape" with ice cream and cool treats, the "Step Back in Time" historic walk of downtown Victoria, and Zumba in the courtyard—a Latin-inspired heart-thumping new dance fitness craze. For a health break, the folks at My Good Health hosted a Biometric Clinic, which attracted an unprecedented 82 participants—setting a new benchmark among day-clinics held across the public service. We also welcomed back (by popular demand) Canadian Blood Services’ "What's Your Type?" event, where they blood-typed 84 people, of which 45 per cent said they will donate blood. Executive surprised employees with a Random Act of Coffee—an impromptu coffee-break event with light snacks. Executive and other employees mingled in the atrium, enjoying the warm weather.

And one of the week’s highlights, which is becoming a bit of a Public Service Week tradition, was the Compliment Tree. For the third year running, compliment leaves were "growing" on the tree faster than ever. More than 500 compliments were delivered. Partnerships Assistant Deputy Minister Doug Caul helped launch Public Service Week at the Compliment Tree kick-off event on Monday, June 11 by offering some words of inspiration and hanging the first compliment leaf on the tree. Deputy Minister Grant Main made an unscheduled appearance; his improvised address was sincere and humorous, generating laughs amongst the crowd of 60 and setting an upbeat tone for the week. Public Service Week is about the positive role we play in British Columbia, and this in some measure involves our compassion, generosity and desire to make a difference. As in previous years, we incorporated a community component to give back. This year we selected the Women In Need Community Cooperative, and collected donations from June 7 to June 20. Employees at 940 Blanshard took the challenge to heart and donated an equivalent of 30 garbage bags full of household effects and gently-used clothing; other ministries in the building also participated, exemplifying the B.C. Public Service’s acts of kindness within our community.

Thank you to all our fantastic employees who came out to enjoy the events and celebrate our diversity. And an especially big thanks to the planning committee for helping to create a memorable week with eight successful events. The week really did belong to us!

Photos continued on Page 5…
Nancy Merston, Doug Caul and Seana van der Valk challenge employees to guess the number of jelly beans in the jar.

Zumba in the courtyard at 940 Blanshard.

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Safe & Healthy Workplace
This subject area covers a wide range of topics including health and safety workplace standards, ergonomics and interpersonal relationships. Raise morale and foster inclusiveness by using the information and tools from these courses to create a healthy and safe workplace for your team.

Russ Fuller giving a “Step Back Through Time” historical walking tour of Victoria.

Nancy Merston, Doug Caul and Seana van der Valk challenge employees to guess the number of jelly beans in the jar.

Jennifer Lethwaite and Grant Main with tasty frozen treats.

Zumba in the courtyard at 940 Blanshard.
We enjoyed a very eventful Public Service Week at the South Coast Region, from June 11 to 15.

On Monday, June 11, we began decorating our office “Compliment Tree” with leaves of praise and thanks, commendations and jokes. Decorating the tree together was a great way to start Public Service Week off on the right foot and show our fellow co-workers how much we appreciate them.

The next day, we enjoyed a barbeque feast and, although the sun didn’t show up, we had a great turnout as we served up burgers and hot dogs along with some salads, chips, drinks and a great big Public Service Week cake. On Thursday, we showed up early for a delicious home-cooked waffle breakfast. The second floor kitchen was alive with the joy of cooking as the regional management team whipped up some scrumptious waffles for everyone. No shortage of waffles here – we had enough to feed an army!

On Friday, June 15 we celebrated this year’s Deputy Minister’s Awards at the Hilton Metrotown, in Burnaby. The afternoon started with light refreshments and mingled among employees from the South Coast Regional Office, Lower Mainland and Vancouver Island Districts and our honoured award winners.

Long service pins were presented to those who had been with the public service for five, 15, 20, 25 and 35 years. Our very own Regional Director Patrick Livolsi hosted the event and also received his 25-year pin. Deputy Minister Grant Main and Chief Operating Officer Dave Byng also joined the celebration.

After the awards and pins were given out, we took some photos. ♦
Cariboo Does Two Projects for One Public Service Week
Submitted by Mikayla Arkesteyn, Assistant Roads Area Manager

The Cariboo District took a two for one approach to Public Service week by fixing up highway facilities in two areas, for the one annual event.

Seven employees from the Williams Lake office came together to make the popular Hanceville Rest Area wheelchair accessible for people with disabilities. With a couple of loads of crushed gravel, shovels, rakes and some sweat we accomplished this. We also repainted the picnic tables that were showing wear and tear. At the end of the day, our team was very satisfied with our efforts to make the Hanceville rest area more accessible and pleasant for local traffic and tourists. We look forward to improving the area even more next year.

Williams Lake and 100 Mile House employees decided to enhance Big Bar Rest Area on Highway 97. This rest area looks over the beautiful Clinton Valley and is a favourite stop for the travelling public and commercial truckers. The crew repaired, sanded and stained a large information sign on the south end of the rest area. They also built and installed two swallow/bluebird nest boxes on the fence behind the rest area. These small “bird boxes” were generously donated by Ducks Unlimited Canada to enhance nesting opportunities for the area’s small bird species.

Michelle Schilling and Hilary Barnett show where swallows and bluebirds can nest, at the Big Bar Rest Area.

Mikayla Arkesteyn, Isher Lehal, Al Kennedy, Kourtney Chingee, Leeah Tappert and Leanna Ilnicki paint the picnic tables at Hanceville Rest Area, near Williams Lake. Missing from photo: Russ Roberts
Public Service Week – A Northern Region Carnival
Submitted by Lenora Fillion, Regional Manager of Business Services

The Prince George Regional Office kick off for Public Service Week began on June 12 with a pancake breakfast.

The breakfast was organized by the administrative team and executed by the Regional Management Team. Executed is the key word! Pancakes were stuck to the grill, there were cries of “Where is the oil!” “I need the oil.” “They’re sticking!” “I need the blueberries.” “What – you’re using strawberries?” This ended with the final pronunciation that, “You need to put oil on the grill each time you flip them.”

In the end, abandoned spatulas scattered the floor and pancake batter covered the tables. Of the 30 staff that attended, smiles adorned their faces as they left the “Regional Management Team Cafe” to start their day! The regional administration team extended thanks to Bill Eisbrenner, Greg Woollacott, Maria Braden, Brent Andrews and myself for our culinary creations and we dressed the part in our chef’s hats and aprons while flipping the flapjacks. Additional appreciation is extended to Brent Andrews for assisting with cleanup by taking on the task of washing the dishes!

The regional bingo game was also launched that morning. Cards were sent out to all offices, and numbers were sent out daily. Staff had several chances of winning by participating in three rounds. Bruce Hartnell, Patty Nixon and Catherine Deol each won a round.

The Annual Northern Region Public Service Week Cribbage Tournament began at coffee time. This competitive event, with games each coffee and lunch break, ran from Tuesday morning to Thursday noon. This year, there have been eight participants vying for the cribbage crown. It came down to the last couple of points for the winner to be declared. Final results were: first place, Shelley Ruiz; second place, Travis Keegstra; and, third place, Christina Hunt.

On June 13, a potluck luncheon was held and once again considered a success. The luncheon included a variety of hot dishes, salads, appetizers, and most importantly, excellent desserts!

The next day, 14 staff showed off their talents and competitive nature by participating in carnival games which included bowling, bean bag toss, darts, ring toss and mini golf. In order to keep up staff’s energy, a concession booth was available with air-popped popcorn, Kool-Aid, bags of penny candy and ice cream with sundae toppings, whipped cream and sprinkles! Prizes were awarded for the most overall points accumulated in the carnival games. The winners first to fifth were: Justin Jepsen, Tim Woolnough, Jordy Moise, Bill Eisbrenner and Trent Folk.

Following the carnival games, our Regional Director Mike Lorimer was presented with his 15-year service pin by this year’s Public Service Week coordinator, Christina Hunt. Mike then presented other staff with their public service pins.

Public Service Week activities concluded on June 15 with employees receiving compliments via our highway transportation mural which playfully depicts the Northern Region’s routes and destinations. The initial mural had to be extended to accommodate the many compliments stuck to it. In total, 254 compliments were posted on the mural, which I find amazing.

In closing, my sincere appreciation goes out to my staff – Hilda McNeill, Linda-Lee Schell, Christina Hunt, Jean Bergman, Melanie Robbestad and Judy Gunderson for your

Continued on Page 10...
Public Service Week – A Northern Region Carnival… Continued from Page 8

Mike Lorimer receives his 15-year service pin from Public Service Week Coordinator Christina Hunt.

Linda-Lee Schell set the carnival mood in her clown costume.

Catherine Deol tosses a multi-coloured bean bag at the Northern Region Carnival.
West Kootenay District Gets Hands Dirty for Public Service Week
Submitted by Katie Ward, District Operations Technician

The West Kootenay District put in some time during Public Service Week to help out with two different initiatives and have a little fun outside too.

The first event was the annual attack on Scotch broom held at Kokanee Creek Provincial Park. The event was held in conjunction with staff from the Ministry of Forests, Lands and Natural Resource Operations and BC Parks. As well, volunteers from the Central Kootenay Invasive Plant Committee, Sturgeon Research Group and the local conservation officer were in attendance.

Scotch broom is an invasive plant; an escaped garden ornamental whose seed can germinate for up to 80 years. Needless to say, it is difficult to get rid of. Left unchecked, Scotch broom dominates an area and changes the composition of the soil, making it difficult for native plants to get established. Thankfully for Kokanee Glacier Park, yearly volunteers have been hand pulling or cutting plants which are then removed off site. This year saw a dramatic reduction in the size and number of plants. Thankfully for the volunteers, this year’s weed pull saw sun and a delicious lunchtime barbecue.

The second event was held at one of Nelson’s two community gardens. The community garden on Hendryx Street is largely a volunteer effort organized by the Nelson Earth Matters Group. Volunteers were tasked with the taming and replanting of herbs and shrubs. Lucky Provincial Approving Officer Michele Ihas and District Clerk Jennifer MacDonald got to tackle a prickly rose bush gone wild, while EIT John Babineau and District Manager Glenn Olleck moved some plants to sunnier locations.

As with any successful Public Service Week event, snacks and coffee were provided compliments of local coffee shops Oso Negro and Rounded.

Both events were a great success and a fair bit of fun too. I have heard many different reasons for celebrating Public Service Week. This year, in the West Kootenay District it was about getting out of the office, spending some quality time with co-workers and giving a little time to a couple of very worthy causes.

Public Service Week – A Northern Region Carnival... Continued from Page 8

continued support and creativity all through the year. As usual you surpassed my expectations and did an excellent job! I also want to thank all staff that participated in this week’s events, and those from other areas that assisted with coordinating, setting up and dismantling the various activities. Finally, on behalf of the Northern Region’s Regional Management Team, I extend our gratitude to all of our staff for their continued support, willingness to take on new initiatives and passion for their work. Because of each of you, the region is successful in meeting our objectives.
Southern Interior Region’s Public Service Week
Submitted by Crystal Chenier, Secretary

A barbecue lunch for 120 employees at the Southern Interior Regional Office was served during Public Service Week.

Our cooks were Paula Cousins, Wayne Fraser and Rick Blixrud. We also had a special guest to help with the cooking – Social Media Director Russel Lolacher who was visiting from Victoria.

A 50-50 draw was held, which resulted in $95 going to cancer research. The watermelon eating contest was extremely close so we need to have a re-match for bragging rights. Maybe we’ll video it next time.

Fun was had by all, even in the rain. Thank you for making Public Service Week so special.

Barbecue chefs Wayne Fraser, Rick Blixrud and Paula Cousins.

Russel Lolacher is welcomed to burger flipping in the Southern Interior Region, by Rick Blixrud.

Dressed for watermelon eating: Graeme Cross, Greg Lowes, Dave Retzer, Paula Cousins, Crystal Chenier and Wayne Fraser.

Terry Rowan sold tickets for the 50-50 draw.
To commemorate the 50th anniversary of the Trans-Canada Highway this summer, the Kicking Horse Canyon Project team looked at a bit of the highway’s history, and how we are building for the future based on our past successes.

In 1949, in response to a big increase in the purchase and use of automobiles and decades of lobbying, the federal government passed the Trans-Canada Highway Act to authorize the cost-shared construction of a national highway, citing the importance of connecting all the provinces together by highway.

The Kicking Horse Canyon section was built in the 1950s, improving on the old “Golden to Field” Road that opened in the late 1920s. When former highways employee Bob Sime was interviewed at the opening of the Park Bridge in 2007, he remembered what it was like being on the original wooden frame bridge, “It was cold working up there in the canyon in the winter --- well, the canyon was always cold!”

He also commented on the advances made in equipment and technology, “Back then we only had a bridge truck with a winch, and a power shovel for loading gravel onto trucks and digging ditches.”

Finally, on July 31, 1962, the Rogers Pass section was opened by B.C. Premier W.A.C. Bennett with a ribbon-cutting ceremony, marking the official completion of the Trans-Canada Highway (although half of the 7,000-kilometre route was still unpaved).

Another event was held September 3, 1962, with Prime Minister John G. Diefenbaker in attendance. To see a video clip of Prime Minister Diefenbaker tamping the last piece of asphalt by hand at the opening ceremony, visit CBC’s digital archives at: www.cbc.ca/archives/categories/science-technology/transportation/trans-canada-highway-bridging-the-distance-1/opening-of-the-trans-canada-highway.html.

This new road linking Revelstoke and Golden, via the Rogers Pass, bypassed the previous Big Bend route that followed the path of the Columbia River around the north end of the Selkirk Mountains. The Trans-Canada Highway through the Kicking Horse Canyon and the Rogers Pass were engineering marvels of the time, and the route is still a vital corridor for moving goods to ports, connecting communities, and providing access to recreation areas. We remember, thank and honour the memory of all those who were “highway pioneers,” and whose hard work produced the Trans-Canada Highway in British Columbia.

Today, the 26-kilometre Kicking Horse Canyon section is being upgraded to modern standards, continuing the cost-sharing tradition between B.C. and Canada.

The old narrow two-lane highway winds through a canyon with steep rock faces that drop off to the CP Rail mainline and the Kicking Horse River below. The current project is improving the highway to a four-lane divided standard with a design speed of 100 kph to move traffic more safely and efficiently. Sharp curves and steep grades are being reduced and bridges are being replaced. The old highway alignment is being used where practical but, due to the nature of the topography, in some areas a cantilever structure or massive retaining walls are needed to straighten and widen the road. In some cases, whole new sections of highway need to be built.

A dramatic comparison of the old highway and new highway can be seen from the new Kicking Horse Rest Area. Part of the old highway has been retained as a three-kilometre interpretive trail that you can walk or cycle on alongside the Kicking Horse River.

The total cost of the Kicking Horse Canyon Project is estimated at more than $958 million. It is currently nearing completion of the third of four construction phases, with 21 kilometres of improved four-lane highway now open to traffic.

*Photos continued on Page 13...
Looking Back: 50 Years Ago in the Kicking Horse Canyon... Continued from Page 10

Original section of Trans-Canada Highway reborn as a cycling and walking trail.

Historical sign at the rest area.

Interpretative sign along the walking and cycling trail which was the original route.

Kicking Horse Canyon

Naming the Kicking Horse

Gateway to The West

Then and now

Park Bridge
Kicking Horse Canyon

This graceful structure, measuring 405 metres in length and soaring 90 metres high, was a joint BC - Canada project completed in August, 2007. The Park Bridge serves as a tribute to those who built it and as a significant transportation link that follows the same challenging route through this historic canyon previously traversed by the Palliser Expedition, the Canadian Pacific Railway and the original highway.

Are you Pinterested?

Check out TranBC on the fastest growing social media platform: Pinterest

www.pinterest.com/tranbc

Pinterest is an online pinboard where you can share photos, interests and ideas.
The ministry’s project management staff met in Victoria for its annual gathering, on May 8 and 9. It was an incredible opportunity to connect with old and new colleagues to create lasting relationships and there were countless smiles and laughs. The event was also an opportunity to share lessons learned from various projects, get updated on new options and technologies and look at what’s to come for project management. Following are highlights from some of the excellent presenters.

Infrastructure Assistant Deputy Minister Kevin Richter told us about the “Canada Starts Here: BC Jobs Plan” initiative, which entails the provincial government’s focus on job creation. Kevin believes that we all share an integral role in this initiative and recommended that we peruse Building Markets, Growing Jobs, a ministry publication about the Pacific Gateway strategy.

He also gave an overview of the recent provincial budget and his crystal ball had a “rosy outlook,” especially for the capital investments that the ministry will be helping to deliver.

South Coast Region’s Jay Porter detailed the trials and tribulations of installing noise barriers, to protect people living near busy highways from higher noise levels caused by increased traffic volumes. Near one project site, the ambient noise level had reached 60 to 70 decibels – similar to a car going by at 80 km/h or a low flying plane! Wood fibre saturated in concrete proved to be one of the best noise reducers, decreasing noise levels by 80 per cent.

Pacific Gateway Consultant Ross Coates spoke about contingency management. He gave an overview of creating contingency funding for each element of a project, like design, property acquisition, geotechnical investigation and construction, instead of allocating it to the entire project. This allows for more accurate budgeting, as cost pressures or surpluses become apparent sooner.

Chief Bridge Engineer Kevin Baskin advised that headquarters has an “As and When” contract available to all, for in-plant inspections of structural steel and components, i.e. bearings, steel stringers.

The Southern Interior Region’s Bob Corey shared his lessons learned about project management which included being patient; allocating the time necessary to manage stakeholders; balancing risks, budget and schedule with the project team, all stakeholders and the project sponsor; understanding the positive and negative consequences of decisions made; and upholding a sense of trust between team members and stakeholders.

Pacific Gateway’s northern and southern corridor, which are to be completed between 2014 and 2020, include plans for significant development for the Port of Prince Rupert and Kitimat, as well as Burrard Inlet and Roberts Bank.

According to Social Media Director Russel Lolacher, social media tools like Twitter, Flickr, Facebook and blogging are here to here to stay – at least for the foreseeable future!

Partnerships ADM Doug Caul provided an Executive welcome and reinforced the government’s desire to use project management services for such things as land sales and purchases. As Doug says, “Project management is showing up all over the place in government!”

We learned from Geoff Freer that phase one of the South Fraser Perimeter Road project will be complete at the same time as the new Port Mann Bridge – Christmas this year! It will connect Surrey to the tolled Port Mann Bridge and the non-tolled Patullo Bridge.

Rod Sanderson, with the City of Chilliwack, explained how the city enhanced its Trans-Canada Highway Interchange by making improvements to Evans Road West, which resulted in 25 per cent fewer vehicles per day on Vedder Road. This project was made possible by working with the ministry.

Rob Struthers provided some lessons learned during the major flooding events that occurred in the Northern Region in summer 2011. In the Peace District, there were approximately 343 impacted sites.

Sean Nacey showed off the new Transportation ProjectsBC website that pinpoints all active projects on a map. Gloria Valle provided an overview of iPAS (internet Project Activity Sheets), which is a conduit between projects, Government Communication and Public Engagement and the ministry’s Web and Social Media Group, to inform the public of construction works.

According to Bob Steele, under the B.C./Washington State Joint Transportation Management Framework frequent driver/Nexus lanes are being constructed at four B.C./Washington State border crossings: Peace Arch, Pacific, Aldergrove and Sumas.

The project management group was also lucky enough to get some face time with Highways ADM Dave Duncan and Chief Operating Officer Dave Byng.

The event was graciousy emceed by Levi Timmermans, who always kept traffic flowing in both directions, and the conference was well received by all who attended.
Showcasing the Northern Region
Submitted by Mike Lorimer, Northern Region Director

Over the course of two very full days in early June, the Northern Region welcomed Transportation Policy and Programs Assistant Deputy Minister Jacquie Dawes, along with Highways Assistant Deputy Minister Dave Duncan and Highways Executive Director Shanna Mason, to Prince George and points north.

Day one began with a tour of the Red Rock Inspection Station and Weigh in Motion scale. As you can see by the photos, Jacquie got up-close and personal with the underside of a tractor trailer unit. Contrary to being “thrown under the bus,” Jacquie willingly donned coveralls and hunkered down on a creeper to get some firsthand inspection tips from Commercial Transport Inspector Glenn Winther. Needless to say, Jacquie garnered the respect of the CVSE crew.

The group then visited with Northern Region and Fort George District staff before heading north along Highway 97. Regional Director Mike Lorimer and Peace District Manager Scott Maxwell provided firsthand knowledge on flood repairs through the Pine Pass, which followed from last year’s huge rainstorms that caused widespread damage.

After an overnighter in Fort St. John, day two began bright and early with a tour of Highways 2, 29 and 97. This included an overview of the proposed BC Hydro Site C Dam on the Peace River. With the recent flooding and high water, everyone had the opportunity to see the power of the Peace River in full flood and it was impressive.

Once back in Dawson Creek, next on the itinerary was a meeting with Encana Corporation representatives and tour of a number of their sites including compressors, well locations and a water resource hub. Encana is one of the largest oil and gas companies operating in the northeast and this tour gave everyone an opportunity to see the infrastructure associated with natural gas development and to get a better understanding of how those operations affect highway infrastructure permitting, maintenance and long-term planning.

Day two rounded out with a stop at the Dawson Creek Area Office and the Provincial Permit Centre, to visit with staff before heading back to Fort St. John and flights home. As always, the hospitality of our employees in the Peace District made everyone feel welcome on our visit to the northeast.

This was a great opportunity to introduce Jacquie to our region, and of course we always welcome Dave and Shanna back anytime. It goes without saying, we take great pride in showcasing the work we do in the Northern Region, and more importantly, the people who do it!

Editor’s Note: Dave Duncan, Shanna Mason and Jacquie Dawes wish to pass on a big thanks to all the staff in the Northern Region who they met, and who helped make the tour so educational and informative.

Transportation Policy and Programs ADM Jacquie Dawes gets a vehicle inspector’s eye view, with Glenn Winther showing her the way.
A Provincial Premier’s Award Win for DriveBC

Submitted by Nancy McLeod, Road Runner Editor

The DriveBC Mobile Team brought home a provincial Premier’s Award for Organizational Excellence, on June 11.

The award recognizes outstanding organizational practices that achieve superior levels of service. In April, the team had received a Vancouver Island Premier’s Award for its mobile-friendly website, which is accessible to any device.

Also showcased at the provincial ceremonies were Derek Drummond, Ken Nash, Larry Rowe and Wes Wiebe. These employees were up for a provincial Premier’s Award in the cross-government integration category, as members of the Disaster Response Team for the Peace Region flooding of 2011.

Tracy Wynnyk, was one of three government employees selected as a finalist for the provincial Premier’s Awards for emerging leaders. She had been nominated for her outstanding work in enhancing the ministry’s safety practices and culture.

Congratulations to all the winners and nominees!

At the provincial Premier’s Awards: (back row) Alexander Ritchie, Robin Windels, Premier Christy Clark, Gord Smith and Gavin McLeod; and (front row) Nainesh Agarwal, Lesley Nicholl, Robyn Abbott and Eva Crabb. (Missing from photo: Stephanie Anglin, Rick Stangeland and Fred Wen)
Grant Lachmuth Appointed to Technology Accreditation Committee

Maintenance Contract Renewal Project Director Grant Lachmuth will contribute to the development of a national accreditation model for technology programs, the Technology Professionals Canada Leadership Council recently announced. In late April, the council appointed Grant to the Provisional Committee of Technology Accreditations Canada, which will develop the new system for Canada.

Grant is a long-time employee, who began his career with the ministry in 1976. He has been senior project director of the Sea-to-Sky Highway Improvement Project, ministry representative for the WR Bennett Floating Bridge and Okanagan Shuswap district manager. He has also worked in Israel with Israeli National Roads Company.

Last month, Grant was presented with a Deputy Minister Award for mentorship. This award recognizes employees for coaching and supporting the professional development of others, motivating others, exerting a positive influence and fostering pride in the public service.

With these achievements, we’re all proud of Grant!

Lillooet Employee Recognized in Local Media

Submitted by Nancy McLeod, Road Runner Editor

When Special Events and Filming Coordinator Holly Adems was in the Pemberton/Lillooet area recently, she picked up the June 6 edition of the Bridge River Lillooet News and found a great article about an employee’s work.

Road Area Manager Brad Bushill’s efforts to coordinate a team of students to clean up a garbage-filled lookout, are chronicled in the newspaper. The article includes a photo of two summer students from the ministry’s Youth Employment Program and six students from the District of Lillooet.

In the spring, Brad had seen refuse accumulating at a popular scenic lookout above Seton Lake on Duffey Lake Road and was concerned that it was a fire hazard as well as an eyesore. The area was within the District of Lillooet boundaries, so Brad contacted the district to offer help, and see what resources the district might provide.

The provincial and municipal governments each brought in some student power to tackle the mess, and the District of Lillooet used a dump truck to haul away two loads of garbage, which included items like a water cooler, bed, vacuums and household and garden waste.

Great work Brad for getting the clean-up going, and kudos to Youth Employment Program students Josh Smith and Rhys Branscome and the district students, who completed the job.

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Submitted by Nancy McLeod, Road Runner Editor

When Special Events and Filming Coordinator Holly Adems was in the Pemberton/Lillooet area recently, she picked up the June 6 edition of the Bridge River Lillooet News and found a great article about an employee’s work.

Road Area Manager Brad Bushill’s efforts to coordinate a team of students to clean up a garbage-filled lookout, are chronicled in the newspaper. The article includes a photo of two summer students from the ministry’s Youth Employment Program and six students from the District of Lillooet.

In the spring, Brad had seen refuse accumulating at a popular scenic lookout above Seton Lake on Duffey Lake Road and was concerned that it was a fire hazard as well as an eyesore. The area was within the District of Lillooet boundaries, so Brad contacted the district to offer help, and see what resources the district might provide.

The provincial and municipal governments each brought in some student power to tackle the mess, and the District of Lillooet used a dump truck to haul away two loads of garbage, which included items like a water cooler, bed, vacuums and household and garden waste.

Great work Brad for getting the clean-up going, and kudos to Youth Employment Program students Josh Smith and Rhys Branscome and the district students, who completed the job.
CVSE Inspectors Compete in Challenge
Submitted by Darhl Paley, CVSE District Manager

The annual British Columbia CVSA Inspector Challenge was held in Prince George, June 19 to 21 and seven Commercial Vehicle Safety and Enforcement (CVSE) inspectors from around B.C. competed in five different inspections.

After a day of special training and two days of gruelling, timed, high-intensity inspections, winners were chosen from each category, and Fort George District Area Vehicle Inspector Val Hunsaker was named the best overall CVSA inspector for British Columbia. These are the inspection events and winners:

- Transport of Dangerous Goods Small Means of Containment – Val Hunsaker
- Level 1 Mechanical/National Safety Code – Val Hunsaker
- Motor Coach – Val Hunsaker
- Best Personal Interview – Neal Martin, Thompson-Nicola District
- Cargo Tank Inspection – Darren Kennedy, Lower Mainland District

The challenge ended with a celebration meal to recognize everyone’s hard work and wish a happy retirement to Barry Roberts, who has served as a judge for the last 15 CVSA Challenges. Barry is the manager of safety services for B.C. and the Yukon for Trimac Transportation Services and has worked for the company for more than 30 years.

Thank you to all the competitors, judges, spectators and staff from the Fort George District who volunteered to make the 2012 CVSA Challenge a success.

What’s CVSA?

The Commercial Vehicle Safety Alliance (CVSA) is an organization made up of government, industry and law enforcement officials from all jurisdictions in North America. Its goals are to promote and improve road safety by standardizing inspector training, inspection procedures and inspection standards, and to improve carrier productivity by reducing unnecessary roadside inspections. British Columbia was one of the founding members of the alliance in the early 1980s and has been a signatory agency since then. All CVSE inspectors are certified as CVSA inspectors during the first year of their training. For more on CVSA visit www.cvsa.org/about/index.php.


Challenge Co-ordinator Darhl Paley, CVSE Branch Director Brian Murray, 2012 CVSA Challenge Winner Val Hunsaker, Northern Region Director Mike Lorimer, Fort George Operations/CTEOManager Greg Bruce and Fort George District Operations Manager Trent Folk.
Safety Partners Join in CVSA Road Check

Submitted by Cindy Hogg, Inspection Station Supervisor

The annual Commercial Vehicle Safety Alliance (CVSA) International Road Check was held June 5 to 7, at four locations across B.C.

There were three road checks in Hope and one in Dawson Creek. The CVSA 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 24 hours a day, from 10 p.m. on June 4, to 10 p.m. on June 7.

As in past years, Commercial Vehicle Safety and Enforcement (CVSE) sends out invitations to various partner enforcement agencies to participate and work together to improve road safety within British Columbia. This year, there were more than 100 officers in attendance. This included 75 CVSE staff alongside more than 30 officers from partnering agencies.

The following partner agencies were in attendance:

- RCMP
- Delta Police Department
- Transport Canada, Federal Dangerous Goods
- Canadian Food Inspection Agency
- B.C. Ministry of Finance, Investigations Unit
- B.C. Ministry of Natural Resource Operations, Forestry
- WorkSafeBC

The Vehicles and buses are chosen randomly for inspection, with inspection times varying from about 20 minutes to one hour depending on the configuration and condition of the vehicle. The majority of inspections conducted were CVSA Level 1 inspections, which are the most rigorous of all roadside inspections.

Inspector Darren Anderson sent this report from the Pouce Coupe road check:

“Well we’re coming to the end of another successful CVSA Road Check. The weather didn’t really cooperate with us this year and I’m sure our fellow inspectors in Hope really feel for us up here...at least it didn’t snow.

“We have inspectors from Prince George, Terrace, Tete Jaune Cache, Williams Lake, Fort Nelson and of course our local staff from Fort St. John and Dawson Creek. We had lots of help from our local ministry staff members, as well as the Provincial Permit Centre staff, who came out to assist us in scribing and get an idea of what it is that we do as CVSE inspectors on a day-to-day basis.

“We also had other enforcement agencies join us once again which included the RCMP, WorkSafeBC, and the Federal Food Inspection Agency which were checking all livestock coming into the province.”

The success of this year’s road check lies in the dedication and teamwork of the CVSE inspectors and the tremendous support CVSE receives from partnering enforcement agencies, the rest of the Ministry of Transportation and Infrastructure, and the industry itself.

A big “thank you” goes to the staff and partner agencies, for your continued participation and commitment to providing a safe and efficient highway system for all British Columbians.

Randy Fullerton and Michelle Slater inspect a logging truck at a Hope road check.

CVSE Inspector Ivor Marriot and other ministry staff worked in drenching weather at the Pouce Coupe road check.
The Development Approvals Section hosted a successful two-day Development Approvals Conference in Richmond, on June 20 and 21 — a long overdue event! The conference brought together more than 100 development approvals staff from across the province. There were many new faces to meet and greet and some “vintage” folks with which to touch base and catch up.

Day one of the conference focused on subdivision initiatives and was led by Southern Interior Regional Director Norm Parkes. Norm reviewed the subdivision process and some of issues that have been brought forward by a rural caucus. He then introduced a cafe style format for discussions. The “Subdivision Cafe” was an informal event designed to encourage open and honest discussion on five pre-determined topics. The topics were: the referral process, local decision making, professional reports, appeal re-consideration process and economic development.

Each of the five tables “hosted” one of the topics and had a “waiter” who acted as a facilitator for the topic assigned. Over the course of 90 minutes, participants did three table rotations, based on the different table topics. Each rotation was for 25 minutes with five minutes in between.

To enhance the informal atmosphere and to bring out the creativity in each of us, each table had silly putty, slinkies, smelly felt pens, candy and small rubber animals that kept hands and minds busy during discussions. Thanks to Katie McPhedran for setting up the tables and hosting the Subdivision Café.

This format was well received by the participants and promoted a lot of brainstorming and sharing of information and ideas and, for our new development staff, it was a great learning session. We also had several excellent speakers and presenters.

Kevin Gillese, legal counsel from the Ministry of Justice, talked about the roles and responsibilities of our provincial approving officers in the subdivision process. He also covered the development approvals technicians’ roles as advisors to the provincial approving officers to assist them in their decision making with each application. He also presented a very enlightening topic regarding drainage law as it relates to development approvals in B.C.

Brent Taylor, a British Columbia land surveyor from Victoria, presented a view as a consultant navigating the approvals process.

Chief Operating Officer Dave Byng delivered an overview of the many projects on the go and how they contribute to the province’s road network and B.C.’s trade opportunities with other countries. Dave shared a lot of really big numbers related to trading, and money invested in the province’s infrastructure to implement the Pacific Gateway Transportation Strategy — holy moly!! And development approvals contributes to meeting these goals each time we process an application to subdivide, rezone, or issue utility permits, etc… yay us!!

Okanagan Shuswap District Manager Murray Tekano discussed staff development initiatives that are in progress and yet to be rolled out. His message was to link up, share and learn. Mentoring, to transfer knowledge to new development approvals staff, was encouraged.

Senior Geometric Standards Technologist Darwin Tyacke talked about good and bad road design drawings provided to development approvals staff, and floated the idea of a design criteria sheet as a requirement of design submissions.

Northern Region Geotechnical and Materials Engineer Gord Hunter presented an interesting presentation about landslides, which was very timely given the unusual weather that the province has been experiencing. Look forward to your travelling road show, Gord!

And, as a grand finale, we had a group photo taken! Somehow, Jim Hegan, area development/operations technician from the Lower Mainland District, managed to get us all cozied up together and got some wonderful pictures of the group. Many thanks Jim, for taking this on!

But the biggest benefit from this conference was the networking – this was echoed many times over by the participants as new connections were forged and resources shared. Everyone is looking forward to the next gathering! ♥
Shuswap River Fish Habitat Restored Near Enderby
Submitted by Brent Persello, Environmental Services Manager

In April, the B.C Ministry of Transportation and Infrastructure completed work on a large streambank stabilization project on the Shuswap River, about 26 kilometres east of Enderby. The project helped to protect critical public infrastructure, fish and fish habitat, all at the same time. The Shuswap River is as a highly productive fisheries system that feeds into Mara Lake and supports a variety of different sport fish species including Coho and Chinook salmon, rainbow trout and bull trout.

The project was completed over a three-week period, concluding in mid April, and included stabilizing 225 lineal metres of eroding stream bank on the Shuswap River, adjacent to Enderby Mable Lake Road. This was done by using a combination of large angular rock, large woody debris (root wads), trees, shrubs and cuttings; replacing a 1,200 millimetre-diametre culvert in poor condition with a new one that’s 2,700 millimetres diameters, to enhance juvenile fish access into an adjacent channel (Potrie Slough), deepening of the channel to allow for improved seasonal rearing and overwintering habitat for fish, and the placement of several new log structures to provide cover for fish and other species using the channel’s habitat.

Within the first few hours of the new culvert being installed, thousands of juvenile Coho and Chinook were seen entering the restored channel through the newly installed culvert, from the main part of the Shuswap River. Western painted turtles, a threatened species in the province, have also been observed using the channel. The area surrounding the river was fully greened up by last month. The project was undertaken as a collaborative effort between ministry personnel, a variety of local contractors, and the Splatsin First Nation and has been very well received by local residents, environmental agencies and the organizations directly involved in the project.

This new culvert and deepening of the channel at Potrie Slough has improved habitat for fish and the Western painted turtle.

HQ Bike to Work Week participants with Rob Sarrazin’s velomobile (featured in last edition of Road Runner).
The Personal Budget: An Overlooked Stress Reliever
Submitted by Ryan Oakley, EAF Member

For some, money worries can be a major contributor to personal and interpersonal stress.

Between keeping up with the Jones’, managing debt, paying for unexpected car repairs or expenses, or even just getting on the same page as our partners, it’s no wonder the subject of money keeps many of us up at night.

The good news is that despite its reputation as being “restrictive,” living on a budget can help you get control of your finances, make better spending (and saving) decisions, reach your financial goals quicker and yes, even lower your stress.

Now keep in mind as you read this article that I am nowhere near qualified to give you or anyone else financial advice. But as a caring member of the EAF’s Team Balancing Act I did want to share some tips that have helped my family and me get control of our money and find some financial peace.

Here are a few tips to help you get and stay on a budget.

1. Find a budget tool that works for you. Some options include:
   - A written budget – “old school” pen and paper still works. You can find templates online to print out, so you don’t have to start from scratch.
   - Spreadsheets – Highly customizable, you can build your own spreadsheet or find a template online.
   - Mint.com – the king of automation, Mint.com links to your bank so you don’t have to do a lot of manual entry. It’s very popular and it’s also free.
   - You Need A Budget (“YNAB” for short) – my personal recommendation. It just works really well. Google YNAB to find it online.

2. Make your budget a living document instead of something you do once or twice a year. Try using a tool that requires you to enter your actual income and spending every month. You’ll gain more awareness of your spending habits and put together a plan for your money that you can stick to.

3. Once you have created your budget and given “every dollar a job” – try your hardest to make spending decisions based on the category balances in your budget rather than your bank account balance. Having $3,000 in the bank can make you feel like you can buy almost anything. But if your budget says that you need to pay your $2,300 property taxes this week, then maybe you’ll decide to hold off on buying that new television.

4. Be flexible with your budget and learn to roll with the punches. Budgets lay out the roadmap for your money, but life throws us curve balls. Instead of giving up when you’ve spent a bit more in your groceries category for the month, simply adjust your budget and move on. It doesn’t have to be “all or nothing”.

5. Get an accountability partner. This might be your spouse or a good friend but if you really want to make this budget thing work, find someone you can talk to who can help motivate and keep you accountable.

6. Set some goals. Pay off that high-interest credit card, build an emergency fund, or save up for that family vacation. Having goals for your money will give power to your budget.

7. Lastly, try to have fun with your budget! You can do this by finding a tool you enjoy using and by building in “fun (guilt-free) spending” as a budget category.

And the next time money worries have you up at night, consider the good old fashioned budget to help you take back some control and regain financial peace.

Personal Planning Matters

Get expert personal finance planning advice to help you make informed decisions. Offered through the PSA, this telephone-based service provides one-on-one consultation with a financial expert who can address a broad range of financial concerns. This service is available to all B.C. public service employees, including auxiliary employees. Dependant family members who usually live with an employee may also use these services. Call Homewood Human Solutions at 1-800-655-5004.
Danielle Soloducha – Acting Regional Management Administrator
Submitted by Pamela Paul, EAF Member

Danielle Soloducha’s path to acting regional management administrator for the South Coast Region has been a unique and fulfilling journey.

After completing a Bachelor of Fine Arts degree and a diploma in graphic design, she envisioned a career in marketing and graphics. Following graduation, she worked at a hair salon in Victoria “doing everything but hair.” Her role involved a variety of responsibilities including marketing and promotions, customer service, administration and graphic design. After six years with the salon, she decided it was time for a new challenge!

Danielle was attracted to a career with the public service because it offered her the opportunity to continue the administrative and customer service work she loved, as well as stability and many growth opportunities. She started as a clerk with Commercial Vehicle Safety and Enforcement in Victoria, and transferred laterally to the South Coast Region office in Burnaby when her husband’s career brought them to the Lower Mainland. She became the senior regional administrative clerk in 2010, quickly becoming familiar with the area and working closely with her supervisor, Regional Manager of Business Services Chantelle Gergley.

Danielle was excited to receive an opportunity to act as regional management administrator in November 2011. Stepping in to this role was a natural progression. She was familiar with what the position entailed, since she had job shadowed and worked closely with Chantelle. She also embraced the opportunity to supervise and mentor staff, and become more involved with the work of the regional director, assistant regional director and regional managers.

Danielle has acquired the skills needed for her career through a combination of experience and education. Her experience in graphic design enhanced her creativity, resulting in the ability to approach problems from an innovative and alternative ways. She also completed a two-day course for supervisors through the BC Public Service Agency’s Learning Centre, which she would advocate for anyone looking to move into a similar position. She also recommends taking any courses focused on organization, time management and Outlook.

Danielle enjoys her current position because she never knows what new challenge she’ll encounter each day. She loves being able to help people on a daily basis, and the diversity of people she works with (including other employees in the region, districts and headquarters). Danielle’s flexibility, positive outlook and willingness to go the extra mile reflect her personal philosophy to “deliver happiness.”

In her spare time, Danielle is an avid outdoors person and enjoys snowboarding, hiking, surfing and jogging. She also continues to do graphic design work, and recently celebrated her third wedding anniversary.

CORRECTION
Engineer Not an STO

In “Science and Tech Jobs Offer Challenging Field, Office Work,” (May 2012 Road Runner) Mark Louttit was incorrectly identified as being in the Science and Technical Officer job stream. Mark works as an electrical engineer and is classified as a Licensed Science Officer. He was an Engineer-in-Training until recently, and received his Professional Engineer designation in May.

Launching the EAF Career Development Profile Website

We’ve pumped up the power of the employee profiles you enjoy in the Road Runner!!

Visit us on the EAF site on TRANnet.

• Read career profiles! • Get inspired! • Learn about job streams in TRAN! • Find suggestions, advice and help for advancing your career! • Build your plan!
Roberta Murchie – Administrative Support to the Director of CVSE
Submitted by Jennifer Locke, EAF Member

Roberta Murchie has worked for the provincial government at different times during her career. Prior to accepting her current position with the Ministry of Transportation and Infrastructure, she was working as a contractor on a project for the Ministry of Education. Her role was that of administrative support for the team that developed the British Columbia Enterprise Student Information System, which is a kindergarten to Grade 12 information management tool for the Province of B.C.

Roberta’s career path has been filled with variety, including running construction job sites, doing payroll and completing H&R Block tax courses. When she decided that she wanted to work for the provincial government, she researched what learning would benefit her job search then completed night school courses like office administration and computer courses.

Roberta’s favourite part of her job is working with her colleagues and Director of Commercial Vehicle Safety Enforcement Brian Murray (and previously with Director Greg Gilks). The team is supportive of each other and fun to work with every day. Her organizational skills, aptitude for technology and enjoyment of records management are a few of the reasons that she fits well in her current position. Roberta values good written and verbal communication and sees those skills as also being essential in her role. She believes that staying aware of how her role supports and impacts others in the organization helps her in her daily decision making at work.

Throughout her career, Roberta has assisted and guided new staff members whenever there has been an opportunity. She believes in the benefits that peer mentoring bring to an organization, and is confident that she can help others who are seeking career development in this job stream. With only a couple of more work years before retirement, she would like to stay in her current position, and is open to mentoring other staff members who are interested in administrative support.

When not at work, Roberta enjoys working in her garden, riding her motorcycle, cooking, reading, drawing and travelling. She has three grown children, four grandchildren and two great granddaughters. Roberta’s grandchildren live in Fort St. John, so her travels include visiting them when she can.

Mapping Your Health!

Get in on the TransAction for Healthy Workplace Month!

• The RACE ACROSS THE PROVINCE begins Sept. 30 alongside “Run for the Cure.”
• Cross the finish line on Oct. 31.
• Form a TEAM OF FIVE to virtually race across the province.
• Log your exercise minutes on the TransAction website.
• Fill out your My Good Health profile to receive bonus minutes.
• Challenge others across the province to some healthy competition!
• Tons of PRIZES up for grabs!

Gear up your team and stay tuned for complete sign-up details in September.

TransAction: Mapping Your Health!

Got questions? Contact Angie Allwood or David Retzer.

Brought to you by your EAF
Bonnie Cameron told me how this benefit helps her spend her free time in a healthy way.

“I have always enjoyed working out and being active, and when I started doing triathlons, I found it difficult to train outside in the off season,” says Bonnie. “When I heard that our benefits offered a gold membership at Kamloops’ Tournament Capital Centre, I went down and checked it out. The price was great — very affordable — so I signed up for a year and have been a member for three years now. I can swim, bike, run on their indoor track and work out in the weight room, all under one roof, all year long! I would definitely recommend asking local gyms or facilities if they have a corporate membership discount.”

If you know of an organization that wishes to offer a corporate membership discount, contact Purchasing Services: http://pss.gov.bc.ca/csa/idir_govt_only/employee_fitness/employee_fitness.html

A discounted indoor fitness membership allows Bonnie Cameron to train year-round for triathlons.
SFPR Project Team Nears Phase 1 Completion
Submitted by Matt Hunter, EAF Member

This summer will mark the completion of Phase 1 of the South Fraser Perimeter Road (SFPR) works. This work was done in part to prepare for Phase 2 by the Fraser Transportation Group, the prime contractor for the SFPR (also known as the concessionaire).

Approximately 40 kilometres long, the SFPR is a new four-lane, 80 km/h route along the south side of the Fraser River from Deltaport Way in southwest Delta, to 176th Street (Highway 15) in Surrey, with connections to Highways 1, 17, 91, 99 and TransLink’s Golden Ears Bridge.

The SFPR is a private-public partnership, being delivered using the design, build, finance and operate (DBFO) model. In a DBFO, the concessionaire is responsible for final design, construction, operations and maintenance of the road for 20 years following completion.

The ministry elected to deliver the project’s first phase to allow the Province to begin construction earlier and maintain the project schedule. This also reduced project risk (and therefore prices) for Phase 2. The Phase 1 work included pumping sand from the Fraser River to the road alignment, preloading the alignment in areas with soft soils, the closure and reclamation of five landfills through the Tilbury and Sunbury industrial areas, significant enhancements to the existing agricultural irrigation system in Delta and major utility relocations throughout Delta and Surrey.

Due to the economic downturn in 2008, the ministry also delivered additional components of the project to take advantage of competitive market pricing and create jobs. This work included the construction of three new overpasses and a new interchange near Highway 17 in Delta. The work delivered between then and now has a capital value of more than $190 million.

Several of these projects were recognized with Deputy Minister Contractor of the Year Awards for their uniqueness and excellence. In 2009, B&B Contracting won the environment category award for the preload, drainage and utility construction project between Highway 99 and 80th Street in Delta. In 2011, JJM Construction took home the award in the grading category for the landfill closure and reclamation project, also in Delta. Another SFPR contractor, Graham Construction and Engineering, was nominated in the bridges and structures category for the construction of the 36th Avenue and 64th Street underpasses in Delta.

The landfill closure project also won an Award of Merit from the Association of Consulting Engineering Companies of British Columbia, in the transportation category.

So, congratulations South Fraser Perimeter Road project team for delivering a tremendous amount of work over the last few years! The team was responsible for obtaining the Environmental Assessment and Agricultural Land Commission approvals; all site specific environmental and archaeological approvals; all property acquisition; consultation and coordination with municipalities, Metro Vancouver, Port Metro Vancouver, third party utilities, local agricultural and commercial groups, and property owners; procuring and managing the design teams; putting together the tender packages, and; administering the major works contracts.

The Surrey section of the SFPR is scheduled to open this December, with the Delta section opening in December 2013.

For more information and videos on the landfill closure and the 36th Avenue and 64th Street underpasses, please go to the Contractor of the Year Awards website: www.th.gov.bc.ca/celebratingexcellence/contractors.htm
Aboriginal Intern Leads Others to “Discover Transportation”
Submitted by Victoria Morgan, Aboriginal Youth Intern

Weyt (Shuswap “Hello”), my name is Victoria Morgan and I am an intern with the Aboriginal Youth Internship Program. As part of the program I worked for the Ministry of Transportation and Infrastructure in the South Coast Region office, for nine months.

The ministry’s previous Aboriginal youth intern, Violet Shorty, had started a project to make high school students aware of career opportunities at the ministry. She delivered presentations and developed a brochure that covered a variety of jobs and their pre-requisites. I was informed that I could use Violet’s work as a model and start my own project within the South Coast Region.

I researched the ministry websites and interviewed employees at the South Coast Region and the Lower Mainland District offices. The 16 interviews covered careers like bridge engineers, environmental managers and coordinators, surveyors, engineers-in-training and avalanche technicians, to name a few. This process familiarized me with the different jobs and I got to know people around the office and learn more about projects in the region.

I decided to use my experience working with the Aboriginal Tourism Association of B.C., to develop a “Discover Transportation” tour to show students how they might work with the ministry. The full-day exploration would consist of presentations from ministry staff who work on the Port Mann/Highway 1 project, a tour of the Port Mann Bridge and a visit to the Wilson Farm area of Colony Farm Regional Park to see restoration work.

I connected with Sandra Dowsett, the executive assistant to the vice president of technical services at Transportation Investment Corporation (TI Corp), who organizes and plans tours for the Port Mann/Highway project. My other contact was Derik Joseph, Aboriginal advisor at British Columbia Institute of Technology (BCIT), who works with Aboriginal students. They assisted by contacting and scheduling all the people who needed to be involved, and I hosted several sessions at BCIT’s Burnaby campus to invite students to the tour.

I organized the site tour of Wilson Farm with the help of Robin Taylor, environmental manager. I also liaised with Jemma Scoble, the Aboriginal affairs manager of TI Corp, to include the Kwikwetlem First Nation. The First Nation was involved with the Wilson Farm restoration, which was done as part of the Port Mann/Highway 1 project.

The tour began with picking the students up at BCIT and travelling by bus to the TI Corp building in Coquitlam, where I explained why the “Discover Transportation Tour” was created. Next, Richard Ananda, TI Corp’s central section manager, talked about his career path and segment of the project. Mathew Bond, EIT at the ministry’s South Coast Region, presented on the Regional Transportation Management Centre and the intelligent transportation systems along the corridor. His engaging and fun presentation involved the students and helped them understand his role. Then, Robin Taylor gave us an overview of what it took to restore the tidal flows at Wilson Farm, for the first since a dike was built there in the early 1900s.

Continued on Page 28…

Tour participants: (back row): Sandra Dowsett, Beau Pierre, Linda Meindersma, Derik Joseph, Ivan Klemetsrud, Victoria Morgan and Eva Prevost; and (front row) Beth, Adele Caron and Allison Beadsworth.

Students saw the work of the ministry and its people at the Port Mann Bridge.
After lunch, we put on hardhats, ear plugs, high-visibility vests, safety glasses and steel-toe boots to tour the Port Mann Bridge construction site. Linda Meindersma, bridge manager at TI Corp, brought us onto the bridge deck and talked about the bridge’s progress.

Day one kicked off with a visit to the Terrace Weigh Scales and lunch with the local CVSE officers. Area Vehicle Inspector John Lemoine was presented with a plaque recognizing his work with the RCMP’s rollover crash testing. The findings are expected to benefit the science of forensic crash reconstruction, nationally and internationally.

The Skeena District is comprised of Service Areas 26 and 27, and like most of B.C., it boasts some of the most beautiful scenery in the world. West of Terrace, Highway 16 leads to the city of Prince Rupert and the Port of Prince Rupert. The port offers the shortest trade route between North America and Asia and has five terminals: Fairview Container Terminal, Northland Cruise Terminal, Ridley Terminals Inc., Atlin Cruise Terminal and Prince Rupert Grain. As an evening activity, arrangements were made by Skeena District staff for the group to visit the Port of Prince Rupert after the first meeting day wrapped up. Most of the CVSE managers travelled to Prince Rupert and toured the Fairview Terminal and Ridley Terminals, then had an excellent dinner at one of the local fish markets.

Meeting topics included education and training, district updates, Highways Department strategic direction, commercial transport updates and compliance and policy.

A great, productive two days!

Aboriginal Intern Leads Others to “Discover Transportation” … Continued from Page 27

The students said that they enjoyed the event and that it was nice to learn about ministry training and major projects happening in B.C. My hope is that the next intern will manage a similar tour and build connections with partners to promote the ministry, and bridge the gap between First Nations and the provincial government.

I would like to thank the Aboriginal Youth Internship Program for providing the opportunity, the Ministry of Transportation and Infrastructure for providing the tour, BCIT for the students that came on the tour or information sessions, TI Corp for its coordinating assistance and all my co-workers that helped along the way (Chantelle Gergley, Taisha Garby, Catherine Grisewood and many other regional and Lower Mainland District staff).

Victoria Morgan is currently completing her Aboriginal youth internship by working three months as a policy intern with the Tsawwassen First Nation.
Seat Kept for Shanna at Poker Table
Submitted by Keith Callander, Field Services Director

On July 9, Highways Operations Executive Director Shanna Mason left the ministry to become assistant deputy minister of the Economic Development Division with the Ministry of Jobs, Tourism and Innovation.

Shanna had been a public servant with the Highways Department since 1997 and has worked in various roles and locations. She contributed to our current approach to construction safety management, renewing the 2003/04 highway maintenance contracts, developing the TELP program and starting up the Employee Advisory Forum. Over the last 10 years, she led large business units like Field Services and the Northern Region, and in her most recent position she helped set the Highways Department’s direction.

Shanna also contributed to the ministry’s culture and camaraderie outside of the office. One thing that stands out about Shanna was her afterhours antics, particularly at the renowned Field Services poker games.

Shanna was always a big part of the fun and action. She often started off the night with a flurry of astute poker play, but as the evening wore on and a beverage or two took hold, any aspirations of winning quickly fell by the wayside. Her partner in crime, Deborah Newby would be there, and fellow poker players included Wayne Fraser, Bob Penner, Don Shaw, Jason Jackson, Mike Newton, Barry Bergstrom and myself. There was never a dull moment; it brought everyone together in a sense of family and unity that will long be revered and remembered.

More recently, in June 2011, the poker table had a flare of new, yet gullible characters. Again, the poker and laughter was non-stop and the camaraderie was exceptional among some of the well-known personalities of Mr. Canuck (Dave Duncan), Sandra Toth Nacey, Carl Lutz, Debbie Koehl, Katie Ralph, Derek Drummond and of course Shanna and myself. Poker will always be a staple of the Highways Department, and Shanna will always have a seat at the table, saved in perpetuity. We love you Shanna!

On a more serious note, Shanna has left a mark on all of Field Services that will never be forgotten. Her positive perspective, her ability to challenge all of us to deliver more, to do it well, and to do it with pride is among her many inspiring attributes. Shanna worked hard to break down the silos that existed internally to Field Services and she taught us all to tend our own gardens, while still sharing in the successes and challenges of the group at large. Shanna has vision, energy and enthusiasm and she certainly helped to carve the path for the Field Services of today – still an incredibly proud and focussed group.

Best wishes in your new position, Shanna! ♦

Some Thoughts About Shanna...

“Shanna has an incredible ability to see other sides of an issue or problem that no one else may have thought about. This always pushes you to think about things in a more creative manner and develop innovative ideas. Nothing is ever the status quo. I am also certain we will see Shanna back at the highways poker table from time to time.”

– Derek Drummond

“Shanna has always something you could learn from Shanna, and she usually had some thoughtful advice or guidance that made you think about things in a different way or from a different perspective. She challenged you in order to get the very best out of you.”

– Maria Braden

“I've worked with Shanna and for Shanna for more than 10 years now. One of the things I love about Shanna is the creativity and humour she brings to the work she does, as well as her ability to understand the human condition and work to find ways to help the people we serve. She is incredibly passionate about the work that we do!”

– Renee Mounteney

“Four words come to mind when I think of Shanna Mason: innovative, energetic, creative and initiative! During the ten years I worked with Shanna, I watched her take on numerous challenges by providing creative, intelligent solutions. Whatever role she tackled, she lead the way, learning quickly and with passion. Hang on Jobs, Tourism and Industry!”

– Jack Bennetto

“We will all miss her passion, enthusiasm and sense of humour very much. I want to wish Shanna all the best as she takes on new challenges, and hopefully we’ll see her back home again soon.”

– Dave Duncan
Hwy 97 Winfield to Oyama Half Completed
Submitted by Paul Shul, Grading Manager and Keith Callander, Field Services Director

Project 21347 located on Highway 97 from Winfield to Oyama is 50 per cent complete. One of the province’s largest infrastructure projects currently under construction, the total project cost is $77.9 million with federal contributions of $33.6 million. The project replaces the last two-lane section of Highway 97 between Highway 97C (Okanagan Connector) and Armstrong, and will greatly improve the route’s capacity and reliability, and safety for motorists.

The project is relocating Highway 97 by constructing nine kilometres of new four-lane highway away from the lake shore between Winfield and Oyama. The contractor, Windley Contracting Ltd., recently completed work on Highway 17 at the McTavish Interchange, on Vancouver Island.

The Field Services crew delivering the work is led by Ministry Representative Al Jones, with members Wes Yuckin, Geordie Robertson, Vondie Larsen, Sean Potter, Teuta Hoti and Shawn Makeiv. Rampaul Dulay is the project manager.

Huge scale construction highlights include the following, with work done to date in red:

- 1,300,000 cubic metres of earth excavation, an equivalent of 156,626 tandem truck loads. 600,000 cubic metres of earth excavation was completed by the end of June.
- 770,000 cubic metres of rock excavation was completed by drilling and blasting – about 44,000 large rock truck loads which, if driven end to end in a single line, would stretch 360 kilometres. 505,000 cubic metres of rock excavation has been done.
- Placement of 6,000 rock bolts.
- Production and placement of 160,000 cubic metres of gravel. 80 per cent of gravel has been produced.
- Production and placement of 55,000 tonnes of asphalt pavement – the equivalent of 36 lane kilometres
- Construction of the Wood Lake Overpass. Mechanically stabilized earth walls are complete and crews are now forming abutments
- Construction of the Gatzke Road Overpass. Abutments are complete, girders are in place and the deck is being formed.
- Construction of the Old Mission Road Tunnel. Tunnel is complete.
- Construction of the Lake Country Recreational Access Tunnel. Tunnel is complete.
- Construction of approximately 1,200 square metres of retaining wall.

This section of Highway 97 has high traffic volumes, congestion and numerous road closures due to accidents and rock fall. Traffic volumes, currently at an average annual daily count of 22,000 vehicles, are expected to reach 35,000 vehicles per day by 2035. Peak hour volumes currently reach 1,200 vehicles per hour directionally and are expected to be 1,935 vehicles per hour by 2035. Highway 97 is a busy commercial route with more than 2,600 heavy trucks using this section every day.

Anticipated completion of the project is summer of 2013.

More than 505,000 cubic metres of rock have been blasted or drilled so far, in areas like this rock cut.

The final four-lane section of the Okanagan Connector is being located further from Woods Lake, than the two-lane section it will replace.
Amphibian underpasses around the province help creatures like this juvenile rough-skin newt stay clear of the highway.

From frogs to bears, the B.C. Ministry of Transportation and Infrastructure is committed to making highway corridors safer for all varieties of wildlife.

There are many reasons wildlife can be attracted to a highway. They could be there because the road is in their migration path or because the roadside vegetation is easy grazing. Each particular situation requires a unique solution.

During peak migration times, many amphibians like the “blue listed” Northern red-legged frog have the potential to encounter traffic when crossing roads and highways. In response, the ministry has installed amphibian underpasses in many locations around the province.

These underpasses can be made of concrete or steel. Some of them have natural cover placed in the bottom while others are bare, with patches of debris. Amphibian fencing which runs along the road, and into the forest in some cases, can be used to direct amphibians toward the underpasses. The ministry is working in partnership with Dr. Barb Beasley in Tofino to determine which underpass design is the most appealing to amphibians. Cameras, along with mark and recapture techniques, allow monitoring of the type, number and behaviour of amphibians using the underpasses.

The environmental conditions inside these underpasses play a large role in determining whether or not an amphibian would choose to cross through. If the temperature or humidity conditions inside an underpass are drastically different from those outside, amphibians may be deterred from crossing. The ministry has set up temperature, humidity and light monitors inside and outside of two different designs of amphibian underpasses. The combination of behaviour and condition monitoring will help us determine the most effective amphibian underpass design.

On a larger scale, the issue of bears along highway corridors can cause a plethora of problems, such as bear and vehicle collisions, traffic jams due to bear viewing and bears becoming accustomed to humans. The ministry is working in partnership with the Get Bear Smart Society in Whistler, Squamish Bear Aware and The District of Squamish on decreasing bear activity along the Sea-to-Sky Highway in order to protect both humans and bears.

Identification and monitoring of areas with higher levels of bear activity are part of this process. When cars slow down and pull off to observe the bears, “bear jams” can occur. In some of these areas, no-stopping signs are being installed to augment the large bear warning signs that were put up last year. There are also locations where people are driving into areas to view the bears at a closer distance. These areas are being blocked off to prevent interaction between humans and bears along the highway. Decreasing the visibility of the bears from the highway is another measure being taken. Trees have been planted in order to screen areas of high bear activity from motorists’ views. The trees are set back far enough, to allow motorists sufficient time to react if a bear decides to cross the road. In other areas of high bear activity, the ministry is working to reduce bear activity by planting native plants that experts have advised are less attractive wild animals.

Two areas along the Sea-to-Sky Highway have been planted after they were identified as “hot spots” for bear activity. A crew from the Squamish First Nation was hired to do the planting. Red alder (Alnus rubra), hardhack (Spirea douglasii), goat’s beard (Aruncus dioicus) and common juniper (Juniperus communis) were among the vegetation chosen. These plants eventually grow up and shade out the bear palatable plants. Monitoring of these areas will show how quickly roadside bear activity decreases.

From protecting biodiversity to promoting human safety, the ministry is working in partnership with local stakeholders to come up with innovative solutions. Contributing to knowledge that improves highway conditions for all species, is a legacy we can be proud of.
Celebrating Social Media Day
Submitted by Neil Judson, Social Media Researcher/Writer

Although they may have stopped for the coffee and donuts, they stayed for a glimpse into the growing realm of social media.

In celebration of Social Media Day (yes, it is an official day), our social media team took a break from tweeting, blogging and pinning to set up shop in the Victoria HQ lobby, on the morning of June 28. (This was two days early, as Social Media Day fell on Saturday, June 31). The goal? To chat with folks and show a bit of what we do to connect with the public and represent the ministry online.

Social media is quickly changing the way people seek out information. According to Schools.com, 50 per cent of people have learned breaking news through social media, while 27.8 per cent use it as a regular news source. That’s pretty impressive considering newspapers rate just one per cent higher.

The ministry is taking advantage of social media platforms such as Twitter, Facebook, TranBC blog, YouTube, Flickr, Foursquare and Pinterest (the newest member of the fleet) to explain what the ministry does to move people and the economy. We feature projects, answer frequently asked questions and document transportation initiatives through video, photographs and engaging with the public through online conversation.

At our Social Media Day celebration, we had some interesting discussions with colleagues and asked which social media platforms they use. In order to help plan future lunch and learn sessions, we also asked which platforms they’d like to know more about. We received more than 100 responses and discovered that people are most intrigued by the newbie, Pinterest. This is an image-based platform where people create virtual bulletin boards by sharing photos and other graphics of people, places and things that interest them.

It seemed quite fitting, then, that we had showcased the ministry’s social media activity by creating a large Pinterest board featuring all our social media platforms. We asked visitors to place a pin on the one they use the most. Facebook ended up with the most pins, which isn’t surprising since that platform now has more than 900 million active users around the world.

Launched in the ministry about 17 months ago, social media has made a big impact in a short amount of time, increasing traffic to the government website by 70 per cent and to DriveBC by 239 per cent. The most popular social media channels are ever-changing, while new platforms are popping up regularly. It’s our goal to use them in creative ways to effectively display to the public what’s going on in the ministry.

Thank you to all who dropped by for our Social Media Day celebration. If you haven’t yet explored this intriguing world of tweets, pins and posts, give it a try. And feel free to contact Social Media Director Russel Lolacher if you have any questions or suggestions for how we can engage with the public and tell our story.

The social media team asked employees about the social media platforms they use, and created a giant Pinterest board to illustrate the ministry’s social media activities.
Ops Group Comes Together at Clearwater

Submitted by Harvey Nelson, Operations Manager

The Thompson Nicola District operations staff (area managers, operations technicians and operations managers from the Merritt and Kamloops areas) changed up our meeting venue and held our first operations team meeting in awhile, at the Clearwater sub-office on May 3.

The agenda began with a representative from Atlantic Industries we brought in, to give us a presentation on the culverts, multi plates and pipe arch structures the company produces. With the onset of freshet (seasonal snow melt), the timing for this presentation was perfect.

This was followed by our district program group (Shawn Clough and Alan Schmidt) reviewing this coming year’s program with us, to get the projects assigned and everyone understanding their role. The rest of the day’s agenda was filled with topics like post-winter and contract issues, road restrictions and potential challenges, to name a few.

At lunch time, we broke away and went to a local haunt of Bart Chenuz’s, where our talented area manager took to the coffee house stage with a friend of his, and played the group a few songs that he had written himself. The big guy is a very impressive musician and singer, and provided us all with a much different perspective of him. He has set the bar really high for the area manager who has to host the next district operations meeting. Great job organizing the meeting and an awesome performance Bart!

The majority of us stayed overnight, at the Wells Gray Hotel in Clearwater, and got together for supper where Bart’s wife Dale joined us in time to listen to and share some very tall tales. A great evening was had by all.

The next day, the group took a field trip around the Clearwater area to look at issues and concerns that the area manager is up against, and got some history on several bridges replaced along the Clearwater Valley Road. While checking out some mud/debris slides and the challenges associated with those, we compared notes on how to repair the sites, based on our past experiences.

Along the way, we took a few minutes to enjoy some of the natural beauty of Wells Gray Park. The park’s Helmcken Falls are the fourth highest in Canada, at 463 feet (141 metres) or almost three times that of Niagara Falls.
Field Services Awards Safety Performance
Submitted by Alicia Kosolofski, Safety Advisor Assistant

2011 proved to be another busy construction year, as Field Services delivered an impressive 98 projects, totalling a value of about $320 million.

Even though Field Services was hard at work, 2011 produced a 12 per cent increase in the Toolbox Challenge over the 2010 submission totals. This brought the overall Field Service compliance up to 100 per cent. This spring, Provincial Field Services recognized those crews and employees, who had gone the extra mile in demonstrating their commitment to safety.

Winners of these awards are nominated by managers or by their fellow workers. Nominations are then brought forth to the panel of Field Services managers and safety personnel. The panel reviews the various nominations to determine the winners based on the categories and criteria above.

The 2011 Field Services Safety Awards were presented by Field Services Director Keith Callander, Occupational Risk and Safety Advisor Tracy Wynnyk and the crew’s managers. During the presentation, the winners were given a certificate recognizing their accomplishment and a wireless weather station as an award. So, without further ado, it is with great pleasure and honour to announce the following 2011 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 also were actively engaged in safety related talks and activities that produced some valuable discussion topics and ideas.

**2011 Best Grading Crew** – Dan Harris’ crew from Golden, managed by Kirk Bentley, were the deserving recipients as the crew demonstrated continual commitment and consistency in the criteria for the monthly toolbox compliance.

**2011 Best Paving Crew** – Bob Petho’s crew from Terrace, managed by Brian Twiname, have proven themselves worthy again for the fourth year in a row! This crew has continually demonstrated consistent timely submissions, and active participation in the Field Services occupational health and safety meetings.

**2011 Best Manager in Safety** – This award is presented to the manager who achieves the highest toolbox compliance amongst all the Field Services crews. Brian Twiname has come out on top once again and is setting the bar high for the other managers. Brian has proven why he deserves this award, for the second year in a row, as he has not only encouraged his crews to achieve 100 per cent compliance with toolbox submissions but the Northern paving group has also achieved 100 per cent with submitting all project related safety submissions, in 2011!

The **2011 Challenge Award for Safety** was awarded to the Steph Condotta crew for completing and submitting their monthly toolboxes on time, even when challenged by being in different locations from one another.

**Quality and Innovation Award** – Tracy Wynnyk, John Van Der Holt, Len Folkard, Jason Jackson, Rob Ostrikoff and Keith Callander.

**Safety Leadership** – Tracy Wynnyk, Bob Biagioni and Brian Twiname.

This crew specializes in seal coating which requires the crew to travel throughout the province, many times individually, in remote locations with limited communications.

The 2011 Safety Leadership Award was also awarded to various individuals. The successful winners include: Al Jones, for demonstrating true leadership through promoting and modeling safety to field crews and contractors; Noel Simpkins, for championing occupational health and safety and toolbox discussions within his crew; Bob Biagioni, for taking on the role as Incident Commander during the Highway 37 flooding event and demonstrating good communication and the ability to mentor younger employees onsite. The Mike McLaren, Bob Petho, Brad Rikley and Len Romanow crews were also awarded for leading the completion of toolboxes and other safety related submissions over the past two years.

The 2011 Quality and Innovation Award was presented to the Udo Sommer crew for coming up with the innovative idea of having crew personnel wear LED lights to increase visibility for the travelling public and night works. It was also awarded to the Rob Ostrikoft crew for their use of social media (e.g. Twitter) to update the travelling public regarding progress or delays, on their projects.

In addition, a special honour, the Act of Kindness Award, was presented to Al Scharien in recognition of going above and beyond, and performing a selfless act of compassion in response to a tragic incident which impacted one of the ministry’s contractors. Al approached the situation with resolve and sensitivity, while expressing the ministry’s condolences to the company and the family. Al also collected a significant donation from the Field Services branch staff and presented the donation, in the name of the family, to the B.C. Children’s Hospital.

Once again we would like to congratulate all the award winners for their dedication and hard work.

Continued on Page 36…
Day of Mourning Marked for B.C.
Submitted by Gary Klein, Provincial Highway and Infrastructure Safety Manager

Workplace incidents and illnesses claimed the lives of 142 workers last year in British Columbia. Of these, 51 deaths occurred due to diseases related to workplace asbestos exposure. A further 29 workers died in job-related motor vehicle incidents and 14 died from falls. In 2011, WorkSafeBC also accepted 103,798 injury claims.

On April 28, a joint Day of Mourning ceremony was held for them at the Vancouver Convention Centre’s Jack Poole Plaza, where the Line of Work monument to B.C. workers is located. I attended the ceremony and presented a wreath on behalf of the Ministry of Transportation and Infrastructure. Speaking at the event were WorkSafeBC Chair George Morfitt, B.C. Labour Minister Margaret MacDiarmid, BC Federation of Labour President Jim Sinclair, an injured young worker named Michael Lovett and Rosemarie Lachnit, the mother of a fatally injured worker.

The Olympic cauldron was re-ignited for the ceremony as a sign of respect for fallen workers. The event was also webcast live on WorkSafeBC.com so that workers anywhere in world would be able to watch the proceedings. The webcast can be viewed at: http://hosted.mediasite.com/mediasite/Viewer/?peid=b7fd33c58d8e4ba29938a2a1ea3b71af1d

The Day of Mourning tradition, held on April 28 each year, was started by the Canadian Labour Congress in 1984. Canada became the first country to formally observe the occasion when the federal government officially recognized the Day of Mourning in 1991. It has since been recognized provincially, municipally and around the world.

Since 1997, the BC Federation of Labour, the Business Council of British Columbia and WorkSafeBC have co-hosted public commemorative ceremonies for the Day of Mourning. In 2009, WorkSafeBC, the Labour Heritage Centre and the Vancouver Convention Centre unveiled Line of Work, an artistic depiction honouring B.C.’s working men and women through history. Line of Work celebrates the evolution of work in British Columbia – from iron monger to underwater welder and website programmer.

There are approximately 45 worker memorial sites sponsored by WorkSafeBC in the province, including one in Hastings Park, Vancouver.

Field Services Awards Safety Performance… Continued from Page 35

Looking ahead for this year of 2012, there will be a continual focus on the quality of the content within toolbox submissions, as we are challenging our staff to exceed the minimum requirements of a toolbox meeting. Also, we plan to continue our focus with ensuring that project-related safety documentation and compliance measures are met. The safety documentation (e.g. site safety plans and audits) submitted in 2011 averaged 77.5 per cent. There is an opportunity for improvement and we are targeting 100 per cent for 2012.
Lunchtime Runner Meets Owls
Submitted by Adam Jensen, Graphic Designer/Sign Design Technician

A downy (possibly younger) owl, photographed by Adam Jensen during his lunch break.

After recently becoming an addition to the B.C. Ministry of Transportation and Infrastructure, in Kamloops, I quickly realized what an awesome place this is to work, and be a part of.

In Kamloops, we are fortunate to have beautiful Peterson Creek Park close to the ministry building, and it’s quite common for the staff here to take a 15-minute coffee break and walk among the beautiful scenery. This to me is a great way to stretch your legs, and breathe in some fresh air.

I find upon returning to the office, I feel refreshed and rejuvenated. I believe the health benefits are priceless. I have found adjusting to a desk job an interesting change, because in the past I have had much more physical jobs. It’s fantastic to be respected for using my brain and artistic ability, instead of my muscle. However, to let my muscles know that I have not forgotten about them, I started running for about 30 minutes on my lunch hour before I eat. It has been a nice way to fit more exercise into my day.

After one day coming upon a family of owls while on a walk with a co-worker, I decided that I would bring my digital SLR camera along on my runs. After about a week and a half, I was lucky enough to see the owls again. Armed with my camera, I captured these photographs of the owl family.

I hope that everyone enjoys the photos as much as I enjoyed taking them.

Highway Rollers Bike to First Place
Submitted by Crystal Chenier, Secretary

The Ministry of Transportation and Infrastructure’s Kamloops Highway Rollers clocked an impressive 682.8 kilometres for Bike to Work Week and won first place in the mini corporate category. For its strong showing in the May 28 to June 3 event, the team received a $50 gift certificate for Art We Are Cafe and a $25 gift card for Chelsea’s Bakery.

We had 10 participants biking from all parts of Kamloops, rain or shine, to get exercise and fresh air. Our team also had 12-year-old Tyson Koehl (Debbie Koehl’s son) who rode his bike every day to school.

The Highway Rollers during Bike to Work Week: (back row) Dave Retzer, Kathy Strobbe and Brian Lloyd and (front row): Bonnie Cameron, Crystal Chenier, Jeanne Reeves, Paul Imada and Carl Wong. (Missing: Tyson Koehl, Tom Freeman and Scotty McKenzie).
Ministry employees gathered at Victoria’s Gorge Rowing and Paddling Club for an evening of Dragon Boat racing, on June 26. The more than 40 paddlers were quickly divided into two teams; one captained by Shanna “Shannagins” Mason and the other by “Devilish Dave” Duncan. The challenge was set: each team would complete two time trials. The team with the best average time would be declared the ultimate champions. The air was charged with fierce competition as each team geared up for their timed races.

The first team of “Shannagins” was set, and ready to go. The coaches tried to give instruction on the dock, but paddlers were so anxious to get on the water that they could barely hold their paddles still. Once in their boat, the team drifted out smoothly onto the water only to find that the grace displayed by the other boats was not so easy to come by. However, with enthusiastic coaching from the rowing club staff, the team instantly became star paddlers.

The occasionally misplaced paddle resulted in a few splashes (and soaked bottoms) but the team maintained its bravado as it paddled the two time trials. Next came the ultimate test of agility and strength, when the crew of dragon boaters competed in a “tug of war” – with itself. To do that, paddlers in the boat’s rear half stood up (one person at a time) and re-seated themselves in the opposite direction, to face the stern. With the two halves back to back, they paddled with all their might to see which one could gain some distance. As the team returned to the dock, they sang a rousing rendition of Queen’s “We Will Rock You” and pounded their paddles on the boat’s gunnels in unison.

While the first team paddled out onto the Gorge, “Devilish Dave’s” team took the opportunity to relax and strategize for their race. After about 45 minutes, it was their turn to take to the water. As they rowed out, the group’s anticipation of the race caused the boat to rock (or maybe that was just Mike Lorimer trying to make some waves). The coaches went through the list of commands, and advised that being able to paddle in unison could shave milliseconds off the team’s time and make the difference between winning and losing. They withheld the times of the first boat, creating chaos as the paddlers demanded to know their rival’s time.

Out on the water, the paddlers worked hard to be synchronized and drive the boat forward, learning how to power the vessel off the start line, and bring it to a stop on a dime. After only one lap they were ready for their time trial. Their two races went as fast as lightning and they zipped past the boat house in impressive time.

Once back on the dock, Devilish Dave’s team surrounded the officials who were calculating paddling times. True to the coaches’ words at the beginning, the second boat won by four hundredths of a second! Both teams then gathered at a nearby water view restaurant to share their stories and a bite to eat.

Thank you to everyone who participated in Dragon Boating!
I love to walk. It clears my head and recharges my batteries. Sometimes a short walk just won’t do, and in 2010 I realized a dream by walking the length of Britain in 72 days. My 1,172-mile route began at Land’s End in Cornwall and finished at John O’Groats on the northeastern tip of Scotland. I’ve enjoyed many adventures over the years but this solo trek was easily the best yet.

Taking the better part of three months to walk a distance that can be covered by train in less than a day or by air in a few hours might seem like an eccentric thing to do. This is of course pure tosh (British slang for foolish nonsense).

A Land’s End to John O’Groats (known popularly as “LEJO”) walk, like cheese rolling and bog snorkelling, can be found on many British bucket lists. And while it hasn’t yet achieved the widespread appeal of Morris Dancing, it can only be a matter of time.

Sensibilities aside, a LEJO is an ambitious ramble that requires a lot of planning. I spent nearly a year studying maps, reading blogs and connecting with an online community of like-minded folks who had completed, or were planning their own “end to end” walk.

There are no rules to a LEJO walk although most agree that the route must be completed on foot. Bridges are okay but ferries are not. How you get from Land’s End to John O’Groats is up to you and this is why Britain, in my opinion, is a walker’s paradise. Britain packs an amazing amount of diversity and beautiful landscapes into a relatively small area. Best of all, Britain offers walkers 150,000 miles of off-road public rights-of-way.

These rights-of-way range from well-trodden national trails to faint tracks cutting across a farmer’s field. My route covered a variety of terrain and included old drover’s roads, canal towpaths, quiet country lanes and unavoidably, a stretch of the busy A9 in northern Scotland. There were a mixture of long-distance footpaths, such as the South West Coast Path, the Pennine Way and the West Highland Way, and improvised rambles that made use of whatever footpath was on offer.

I followed 44 Ordnance Survey Explorer (1:25000) maps and, although I carried a GPS, I used it more to record my route than for way finding (digital maps weren’t a cost-effective option in 2010). I decided that I would carry everything on my back and so I was ruthless when it came to pack weight. I opted for bed and breakfasts and bunkhouses rather than camping, and so while my costs went up my pack weight went down – under 12 kilograms not including water. When you walk between 15 and 20 miles a day, a soft bed, a hot shower and a big breakfast is a good investment. Although I prefer to walk alone, the B&Bs and pubs I enjoyed along the way gave me the chance to mingle with locals and other travellers.

Unlike bog snorkelers, LEJOgers have ample opportunity to stop and smell the roses. Although John O’Groats drew me ever northward, this adventure was all about the journey and not the destination. The final few steps to the signpost at John O’Groats were anti-climatic, and whatever initial euphoria I felt quickly ebbed away. The flurry of fist pumps into the air that I had imagined for weeks never materialized but I do admit to a very broad smile.

For budding eccentrics who want a day-by-day account, plus coverage of my recent walking adventures. visit my End to End 2010 blog at: http://lejog2010.wordpress.com/

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**Steve Clifford’s LEJOG Chronically**

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Doug Wilson’s Off-Hours Hot Rodding
Submitted by Michael Kelly, District Operations Manager

Doug Wilson is our Bridge Area Manager for Service Area 07 (Fraser Valley). Doug started in this position in 1992 and has been with the ministry since 1971 (41 years!). He began in Lillooet as a bridgeman. After 13 years, Doug transferred to North Vancouver as a trade journeyman, but after one year, realized city living was not for him. Cranbrook would be the next destination, where he spent the next six years as the trade supervisor, then bridge area manager. Finally in 1992, Chilliwack became home where he settled down to raise his family.

Hot rodding cars has always been a part of Doug’s life, and to date he’s worked on around 15 car projects, modifying their looks and performance. His latest vehicle was one he located in Idaho in 2003. It had been pulled out of a barn where it had been stored since 1956. It was purchased in California in 1933, and owned by the same family until Doug bought it in 2006. It was a 100 per cent original, complete rust-free car. Doug’s intention was to have the car done for his daughter’s graduation, but the scope of the project grew as time went on and he missed the deadline. All the fabrication, including the welding and frame modifications and body changes was done by Doug.

The car now has a custom rebuilt fully-computerized fuel injected motor, and new transmission, front suspension and rear end (which includes disc brakes). Doug did most of the body work and painting, but hired a professional painter to do the final paint job. Every part of the car was painted Viper Red, ready for final assembly, when the car ran.

The wiring for the car was completed on July 1, and the car ran for the first time in six years. Now the next stage, the upholstery, begins. Hopefully he will see the car on the road by this September...and into the first car show by Sept. 15.

Doug says, “I made it a point to work on the car every day, and with the odd exception did exactly that... I should add I enjoyed every minute of the build, and all the challenges.”

Popular Highway Names Puzzler
Submitted by Pam McDermid, Intelligent Transportation Systems Initiatives Manager

We all know the names of highways but how many of you know the official numbers associated with those highways?

Here is a puzzle using anagrams. Unscramble the letters next to the official highway number, to identify the highway’s common name. DriveBC will be a big help here. Sometimes the answer is a stretch of highway, like on Highway 1 where sections are called different names.

The first two people to send in the correctly unscrambled names will each win a prize. To enter, please compose an email with “Puzzler” in the subject line, and send your answers to RoadRunner@gov.bc.ca.

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Doug’s 1933 Plymouth had only one previous owner.

The vehicle re-done in Viper Red, and transformed into a hot rod.

The custom computerized fuel-injected motor installed on the vehicle.
Bench Dedicated to Bob Buckingham
Submitted by Dana Richards, Senior Administrative Assistant

The Information Management Branch recently sponsored a beautiful bench at French Beach Provincial Park, in memory of Bob Buckingham. Bob, the ministry’s former chief information officer and Information Management Branch director, passed away on July 8, 2011.

French Beach was a favourite spot of Bob’s – he even rode his bike out there numerous times…all the way from Oak Bay! The bench allows colleagues, friends, family members and others to visit and rest in the memories of Bob while enjoying the park.

A plaque in memory of Bob is mounted on the bench. Angela Buckingham (Bob’s wife, who also worked for the ministry) and their daughter Julia visited the bench in early July and said they loved it. Employees from across the ministry donated cash to purchase the $1,500 bench, and an extra $130 resulted. This was donated to the Victoria Hospice, at Angela’s request. ♦

The view of French Beach from Bob’s Bench.

Inscription on bench in memory of Bob Buckingham.

Submit your stories and photos to Road Runner

Send your Word files and photos to: RoadRunner@gov.bc.ca.

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

Please limit your article to 500 words or less.
New TELPs Share Impressions
Submitted by Mikayla Arkestyn, Roads Assistant Area Manager

Three employees recently joined the Cariboo District as part of the Technical Entry Level Program (TELP). They tell us of their experiences here.

Mikayla Arkesteyn
I was fortunate enough to be selected as an assistant area manager TELP with Service Area 17, in Williams Lake. Since my start date a month ago, I have seen an incredible amount of the largest service region in B.C. I’ve recently spent time in Bella Coola, Ocean Falls and Shearwater focusing on flood watch, inspections and audits. I’ve also spent time assisting with bridge inspections, working with First Nations relations, ordering materials and working with Field Services. I love the variety that my job offers, the vast span of land that I am able to explore and the huge learning curve. I am eager to delve into all that my job and the ministry has to offer in the coming years.

Hilary Barnett
The Ministry of Transportation and Infrastructure has proven to be a dynamic workplace, where each day there is something new to learn and do. Whether it be working with the maintenance contractor, local RCMP, stakeholders, or the general public, work is done respectfully and efficiently. I am currently the assistant area manager, under the TELP program. Since late April, I have been working with hired equipment, environmental services and development approvals to expand and carry out projects within Service Area 16. I have had the opportunity to see many new places and am looking forward to the new challenges to come.

Colin Midgley
Being an assistant area manager TELP with the ministry has been an amazing experience so far. After being assigned to the Quesnel office in May, I was introduced to and mentored by the amazing staff there. Their wealth of knowledge has enabled me to learn and expand my skill set quickly. The support and mentoring given to TELPs is a vital element in our ability to learn and excel in our new positions. I have attended and been a part of a variety of projects and meetings with the maintenance contractor, industry and public stakeholders. I have performed and supervised audits, and some small projects like our installation of outhouses along Highway 97. I am extremely excited about the future and look forward to more learning experiences and opportunities.

New Development Tech Enjoys Collaboration
Submitted by Hugh Eberle, District Operations Manager

The West Kootenay District is honoured to boast about our new district development technician, Catherine Littlewood.

Catherine was born and raised in the Kootenays, and says that she inherited a strong sense of stewardship for the land from her parents and grandparents. After living in Calgary for awhile and obtaining a Bachelor of Science degree from UBC, Catherine returned to Nelson to embark on an apprenticeship in forestry-related field work, while slowly putting down permanent roots. She continued her career as a vegetation ecologist and worked as a project manager at Wildlife Genetics International.

Catherine has been with the West Kootenay District office for four and a half years, working as a clerk and then as an assistant district development technician. She says that she really enjoys the professional, collaborative and supportive atmosphere in the district, and in the ministry as a whole. The district and the ministry are very fortunate to have someone as talented as Catherine and we welcome her to her new position.

Catherine and her husband, Walter, have devoted much years of their spare time to sharing their love of Kootenay Lake and the surrounding mountains, forests and creeks with their two daughters, Shauna and Stacey. Feel free to send Catherine a note of congrats.

Catherine Littlewood with a Cone of Appreciation.
Goodbye to Sandra Campbell
Submitted by JoAnn Clar, Executive Administrative Assistant

Sandra Campbell recently left the Ministry of Transportation and Infrastructure after being with the Transportation Policy and Programs Department for 12 years.

Sandra is now at the Ministry of Labour and Citizens’ Services. She has worked in the B.C. public service for 35 years.

ADM Jacquie Dawes gave a warm goodbye speech to Sandra and thanked her for her wonderful service to the ministry. We will miss her as our records clerk.

Mud Running for Work/Life Balance
Submitted by Loretta Carlson, District Clerk

Tricia Klein may come into the office with dirt on her boots after working out in the field, but that’s nothing compared to how muddy this area development and operations technician from the Lower Mainland gets on her days off.

In May, Tricia participated in the Spartan Sprint 2012 Mud Running event in Vancouver. The route covered more than three sloppy, muddy miles and offered up more than 15 obstacles along the way. Tricia’s next mud running event was the Warrior Dash, another obstacle course that was held Aug. 4 on Mt. Seymour. For some great mud running photos, see the Warrior Dash web site: www.warriordash.com/register2012_british_columbia.php

Tricia is trying to recruit a group from the Lower Mainland District to participate in future events, so stay tuned!
2012 Penticton Gran Fondo:
HQ Vs. the Province and a 23-Year-Old Rivalry Renewed

Submitted by Ian Pilkington, Acting Director of Rehabilitation and Maintenance

At a ministry retirement function last winter, Highways Assistant Deputy Minister Dave Duncan and Bulkley-Stikine District Manager Carl Lutz, were discussing sports they participated in while they were teenagers. It turns out that not only were both of them competitive road cyclists, they both participated in the 1989 B.C. Summer Games in the cycling road race event, albeit representing different geographic regions of the province. However, neither of them could remember where they finished in the race, and no one could find the results from that event to determine who the faster rider was. Therefore, a rematch was required to resolve this 23-year-old-competition.

The July 8 Penticton Gran Fondo was the chosen battlefield, and to make things interesting and get more people involved, each rider would assemble a team – Dave an HQ team and Carl a provincial team. This would also answer another long-standing debate...who has the fastest riders – the fit and active regional and district offices or the crazy island people working in the giant brown building at 940 Blanshard?

The HQ team consisted of Dave, Renee Mounteney from Infrastructure, Ian Pilkington from Rehabilitation and Maintenance, Kevin Volk from Transit and Alex Ritchie from the Information Management Branch.

The provincial team consisted of Carl from Smithers, Mike Lorimer from Prince George, and Frank Dacho and Dave Retzer from Kamloops. Dave Retzer came with the impressive credentials of having completed the 2011 Ironman (see May 2012 Roadrunner).

Jesse Schultz’ cycle computer around 2 p.m.  Note temperature on left.

However, it became quickly obvious that the two strongest riders were the team captains. After setting his brutally fast pace to Summerland, Dave Duncan then took off up a steep climb and the only one able to chase was Carl. Carl caught Dave near the top and the two battled for the next two hours, crossing the finishing line in a dead tie and stopping the clock at two hours, 34 minutes which is a blistering 35 km/hr average speed and was good enough to earn them fourth and fifth place overall out of 779 riders. (Carl actually beat Dave by 0.1 seconds but I’m sure Dave will dispute that).

As for the team category, HQ was looking pretty good, with Alex crossing the line only five minutes behind, earning him seventh overall, and Ian crossing 13 minutes behind in twenty-second place. However, next up was Frank with a two-hour, 56-minute time and David Retzer right on three hours. Therefore, the next three riders would decide the output of the team competition. The HQ squad got excited as Kevin crossed the line at three hours, 10 minutes, but only three minutes behind him was Mike. It was down to Renee, who stopped the clock at four hours, five minutes – a great ride considering she only bought a bike a few months previously, just for this event and had never ridden this distance before, never mind being surrounded by 2,500 other racers jostling for position.

Once the smoke cleared and the times were tallied and averaged, the final result was: a tie, both for the team competition and for Dave and Carl.

Therefore, another battle will have to be fought to finally answer the two nagging questions that are still out there; who does have the faster cyclists, HQ or the rest of the province, and is Carl truly 0.1 seconds faster than Dave over a 90-kilometre distance?

It looks like the rematch will happen at the 2013 Penticton Gran Fondo, so grab a bike, start riding and sign up to ensure your team answers this age old question once and for all.

See you in Penticton next year!
Penny Radies’ Birthday Bobblehead
Submitted by Crystal Chenier, Secretary

Property Clerk Penny Radies turned 60 years young, on June 25. At the Southern Interior Region Office, Properties and Partnerships got Penny a bobblehead doll for her birthday. We think it looks just like her!

We also celebrated Penny’s special day with cake and bright balloons and streamers.

Penny Radies with her look-alike bobblehead doll presented by Dave Retzer.

Nick Gagliano: Wanted?
Submitted by Graeme Cross, Regional Traffic Engineer

Nick Gagliano joined the Southern Interior Region Traffic Engineering group on May 14, as a summer student through the Youth Employment Program. He recently completed his second year of civil engineering at UBC in Vancouver.

Nick has been a valuable resource for various administrative and technical duties. In particular, he has been undertaking several covert speed surveys of vehicles travelling around the region, using a laser speed gun.

On June 14, Nick was photographing and documenting a speed survey data collection site on Highway 33, in Kelowna, when he was approached by an RCMP officer. Apparently, a bus driver passing by thought that Nick had a suspicious appearance and she believed that he was stalking her from a stationary position. Three RCMP vehicles were brought in to investigate Nick’s wild story about laser guns, traffic speeds and working for the government. Unfortunately his neglectful supervisor (the writer of this article) hadn’t provided Nick with business cards to corroborate his assertions.

After 20 minutes of questioning, Nick was released — possibly because no one is crazy enough to come up with an explanation such as his and keep his story straight that long.

Fortunately, Nick is not entirely emotionally scarred by the experience, amends have been made and he still thinks this is a great place to work!
Big Bike a Big Success in Victoria
Submitted by Angie Smythe, Requirements Analyst Co-op

It may have been grey and cold outside, but for the ministry’s Big Bike team at HQ, it was all sunny smiles and warm hearts as they pedalled through downtown Victoria, in support of the Heart and Stroke Foundation.

On June 4, a team of 16 looped through downtown, passing cheering fans and waving tourists, and adding contrast to picturesque ocean and garden views. The team had a blast blaring music, shaking maracas and wearing colourful costumes to get in the spirit of the Big Bike. In total, nearly $2,000 was raised for the Heart and Stroke Foundation thanks to all the hard work and effort put in by the captain and team members, and all the outstanding support received.

Don’t miss out next year on this fun event for a good cause!

HQ participants dressed warmly for the Big Bike ride in Victoria.

Start Developing Your 2012/13 MyPerformance Profile

What do you need to do?
If you have not yet created your 2012/13 file, you can do so by using MyPerformance. Please note: the file you completed in May 2012 was the 2012 file, which was used to transition from the old EPDP system to MyPerformance.

At this time, you need to enter your key work goals and deliverables, as well as your learning and career development plans. Then have a conversation with your supervisor to discuss your MyPerformance Profile.

By May 15, 2013, you need to have completed the final year-end performance discussions and signed off the Year End Overall Review.

Make note of your accomplishments throughout the year. You can add results to your performance profile or use the Employee Advisory Forum’s tool – the Employee Accomplishment Log. By keeping a record of your accomplishments, you create an invaluable resource for later reference.

Questions?
If you have any questions, please contact Kimberly Newton in Strategic Human Resources.
Big Bikers Raise Funds in Kamloops
Submitted by Crystal Chenier, Secretary

The Ross Posse Riding for Mel (made up of ministry employees and family and friends of employee Michelle Evans) was a top fundraiser in the Kamloops Heart and Stroke Big Bike Ride on May 31.

The team’s name refers to Mel Ross, Michelle Evans’ stepfather who died of a heart attack. Crystal Chenier also rides every year on the Big Bike, because she lost her father to a heart attack and her husband had a heart attack five years ago.

The amazing $4,5790 raised by the group will go toward research to eliminate heart attacks and strokes. The total raised by the event that day was $34,629.91.

Hiwot Nigussie displays her delicious prize while Angie Smythe shows the winning tickets.

Famous Cake Raises Funds
Submitted by Angie Smythe, Requirements Analyst Co-op

Another ministry famous cake was raffled off this month at HQ, causing watering mouths and glossing eyes throughout 940 Blanshard. Hiwot Nigussie was the lucky winner of a beautiful cake adorned in strawberries, awarded on June 4. Sales were record breaking this year, with $750 being raised for the Heart and Stroke Foundation’s Big Bike Event. Thanks to volunteer ticket sellers and everyone who purchased tickets, for all their support.

SIR Walks for Juvenile Diabetes Cure
Submitted by Crystal Chenier, Secretary

A group from the Southern Interior Regional Office participated in the Juvenile Diabetes Research Foundation Walk to Cure Diabetes, in Kamloops’ McDonald Park, on June 10.

Thank you to the walkers and everyone else who supported the cause – whether you donated or you bought an ice cream, hot dog or some baking, your contribution helped our team raise more than $1,800 for this great cause. What a wonderful way to kick off Public Service Week!

Walkers: (back row) Crystal Chenier, Katie McPhedran, Penny Radies, Bonnie Cameron, Bonnie Fadden, Brian Lloyd, Leah Miller and Randy Lloyd; and (front) Janet Billey, Wendy Cummings, Louise Braybrook and Paula Cousins (accompanied by Finley.)