Testing Earthquake Damage Assessment During a Pandemic

Submitted by Patricia Wong, Assistant Manager, South Coast Regional Operations and Emergency Programs

A full-scale earthquake exercise was conducted in Metro Vancouver, Terrace and Kamloops to test our ministry’s recently rewritten Post-Earthquake Damage Assessment of Structures and Geotechnical Systems (PEDA) Plan, on Nov. 19.

The scenario was a moderately strong magnitude 6.8 earthquake within the subducting Juan de Fuca plate (an “in-slab” earthquake), just west of Richmond. The earthquake would be similar to the Nisqually earthquake that struck near Olympia, Washington in 2001, that resulted in about 400 injuries and damage to a bridge, the air traffic control tower at Seattle-Tacoma International Airport, and the Alaska Way Viaduct freeway and its seawall.

In addition to employees from our ministry, there were participants from GeoBC, Mainroad Lower Mainland Contracting, the BC Oil and Gas Commission and the Ministry of Forests, Lands, Natural Resource Operations and Rural Development.

The journey began in summer of 2019 when Senior Bridge Seismic Engineer Alireza Ahmadnia and Assistant Manager of South Coast Regional Operations and Emergency Programs Patricia Wong, met with GeoBC Portfolio Manager Gurdeep Singh, to begin developing a mobile inspection app based in ArcGIS.

The mobile app enables a bridge evaluator to enter inspection results and rate the extent of damage to a bridge, after an earthquake. The findings are sent to a GIS-based central database platform, to be viewed at ministry operations centres. The information is used to make priority decisions for recovery and response following a major earthquake, such as where to allocate resources and which routes can be used by emergency responders and which routes can be travelled by the public.

This summer (after Phase 1 of the provincial COVID-19 response ended), the PEDA plan was significantly revised from its 2012 version. This was done by Alireza and Patricia and Seismic Structural Health Monitoring Engineer Yavuz Kaya and Emergency Programs Director Pete Prendergast. Many others also contributed to the plan.

Next, the PEDA plan and the mobile app needed to be tested, and so an exercise was developed to do just that: PEDA-X2020. The exercise involved about 30 participants (from the agencies listed here) and about 10 observers from other ministries (as this was a very interesting exercise!)

While the bridge evaluators actually went to inspect bridges in our three ministry regions, all other aspects of the exercise were virtual due to COVID-19 restrictions, including orientation and training prior to the exercise. A virtual Lower Mainland District Operations Centre was successfully activated, and various methods of communication were tested, including cellular voice and data, ministry radio, and satellite voice and data systems.

Concessions Director Joyce Chang described the event as, “One of the best exercises I’ve participated in – blown away on the apps and tools that have been developed. Collaboration and teamwork was incredible and a lot of fun even under pressure!”

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Editor’s Note

Ministry of Transportation and Infrastructure employees and workplaces have taken on a new look over the last 10 months. Who knew that face masks would be the fashion item of 2020? Or that there would be traffic markings in hallways, lights to indicate occupied facilities and capacity limits for lunchrooms?

As the COVID-19 pandemic continues, some of us are working from home, some are going to the office and others are doing a combination of both. Video conferencing from home give us glimpses into each other’s lives and our colleagues’ basements, living rooms, kitchens and dens. Entertainingly, some co-workers "locate" themselves in a Nevada desert, amid a European street scape or even outer space, by choosing exotic backgrounds for the virtual meetings that we’ve all become accustomed to. (Giving us smiles and new insights into our colleagues).

As you look through this edition of the Road Runner, consider the variety of settings where ministry employees work. Every job has its demands and requires us to be mindful of our health — whether we’re working indoors, outside on highway rights of way, on mountainsides taking snow samples or under commercial vehicles performing inspections.

The annual Field Services Safety Awards recognize those who take on a strong role in workplace wellness. One way is through the creation and sharing of discussion topics that indoor workers probably don’t think about, like the perils of wasp nests and pyrolysis (aka tire explosions). Check out the story on Page 7.

Another way that employees have been contributing to the well-being of others (and our ministry) is the revamped onboarding and orientation process which gives new employees an efficient start, and a solid introduction to the BC Public Service, the ministry and their position. After conducting two surveys, a team of employees revised existing employee resources, and created a suite of new tools and training options to better support supervisors in this important process. See Page 14.

The RoadRunner employee newsletter is published four times a year, on the Ministry of Transportation and Infrastructure Internet site. We welcome your story submissions. Email your article as a Word document (approx. 500 words) and your high-resolution photographs as JPEGs to: RoadRunner@gov.bc.ca.

In the email for your story, please attach the Word document and graphics (photos, charts, etc.) separately. Please DO NOT embed graphics in the article — this compromises reproduction quality and the images may not be useable by our graphic artist. Photos supplied should be one megabyte.

For contributor guidelines, writing tips and upcoming deadlines, see RoadRunner on TRANnet.

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

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

Graphic design for Road Runner was provided by Erin Belton.

This issue of Road Runner also offers wisdom on how to thrive in your career, and showcases fundraising by Mo’ Bros and Mo’ Sisters in honour of others.

May you continue to share smiles and support, however you connect with your colleagues, as we move into 2021.

Nancy McLeod
Editor
Testing Earthquake Damage Assessment During a Pandemic

… Continued from Page 1

If you ever get the chance to participate in an emergency/disaster exercise, I recommend taking part because it:

• is tangible evidence of our commitment to ensuring safety for the travelling public through collaborative partnerships that help prepare us to respond to emergencies and disasters;
• fosters learning;
• demonstrates continuous improvement of our ministry’s strategies to continue critical services during a disaster; and,
• it’s a lot of fun! ♦

Active Transportation Infrastructure Grants Program Keeps B.C. Rolling

Submitted by Johanna Bleecker, Program Analyst and Jesse Skulmoski, Director of Strategic Initiatives, Programs & Corporate Initiatives

The B.C. Active Transportation (AT) Infrastructure Grants Program is one of the many ways that the Province supports active transportation.

AT can take many forms, but can include walking, cycling, using a wheelchair, skateboarding, scootering, and less common modes like cross-country skiing and kayaking. AT is an exciting field because it’s always changing as people figure out new ways to get around like e-bikes and e-scooters. AT contributes to mental and physical health, economic development and a clean environment.

The Province promotes AT through many initiatives outlined in Move.Commute.Connect: B.C.’s Active Transportation Strategy, and tries to align AT goals with highway projects when possible. AT’s importance has been emphasized throughout the COVID-19 pandemic, as travelling under your own power is a relatively safe way to get around and socialize.

The B.C. AT Infrastructure Grants Program is an important part of the strategy. Formerly known as BikeBC, the grants program expanded for 2020 to encompass all forms of active transportation beyond just bicycles, and to emphasize smaller, rural and Indigenous communities. The program cost-shares new AT infrastructure like bike lanes, sidewalks, intersection improvements, and more, with local and Indigenous governments.

New infrastructure is required to be part of a larger transportation plan, so the grants program also supports smaller communities in creating an AT network plan if they don’t already have one. Infrastructure projects are evaluated according to the standards of the B.C. Active Transportation Design Guide, with an emphasis on making sure the infrastructure is suitable for users of all ages and abilities, and is accessible according to the principles of universal design, and that gender-based analysis plus (GBA+) issues are considered.

Since 2011/12, the grants program has funded 258 projects, including 15 projects in Indigenous communities. When you add up the total distance of all the bike lanes, multi-use paths, etc., that have been funded in that time, you end up with 363 kilometres! That’s equivalent to almost the whole length of the Province!

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Active Transportation Infrastructure Grants Program Keeps B.C. Rolling

...Continued from Page 3

of Vancouver Island (Victoria to Port McNeill), or to the drive from Vancouver to Kamloops. And remember, many funded projects were for AT network plans, intersection improvements or amenities like bike racks that can’t be measured in distance.

You can see how the number of projects breaks down by economic development region in the pie charts below. Observe how the 2020 program shift to emphasizing smaller, rural and Indigenous communities led to a more equitable spread of projects away from the Lower Mainland. Interest in the grants program was at a historic high after this shift, with $9 million invested in $21 million worth of projects this year.

Check out our website to learn more and find out about the variety of projects that have been funded. Examples include a trail to be developed by the Gitga’at First Nation that will offer amenities and water access for paddling transportation, the Revelstoke Bike Rack Project that will provide safe parking for a total of 16 bikes at four locations, and a bi-directional bicycle pathway for about 1,370 cyclists to travel daily to the University of Victoria.

If a community you live in or work with could benefit from this grants program, make sure to let them know about its existence, and feel free to reach out to BCATGrants@gov.bc.ca with any questions.

Let’s keep walking, riding and rolling along!

Highway 7 – Silverdale to Nelson Four-Laning Complete

Submitted by Adelle Corrado, A/Project Management Technician

Another project to be proud of was recently completed by the South Coast Region team.

On July 23, the Highway 7 from Silverdale Avenue to Nelson Street four-laning project was officially finished.

To ease congestion, the highway was widened from two lanes to four lanes, between Mission and Maple Ridge. The Highway 7 corridor is a key alternate route to Highway 1 and provides an important connection to communities north of the Fraser River including Pitt Meadows, Maple Ridge and Mission.

In March 2017, the ministry announced a $70-million investment in the Highway 7 corridor, in partnership with the federal government. The total budget was $41.5 million with $26.75 million from the Province of B.C. and $14.75 million from the Government of Canada.

The contract was awarded in May 2018 and construction began that summer. The ministry worked closely with the communities of Mission and Maple Ridge, including local First Nations and stakeholders, to ensure safety and mobility issues were identified and assessed, in order to make long-term improvements that would benefit future generations.

Leading the project was Senior Project Manager Sheila Hui, who has 15 years of experience with our ministry. When asked what part of the project she was most proud of, Sheila explained that she took over the project mid-way, tackled it and was able to complete it. She credits the team for the completion, and those who were involved with the project early on. Among those are people from Field Services, Engineering and Environmental Services, Binnie Engineering and Stuart Olson Construction.

Fun Facts – The project required:

- 2-METRE SHOULDERS
- 10 PARTIAL & 2 FULL LAND ACQUISITIONS
- LICENSES TO CONSTRUCT
- WERE CONSTRUCTED FOR Cyclists TO TRAVEL

Aerial view westbound of Highway 7 at Chester Street

Aerial view eastbound along the route that connects to communities north of the Fraser River

This protected bike lane/intersection improvement on Ethel Avenue in Kelowna was funded by the B.C. Active Transportation Infrastructure Grants Program in 2019/20

Active transportation funding has shifted to a more diverse range of communities around B.C.
Exploring New Career Paths through EAF’s Career Development Profiles

Submitted by Rachael Westgate, Strategic Human Resources, Career Development Profile Project Manager and EAF Member

Are you curious to hear about how your colleagues reached the role that they are currently in? Are you eager to explore some unconventional paths taken to pursue your passions? The Employee Advisory Forum’s (EAF) Career Development Profiles project is the perfect place to start!

This quarter, our team at the EAF published two new Career Development Profile interviews and we are excited to spread the word! We took a look at the history behind the careers of Mark Traverso and Susanne Murphy, who have each pursued paths that are of interest to them… but maybe not following the conventional route that you’d imagine.

Mark Traverso’s Trail

Mark currently works as the director of the Environmental Management Branch in the Highways Department. He also chairs the EAF and is co-lead of the Supervisory Excellence component of the ministry’s Succession Planning Committee.

What is really inspiring about Mark’s journey is how he was able to manifest his goals. During his first job interview for the BC Public Service, the interview panel for Treasury Board staff asked, “Where do you see yourself in 10 years?” Mark explained his ideal role, which combined his environmental background (in which he holds a degree) and passion for finance, to ultimately land a leadership role in an environmental area of government.

In order to reach this goal, Mark took a unique route. Through his various roles in government, he honed his skills in finance, project management, and operations, and 10 years later, accepted his current leadership position in Environmental Services with our ministry. Now that is a full-circle story! Read Mark’s complete profile to learn about how he reached his goals.

Susanne Murphy – From UVic to BC Public Service

Susanne’s career profile is the perfect example of how taking risks can really pay off.

In her current role as business management coordinator in the Transportation Services Branch, Susanne works to deliver on major corporate initiatives like the Union of British Columbia Municipalities Conference and the First Nations Leaders Gathering. Previous to her time in government, Susanne worked for the University of Victoria in alumni relations. She made a brave choice to leave security behind and accept an auxiliary appointment with the BC Public Service, and she believes this was the best career move she’s ever made! Read Susanne’s complete profile to learn more.

Do you have a unique career path? Do you have some tips to share about navigating the workforce? Share your story with us! The EAF team would be happy to showcase the diverse and interesting paths that staff have taken to reach their goals. Contact us at MoTEAF@gov.bc.ca to arrange an interview.

We’re looking for stories and photos for the March 2021 RoadRunner

Please email them to RoadRunner@gov.bc.ca

Deadline: Feb. 8, 2021
A memorial sign at Red Flats Rest Area was restored this summer to pay tribute to two employees who lost their lives while doing avalanche work, along Highway 37.

A new timber frame kiosk houses the refurbished sign about Avalanche Technicians Al Evenchick and Al Munro. On Jan. 7, 1999, the two men were killed by an avalanche in Ningunsaw Pass, while conducting routine field work. Both employees loved their jobs in the mountains of northwest B.C. and performed their tasks with skill and dedication. They are missed by their families, friends and colleagues.

The other side of the display educates the public about how Ministry of Transportation and Infrastructure Avalanche and Weather Program staff ensure motorists can rely on safe provincial highways. New picnic tables and a new washroom facility further enhance the experience for travellers at the scenic rest area.

Red Flats Rest Area is in the Ningunsaw Pass avalanche area, between Stewart and Dease Lake, 160 kilometres north of Stewart. Highway 37 links the Bell-Irving River Valley with the Iskut River Valley, via Ningunsaw Pass, which is in the transition zone between the Coast Mountains and the Skeena Mountains.

Ningunsaw Pass has five avalanche areas: Echo Lake, Gamma Creek, Beaver Pond Creek, Snowbank Creek and Bell-Irving. Within the pass, there are 15 avalanche paths that could affect the highway. On average, the area receives 800 to 1,000 centimetres of snow, and it’s closed for avalanche control for about 30 hours each winter.

Across B.C., about 35 ministry avalanche technicians constantly watch over weather and snowpack conditions, in 62 avalanche-prone areas. They assess avalanche risk by analyzing mountain snowpack structure, observing avalanche occurrences and vigilantly monitoring a sophisticated network of electronic weather stations.

Working from eight field offices, they oversee about 1,400 individual avalanche paths. When there are indications that an avalanche may soon occur, the highway is temporarily closed while the avalanche risk is reduced. Snowpack is taken down to protect highway users, and once cleared, the highway is re-opened.
Awarding Field Services Safe Practices
Submitted by Cheralee Miket, Safety Advisor Assistant and Tracy Wynnyk, Provincial Occupational Risk and Safety Advisor

As in the past, 2019 was a busy year for Provincial Field Services with many projects successfully delivered all over our beautiful province.

Good safety practices, planning and communication all play an essential role in successful project completion and our Field Services crews have demonstrated these attributes, as well as a commitment to each other’s safety through inclusive and dynamic crew discussions.

Each year, we dig into our cache of records and statistics to proudly present toolbox awards which include categories for best paving, best grading and best manager. Winners in these categories have not only met the minimum toolbox submission compliance goals, but they have also demonstrated a high level of safety engagement through the development and sharing of valuable discussion topics.

After reviewing the content of the monthly toolbox submissions, and the safety engagement scores, we are pleased to announce the award winners.

**Best Paving**

For the second year in a row, our Prince George paving team, which was divided into three different crews, earned the 2019 Best Paving Award for their consistent timely submissions and active participation in the Field Services Joint Occupational Health and Safety Committee meetings. It should be noted that Mary Quinn and David Ganner played an integral role in securing this win by bringing forward great topics for discussion, including working near bee and wasp nests, fire extinguisher safety, working safely at night, lighting safety, fatigue management and tire explosions (also known as pyrolysis), just to name a few!

**Best Grading**

Dan Templeton and his crew from Langley are the deserving recipients of the 2019 Best Grading Award, as the crew demonstrated continual commitment and consistency, in the criteria for monthly toolbox compliance. While Dan and other members of his crew have won various awards throughout the years, this is the first year the crew has won for best grading. Keep up the good work!

**Best Manager**

This award is presented to the manager who achieves the highest toolbox compliance amongst all the Field Services crews. Blake Evans, who has won this illustrious award in the past, has reclaimed his throne as the top manager! Congratulations Blake.

**Innovation**

The Innovation Safety Award focuses on the development of a safety practice which has been created to improve both safety performance and job efficiency, which is exactly what this group of Field Services personnel did! After recognizing a challenge with maintaining a consistent and systematic approach to conducting inspections in the Field Services paving labs, Alik Tataryn, Carmone Allen, Nikki Haynes and Shawn Grant worked together to develop a seasonal and monthly safety inspection checklist for use in all labs. The goal of the standardized checklist is to address safety-related hazards and risks before they can cause injury, property damage or environmental impact. Although it has recently been rolled out, the effect can already be felt with the identification of safety concerns and the

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*More on Page 8…*
Awarding Field Services Safe Practices

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successful implementation of corrective actions. Great work team!

Len Romanow Safety Leadership

Field Services is proud to present the 2019 Len Romanow Memorial Safety Leadership Award to Andaleeb Mustaq for the safe and successful delivery of her first day labour project, which included clearing for the upcoming Chehalis Bridge replacement project. Andaleeb understood the importance of pre-planning and ensured there was adequate time to thoughtfully research and understand applicable safety regulations. This led to the development of a comprehensive and thorough site-specific safety plan that appropriately addressed the hazards of the work. In addition, this was the first Field Services day labour project that implemented COVID-19 safety procedures, which were something new to all!

Andaleeb took the time to review and understand the procedures, secure the proper resources, and plan the work to promote physical distancing. The site was visited by WorkSafeBC who issued a “clean sheet” inspection report, highlighting the effort done to ensure worker safety. Andaleeb handled the pressure of leading her first day labour project with confidence and grace. Excellent job Andaleeb!

Safety Supervision Certificates Earned

Field Services would also like to congratulate the following employees for successfully completing their Safety Supervision Certificates, from the BC Municipal Safety Association, over the past year:

Marissa Benski | Shawn Clough | Harland Levesque | Sean Potter | Jeff Scharien

Well done everyone!

Inland Ferries by the Numbers

Submitted by Callum Campbell, Marine Manager

More than 140 ferry sites have been operated by the provincial government since ferry service began in the 1800s. At one time, the Fraser River (the longest river in B.C.) had at least 35 ferry crossing locations spread between Croydon (near its headwaters) and Ladner (near its mouth).

Today, the ministry’s inland ferries fleet consists of 15 certified vessels – five each of free-running, powered cable and reaction ferries (which are attached by cables and pulled across by the river current). Two aerial tramways (for passengers only) are used when the Fraser and Skeena rivers are too low or icy to be travelled by the Big Bar and Usk ferries. There are also two floating drydocks, one transportable tugboat and numerous steel barges.

This freshwater fleet carries about 2.3 million passengers and 1.5 million vehicles annually, on 14 routes.

The ferries are owned by the BC Transportation Financing Authority and overseen by our ministry’s Marine Branch. Ferry services for the reaction ferry routes (Big Bar, Little Fort, Lytton, McLure and Usk) are part of the highway maintenance contracts in those areas. Western Pacific Marine, Waterbridge Equipment Ltd. and WaterBridge Ferries Inc. hold the contracts to operate the other routes.

Innovation Award winners Alik Tataryn, Nikki Haynes, Shawn Grant and Carmone Allen improved safety and efficiency in the Field Services paving labs

Best Grading was awarded to the Prince George paving crew: Dan Templeton, Craig McLeod, Stephanie Semchuk and Andaleeb Mustaq

The Harrop II is a powered cable ferry built by WaterBridge Steel in Nakusp, that was launched in January 2019

The Usk reaction ferry uses the power of the Skeena River to transport up to two vehicles and 12 passengers

The M.V. Columbia is one of the largest vessels – a free-running ferry that carries up to 80 vehicles and 250 passengers across Upper Arrow Lake between Galena Bay and Shelter Bay

The Harrop II is a powered cable ferry built by WaterBridge Steel in Nakusp, that was launched in January 2019

The Usk reaction ferry uses the power of the Skeena River to transport up to two vehicles and 12 passengers

The M.V. Columbia is one of the largest vessels – a free-running ferry that carries up to 80 vehicles and 250 passengers across Upper Arrow Lake between Galena Bay and Shelter Bay
I think it goes without saying that this year’s TransAction Challenge has been realized by participants in very different ways from previous years.

At times when I would have typically joined a bootcamp or participated in team sports, I found myself instead tackling a solo workout in my home gym. The COVID-19 pandemic has undoubtedly impacted the way we exercise (and perhaps also the motivation levels to continue moving) while traditional group exercise venues have been unavailable.

This all being said, I am incredibly inspired by the 122 ministry employees who committed to the TransAction 2020 Challenge. I’ve seen so many supportive teams and new exercise choices made by staff – I even tried out some new moves myself to keep active for the month-long fitness event! But don’t leave it to me to explain…let’s hear what some of our participants had to say:

“This October I walked to and from work for TransAction. At the beginning of October, it was light out and by the end of the month I needed a flashlight! I walk right past deer in the morning and they tell me to have a good morning. What a good start to the day!”

– Nicole Hansen, member of the Hungry Hungry Hippos

“October in the Bulkley Valley can be really mixed, weather-wise. With darker days, cooler temperatures and wetter weather, being on a team creates some accountability (i.e. the guilt factor) and forces me to get out the door or onto my yoga mat when otherwise the couch might have claimed me.”

– Kim Struthers, member of the SHReddies

As we transition into winter and the days become darker, I challenge you to continue to maintain the TransAction spirit by staying active and staying healthy, both mentally and physically. I encourage everyone to check out @Work, as well as the various Health and Well-being Workshops being offered by the BC Public Service Agency, and to continue to make time for activity in your day. Whether it’s a walk to work, like Nicole, or a home gym session over lunch hour, keeping active is paramount to staying happy and healthy this winter.

“I walk with my dog Eli in Gorge Park every day. This is my favorite way to exercise outdoors while remaining in my bubble, and clearly he likes to do physically-distanced workouts.”

– Tania Watmough

I want to say a huge thank you to all the participants in this year’s TransAction Challenge. A big shout-out also to our executive sponsor, Finance and Management Services ADM Nancy Bain, for championing this year’s competition.
This year’s Provincial Employees Community Services Fund (PECSF) campaign, which ran from Sept. 23 to Nov. 6, was among many beloved events to go virtual in 2020, due to the COVID-19 pandemic.

When I decided to take on the role of lead coordinator for this year’s campaign, I felt somewhat prepared. Like so many others, I have adapted to living in a virtual world over the past few months. For example, I have had countless video chats with my family in Alberta, watched streaming videos of my favourite musicians playing in their living rooms, had virtual game nights with friends and even participated in online craft tutorials with my toddler.

Despite access to great technological resources, I still faced challenges coordinating a virtual PECSF campaign. For instance, we could no longer run many of the fun in-person events that we have grown to love from previous campaigns; there were no pancake breakfasts, chili cook-offs, 50-50 draws or book sales. However, I was very fortunate to have our excellent Strategic Human Resources team at my side. Rachael Westgate, Nicholas Nixon, Rakiya Larkin and Kimberley Struthers offered encouragement and help when needed. I was also grateful for support and engagement from David Greer, our ministry’s PECSF executive sponsor and Integrated Transportation and Development Planning executive lead.

Thanks to everyone’s hard work, we were able to organize wonderful lunch-and-learn events that took place throughout the month-long campaign. These events increased awareness for some of PECSF’s fund-supported charities. Emma from NEED2 Suicide Prevention Education & Support joined us to talk about the essential programs and support they offer to youth under the age of 30. Patrick, from Victoria’s Rainbow Kitchen, joined us to talk about that agency’s mission to provide as many meals as possible to those in need (no questions asked). We were also lucky to be able to share a video featuring the BC SPCA, produced by our colleagues at Citizen’s Services, where we learned about the impact donations have had on the organization and the animals it helps.

During each virtual lunch-and-learn we held pledge incentive draws. Prizes were awarded to lucky winners Melissa Rozon, Brent Grover and Jan Lansing.

A highlight for many people during this year’s campaign was the first-ever PECSF Virtual Trivia Challenge, which was open to any ministry employee who wished to participate. There was a great turn-out and we were lucky enough to score a celebrity trivia host – Cliff Martindale (aka David Greer in a cheap wig and a faulty moustache) who kept everyone laughing while teams did their best to answer challenging trivia questions. The winning team included Ryan Spillett, Ed Storm, Aaron Brown and Rosita Petruzzelli from the Infrastructure Development Branch.

During the campaign, we hosted a virtual silent auction where ministry staff could bid on various items throughout the month, including three different baskets of items, two hours of labour and holiday gift wrapping services. The auction raised a total of $525, and the lucky winners were:

- Basket #1: Eric Graham
- Basket #2: Deborah Bowman
- Basket #3: Sarah Gaib
- Two Hours of Labour and Holiday Gift Wrapping Services: Cara Jay

We are living in unparalleled times. Given many of the constraints that we face today during this global pandemic, I am impressed at the generosity shown across this ministry. I am so very thankful to the approximately 126 donors and the ministry employees who participated in PECSF virtual events this year, raising $43,310. The campaign total to date is about $2 million. Final numbers will be released in January.

Funds collected will help more than 1,000 charities across 28 regions of British Columbia. And to top it off, this year PECSF is celebrating 55 years in the BC Public Service – what a remarkable achievement!

This campaign has been a pleasure to be part of, and I thank each and every one of you who took the time to tune into one of the virtual events, donate items or generously contribute to the charities in your community.
MO…TI Lower Mainlanders Raise Funds for Movember
Submitted by Maziar Kazemi, A/Operations Manager and Team Captain

In honour of our dear colleague, Zbigniew Radzimowski, employees from the Lower Mainland District participated in the annual Movember campaign last month.

Sadly, Zbigniew lost a very short battle with cancer on Oct. 14.

A core team of seven registered Mo’ Brothers and Mo’ Sisters formed the MO…TI Lower Mainlanders to raise funds and increase awareness of men’s health. They created individual pages online with unique URLs assigned to them for sharing with their respective networks for Movember donations.

Movember is the leading charity changing the face of men’s health on a global scale, focusing on mental health, suicide prevention, prostate cancer and testicular cancer.

Our team also had its own main page that could be shared to encourage donations. In addition to funds received on the team page, individual team members’ efforts contributed to the team’s fundraising total. A goal of $500 was set and surpassed within the first week, with a whopping $2,075 raised in total.

The team also participated in a “Move for Movember” challenge which entailed walking or running 60 kilometres, for the 60 men lost to suicide each hour across the world. The team surpassed its target of 420 kilometres (60 kilometres times seven registered members) with contribution kilometres received from district colleagues.

In addition to raising funds, a big component of Movember was growing a moustache (aka Mo’). Whether patchy, lopsided, itchy or epic... whatever Mo’ grown was a symbol of men’s health intended to raise funds and awareness for the dads, brothers, sons, colleagues, friends and partners in our lives. A mid-month Mo’ growers check-in was hosted virtually, where anyone in the district growing a Mo’ could join in and share their Mo’gress.

Throughout the month, information was shared about Movember’s four focuses. A huge shoutout to our Mo’ Bro, District Avalanche Technician Johann Slam, who raised $1,070 for the campaign. The other six team members raised a combined total of $820 with the remaining $185 given directly to the team’s page. They were Korry Bonhomme, Loretta Carlson, Grant Smith, Marina Tsoy, Gina Kang and myself.

On Nov. 17, we lost our Transportation Management Centre building manager, Patrick Sami, who died of a heart attack. This more than ever speaks to the need to draw attention to men’s health and stop men from dying too young.

The Movember campaign is still accepting donations, and its website has loads of information about men’s physical and mental health, including actions to live healthier, happier and longer lives, and how to reach out to someone who may be going through a tough time.

“Globally, men die on average six years earlier than women, and for reasons that are largely preventable. Which means that it doesn’t have to be that way” – Movember website

▲ Members of the MO…TI Lower Mainlanders (left to right, top to bottom): Maziar Kazemi, Korry Bonhomme, Johann Slam and Grant Smith. Theo Hipol (bottom right) contributed to the cause by growing a Mo’.
A Fond Farewell to Scott Maxwell

Submitted by Amber Davies, Transportation Services Branch

Earlier this year, Northern Region Executive Director Scott Maxwell left the ministry to pursue a career with Yellowhead Road and Bridge, our maintenance contractor in Service Area 9 (Kootenay).

Before he left, Scott called me to share some parting thoughts. As he described his career, the projects he worked on and the challenges he faced in his 13 years with the ministry, I caught a glimpse of how Scott evolved into the person many of us came to know; a decisive, forthright and empowering leader.

Scott joined the ministry as an assistant area roads manager in 2007. From area manager in Cranbrook and Creston, to acting operations manager in Revelstoke, to program manager back in Cranbrook and then district manager in Fort St. John, Scott rose to the role of Northern Region executive director in 2015.

Over the course of his career, Scott was involved in many projects, such as the Windermere Foreshore Initiative, the 2011 and 2016 Peace flood events, and South Taylor Hill. From his contributions since the first days of the ongoing Highway 29 Site C realignment, to improving safe access on Tuck Inlet Road for the community of Lax Kw’alaams, Scott was proud of the benefits these projects yield for British Columbians.

Of course, he encountered many challenges along the way. There was answering calls in the middle of the night for everything from motor vehicle incidents to avalanches, responding to major events like the Old Fort Slide, honing his communications with the public and learning to prioritize and allocate funding ranging from $1 million to $500 million, to projects and programs. Throughout it all, Scott learned to build teams, delegate tasks and entrust decision-making authority to others.

Scott also talked about the relationships that defined his career with the ministry, from the early mentorship he received from area manager-turned-contractor Dan Cumming, to advice and support from the likes of Jack Bennetto, Hugh Eberle, Norm Parkes and Kevin Richter, and working with elected officials like former Minister Blair Lekstrom. Scott was honoured to work alongside amazing groups of people like the northern regional management team, district teams throughout the province and a variety of cross-provincial working groups focused on challenging topics like succession planning, the Contractor Assessment Program and road tenure. He was proud of bringing strong people into the ministry like Brian Crosby, Heidi Postnikoff and Cailey Brown, to name a few, and building professional relationships and enduring friendships with colleagues around the province.

Before Scott said goodbye, he reflected that the most fun he’d had with the ministry was doing tactical things like fixing a culvert or responding to a big snow event. After climbing high, he was ready to get his hands dirty again and his boots back on the ground, while still delivering on the safe and reliable highways that are so important to our province.

SCOTT’S ADVICE:

Focus on the highways. We are not public servants for the sake of it. We are people who deliver service and value, and who keep the highways open and safe.

You give people a task and good people make it work. It doesn’t matter what their experience is, people are dedicated. Don’t let inexperience hold people back. Mistakes may happen, but nothing is a failure.

Challenge is a self-fulfilling prophecy. If you crush one out of the park, government looks to you to take on the next one. And that’s awesome – that’s a vote of confidence that you’re seen as a problem solver.

Change is tough and it’s hard but it’s good and it’s healthy. Change is what renews us.

“Change is what renews us,” says Scott Maxwell
Tips and Highlights from a Successful Career – Jim Stobie
Submitted by Kim Struthers, Manager, Workforce Programs, Strategic Human Resources

On Dec. 10, Jim Stobie came to work for the very last time.

For those who don’t know Jim, he worked in the Major Projects, Infrastructure and Properties Department’s Integrated Transportation Planning Branch as the manager of economic analysis; a job he held for the past 12 years.

As a long-time ministry employee with a lot of subject matter knowledge, we asked him for some advice – and of course – what he is looking forward to in retirement. Here are some highlights from our November conversation…

There are a lot of different ways to have a successful career

Some people think that the only way to be successful is to be on a permanently upward trajectory. Jim is proof that success isn't tied to your classification and can come from taking chances, being willing to learn and being open to new challenges.

Jim took a chance at the start of his career when he joined the B.C. Transportation Financing Authority in 1994, when it launched as a Crown corporation. It was exciting for him to see the organization develop. Because the authority was small, Jim worked alongside the president and vice-presidents and had access to leadership he might not have had in a larger organization. This was pretty exciting for someone who had just finished university and was embarking on his first “real” job. In 2001, the authority and its employees became part of our ministry.

In 2003, Jim took on a temporary assignment with what is now the Ministry of Social Development and Poverty Reduction, working on a training program to help people who were on income assistance get back into the workforce. It made him appreciate how fortunate our ministry is – that the public generally likes what we do, many ministries have a harder time trying to please their stakeholders and that most of our challenges don’t involve people who may be living with imminent risks to their health and well-being.

A more recent career highlight is Jim’s work with the Pacific Gateway Branch, which became the Integrated Transportation Planning Branch in 2018. Jim found it particularly gratifying to be part of the alliance between various levels of governments, major transportation partners and the private sector, that identified infrastructure and policy steps necessary to expand B.C.’s international trade. Jim describes it as, “Fascinating and rewarding work to be involved in this big and ultimately successful effort to grow trade traffic in B.C.”

Don’t get too wedded to your work

Jim learned early on not to take it personally if his advice and recommendations weren’t followed. He learned that decision makers were privy to information he didn’t have, and that this could result in things going in a direction different than he had anticipated. Just because something wasn’t pursued doesn’t mean you shouldn’t have suggested it; there is value in sharing and you aren’t always going to be able to see the broader priorities or considerations. For Jim, the important thing is to always do your best work, regardless of whether your advice is accepted.

Get to know your benefits

Jim and his wife took advantage of the Deferred Salary Leave Program – twice(!) – and he highly recommends it. Both his leaves involved some far-flung adventures.

Be curious and willing to learn, and develop your elevator pitch

While with the Pacific Gateway Branch, Jim learned about the priorities of the ports, railways and private sector stakeholders. He could share his understanding with his ministry colleagues, and flag when a direction the ministry was considering didn’t mesh with stakeholder interests.

Talking to external stakeholders, particularly high-ranking ones who are pressed for time, can be a bit nerve-wracking, and Jim quickly learned to figure out what he needed to say, and how to say it – concisely!

It’s all about the people

Jim knows everyone says it, but the people he’s worked with have been a highlight. “When you’re surrounded by motivated, keen, supportive, interested people it makes it easy to come to work.”

Looking forward to retirement

Jim hopes to do a lot of travelling. Golf is a favourite activity and he’s considering volunteering for a local charity. He may also get a part-time job – something completely different.

Regardless of how Jim chooses to spend his time in retirement, I’m sure he’ll approach it with the same level of curious attention and openness that he brought to the public service and our ministry.

Jim, I am confident I can speak on behalf of all your colleagues when I say we wish you the best of luck and we hope the years ahead bring you much happiness! ♦
It’s a Wrap for the Onboarding and Orientation Project
Submitted by Kim Struthers, Project Lead, Onboarding and Orientation

Back in the June 2019 Road Runner, we shared that a cross-ministry project team was working on ways to improve the ministry’s onboarding and orientation process for supervisors and new employees. Fast forward one year, and project team members recently said goodbye to one another. What kept us busy between then and now?

First, we needed to understand the challenges, so we invited ministry supervisors and new employees to provide feedback through two surveys.

Employees’ top responses for what parts of the process need improving were:

• Work-unit/Ministry/Corporate Orientation – having opportunities to learn about and feel connected to the “bigger picture.”
• Employee Set-up – having my IDIR, workstation, resources and new employee paperwork set-up/completed on time.
• Position Orientation – having my supervisor clearly explain my role and responsibilities and provide me with the training and opportunities to succeed.

For supervisors, it was all about:

• Employee IT set-up and New Employee Paperwork – knowing what to do and when to do it.
• Resources – knowing what I need and where to find these.
• Roles and Responsibilities – understanding my supervisory accountabilities for onboarding and orienting new employees.

A lot of the survey responses spoke to the need for, and clarity around, resources and training. Knowing how important this was for supervisors and new employees, we brainstormed and implemented solutions over our series of bi-weekly meetings. The ministry already had some existing resources for new employees but there was nothing in place for supervisors. We focused on revising the existing new employee resources to better address their concerns, and creating new resources and training opportunities to support supervisors. What were the end results?

• A new Supervisor Handbook.
• A new Supervisor Checklist.
• A new biannual Best Practices session for supervisors, plus a 30-minute recording.
• A new high-level overview of the process (a quick snapshot for visual learners).
• A revised Employee Handbook.
• An updated quarterly new employee virtual welcome session (next offering January 2021), plus a 60-minute recording.

And to help supervisors and new employees find everything, we’ve housed all these resources on the For Supervisors and For Employees pages on TRANnet.

We’re pleased to have completed the onboarding and orientation project, as one of the ministry’s five succession planning priorities, including attracting and growing talent, knowledge management, leadership development and supervisory excellence.

Effective and engaging onboarding and orientation can affect an employee’s decision to remain with an organization. In the 2017-18 New Job Survey, ministry employees who expressed higher overall satisfaction with their orientation also indicated they plan to stay in their job longer.

What now?
With the project now wrapped up, the ministry’s Strategic Human Resources team will provide ongoing onboarding and orientation support to supervisors and new employees.

If you’re a supervisor or new employee using the resources and training, we’re interested in your feedback. How are the resources working for you? What do you like about them? What could be made better? Help us continue to improve the process so it’s as effective and meaningful as possible. Please send your comments, questions and ideas to me or to StrategicHR.Transportation@gov.bc.ca.

Take a Bow
None of this would have been possible without the hard work and dedication of the onboarding and orientation project team members (along with our former team members – Catherine Du Bois, Janelle Heron, Sher Horvath and Joanna Sirett).

The ORCS Development Project: What the Heck is ORCS?
Submitted by Brent Grover, Project Manager, Information Management and Records

Talking about Orcs in The Lord of the Rings might seem more interesting than the ministry’s Operational Records Classification System (ORCS) but managing information is the life blood of government.

ORCS is used to classify information unique to the ministry – the construction, operation and maintenance of our bridges, roads and ferries – in essence the history of B.C.

Currently, the ministry does not have an approved ORCS Information Schedule, which means those records cannot be managed and disposed of. As part of the Information Management and Records Strategy, we’re updating the ministry’s ORCS and the Information Management and Records (IMR) team is hard at work to make this happen.

The IMR team has been working with Government Records Services (GRS) to create a new process to accelerate the development of the ministry’s ORCS. Over the fall, the ORCS Development Team that formed has been interviewing staff throughout the ministry about the information used in their business activities. The team consists of (from IMR) Project Lead Brent Grover, Ministry Records Officer Deb Hoy and Project Support Lisa Mitchell; and (from GRS) Project Lead Emma Wright and Archivist David Coppard.

During these interviews, the project team chats with knowledgeable colleagues in a variety of program areas, to better understand the information created, used and stored by that group. Topics covered include the program area’s mandate, core and secondary business functions, what operational files exist and whether there are any litigation files. They are also reviewing the program area’s recordkeeping locations and formats, including where files are stored (Local Area Network, SharePoint, MS Teams, offsite storage, etc.) and what records have been classified.

The information gathered in the interviews is essential in developing an ORCS that supports our business activities. After the interviews are complete, a draft ORCS will be circulated to the program areas for input and finalizing. The goal is to complete the ministry’s ORCS activities in preparation for formal approval by the fall of 2021. The approval process includes a legal review, GRS reviews, public consultation and final sign off by the Chief Records Officer. When approved, the ORCS will enable the ministry to reduce storage costs by processing government information as required by the Information Management Act.

“The Ministry of Transportation and Infrastructure has been providing a level of support to this project that is well beyond that of any other ministry I’ve developed an ORCS for. The IMR team has generated a number of useful ideas and practices that I’ve shared for other ORCS

The current draft of ORCS has three sections
Check them out here:
• Section 1: Transportation
• Section 2: Infrastructure Operations
• Section 3: Land and Resource Management

Need resources to help you manage your government information?
Check out these handy reference guides:
• Record Keeping Systems: What Are They?
• LAN Recordkeeping: Best Practices
• Keeping Government Information
• Digitizing Government Information

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projects. The innovative use of MS Teams allows coordination between GRS and the ministry on ORCS development activities and also creates a knowledge base to support implementation. Thank you to all the experts for the great information they’ve been providing on the activities of a very complex and diverse ministry.”

—David Coppard, Archivist, Government Record Services

Thank you to everyone who is participating in the project. Your expertise will enable our ORCS to reflect your business needs and help the ministry to meet its information management requirements. If you have any questions or would like to get involved, we’d love to hear from you. Please reach out us at the IMR team email at MTIRIM@gov.bc.ca.

Looking for Background Information?
The following are available on TRANnet:

- Information Management & Records Strategy
- Information Management Act
- Documenting Government Decisions Resources

Physically Distanced for Workplace Safety
Submitted by Britney Crump, Senior Project Manager

A group of us put up the first COVID-19 precaution signs at Headquarters in Victoria, after hours in May, all the while maintaining a safe two-metre distance.

Now we’ve all seen the changes, with new capacity limits in boardrooms, lunchrooms and washrooms, and many signs are in place to guide us. Across the province, a total of 67 ministry workplace assessments were performed. Our protocols have been designed to help ensure the continued health and safety of employees, staff, partners and members of the public.

The COVID-19 Task Force, building contacts and Joint Occupational Safety and Health Committee members continue to monitor pandemic interaction protocols to ensure they are appropriate for the number of employees in worksites. If you have any concerns about the protocols in your workspace, please speak to your supervisor.

COVID-19 Task Force Lead Sandra Toth Nacey (foreground) with Facilities Services Manager Fiona Miyoshi, and Transportation Services Branch employees Danielle Mayo and Britney Crump.
Work from Home Contest Winner Goes “Low Tech”
Submitted by Victoria Smith, A/Manager, Divisional Operations

“Makeshift work desks” was the theme of a photo contest held in the Major Projects, Infrastructure and Properties Department, in Headquarters, in May.

Glen Roberts was chosen by a panel, as the winner, for his unique “no internet” workstation. Ten people entered the contest, by submitting photos of workstations they were using at home, to reduce their contacts and keep COVID-19 in check. For Glen’s creative entry, he won a $25 Skip the Dishes gift certificate.

We expect that Glen received the email naming him as the contest winner, at an alternate “more wired” home workstation.

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Decking the Halls of the Fort George District
Submitted by Becky Sanderson, District Clerk

’Tis the season of our Annual Christmas Competition!

Everyone wants to be crowned for having the best decorated workspace, in the Fort George District. We all want to win the coveted golden Santa hat (made by District Manager of Transportation Shaun Holahan and his wife) and the bragging rights that come with it.

Last year’s winner displayed the trophy year-round to remind everyone else that they were the top decorator. It’s quite an honour up here.

From fake fireplaces, made from sponge painted packing paper, to snowflakes hanging from the ceiling tiles, Fort George District does it all!

Voting this year is digital (thanks to COVID-19). Those who are working from home, or the CVSE scales, have been encouraged to participate, by emailing a photo of their decorated space to the Office Elves, to share with the rest of the team.

The winner gets announced on Dec. 17 at our annual (now COVID-19-friendly) gift exchange event. This event also includes the presentation of our Second Annual MoTI Awards. For those of you who have watched The Office television series, they’re a nicer version of the Dundie Awards.

Merry Christmas and Happy Holidays, from your friends at the Fort George District Office!

◆ The Fort George Elves migrated to Jeanette Grant’s holiday tree this year
◆ The Fort George Elves at Jeanette Grant’s winning workspace in 2019
◆ The coveted Golden Santa Hat for best-decorated workspace
◆ Glen Roberts “at work” at his unique “no internet” workstation
Passenger Transportation Crossword Contest Winners
Submitted by Katrina LaRoy, Communications Officer, PTB/CVSE

Congratulations to our winners of the passenger transportation crossword from the July 2020 edition of Road Runner.
Kelsi Fraser, Kim Kennedy and Caitlin Philbrick correctly answered all the clues and demonstrated their knowledge of the ministry's work to keep people who are paying for their ride, safe.

Each winner received a prize bundle of a DriveBC car cloth, flashlight and tire depth gauge, to help them stay safe on the road. Safe driving and riding, everyone! ♦

Across
2 Ride-hail drivers must have this class of driver's licence.
4 Some municipalities used to require taxi drivers to have a chauffeur's permit, but these have been replaced with the provincial [?] Check Certificate.
6 The Record Check Certificate for a ride-hail driver must be available in the company's [?].
9 To support the entry of ride-hail to the province, our Branch staff team [?] in size in less than a year.
10 The Record Check Certificate is a driver's evidence of authority to operate. Taxi drivers must carry a [?] copy in their vehicle.
11 The new legislation brought in last fall allowing ride-hail to legally operate included a new requirement for taxis and ride hail to submit [?] to the province, like trip status.
12 Data submissions will enable the Passenger Transportation Board to make [?] based decisions.
13 The number of operating regions the Passenger Transportation Board established for ride hail is [?].
14 Our branch also regulates [?] buses, a service with regular, scheduled routes, much like Greyhound.
15 We also regulate perimeter seating buses, more commonly known as [?].
17 The new legislation came into effect during the month of [?].
19 This legislation is focused on passenger [?] which is why driver and criminal record checks are required.

Down
1 The PT Branch is often confused with the PT [?], and although we work together, we are not the same.
3 The first approved ride-hail company in B.C. was [?].
5 "Transportation network services" is a fancy way of saying [?].
7 Our Passenger Transportation Enforcement Officers often collaborate with Commercial Vehicle Safety and Enforcement, but they can be considered "specialists" in the [?] Transportation Act and Regulation.
8 All drivers of passenger-directed vehicles (taxis, ride-hail, limos) must obtain the most stringent type of police information check, called the PIC-VS. The "V" stands for [?].
11 The month the first ride-hail company was approved to operate in B.C. was [?].
16 All commercial passenger vehicle licensees must have a [?] Safety Code Certificate.
18 A Passenger Transportation Enforcement Officer is also known as a [?].
In Memoriam: Dave Bachynski
Submitted by Linda Harmon, Director, Strategic Outreach and Business Engagement

Dave Bachynski joined the Ministry of Transportation in 1989 as a senior policy advisor, to deliver the Air Transport Assistance Program. Later he joined the Pacific Gateway Branch as senior manager for the ministry’s air and marine branches.

Over the years, Dave was a mentor and friend to dozens of newly recruited government employees. He retired in February 2020 and moved to Kimberley.

Dave grew up in Kimberley and referred to himself as “The Mayor,” taking light-hearted credit for all the good things that happened in B.C.’s Bavarian-influenced city. This was just like he took credit for the frequent cookies, doughnuts, muffins and buffets that were a feature of every department where he worked. Dave knew how to bring people together and he made life-long friendships through work.

Sadly, Dave died on Sept. 6.

To share a memory of Dave, please visit this link. Dave’s family has loved hearing from people that knew him.

Knowledge Champions Present: Making a Drop-down List in Excel
Submitted by Doreen McAllister and Trish Ryu, Knowledge Champions

Have you ever developed a Microsoft Excel spreadsheet for use by others? Have you wished that you could create it so that repetitive information could be entered quickly and easily?

Recently it was brought to our attention that there is a neat trick to do that, that others may appreciate knowing as well.

If the data that needs to be entered is repetitive, or you want only specific entries into the spreadsheet, the answer is as simple and easy as a data validation list. This provides a drop-down list for spreadsheet users to select from. It ensures that the wording entered is the same for everyone.

Try out these step-by-step instructions to make your very own drop-down list.

Happy “Excelling” everyone! Stay warm, stay safe and never stop learning!