



Implementation Plan

for local governments



September 2012

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INTRODUCTION

Experience the Fraser is an exciting vision to connect from Hope to the Salish Sea along the Lower Fraser River by means of over 550 kilometres of trail and via the river itself. The intention is to connect communities to each other and to the river, to knit together points of interest such as parks, natural features, historic and cultural sites and festivals – and to continue to build on that recreation and tourism network, creating one of the world’s great river destinations.

This Implementation Plan is an accompanying piece to the Experience the Fraser Concept Plan. It is intended to identify actions planned by local governments for the next few years that will advance the Concept Plan’s Foundational Program. It also identifies the ‘who, how and when’ associated with these actions - wherever possible, actions are ‘SMART’ or specific, measurable, actionable, realistic and time-bound. The structure of the Implementation Plan follows the structure of the Concept Plan, listing actions by Goal and Foundational Program project. The identified actions are subject to budget processes and other approvals. As a result, this snapshot of implementation actions will evolve over time, with new opportunities emerging not identified here, or shifts in priorities.

The focus of the Implementation Plan is on actions to be undertaken by Metro Vancouver, the Fraser Valley Regional District, the Province and the sixteen municipalities along the Fraser River within the Project Area. It also includes a few illustrative actions identified by other agencies and organizations. Much more is happening along the river beyond planned government actions that advances the objectives of Experience the Fraser, however, it is important to begin to track efforts advancing recreation and tourism infrastructure and programming along the Fraser River, and be able to measure progress towards implementing the Concept Plan. As such, the Implementation Plan is intended to both be a record of planned government actions as well as a call to action for others to participate and add their projects and plans to Experience the Fraser. The Implementation Plan will be a living document that will become even more robust as others add their actions.

Regional Districts will be asked to endorse the Implementation Plan, and adopt actions within their authority and mandate. Other agencies and organizations are invited to do the same.

Integrating diverse land uses along the Fraser River

Experience the Fraser will respect and, when appropriate, embrace all land uses along the river – including First Nation and private land interests, industry, business, agriculture, parks, and environmentally sensitive areas. These are all important components of the Fraser River’s history and present. The intent of Experience the Fraser is to achieve connectivity as close to the river as possible, however, it is recognized that the proposed trail will have to be aligned to harmonize with and respect all of these interests and associated interfaces.

Many times, the trail will have to ‘go around’ these features and uses, but creative ways of integrating the trail can produce some incredibly rich experiences with benefits for all. The project will only move

forward with the cooperation of land owners who see the benefits of participating – whether that be for philanthropic or ethical reasons, that they see a business opportunity (e.g. wine tours by bike or a new customer base for gate sales), or an opportunity to improve knowledge and education about their operations (e.g. industrial tourism).

GOAL 1

CONNECT HOPE TO THE SALISH SEA

1.1 CANYON TO COAST TRAIL

Championing, planning, developing, operating and maintaining the over 550 kilometres of trail proposed in the ETF Concept Plan falls primarily to the Province, two regional districts and sixteen municipalities, through which the route travels. Local governments have authority and responsibility for land management and planning, as well as the provision of recreation infrastructure through park functions. The Province has significant holdings in Crown Land and trail function. The trail is already 43% in place, co-locating along municipal, regional and provincial trails, and the remaining 315 km gap is mostly identified in regional and municipal plans. The Province also has an important role supporting trail development by facilitating the transfer of any necessary Crown lands and by adopting an operational statement that clearly supports recreational access along dyke structures. Trails BC, both as a regional trail organization, and as BC’s representative agency for the Trans Canada Trail, plays, and will continue to play, a strong role in advocating for trail connectivity through the Lower Mainland, route identification and as an Experience the Fraser partner. There are ongoing opportunities for First Nations, Port Metro Vancouver, businesses and land owners and other interests to become advocates for the Canyon to Coast Trail and participate in its delivery.

STRATEGY 1.1.1 Complete seven priority segments of the Canyon to Coast Trail, adding 81 km and completing 70% of the Vision Route.

Planned Actions

<p><i>Metro Vancouver (Lead - L) will work with the Province (Support - S), the Department of Fisheries and Oceans (S), industrial land owners (S) and the City of New Westminster (S) to connect the Brunette-Fraser Greenway east from Sapperton Landing to Spruce Street with a long-term aim of connecting off-road to Coquitlam. This trail segment is part of a Foundational Program segment of the Canyon to Coast Trail. The project also involves bank restoration and in-stream works along the Brunette River, and is part of Metro Vancouver’s Ecological Health Action Plan (2011).</i></p>	<p>2012-2014 Concept Plan for Restoration \$20,000 Trail cost to be determined</p>
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The <i>Fraser Valley Regional District</i> (L) will undertake a Trail Study to better understand the construction costs of implementing the ETF Vision Route within the FVRD, and to help prioritize trail segments to advance.	2012 Existing Resources
The <i>District of Kent</i> (L) will complete the Mountain View System by widening a kilometre of the shoulder along Mountain View Road.	2012 \$15,000
The <i>District of Kent</i> (L), with support from the <i>Province</i> (S), will create a pedestrian-friendly pathway between Morrow Road (Haig Highway) and the Tea Cup (Highway 7 and 9) which will include a connection to the end of the Mountain View Trail.	2014-2015 \$50,000
The <i>Township of Langley</i> (L), with financial support from the <i>Province</i> (S) through the Community Recreation Grant, will complete 2.5 kilometres of shared-use trail connecting from Derby Reach Regional Park west to the Golden Ears Bridge. The trail will be 3 metres wide and include signage, benches and landscaping. This work will complete a significant section of the Trans-Canada Trail, and will complete the longest segment of the Canyon to Coast Trail, over 33 km connecting four municipalities.	2012-2013 \$525,000
The <i>Township of Langley</i> (L), in partnership with <i>ParkLane Developments</i> (S) and funding from the Province's Local Motion Program (S), will construct the Bedford Landing Overpass, a pedestrian and cycling bridge over the CN Railway with a connecting trail to the Fort to Fort Trail and the community of Fort Langley.	2012 \$500,000
The <i>Township of Langley</i> (L) will design a shared-use overpass to connect the Fort Langley National Historic Site over the CN Railway and River Road to the Fraser River waterfront.	2012-2013 \$50,000
The <i>District of Maple Ridge</i> (L) and <i>District of Mission</i> (L) will explore options to connect the two municipal trail systems.	2012-2013 Existing Resources
The <i>City of Pitt Meadows</i> (L) and <i>District of Maple Ridge</i> (L) will develop a trail connection under the Golden Ears Bridge, connecting from just south of Airport Way to Kingston St. and continuing south to the river. This is part of a Foundational Program connection to Port Hammond.	2012 \$40,000
The <i>City of Pitt Meadows</i> (L) will continue to work with the <i>Province</i> (S) and the <i>Katzie First Nation</i> (S) to extend the Pitt River Greenway east to Maple Ridge under the Golden Ears Bridge.	2014-2015 Existing Resources
The <i>City of Surrey</i> (L) will undertake a Fraser River Access Study to identify barriers to public access and determine a long-range plan for promoting public access to the waterfront, including the development of the Riverside Greenway as proposed along the south edge of the South Fraser Perimeter Road.	2013 \$150,000

The <i>City of Surrey</i> (L) will work with the <i>Ministry of Transportation and Infrastructure</i> (S) to secure a right of way for the proposed Riverside Greenway as part of the South Fraser Perimeter Road project.	2013-2014 Cost to be Determined
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STRATEGY 1.1.2 Secure recreational access along six priority dyke segments

Planned Actions

<i>The Province</i> (L) with the support of <i>Metro Vancouver</i> (S) and the <i>Fraser Valley Regional District</i> (S), will develop and adopt an Operational Statement supporting Recreational Access on Dyke Structures.	2012 Existing Resources
The <i>Fraser Valley Regional District</i> (L) will explore options identified in the Illustrative Foundation Program to advance the Canyon to Coast Trail along the dyke system. Funds will be spent on the project(s) that are best aligned with existing resources and partnerships and have the potential to leverage other contributions.	2012-2015 2012 prov. funds

STRATEGY 1.1.3 Advance implementation through the exploration of interfaces with Industry, Agriculture, and Rail.

Planned Actions

<i>Metro Vancouver</i> (L) will facilitate outreach with industrial land owners along the river to develop design guidelines for the trail's interface with industry and will implement one demonstration project - location to be determined.	2013-2014 Cost to be Determined
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1.2 RECREATIONAL BLUEWAY

The Recreational Blueway component of Experience the Fraser expresses the recreational use of the river itself. The Blueway is best expressed through the infrastructure that supports recreational use of the Lower Fraser River, including boat launches, access points, day-use facilities and camping. The two regional districts, municipalities and the Province are mainly responsible for delivering blueway infrastructure. This role is derived from their responsibilities for land management and planning as well as the provision of recreation infrastructure through park functions. The Marine Trails Network Association of BC is a registered society dedicated to establishing a network of accessible sites along the BC Coast, including sections of the Fraser River. They work closely with the Province's Recreational Site and Trails BC and continue to provide input to the ETF project.

STRATEGY 1.2.1 At eight locations between the Alex Fraser Bridge and Hope, build a new, or enhance an existing, boat launch to ensure adequate river access as a minimum of

every fifteen kilometres along the river, and improve water access and amenities at locations identified in the Foundation Program.

Planned Actions

<i>Metro Vancouver (L), the Fraser Valley Regional District (L) and the District of Mission (L)</i> will explore an appropriate location to provide an improved boat launch near the Mission Bridge, either as part of Matsqui Trail Regional Park improvements or at the Mission waterfront.	2012-2013 Cost to be Confirmed
The <i>Township of Langley (L)</i> will conduct a feasibility study for the relocation of a motorized boat launch out of Bedford Channel / Marina Park.	2012-2013 \$30,000

STRATEGY 1.2.2 Complete five new or enhanced pedestrian / cycling water crossings to advance connectivity over the river.

Planned Actions

<i>The Fraser Valley Regional District (S) and the District of Hope (S)</i> will advocate for the <i>Province (L)</i> to revitalize the Kettle Valley Railway Bridge at Hope to facilitate pedestrian and cyclist access below the Hope Bridge and provide trail connectivity on either side.	2012-2015 Cost Not Yet Determined
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STRATEGY 1.2.3 Ensure vehicle bridges not only provide for adequate pedestrian and cyclist connectivity and community trail connections, but also, where appropriate, function as destinations with viewpoints, opportunities for education and interpretation, public art and Experience the Fraser branding.

Planned Actions

<i>Metro Vancouver (S)</i> will participate in the Pattullo Bridge Replacement consultation process to advocate for the new bridge to provide a dedicated trail for pedestrian and recreational cyclist connectivity, viewpoints and interpretive and educational opportunities.	2012-2013 Existing Resources
<i>Metro Vancouver (S)</i> will participate in discussions about a replacement / expansion of the George Massey Tunnel and advocate for good pedestrian and cycling access and connectivity, viewpoints and interpretive and educational opportunities to be included in any solution.	Cost Not Yet Determined
The <i>Province (L)</i> will integrate the multi-use ETF trail across the new Port Mann Bridge, minimize the exposure of pedestrians and cyclists to highway traffic and improve access by pedestrians and cyclists to parks and greenways on both sides of the Fraser.	2013 Cost Not Yet Determined

GOAL 2

LINK AND INSPIRE EXPERIENCES ALONG THE RIVER

2.1 AMENITY AND FEATURES POINTS - CREATING DESTINATIONS

Creating and enhancing destinations along the Fraser River is being undertaken by all levels of government, First Nations, other agencies, the private sector, and NGOs. Over 300 discrete, location-based opportunities to either build or enhance ‘experiences’ along the Fraser were identified in the ETF Concept Plan. There are also a number of non-spatially-based opportunities as well as some that apply at numerous locations throughout the project area.

STRATEGY 2.1.1 Improve recreational and cultural infrastructure along the Lower Fraser River to build one of the world’s great river destinations

Planned Actions

<i>Metro Vancouver</i> (L), with some financial support from the <i>Province</i> (S), will expand and enhance the Mission Bridge Day-Use Area at Matsqui Trail Regional Park in Abbotsford, including parking, river viewpoint, washrooms, and water access; and create a new Riverfront Day-Use Area.	2013-2015 \$1,150,000 + 2012 prov. funds
<i>Metro Vancouver</i> (L) and the <i>City of Surrey</i> (L), with some financial support from the <i>Province</i> (S) will open the parkland at Surrey Bend Regional Park and develop a new park with a riverfront trail, trail access and amenities.	2012-2014 \$3,500,000 + 2012 prov. funds
<i>Metro Vancouver</i> (L) will improve day-use amenities at Colony Farm Regional Park including new washrooms along the trail alignment.	2012-2013 \$900,000
<i>Metro Vancouver</i> (L), with financial support from the <i>Province</i> (S), will improve water access at Kanaka Creek Regional Park in Maple Ridge including improved canoe launching.	2014 \$50,000 + 2012 prov. funds
<i>Metro Vancouver</i> (L), the <i>Fraser Valley Regional District</i> (L) and participating <i>municipalities</i> (S) will continue to focus park acquisition along the Fraser River, among other priorities, to support ETF.	Ongoing
<i>Metro Vancouver</i> (L) and the <i>Fraser Valley Regional District</i> (L) will collaboratively plan, manage and enhance Sumas Mountain Interregional Park.	2013-2014 Cost Not Yet Determined
The <i>Sts’ailes (formerly Chehalis Indian Band)</i> (L) and the <i>Hancock Wildlife Foundation</i> (S) will develop the Sp’óq’es (Bald Eagle) Café where the public can view and appreciate bald eagles feasting on spawned out salmon carcasses.	2012-2013 \$85,000

<i>The Province of BC (S)</i> will assist <i>Metro Vancouver (L)</i> and <i>the Fraser Valley Regional District (L)</i> with acquiring access to, tenure, or transfer of Provincial lands and improvements for the project, including Crown Lands, dykes, and utility corridors (as per the MOU, April 9, 2012).	Ongoing
The <i>Village of Harrison Hot Springs (L)</i> , with financial support from <i>the Province (S)</i> , will construct a splash water park for children on the beach.	2012-2013 \$250,000
The <i>Village of Harrison Hot Springs (L)</i> , with the financial support of the <i>Province (S)</i> will make improvements to the tourism infrastructure with a focus on the waterfront.	2012-2015 \$1,550,000
<i>The Corporation of Delta (L)</i> will undertake the revitalization of the Ladner Waterfront including improvements to waterfront access, boardwalks and trails, mixed use redevelopment permitting pedestrian-oriented retail, commercial, recreation, public use, with office and residential uses above the first story. The redevelopment will also encourage public art, and interpretation of the agricultural, fishing, First Nations and multi-cultural heritage of Ladner.	2014-2015 Cost Not Yet Determined
The <i>City of Richmond (L)</i> will update and enhance the Steveston Waterfront Wayfinding and Signage System with more directional signage including creative wayfinding (e.g. distinctive bronze markers in the ground, theme-oriented walks, potential apps. and an interpretation plan).	2013-2014 \$150,000
The <i>City of Richmond (L)</i> will, jointly with the <i>Federal Government of Canada(S)</i> , develop a Steveston Harbour Business Plan. A long-term vision for the redevelopment of the harbour was developed by Small Craft Harbours. The City will hire a consultant to provide a business case for the need to dredge the Steveston Channel to keep it open and economically viable and sustainable for both the fishing industries and the upland businesses and the City.	2013-2014 \$100,000

STRATEGY 2.1.2 Brand and Market Experience the Fraser and the Canyon to Coast Trail

Planned Actions

<i>Metro Vancouver (L)</i> and <i>Fraser Valley Regional District (L)</i> , with funding from the <i>Province (S)</i> , will develop an ETF sign plan including sign design, standards and acquisition protocol for Experience the Fraser's Canyon to Coast Trail and Blueway.	2013 2012 prov. funds
<i>Metro Vancouver (L)</i> and <i>Fraser Valley Regional District (L)</i> , with funding from the <i>Province (S)</i> , will develop an ETF panel to be used on Park Kiosks along the vision route to describe the project and its long term goals.	2013 2012 prov. funds
<i>Metro Vancouver (L)</i> and <i>Fraser Valley Regional District (L)</i> , with funding from	2013

the <i>Province (S)</i> , will develop an ETF Speakers' Bureau.	2012 prov. funds
<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (L)</i> , with funding from the <i>Province (S)</i> , will develop a travelling exhibit to use at event and festivals to continue to brand and market ETF and generate community excitement.	2013 2012 prov. funds
<i>Metro Vancouver (L)</i> , with funding from the <i>Province (S)</i> , will partner with <i>Port Coquitlam (S)</i> , <i>Pitt Meadows (S)</i> , and <i>Township of Langley (S)</i> , and <i>Trails BC (S)</i> to sign the portion of Phase I of the Canyon to Coast Trail in Metro Vancouver from historic Fort Langley to Colony Farm Regional Park (33 km).	2013 2012 prov. funds
<i>Metro Vancouver (L)</i> , with funding from the <i>Province (S)</i> , will sign regional parks within Metro Vancouver along Phase I of the Canyon to Coast Blueway from the Water Trail side.	2014 2012 prov. funds
<i>Metro Vancouver (L)</i> will develop an iTrails app for smart phones, providing trail information for users on trails throughout Metro Vancouver.	2012 Cost not yet Determined
<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (S)</i> will work collaboratively to make ETF data seamless and available for trail users.	2013 Cost not yet Determined
The <i>Fraser Valley Regional District (L)</i> , with funding from the <i>Province (S)</i> , will partner with <i>municipalities (S)</i> and others to sign the portion of the Phase I of the Canyon to Coast Trail in the FVRD on completed segments of dyke trail.	2014-2015 2012 prov. funds
The <i>Province of BC (Tourism BC and specifically the Vancouver Coast and Mountain Region Office) (L)</i> to develop a branding and marketing plan that supports provincial objectives.	2013-2014 Cost not yet Determined

GOAL 3

DEVELOP ENDURING AND COMMITTED PARTNERSHIPS

3.1 GOVERNANCE

Successfully delivering the Experience the Fraser vision is contingent on broad participation where partners see themselves in the project and are inspired to deliver components within their jurisdiction

and that are aligned with their interests. The founding ETF partners are Metro Vancouver, the Fraser Valley Regional District and the Province of BC. The regional districts, in partnership with municipalities in the Project Area, are the key deliverers of ETF vision because of their responsibilities for land use planning and management, the provision of recreation infrastructure through their Parks functions, and their philosophical and practical experience in community engagement. The Province has an important and ongoing role to play through the delivery of the Provincial Trails Strategy, responsibility for Tourism BC, Crown Lands, active transportation interests and potential funding opportunities.

Non-governmental organizations with a river-wide mandate (e.g. Trails BC and the Rivers Institute) and river-wide partnerships (e.g. Fraser Basin Council and the Fraser River Salmon Table) have a special role to play in that their work, although separate, partially overlaps and integrates the objectives of Experience the Fraser. They are uniquely positioned to deliver key parts of the ETF vision simply by meeting their own mandates. First Nations, other agencies, community groups with recreation, conservation, heritage and culture, and tourism interests, and the private sector, including industrial and agricultural land owners, philanthropic interests, and business interests all have a valuable role to play if and where they choose to participate.

A well-defined governance structure that lays out roles and responsibilities for participants including decision making, accountability, strategic planning, project management and administration and the flow of information and resources is an essential component of successful implementation. The ETF Concept Plan identifies the development and confirmation of a sustainable governance and financing model as a significant priority for the Implementation Plan.

STRATEGY 3.1.1 Define the governance model and partner roles

Planned Actions

<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to jointly and collaboratively lead ETF, formalizing the relationship and roles and responsibilities through an MOU. This will be an interim governance structure for 3-5 years, and is essentially the role that the Metro Vancouver and the Fraser Valley Regional District have been playing since the project’s inception in 2009. It includes strategic planning, partnership development, acting as the project catalyst and convenor responsible for developing the concept, tracking progress and outcomes.</i></p>	<p>Ongoing</p>
<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to brand and market Experience the Fraser within the context of their corporate mandates.</i></p>	<p>Ongoing</p>
<p><i>Metro Vancouver (L) and the Fraser Valley Regional District (L) will continue to implement the Foundational Program – building and operating the Canyon to Coast Trail, Blueway and Amenity and Feature Points within their jurisdiction,</i></p>	<p>Ongoing</p>

and influencing the implementation of the Program beyond their mandate.	
<i>Metro Vancouver</i> (L) and <i>the Fraser Valley Regional District</i> (L) will continue to advance a long-term governance model. Two preferred options will be considered: a) an Experience the Fraser Project Board or b) an Experience the Fraser Foundation.	Ongoing
<i>The Province</i> (L) will continue to be a key partner in the project as laid out in the ETF MoU, April 2012.	Ongoing
<i>Municipalities</i> (L) within the Project Area endorse the Experience the Fraser Concept as a regionally important and beneficial initiative that warrants broad participation; commit to integrating ETF into municipal plans and actions (such as Official Community Plans, Park and Trail Plans) wherever feasible.	Ongoing

STRATEGY 3.1.2 Strategic Planning, Tracking and Celebrating Outcomes

Planned Actions

<i>Metro Vancouver</i> (L), with the support of the <i>Fraser Valley Regional District</i> (S), will undertake the planning for, and integration of, the North Arm of the Fraser River into ETF. [Vancouver (S); Burnaby (S); Richmond (S); New Westminster (S)]	2013
<i>Metro Vancouver</i> (L) and the <i>Fraser Valley Regional District</i> (L) will maintain the ETF Planning Atlas and GIS components, and track progress and emerging opportunities.	Ongoing
<i>Metro Vancouver</i> (L) and the <i>Fraser Valley Regional District</i> (L) will host an annual event to celebrate successes and track progress on implementation.	Ongoing
<i>Metro Vancouver</i> (L), the <i>Fraser Valley Regional District</i> (L), and the Province (L) will collaborate on strategies to support ETF on an ongoing basis (e.g. ETF's integration into the Provincial Trail Strategy, ETF's branding and marketing and fit with the Province's Gaining the Edge Tourism Strategy).	Ongoing
<i>Municipalities</i> (L) within the Project Area will continue to provide a staff liaison to the project to integrate ETF into municipal plans and projects where feasible and appropriate, and to participate in ongoing implementation tracking.	Ongoing

3.2 SUSTAINABLE FINANCING

A key question that is often asked about ETF is how much will it cost. The answer really depends on what you choose to call an ETF project versus those which are either influenced by, or simply support ETF objectives.

Experience the Fraser will be implemented by many agencies and organizations within the context of existing plans and budgets. The majority of actions identified in the Concept and Implementation Plans are already identified in Official Community Plans and parks, greenways and other plans. It is through stitching all of our collective, planned initiatives together, that Experience the Fraser as a regional tourism brand and product will begin to emerge, and the reality that the whole is much greater than that sum of its parts become evident. There is great momentum in the actions already planned along the Fraser River. These projects are being planned within a local context for many reasons, and, once completed, will also serve to advance ETF's objectives and benefit the region as a whole. For example, there are a number of large waterfront redevelopment projects underway in the region being undertaken by municipalities. These are not directly Experience the Fraser projects, and are being undertaken by municipalities for their own benefits, yet, the outcomes also clearly advance ETF exemplify ETF's objectives - from an improved connectivity, infrastructure and/or programming base along the river, and the ongoing development of a regional tourism destination.

And, as efforts along the river continue, they in turn spur new opportunities and stimulate further investments. For example, in the past five years, as new segments of trail have been added in Pitt Meadows and the Township of Langley, one new bicycle shop with a rental component has opened up, and another has received approval to open. A new Bed and Breakfast has also opened along a new segment of trail.

However, in terms of planning, there will possibly be some opportunity costs or trade-offs. As attention and momentum continue to turn towards the Fraser River, other projects or priorities may have to be put on hold. All implementation partners will have to evaluate the consequences of such decisions and act accordingly.

There are three types of costs associated with Experience the Fraser. First, there are the capital costs - those associated with building or developing the 300+ projects in the Concept Plan, and second, there are project costs - those associated with carrying the ETF vision, administration, strategic planning, fundraising, tracking progress, communications and outreach. There will also be operating and maintenance costs to the capital project. The capital and operating costs will be the responsibility of the agencies, organizations, and partnerships undertaking the projects. The benefits that ETF provides include the brand identity, as we collectively continue to build a globally renowned tourism destination, and the ability to leverage partnerships and additional funding opportunities. The project costs are strongly associated with the chosen governance model. Sustainable financing includes both types of costs.

STRATEGY 3.2.1 Secure sustainable financing for project costs and capital projects

Planned Actions

<p><i>The Province (L)</i> will consider requests from <i>Metro Vancouver</i> and the <i>Fraser Valley Regional District</i> for additional funding as stipulated in the Memorandum of Understanding, April 9, 2012.</p>	<p>Ongoing</p>
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<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (L)</i> will seek ongoing and consistent funding opportunities for ETF as part of the exploration of a long-term governance structure. Options not dependent on an annual grant include: taxation authority, membership shares or fees, portion of the gas tax, and fundraising through non-profit.	Ongoing
<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (L)</i> will, in the short term, investigate means to funnel/ grant funds provided to regional districts for ETF purposes, to other partners and projects.	2012
<i>Metro Vancouver (L)</i> , the <i>Fraser Valley Regional District (L)</i> , and <i>Municipalities (L)</i> within the Project Area will continue to align Capital Plans with ETF objectives wherever feasible, seeking to leverage funds and additional public and private sector partners.	Ongoing

GOAL 4

BUILD AND DEEPEN CONNECTIONS TO THE RIVER

4.1 PROGRAMMING

STRATEGY 4.1.1 Develop programs, displays, events and other means of building and enhancing personal connections to the river.

Planned Actions

<i>Metro Vancouver (L)</i> and the <i>Fraser River Discovery Centre (L)</i> , with support from the <i>Province (S)</i> , will build a permanent display at the Fraser River Discovery Centre that support ETF themes and helps delineate the FRDC as part of ETF's Urban Portal at the New Westminister waterfront. This will build brand-identity, provide education, awareness, and interpretation of the river.	2013 \$30,000
<i>The Fraser River Discovery Centre (L)</i> , with support from the <i>City of New Westminister (S)</i> , <i>Metro Vancouver (S)</i> , the <i>Province of BC (S)</i> , the <i>Vancouver Foundation (S)</i> , and <i>Suncor Energy Foundation (S)</i> will replace 22 interpretive, Fraser River themed panels along 1.3 km of the New Westminister waterfront. One panel will be focused on ETF as a project.	2012 \$46,000
The <i>Fraser Valley Regional District (L)</i> and the <i>Mission Harbour Authority (L)</i> will build interpretive signage and displays in the River Interpretation Centre along the Mission waterfront.	2012 \$6,000
<i>Metro Vancouver (L)</i> and the <i>Fraser Valley Regional District (L)</i> will advocate for	2013

<i>Parks Canada</i> to nominate the Fraser River Dyking Story as a national historic event and to program it accordingly at National Historic Sites along the river.	Cost Not Yet Determined
<i>Metro Vancouver</i> and the <i>Fraser Valley Regional District</i> (L) will continue to work with <i>First Nations</i> in the Project Area to explore opportunities to develop the cultural and heritage themes along the river and associated programming.	2013-2014 Existing Resources
The <i>City of Richmond</i> (L) will develop a 'Steveston Pass' allowing access into all the different sites/ amenities/programs in Steveston - both private and public. The intent is to promote spending half-day or full-day experiencing Steveston, both on land and on the water.	2012-2013 \$75,000
The <i>City of Richmond</i> (L) will put on an interactive play (as well as temporary public art) that uses the Britannia Heritage Shipyards as a theatrical stage. Historic elements, as well as the river, will be used as props in telling the stories of the past. The Salmon Row Cultural Event at Britannia ran for 10 days in 2011 and was highly successful. The company Mortal Coil has been hired to stage another cultural event in August, 2013.	2013 \$200,000
<i>The Province</i> , through the Gateway Program (L) will work with <i>First Nations</i> and the <i>Delta Heritage Commission</i> (S) to preserve the St. Mungo archaeological site in Delta (as a result of the South Fraser Perimeter Road environmental assessment process). A site management plan has been developed and works are in progress to create a trail system, with educational signage and artwork, incorporating traditional knowledge, to protect and commemorate the site.	2013-2014 Cost Not Yet Determined
<i>Trails BC</i> (L), <i>Metro Vancouver</i> (S), and the <i>Fraser Valley Regional District</i> (S) will host an annual Trans Canada Trail focused trail event that connects to the Fraser River. In 2012, the Trans Canada Trail Challenge travelled from Colony Farm Regional Park to historic Fort Langley, along 33 km of ETF trail.	Ongoing Cost Not Yet Determined

CONCLUSION

The Experience the Fraser Implementation Plan is a snapshot of planned provincial, regional district and municipal actions toward advancing ETF's Foundational Program in the next 3-5 years. It is, by necessity, a living document to be strengthened as communities, businesses, industry, community groups and motivated individuals continue to see the benefits of contributing to this incredible project.

Come, and Experience the Fraser!