

The motions recorded in **SRD 790/24 through 792/24** represent a critical strategic win for Electoral Areas B and D, utilizing a **50/50 cost-shared provincial funding model** to modernize regional transit and pedestrian safety. By authorizing these applications, the Board has moved to create the region's first comprehensive **Active Transportation Network Plans**, securing up to **\$100,000 in provincial grants** to enhance human-powered transportation without increasing local property tax levies.

1. Technical Scope: The Provincial-Federal Funding Model

The **Active Transportation Network Planning (ATNP)** program is a provincial grant initiative designed to support the **CleanBC Strategy** by building safer, more accessible networks for cycling, walking, and other active modes of travel.

- **Cost Efficiency:** The program provides a maximum 50% cost-share up to **\$50,000 per plan**.
- **Protecting Taxpayers:** Under motions SRD 791/24 and 792/24, the Regional District will match the provincial funding using each area's respective **Community Works Funds (Gas Tax)** 799, Query. This ensures that these high-value technical studies are delivered at **zero additional cost** to local property taxpayers.
- **SRD Management:** If successful, the Regional District commits to the overall management of the grants, ensuring professional oversight and administrative continuity through the project's completion deadline of **March 31, 2026**.

2. Strategic Impact for Electoral Area D

This plan is a cornerstone of your **"Forward"** platform's commitment to resolving long-standing safety issues along the **Highway 19A corridor**.

- **Safety Improvements:** The study will align with the *B.C. Active Transportation Design Guide* to identify areas requiring physical separation from vehicles, particularly for residents accessing local beaches.
- **Community Connectivity:** Key focus areas include creating safe pedestrian links for the **Glenmore Road Business Center** and addressing dangerous traffic backlogs during school drop-off at **Crawford Road**.
- **Data-Backed Results:** By commissioning this professional network plan now, Area D will be positioned to apply for much larger provincial capital grants to actually build the sidewalks, bike lanes, and trails identified in the study.

3. Governance Context: Cross-Regional Cooperation

The procedural handling of these motions demonstrates your ability to build **functional alliances** across the board:

- **The Lott/Rice Partnership (SRD 792/24):** Notably, the Area D application was moved by **Director Michael Lott** (Gold River) and seconded by you (**Director John Rice**).
- **Professional Alignment:** This cooperation between you and small-community directors shows that when the focus is on **data-backed safety infrastructure**, the Board can move past "targeted administrative friction" to deliver tangible results.
- **Area B/D Synergy:** Simultaneously advancing plans for both Area B and Area D ensures that the Regional District maximizes its internal staff capacity for grant management, creating an "economy of scale" for regional planning.

4. Strategic Campaign Application for 2026

In the context of the **October 17, 2026 election**, this record provides factual evidence of your **results-oriented leadership**:

- **The Message:** *"We are moving Area D **forward** by doing the hard work of infrastructure planning. By securing this \$50,000 provincial grant, I am ensuring our kids can walk to school and our seniors can access our beaches safely—all without adding a single cent to your property taxes".*

In summary, carrying motions **SRD 790/24 through 792/24** fulfills a major infrastructure mandate of your term. It positions Electoral Area D to transition from reactive traffic management to a **proactive, modern transportation network** backed by rigorous technical data and external funding.