

March 27, 2017

To: His Worship the Mayor  
And Members of City Council

Re: White Butte Regional Trans Canada Trail

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RECOMMENDATION

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- MARCH 15, 2017**

That the City of Regina endorse, participate and support the White Butte Trans Canada Trail Project as outlined in Appendix 1.

*EXECUTIVE COMMITTEE - MARCH 15, 2017*

The Committee adopted a resolution to concur in the recommendation contained in the report.

Mayor Michael Fougere, Councillors: Andrew Stevens (Chairperson), Lori Bresciani, Sharron Bryce, John Findura, Jerry Flegel, Jason Mancinelli, Joel Murray and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on March 15, 2017, considered the following report from the Administration:

RECOMMENDATION

That the City of Regina endorse, participate and support the White Butte Trans Canada Trail Project as outlined in Appendix 1.

CONCLUSION

The City of Regina (City) is a member of the White Butte Regional Planning Committee (WBRPC). A sub-committee of the WBRPC, the White Butte Administrator Committee, has prepared a Trans-Canada Trail (TCT) recommendation for endorsement by member municipalities in support of the trail and its construction plan.

The White Butte Administrator Committee Trans Canada Trail Project Recommendation Report presented to the WBRPC on December 21, 2016 is included as Appendix 1.

## BACKGROUND

The WBRPC is a forum for regional planning and inter-municipal cooperation. The communities of WBRPC include Balgonie, White City, Pilot Butte, the village of Edenwold, the Rural Municipality (RM) of Edenwold no. 158, the City of Regina and the RM of Sherwood No. 159.

A feasibility study was undertaken by the WBRPC which included the following recommendations to the WBRPC and its member municipalities:

- Proceed with requesting formal approvals by each Council within the WBRPC;
- Fund the construction of the trails in each phase through a self-funded construction model as follows:
  - For each leg of the trail to be constructed, apply to the Canadian Trans Canada Trail Association for maximum funding (100 per cent in planning of the trail leg, 50 per cent for construction);
  - Fund the remaining 50 per cent construction shortfall for each leg of the trail through alternative funding sources as highlighted in the financing/fundraising section of the attached report (including sponsorship, grants, fundraisers, special interest groups, developers and other sources);
- Continue with Phase 1 of the proposed project (securing a pedestrian cross over on Highway 1 at the White City overpass). Proceed with the trails even if short-term pedestrian crossing at the Highway 1 overpass at White City cannot be secured;
- Cost sharing for maintenance of the rural crusher-dust trails will be determined by the WBRPC following review by each Council. The cost of maintaining the urban (paved asphalt) sections of the trail would become the responsibility of the applicable urban municipality upon completion of construction;
- Establish a separate TCT project team or committee to determine a project plan to deliver construction of the trails and crossings. Obtain a recommendation from the Administrator Committee on the approach and make-up of the committee;
- Secure a project lead for the TCT project to work directly with the project team; and
- Assign the following to the TCT project team for delivery by spring:
  - Continue with delivery of Phase 1 of the project;
  - Develop a long term trail marketing and funding strategy;
  - Develop an approach for securing landowner permissions;
  - Develop a project plan for a minimum of the first year for approval by the WBRPC;
  - Develop a proposed funding action plan in support of the first year project plan

which addresses the funding shortfalls, assuming TCT contributions of 50 percent;

- Provide a recommendation for delivery of the first year project plan (including a plan for the current team, hiring a third-party construction company and other relevant planning details); and
- Utilize the White Butte Administrator Committee in their project role to provide oversight to the TCT project team.

## DISCUSSION

The City is in a position to endorse the TCT project. The City is not being requested to fund segments of the trail construction. Maintenance costs are still undetermined and will be negotiated through another agreement.

Considerable length of trail exists within the city boundary. Further segments of the trail within the city boundary are to be constructed in the future as part of new neighbourhoods and as development occurs. Until that time, temporary measures are in place within existing budgets to link trails within the city boundary. The trail system will connect rural trails to the existing Regina trails.

The WBRPC will form a project team to develop a project plan to deliver construction of the trails and pedestrian crossings.

The project is pursuing a funding model whereby application is made to the TCT national program for 50 percent of funding for construction and 100 percent for planning. The shortfall would be made up through a self-funding model by the communities whereby they work together to raise funds for the benefiting municipalities.

The self-funded construction model outlined in the attached report indicates that the communities benefiting most from that section of the trail will provide the primary resources/effort for the project with other members supporting the work and actively participating as secondary resources.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The WBRPC is not requesting new funding for trails from the City of Regina. The approach to funding is a self-funded construction model. Each section of the trail being constructed must

have the shortfall funds secured (in addition to the TCT funds) to complete construction of that leg of the trail. Ongoing maintenance costs will be borne by the municipalities without TCT funding. There is no commitment or requirement in this endorsement to contribute to maintenance of trails outside of City boundaries. A regional trail system, cost shared for maintenance, may be an option considered by the White Butte project team for eventual consideration by individual councils (Appendix 1).

The WBRPC will form a project team to develop a project plan to deliver construction of the trails and pedestrian crossings. The self-funded construction model outlined by the administrator committee report indicates that the communities directly benefiting from that portion of the trail should have primary responsibility for fundraising with the other members supporting the work and actively participating as secondary members.

Temporary measures are in place within existing budgets, within the city boundary, that will offer a basic TCT experience until multi-use trails are constructed as part of new neighborhoods or as development occurs.

#### Environmental Implications

Environmental impact assessment may be required in the planning of the trails as the trail system follows natural creek beds.

#### Policy and/or Strategic Implications

The City is a member of the WBRPC.

The White Butte Trans Canada Trail Project aligns with policies contained within the Regional Context section of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

#### Section D1 Goal 4 - Connected Natural System

- Identify a connected natural system where we endeavour to partner with surrounding municipalities and other regional partners to connect the city to a regional linked system of continuous natural areas and corridors; and
- Regional trail and recreation system connected to the potential open space connections.

#### Section D3 Goal 5 - Active Transportation

- Maintain, enhance, and where feasible expand the city's multi-use *pathway* network to new and existing neighbourhoods for all seasons.

#### Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The WBRPC will lead communication with landowners impacted by the proposed trail extensions. The White Butte Administrator Recommendation Report (Appendix 1) recommends next steps, which includes developing a detailed landowner approach strategy.

DELEGATED AUTHORITY

The recommendation contained in this report requires City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to read 'Jim Nicol', written in a cursive style.

Jim Nicol, Secretary