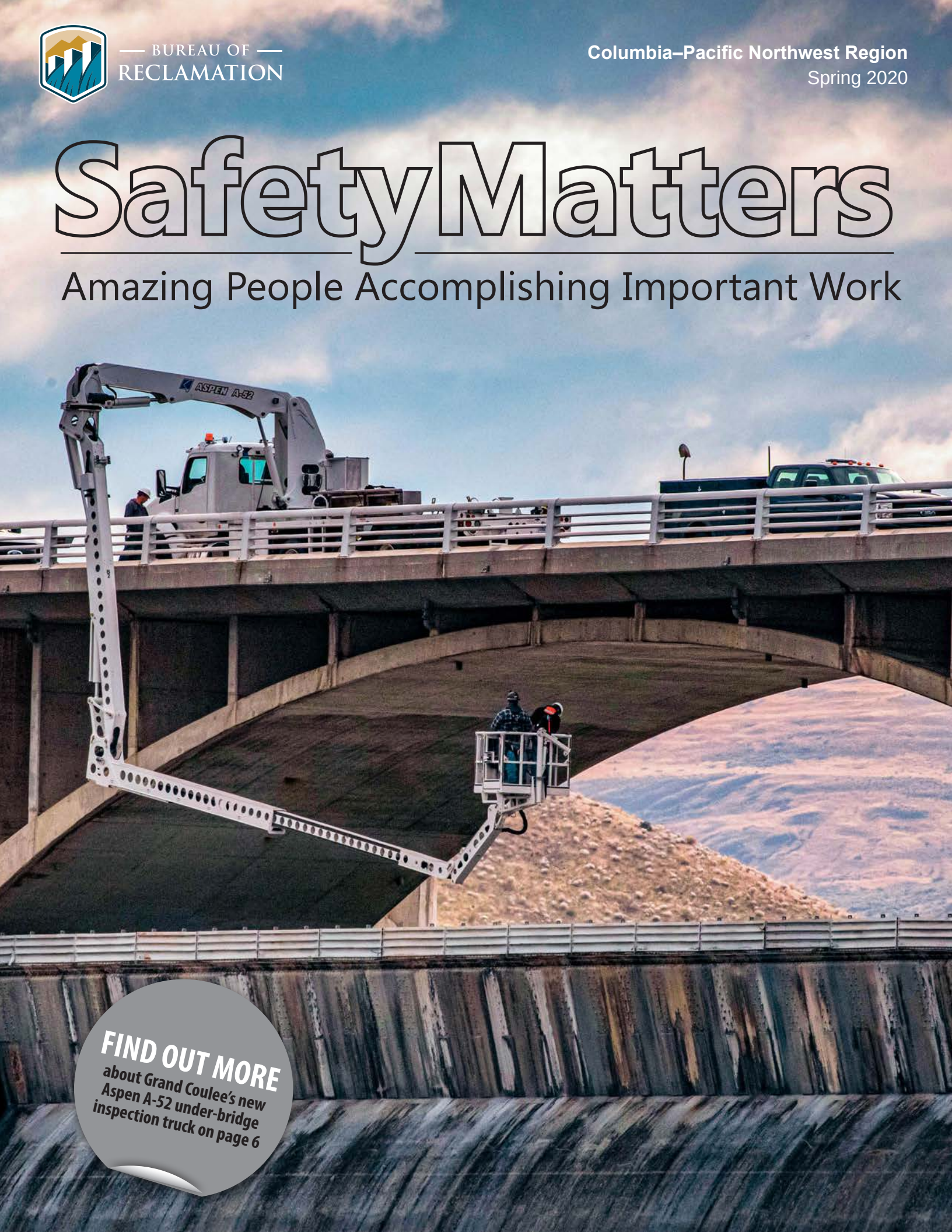
BUREAU OF RECLAMATION

Columbia–Pacific Northwest Region
Spring 2020

SafetyMatters

Amazing People Accomplishing Important Work



FIND OUT MORE
about Grand Coulee's new Aspen A-52 under-bridge inspection truck on page 6

SafetyMatters

Spring 2020

Safety Matters is published annually by Reclamation's C–PN Regional Public Affairs Office.

We want to hear from you. Please contact us at mcoffey@usbr.gov.

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Cover Photo: Daniel Coffland (l) and instructor Cody Brite (r) maneuver the under-bridge inspection truck. The crane's unique reach permits safe access to the drum gates for seasonal maintenance.

From the Regional Director

I welcome you to our fifth issue of the *Safety Matters* magazine. Looking back on 2019, I am proud of another year of the Region's efforts toward improving safety and profiles of fellow dedicated employees that have safety-first values.

Inside this issue, you'll find stories relating to this year's theme—Safety in Practice. I regularly express my thoughts regarding safety as our first core value by design. Safety is not simply a priority—priorities sometimes change. By establishing core values such as safety, the region continues down a common path of being a Reclamation family building an effective safety culture.

This issue contains stories focused on safety in practice and the importance of looking at current procedures and determining if improvements can be made to perform our work even more safely and effectively.

To help with the safety in practice effort, the Regional Office implemented the concept of centralizing medical services in the Regional Safety Office in 2019. This new business concept establishes a uniform process for providing timely and appropriate medical surveillance for employees conducting specific work activities. Further, we are supporting this mission by providing dedicated resources to manage the medical contract for the region, overseeing the preplacement and periodic physicals for our employees, and medical case management.

Finally, I want to celebrate our most notable safety accomplishment for the year by thanking each of you for your part in receiving the Commissioner's Safety Award for the second time in three years. This region has taken a leadership role on many fronts, including the creation of the I Care About Safety Journal, field offices working over 2,000 hours without experiencing a Lost-Time case, and in-house work to upgrade the Minidoka spillway radial gates. Great job!

Please join me in enjoying these stories, and I encourage you to share this magazine with your family and friends as a great reminder of the important work you do. The following best practices will continue to help us build a safety culture of which we can be proud.

Columbia–Pacific Northwest Region safety journal: improving our safety culture one activity at a time

By Jeremiah Woodard, C–PN Value Program Coordinator

Safety is the Columbia–Pacific Northwest Region's (C–PN) number one core value. Regional leadership, managers, and supervisors continue to stress to all employees the importance of safety professionally and personally. The standard expectation of all employees is to conduct our work safely every day. In April 2019, the Safety Journal was introduced as a new component of the C–PN Region's Safety and Occupation Health Program.

Why a Safety Journal? In 2017, the University of North Carolina presented their Safety Culture Assessment Results of the C–PN Region. The high-level takeaway related to all the specific recommendations from the assessment is that a participatory process that engages all C–PN Region employees should be used to make safety improvements. As a result, a Safety Culture Improvement Project (SCIP) was implemented, and a team formed to begin proposing ideas to improve regional safety culture. The Safety Journal was developed by the SCIP Team. The C–PN Region's Safety Journal was derived from a tool called the "Passport," which is a component of OHSA's Voluntary Protection Program. Portions of other federal agencies, such as the Departments of Defense and Energy utilize the OHSA Safety Passport as part of their safety programs.

The Safety Journal is a safety-related, activity-based book composed of various safety topics that focuses on intentional conversation with your co workers where the Safety Journal provides the conversation starters. There are 40 different activities in the Safety Journal to engage each participant in safety and health inside and outside of the work environment. Those who participate need to successfully complete a minimum of 20 activities to receive a monetary STAR Award. There are some mandatory activities that are related to various safety topics with C–PN Regional emphasis such as minimum PPE requirements, operating GOVs, and safety culture improvements. Completion is simple: pick an activity, complete the activity, and share it with others. Participation in the Safety Journal is voluntary but encouraged.

A few of the main objectives of the Safety Journal are as follows:

- **Engage all employees in the existing safety and occupational health program in a fun, fresh way**

Making Safety Pay – Safety Journal activities range from completing a simple crossword puzzle to presenting safety topics to a large audience. These efforts aim to develop a vibrant safety culture in the region.

- **Improve existing safety culture by reviewing, writing, and sharing self-selected safety topic activities with co-workers**
- **Create a better understanding of information contained on Reclamation and Region safety websites while searching for activity resources to complete activities**
- **Create stronger safety climates within work groups. In turn, this will result in overall improvements to regional safety culture through ongoing conversation with co-workers about safety**

Our leadership recognizes that culture change of any kind does not occur overnight; it is not a one and done checkbox, but this journal has been a great start. The SCIP Team met in July 2019 to begin drafting Volume Two of the Safety Journal. Release of Volume Two is expected in 2021 with the intent to keep the topic of safety on the forefront of employees' minds and actions.

Commissioner Brenda Burman presented Regional Director Lorri Gray the coveted Commissioner s Safety and Occupational Health Award during the Regional All-Employee Meeting in April 2019.

Commissioner Burman recognizes Columbia–Pacific Northwest Region for safety program excellence

By Shawn Smith, C–PN Safety & Occupational Health Manager

Last spring, Commissioner Brenda Burman presented the Commissioner's Safety and Occupational Health Award to Regional Director Lorri Gray on behalf of the entire Columbia–Pacific Northwest Region. This safety recognition is the highest honor bestowed on a Reclamation region, and the C–PN Region has received this award twice in the last three years. Way to Go!

"The Columbia–Pacific Northwest Region leadership and employees have excelled in many safety facets," said Commissioner Brenda Burman during a visit to the region in April. "You consistently put safety first, and it shows in your day-to-day work activities."

This award celebrates continual improvements to region-wide practices, emphasis in educational safety activities through the I Care About Safety Journal, metrics, wellness support, and many other factors.

Copies of the award were reproduced and distributed to the C–PN Field, Area, and Power offices for display at the facilities.

"I'm extremely proud of this region and honored because every employee had a role in achieving this important recognition," said Regional Director Lorri Gray. "Our commitment to safety ultimately is about our people fulfilling Reclamation's mission while arriving home safely at the end of every day."

Grand Coulee Power Office behavioral-based safety program

By Melissa Gross, GCPO Behavioral-Based Safety Specialist

Behavioral-Based Safety (BBS): what is it? BBS is the application of behavioral science to real-world safety problems—a process that creates a safety partnership between management and employees. A primary goal of BBS is to focus workers' attention on their own and their peers' daily safety behavior.

Grand Coulee Power Office implemented a BBS program in January 2018. GCPO started by training management to observe behavior. We did this by using the Dupont Safety Training Observation Program, also known as STOP. The five elements of the BBS STOP program are observe behavior, analyze data, generate solutions, change behavior, and personalize safety.

This program allows management to get out on the floor with employees and engage in personalized safety conversations. The "observers" use a card as a guide to focus on safety issues. After meeting with employees, observers fill out the card to document safe and unsafe behavior and/or equipment they may have seen.

Although it was not without growing pains, the process has increasingly become better and easier for all.

There is never an observation without a conversation!

Management conducts observations twice a month. Observations are analyzed monthly, which allows the BBS Specialist to proactively track trends while collaborating with management. It also allows for safe behavior to be recognized and documented anonymously. Positive reinforcement for safety is what we communicate.

Once information is analyzed, work begins on building a solution or positive reinforcement effort. The solution can consist of reviewing procedures, policy, tools or even communication to ensure it is appropriate for the task. This includes talking with employees about trends that may be happening. All data is shared with management.

The process flows into all employee safety and staff meetings, in addition to monthly Grand Coulee Dam Safety Committee meetings. The BBS program allows GCPO to sustain focus on continued safety for all employees.

GCPO Hydromechanical Supervisor Doug Feeney observes Mike Schilling (l) and Scott Wilton (r) using the Safety Training Observation Program (STOP). He verified that they had the appropriate PPE, followed procedures and worked efficiently. He then talked with them about the work task and associated procedures and processes.

Improving safety at Grand Coulee Dam

By Jacob Miller, GCPO Acting Lead Reclamation Guide

Just upstream from the town of Coulee Dam and 300 feet above the mighty Columbia River are 11 drum gates that hold back over 2 million acre-feet of water. The massive gates are 135 feet long and 28 feet high. Two-foot-tall flashboards are attached to the top of these gates to provide additional water storage in Lake Roosevelt, the 151-mile reservoir behind Grand Coulee Dam. The drum gates and flashboards also are used as a flood control measure to prevent excess water from going downstream to potentially flood more than 15 cities. To keep these gates at optimal performance, annual preventative maintenance must be performed.

Maintenance on the drum gates is performed by dedicated Reclamation employees who must wait for a small window—usually from mid-March to mid-May—when Lake Roosevelt is lowered below the height of the drum gates to prepare for spring runoff. Time is of the essence because snowmelt in the Canadian Rockies can begin earlier than anticipated, and the two-month window can be greatly reduced. To perform maintenance on the gates and inspect the arches under the roadway across the top of the dam, equipment must be lowered onto the gates.

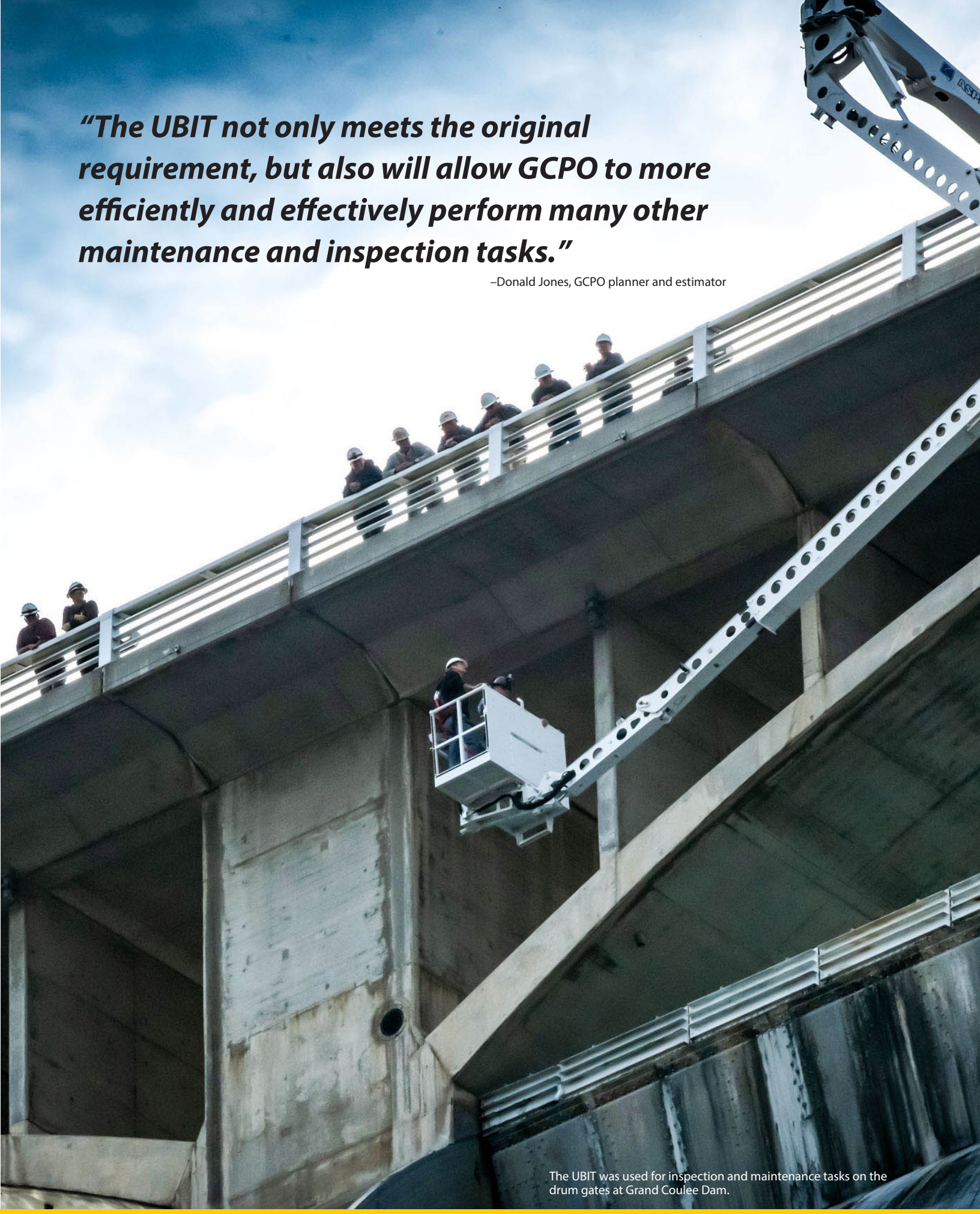
Daniel Coffland (left) and an under bridge crane instructor practice maneuvers with the underbridge inspection truck.

The Grand Coulee Power Office (GCPO) in central Washington has spent seven years researching ways that might provide a solution to this small window of critical work. Recently, GCPO acquired an Aspen A-52 under-bridge inspection truck (UBIT) to be used for inspection and maintenance tasks. An interchangeable 1,500-pound-capacity work platform can be installed for heavy-duty tasks, when additional room and extra tools are needed.

"Discovering a way to re-install the drum gate flashboards without the use of a boat after a flood event was the original requirement," says Donald Jones, GCPO planner and estimator. "The interest in the UBIT was a means to safely install and remove the drum gate flashboards," said Doug Anderson, GCPO deputy power manager. "The challenge with removing the flashboards arises from the late notification they should be removed and the significant challenge to arrange a safe means to have them reinstalled so the reservoir can be raised to full-pool after the runoff season has passed." Anderson also believes that the full use of this vehicle will be realized addressing the "long-standing maintenance needs in areas not readily reached using our conventional equipment."

Jones has been working on the procurement of this vehicle for quite some time and successfully navigated through some of the big process challenges with acquiring this vehicle. "As an engineer, I enjoyed researching and identifying the best solution to that particular problem," says Jones.

The employees at the GCPO, the Columbia–Pacific Northwest Regional Office, and the Denver Technical Services Center invested countless hours to make the UBIT a reality. Kudos to them for their determination and perseverance in making the work environment at Grand Coulee Dam as safe and efficient as possible.

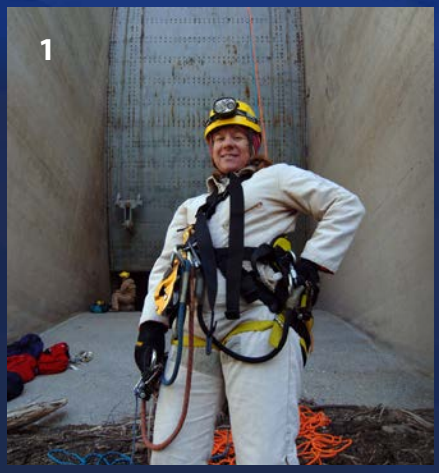


"The UBIT not only meets the original requirement, but also will allow GCPO to more efficiently and effectively perform many other maintenance and inspection tasks."

–Donald Jones, GCPO planner and estimator

The UBIT was used for inspection and maintenance tasks on the drum gates at Grand Coulee Dam.

Safety around the Region



1 Civil Engineer Sonja Norton descends into the intake tower at Palisades Dam for an annual inspection.

2 Yakima Field Utilityman Jason Meshishnek confirms the elevation of a human-made floodplain created at the Schaake Property outside of Ellensburg, Wash. The land was acquired to restore natural floodplain and provide rearing habitat for anadromous fish.

3 Grand Coulee Dam Craftsman Vance Campbell wears safety harness and PPE to remove a platform below the G-22 turbine runner.

4 Black Canyon Dam employees participated in a mock rope rescue to remove an injured employee from within the dam.

5 A Grand Could Dam welder reinforces a structural joint on a gate arm form Minidoka Dam south canal headworks. In 2015, the gate arm buckled from excessive pressure created by a frozen Lake Walcott.

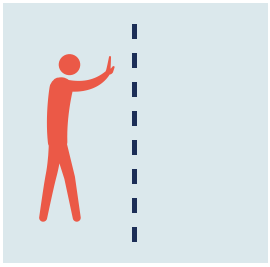
6 Yakima Field Office Electrician Shawn Rucker wearing an arc flash suit at the Roza Power plant Switchyard in Yakima.

7 Palisades Dam Powerplant crews lock onto a clearance as required by the Hazardous Energy Control Plan.

Flu Prevention

KEEPING THE WORKPLACE SAFE

Practice good hygiene • Be careful with meetings and travel • Handle food carefully



Stop handshaking – use other noncontact methods of greeting.

Clean hands at the door and schedule regular hand washing reminders by email.

Create habits and reminders to avoid touching their faces and cover coughs and sneezes.

Disinfect surfaces like doorknobs, tables, desks, and handrails regularly.

Assess the risks of business travel.

Use videoconferencing for meetings when possible.

When not possible, hold meetings in open, well-ventilated spaces.

Consider adjusting or postponing large meetings or gatherings.

Stay home if you are feeling sick or if you have a sick family member in your home.

Limit food sharing.

KEEPING THE HOME SAFE

All households

- Clean hands at the door and at regular intervals
- Create habits and reminders to avoid touching their face and cover coughs and sneezes
- Disinfect surfaces like doorknobs, tables, and handrails regularly
- Increase ventilation by opening windows or adjusting air conditioning
- Ensure all utensils and surfaces are cleaned regularly

Households with vulnerable seniors or those with significant underlying conditions

Significant underlying conditions include heart, lung, kidney disease; diabetes; and conditions that suppress the immune system

Have the healthy people in the household conduct themselves as if they were a significant risk to the person with underlying conditions.

For example, wash hands frequently before interacting with the person, such as by feeding or caring for the person.

Give sick members their own room if possible, and keep the door closed.

Have only one family member care for them.

If possible, provide a protected space for vulnerable household members.

Consider providing additional protections or more intensive care for household members over 65 years old or with underlying conditions.

This message is brought to you by the Centers for Disease Control and Prevention (CDC).

Minidoka Dam radial gate arms repaired

By Raymond Wardle, Minidoka General Maintenance Mechanic

Winter 2015 was the first time in the history of Lake Walcott and Minidoka Dam that the lake was at full pool. This was because the Minidoka spillway was reconstructed. The reconstruction replaced the old spillway boards and pillars with a concrete spillway and 12 radial gates. It also replaced the Burley and Minidoka Irrigation headworks with four new radial gates.

While conducting the monthly preventative maintenance inspection, General Maintenance Mechanic Ed Ryan noticed damage to the radial gate arm on the Burley Irrigation District's (BID) main canal headworks. Upper Snake Field Office Supervisor Civil Engineer Keith Brooks was immediately notified. After inspecting the buckling radial gate arms, the situation was deemed an emergency. The bent radial gate arms presented an imminent risk of failure and could have resulted in catastrophic destruction with significant economic damages to properties downstream.

Emergency Command Centers were quickly established in the Regional and Denver offices. The unusually high level of water had created a slab of ice about 24 inches thick that expanded across the spillway, and the ice was pushing against the gates. It was later determined the materials used in the construction of BID's two radial gate arms were inadequate and did not meet the specifications required for the project.

The priority was to remove the ice so bulkheads could be installed to relieve pressure on the failing radial gate. Fifteen tank heaters were placed in front of the headworks to melt the ice, and three generators were used to supply electricity to the heaters. This around-the-clock operation required an employee on-site to refuel the generators every 2 ½ hours to avoid power interruption and setbacks in progress. The ice had to be weakened so it would break when the bulkheads were set in place.

Minidoka staff had to deal with numerous hazards—electricity, wintery conditions, slippery surfaces, long hours, darkness, tripping, and combustible fuel. All hazards were identified and handled thoroughly.

It took six bulkheads to counterbalance BID's failing gates. Each bulkhead weighed about 10,000 pounds, and measured 20 feet long, 6 feet tall, and 18 feet thick. A local crane company was hired to replace the bulkheads. Due to the reach requirements and size of the bulkheads, the crane almost reached maximum capacity. A critical lift plan was prepared that included additional safety measures. To prevent the bulkheads from swinging and causing damage to other parts of the structure, tag lines were maintained during the lift.

The crew then focused on the 12 gates to the south side of the spillway. Although these gates had the correct radial gate arms in place, Denver Office staff were concerned they may be susceptible to the same engineering faults. To reduce the ice load on the gates, two 18-inch by 18-inch holes were cut in the ice in front of

Minidoka Dam radial gates – In February 2016, ice buildup of up to 24 inches thick behind Minidoka Dam caused one of four radial gate arms to buckle. The incident led to the replacement of four gate arms by the Minidoka Dam maintenance crews.

each gate. To achieve this, General Maintenance Mechanic Raymond Wardle was lowered into a small boat on the icy surface. He wore a life jacket and rescue harness with lifelines. Because the depth of the ice ranged from 4 inches to 24 inches near the water's edge, extra precautions were taken to ensure the boat did not overturn.

Holes were cut through the thick ice (in sub-zero temperatures) using a chainsaw. The Minidoka crew then fabricated a temporary bubbler system to disperse the ice away from the gates. This was another around-the-clock operation; an employee had to be present to refuel and monitor the system. Additionally, an hourly inspection was conducted on all gates to ensure if other problems occurred, they would be quickly addressed.

The Denver Office provided specifications for a temporary fix on BID's radial arms. The entire BID headworks was enclosed due to adverse weather conditions and critical welds. A skeleton frame was constructed and tarped for full enclosure. Because there was a continual need to lower and lift equipment and materials from the worksite with the crane, the staff modified the enclosure, so they could easily remove and replace the roof when needed. Although the pumps kept the worksite from flooding, there was still a foot of standing water. Wooden platforms were constructed to keep personnel out of the water and to allow movement around the structure. Welders from the Palisades Field Station assisted in the makeshift repairs.

The new radial arm gates, manufactured by Grand Coulee Power Office, were installed in 2018. The Minidoka crew worked tirelessly from start to finish, and through numerous safety hazards.

Built to Last – Grand Coulee Dam welding crews replaced the four gates arms on the South Canal Headworks at Minidoka Dam.

The quick discovery of this potentially catastrophic gate failure, and the hard work of Minidoka, Palisades, Regional and Denver office employees, prevented the uncontrolled release of water that could have emptied the lake and flooded two counties.

The Umatilla Field Office eclipses 2,091 days since a lost-time accident

By Sean Kimbrel, UFO Manager

How did this office achieve such a milestone? Getting the local perspective from out in the field is a good way to find out.

The safety story below is from Doug Meeks, a craftsman at the Umatilla Field Office (UFO) in Hermiston, Ore. Doug has worked in his trade at several Reclamation and Army Corps of Engineers offices during his 20-plus-year career. In his free time, Doug likes to read and write poetry.

Doug's personal perspective reflects the Columbia–Pacific Northwest Region's Core Values of Respect for People, Clear and Effective Communication, Results-Oriented, and Ethical Behavior. His story shows how the region's Core Values contribute to an excellent safety culture for our employees and stakeholders. I hope you see the creativity and associated Core Values in Doug's story as well.

Pride in Safety Clock – As March 2020, the Umatilla Field Office Lost Time Clock was over 2,091 days without a lost-time accident.

During maintenance of a canal trash rake, author Doug Meeks safely operates an aerial lift, while Jim Henry and Rich Heyne observe.

A clock on the wall

By Douglas Meeks, UFO Craftsman

I wasn't certain if I would enjoy working at a place in Oregon I had never heard of. Nonetheless, I was looking forward to working in the Umatilla Field Office (UFO). As an employee of Reclamation for many years, and because this position was consistent with all of my previous federal employment, I was confident that after a brief period of "new guy" adjustment, I would fit right in. I was sure that other than those elements specific to this facility, things would be pretty much the same as every other Reclamation facility where I've worked.

Things are not always what you expect.

As I entered the front office for the first time, something caught my eye; it was the digital clock on the wall with a large image of a bald eagle's head. My first thought was, "nice clock." But almost immediately, confusion set in. Why at 9:30 am did this clock read 5:43? As I sometimes do when I'm confused, I tilted my head to one side and focused my vision on the clock. It wasn't a clock after all. It was a *Days Since Last Lost-Time Accident* counter, and it read 543 days. I thought to myself that a year and a half was a respectable length of time to conduct this type of work and not have a serious accident. These employees here must be really lucky!

As my time at UFO passed, week to week, month to month, much of my initial supposition was indeed accurate; the type of work was familiar, as was our schedule. We had a good resource for developing Job Hazard Analysis forms, and we conducted safety meetings as regularly as most places I had been. I did, however, notice some subtle differences at my new job.

There didn't seem to be any big push to get out the door and get to work without first having a plan. There were no sarcastic "get to work" or "you're burning daylight" comments. Instead, there seemed to always be time for some degree of relaxed discussion among the different crafts as to what we were all working on that day, if we could use any additional assistance for a task, and the general location in our vast area where we planned to work. I noticed this type of atmosphere also was conducive to us sharing or complaining about any stressful personal issues from the previous day or weekend. To some, this portion of the morning might seem like wasted, unproductive time. My observation was that the coordination of activities and communication with each other was a positive influence for starting the day in the right frame of mind.

I'd also observed an uncommon degree of willingness of the employees here to take personal responsibility. Unlike many places I have worked, my co-workers didn't seem to feel someone was just waiting for them to make a mistake. At UFO, there is a sense of trust with each other to a degree that mistakes and errors in judgment are openly shared. The expectation of accountability inspires us to think before we act, so that we don't end up being the one with the most mishaps. The overall attitude is we have time to do the job correctly. This attitude inspires us to make corrections to potential hazards on the spot, rather than hope or assume someone else will notice the danger and make a correction in the future.

I've always believed that one of the best sources of knowledge is those who have experience. The willingness of employees here to ask for and share work-related information encourages open and helpful communication. Ultimately, communication appears to be a key element when evaluating the factors that have contributed to the 543 Days Since Last Lost-Time Accident number I saw when I first came here. This number now reads 2,091.

Doug Meeks says the Umatilla Field Office has an "uncommon degree of willingness of the employees here to take personal responsibility for each others safety. Rich Heyne (l) and Rick Hlawek (r) take time to inspect rotary brushes on some field equipment in Hermiston, Oregon.

Lights, Camera, Action…at Grand Coulee Dam

By Lynne Brougher, GCPO Public Affairs Officer

It was a typical October day in the Grand Coulee Dam Public Affairs Office. I was busy working on an upcoming news release, when the telephone rang. Upon answering the phone the response on the other end of the line said, "Hi this is Blake Smith, senior segment producer for the Discovery Channel show called Shifting Gears with Aaron Kaufman. We would like to come and film a segment for the show at Grand Coulee Dam." From that moment on, safety was considered, beginning with the preparation of the filming permit until filming was completed.

Once Reclamation approved the application request to film, preparation of a special-use permit began. The permit was quite detailed and included a safety component addressing the protection of the film crew, Reclamation employees, facilities, and the environment. In addition, the request to film with an unmanned aerial vehicle required a licensed operator because several power lines were in proximity of the flight.

Aaron Kaufman and the film crew of nine would be at Grand Coulee on February 25 and 26. While there, Aaron helped the Grand Coulee staff replace large stator frame bolts on generator G-21 and helped with the disassembly of the platform above the draft tube in G-21. These tasks required Aaron and the film crew to enter confined spaces. Before filming, the Grand Coulee Safety Office provided Aaron and the crew a two-hour training on confined space and fall protection. Part of the training included ensuring Aaron and the film crew were properly fitted with a fall protection harness, hard hat, and safety glasses.

Prior to each job, the job lead reviewed the Job Hazard Analysis with the crew members. The safety office took air quality readings in each confined space before the work began.

Watch for *Aaron Needs A Job* on the Discovery Channel featuring the Third Power Plant crew and safety staff.

The removal of the draft tube platform required working in a space below the 498-ton turbine where the water exits the generating unit to the river 90 feet below. For safety, the draft tube was filled with water just a few feet below the platform. In case someone fell, it would be easier to retrieve them from the water-filled draft tube.

On the day of filming in the draft tube, Reclamation Fire Department stationed at Grand Coulee Dam provided water rescue training for all who entered the draft to dismantle the platform. This training included the rescue of a mannequin from the water in the draft tube.

At the end of the day, filming was a success! As a result of being proactive and addressing safety from the beginning of the project, no injuries occurred.

*Note: For those who wish to view the show on the Discovery Channel, the name was changed to *Aaron Needs a Job*.

A Safety Star is Born – Discovery Channel star Aaron Kaufman experienced safety first-hand by wearing a fall protection harness, hard hat, and safety glasses while below the G-21 turbine.

As they say in the film industry…that's a wrap!

C–PN Region's New Medical Services Program

By Julie Weymouth, C–PNRO Safety & Occupational Health Specialist

Sam Siple, Regional Medical Program Coordinator

In August 2018, the Columbia–Pacific Northwest Region welcomed Samantha "Sam" Siple as our first Regional Medical Program Coordinator. In her new role, Sam will focus on implementing an effective medical services program throughout the region.

Sam has worked extensively with Human Resources, Safety Training and Tracking Coordinator Erin Nielsen, and safety personnel to create a "state-of-the-art" medical services program for our region. A major program component is medical surveillance. In non-technical terms, this surveillance can be used to identify an employee's work activities, including his/her physical and environmental exposures, to help designate which physical examinations should be performed.

The first step in creating a state-of-the-art medical service was to replace the Optional Form 178. Reclamation has used this form for many years to provide information to an examining physician about which examination components should be used. A more robust Medical Services Program Requirement review form was generated using C–PN Region supervisors' input. This information captures current employee work activities and will be reviewed regularly for accuracy.

"This form does an excellent job of distinguishing between the physical and environmental demands for each position description at every facility," said Samantha Siple. "Now with this form, the medical components for each physical examination can be completed accurately."

To ensure our medical services program is consistent throughout our region, Sam is working on a Medical Surveillance Business Practice. This business practice will include an instructional guide that will detail our medical services requirements and procedures.

The instructional guide is already in use as part of a medical services pilot at the Columbia-Cascades Area Office (CCAO). Sam has been working with CCAO's Safety Specialist Jason Rice on the pilot program since December 2018.

The pilot has made a significant difference at CCAO. "Historically, CCAO has coordinated the scheduling, oversight, and payments of the medical surveillance program by utilizing local staff," said Jason. "Many of these responsibilities were added to our mailroom staff, administrative assistants, and others' regular duties. Over the years, our office has experienced a great number of complications that, despite our best efforts, we never quite managed to overcome. Thanks to Samantha, her contribution has made a huge impact on improving our program."

Soon after Sam took over the Medical Services Program, she began working on a new medical services contract. The contract will be released in 2020.

It won't be long before we see how the huge developments in our Medical Services Program will pay off. Kudos to Samantha, Erin, Bonnie, Jason, and others for all their efforts in getting this important program off the ground!

Safety Word Search

S A S F E S T Y I S J A C G O C S W B N
U M B E E E G R P O S O N N O E S O Q D
A D P V U L E R F S M I D M W M E R N O
X M O I A Q A Q E M H N M X Y R N K I R
O L G S S C I S U S N I O L K I I E N N
G Y S R T C S N A I T P B I O M S R M O
W E S I Y M I W H T P E C G T I U S C I
S E C D E C D M E C V M N W G N B W P T
R E A N A N S E O I E I E S J S E T M U
R L T T A S J S T N N T B N J G C T R A
A G I H H L T A E I O E D G T U C M T C
Y O G T Y E T A A N G G V Z K L A L Q A
N P Q Q M N R R N A E Z R G G P R F Z T
K U L C E K T D Q D U R N E D R E S V A
D R I V I T X U V H A Z A R D A F U C H
C Q E F I R S T A I D R K W J E U T K N
E R T U O K C O L M F W D M A A L S J Z
P P P T Y J L R C J G C P S A F E T Y C
S W P G H W E V A C U A T I O N M J L F
K A P O X U I M G U Q V Q U P O Y Q V V

ACT
ASSESSMENT
ATTENTION
AWARENESS
BUSINESS
CAREFUL
CAUTION
COMMITTEE
COMMUNICATION
EARPLUGS
EQUIPMENT
ERGONOMICS
EVACUATION
FIRSTAID
GLASSES
GLOVES
HANDWASHING
HAZARD
LOCKOUT
PPE
PRACTICE
PREVENTATIVE
SAFETY
STANDARDS
TECHNIQUES
TRAINING
WEATHER
WORKERS

Columbia–Pacific Northwest Region Core Values

Amazing People Accomplishing Important Work

Respect for People

We treat each other, customers, and stakeholders with professionalism, dignity, and respect. In turn, we foster an environment that supports diversity, collaboration, innovation, and excellence.

Finding Common Ground

Arnold Winebar at GCPO
Safety Specialist (Construction)

Bonnie Christensen at C–PNRO
Industrial Hygienist

Shane Smoger at GCPO
Supervisory Safety & Occupational Health Specialist

Sam Siple at C–PNRO
Safety Specialist

Jason Rice at CCAO
Safety & Occupational Health Specialist

Julie Weymouth at C–PNRO
Safety & Occupational Health Specialist

Jeanne Gravatt at GCPO
FSA Safety, Compliance and Enterprise Management

James Beach at C–PNRO
Safety & Occupational Health Specialist

Tyler Byrne at USFO
Acting Safety & Occupational Health Specialist

Marc McFarland at SRAO
Safety & Occupational Health Specialist

Melissa Gross at GCPO
Safety & Occupational Health Specialist

Erin Nielsen at C–PNRO
Safety & Occupational Health Specialist

Shawn Smith at C–PNRO
Regional Safety & Occupational Health Manager

"It has been a privilege to work 28 years with a wide array of disciplines in our Region that I consider the best and brightest. I'm always impressed with how positively individuals interact with each other, as well as with outside customers. While opinions and perspectives may differ, our regional family finds common ground and a willingness to build relationships and seek solutions."

Regional Safety & Occupational Health Manager Shawn Smith

BUREAU OF RECLAMATION