

Fraser Valley Regional Growth Strategy

MONITORING REPORT

April 2024

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INTRODUCTION

What's a Regional Growth Strategy (RGS)?

A Regional Growth Strategy (RGS) is a strategic plan (enabled by the *Local Government Act*) used to guide long-term regional growth through the coordination of activities by local and provincial governments. For more information about the purpose, requirements, and applications of an RGS, visit the province's website¹.

"A strategy for regional growth needs to consider and balance social, environmental, and economic needs and interests."

- Jason Lum, Chair of the Board, FVRD

Strategies for the Future

On April 25 2024, the Fraser Valley Regional District (FVRD) Board formally adopted the *Fraser Valley Future 2050* RGS, an updated plan which better reflects current challenges facing the region, growing relationships with Indigenous communities, and updates to provincial legislation.

As a long-range regional planning document, the RGS aims to ensure the region as a whole is working toward a common future. The RGS considers a range of topics and issues, all from a regional perspective, and with the goal of creating healthy, sustainable, and complete communities.

¹ Regional Growth Strategies for Local Governments: <https://bit.ly/3x6FCmP>

² Dictionary, Census of Population, 2021: <https://bit.ly/3ZuYiJO>

The RGS is organized into eight non-hierarchical and highly interconnected sections. Each with an overarching goal, policies, and directives used to guide long-term growth in the region.

1. Collaboration
2. Economic Strength & Resiliency
3. Living Well
4. Community Building
5. Ecosystem Health
6. Transportation & Mobility
7. Infrastructure & Services
8. Climate Change

What's an RGS Monitoring Report?

The RGS monitoring report provides important information and context related to the implementation and progress of the RGS.

The monitoring report is the main component of the RGS monitoring program, which is a requirement of the *Local Government Act*. The objective of a monitoring program is to assess the progress of the RGS by observing and evaluating trends associated with its goals and policies.

The monitoring report is a tool used to ensure that short-term and long-term decisions made by the FVRD, its members, the province, and others reflect the region's vision of future growth.

What's being monitored?

The monitoring report evaluates long-term trends and progress related to the RGS goals and policies using a variety of data sets from multiple sources. Many key indicators rely on Census data released by Statistics Canada every five years. While most other data sets are updated annually. Data from Statistics Canada are organized using a variety of geographical classifications. See Appendix for a summary of geographical terms and related data challenges².

Indicator Icons

This report uses the following icons to communicate each indicator's progress toward a desired outcome. A summary of indicators can be found at the end of this report.



On Track

On track to meeting desired outcome.



Making Progress

Making progress towards desired outcome.



Not On Track

Not meeting or moving away from desired outcome.



Observing

Unable to evaluate progress due to fluctuations or disruptions to long-term trends.



Waiting for Data

Unable to evaluate progress due to a lack of data.

Projected Population Growth

The FVRD is the third most populated and one of the fastest growing regional districts in B.C. At an estimated population of 340,718 in 2021, the FVRD makes up 11% of the Lower Mainland's population. By 2050, the FVRD's population is expected to reach over 500,000, with most growth contained to urban areas of the region. This is an increase of approximately 164,000 residents, or 48% of the current population.

The Lower Mainland's population is expected to increase by 1.2 million, reaching 4.3 million by 2051³. Metro Vancouver Regional District's (MVRD) current and future population puts additional pressure on housing supply, transportation corridors, and outdoor recreation within the region. However, the FVRD's close proximity to MVRD provides considerable economic benefits and opportunities for collaboration on shared challenges, including air quality and housing affordability.

³ Metro 2050 Regional Growth Strategy: <https://bit.ly/3VInltF>

FVRD Population Growth Estimates (2021-2050)

	2021	2030	2040	2050
Abbotsford	165,404	192,171	218,515	242,480
Chilliwack	95,314	110,493	130,781	149,400
Mission	43,354	48,896	55,913	64,793
Hope	6,840	7,628	7,939	8,563
Kent	6,563	6,773	7,013	7,561
Harrison Hot Springs	1,951	2,134	2,357	2,553
Electoral Areas	12,136	12,443	13,329	13,749
First Nation Reserves	9,156	11,309	13,966	15,228
FVRD Total	340,718	391,847	449,813	504,327

Note: Estimates are based on BC Stats 2022 mid-year population estimates and take into account estimated Census undercount, including population at correction facilities.



Spotlight Pages

Spotlight pages provide additional context or data related to monitoring report indicators, as well as RGS goals and policies.

Spotlights may include analysis and refer to the monitoring of data; however, they are not considered indicators.

COVID-19 Pandemic

This report attempts to acknowledge the potential effects that the COVID-19 pandemic has had on indicators.

Disruptions to long-term trends due to the pandemic are largely expected to be temporary. However, impacts may not be entirely understood or agreed upon, both now, as well as in the future.

Thus, analysis regarding the COVID-19 pandemic is largely speculative in nature and should be viewed as such.

COLLABORATION

GOAL: To achieve our common goals for the future of the region by encouraging collaboration between jurisdictions, cultures, and neighbours.



[Updated 2024]

INDICATOR: BUILDING AND STRENGTHENING RELATIONSHIPS WITH FIRST NATIONS



Desired outcome:
Increased number of touch points with First Nations communities in our shared region.

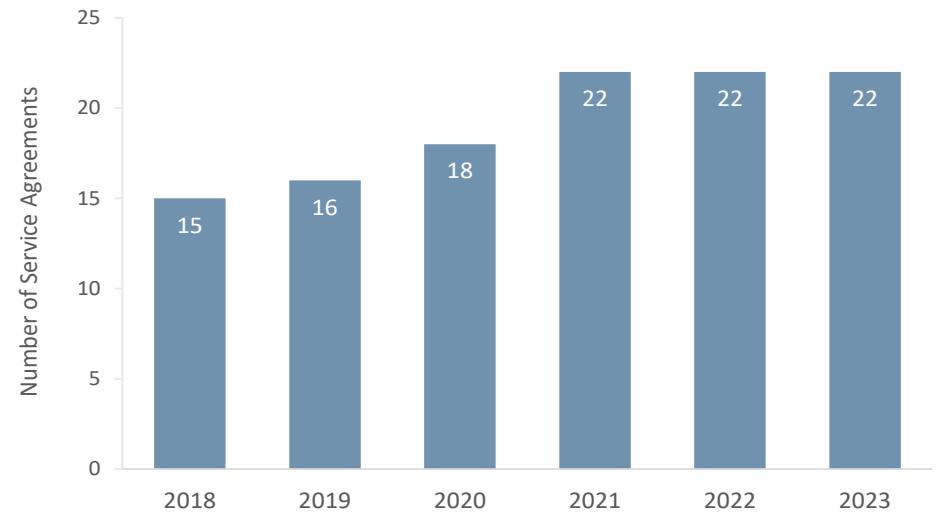
The FVRD is committed to building and improving relationships with the Stó:lō, Sts'ailes, Nlaka'pamux, and St'at'imc Peoples who have generational ties to the land that we now call the FVRD. With 31 First Nations with reserves in the FVRD and more than 55 communities with interests in the area, the FVRD utilizes both formal and informal collaboration mechanisms to support the improvement of government-to-government relationships. It is easier to quantify formal relationships because the outcomes are generally documents or formal agreements such as Memoranda of Understanding, Protocol Agreements, and Service Agreements.

In 2023, there were 22 service agreements between the FVRD and First Nations for the provision of a variety of services, such as:

- Public transit services to Cheam First Nation, Seabird Island Band, Chawathil First Nation, and Yale First Nation.
- Provision of bulk water to Cheam First Nation and Yale First Nation.
- Solid waste collection for Shxw'ōwhámél, Spuzzum, and Yale First Nation.
- Fire protection services to nine local First Nations.

Perhaps the most significant change with the new *Fraser Valley Future 2050* RGS is the increased importance and consideration for Indigenous communities. Changes were based on considerable input from First Nations, and improvements will continue in an effort to ensure that the RGS and future decision-making reflects, and is respectful of, Indigenous peoples in the region.

FVRD Service Agreements with First Nations (2018-2023)



It is important for the region to plan collaboratively with Indigenous governments to find innovative and effective ways to meet future needs. While there were no new servicing agreements in 2023, there are ongoing planning exercises and discussions that may result in new agreements or collaborations in the future.

What's being measured?

This indicator looks at the number of service agreements between First Nations and the FVRD. Although it is difficult to quantify relationships, this indicator can be used to measure collaborative initiatives. The FVRD is exploring other measures that may better reflect the relationship building processes that ultimately result in service agreements, memoranda of understanding, protocol agreements and collaborations.

Why measure it?

It is important for local government and First Nations leadership to find innovative and effective ways to meet the future needs of both the region and First Nations communities. Service agreements are a meaningful way for the FVRD to embody and make actionable the principles of the *United Nations Declaration on the Rights of Indigenous Peoples* and the *Truth and Reconciliation Commission of Canada*.



SPOTLIGHT: SERVICES PROVIDED BY THE FVRD

Services provided by the FVRD continue to expand and improve in response to community needs, population growth, and the capacity of various systems and infrastructure. The total number of services provided by the FVRD increases when services or service area bylaws are added, and decreases when services or service area bylaws are amalgamated, or when funding structures change. The FVRD has over 100 service, infrastructure, and financing agreements with municipalities, electoral areas (EA), and First Nations.

The following are examples of the types of services provided by the FVRD using region-wide, shared service, or local delivery models.

Regional services are provided to and paid for by the **region as a whole**.

Examples of **regional** services:

- Air Quality Management
- Fire Dispatch
- Grants-in-Aid
- Indigenous Relations
- Mosquito Control
- Regional Strategic Planning
- Solid Waste Management

Sub-regional services and EA wide services are shared by **two or more jurisdictions**.

Examples of **sub-regional and EA wide** services:

- Animal Control
- Building Inspections
- Bylaw Enforcement
- Development Planning (land use, zoning & OCPs)
- Emergency Management
- Hope & Area Recreation
- Invasive Weed Control
- Public Transit (3 FVRD routes)
- Regional Parks & Trails

Local services are provided to and paid for by a single **jurisdiction**.

Examples of **local** services:

- Community Parks
- Fire Protection
- Flood Control
- Garbage & Recycling
- Sewer Systems
- Street Lighting
- Water Systems



ECONOMIC STRENGTH & RESILIENCY

GOAL: To realize the region's economic potential by providing opportunities in employment and education that will grow the economy by building on the region's strengths.

Photo by Cheryl Uphill

[Updated 2024]

INDICATOR: UNEMPLOYMENT RATE



On Track

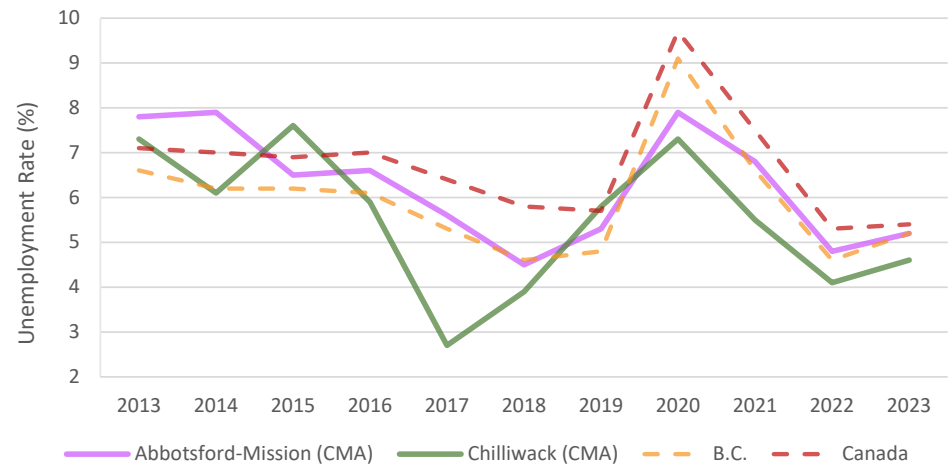
Desired outcome:

Decreased unemployment rates or unemployment rates comparable to provincial averages in the FVRD.

In recent years, unemployment rates in the FVRD have remained at or lower than provincial and national averages. Despite year-to-year fluctuations and a spike during the COVID-19 pandemic, annual average unemployment rates have trended downwards since 2013 in the FVRD's Census Metropolitan Areas (CMAs), decreasing by 2.6% in Abbotsford-Mission and 2.7% in Chilliwack. Although low unemployment rates may be considered ideal, significantly lower unemployment rates can be indicative of a tight labour market, which presents challenges for employers and industries looking to fill job vacancies. In 2022, Canada experienced tight labour market conditions, with near-record lows in unemployment and a record high number of job vacancies¹. These metrics have since reversed slightly in 2023.

In 2021, Statistics Canada's Census of Population reported the entire FVRD as having an unemployment rate of 7.4%, which was lower than the national average but slightly higher than the 6.8% and 5.5% reported for the Abbotsford-Mission and Chilliwack CMAs respectively.

FVRD Unemployment Rates, by CMAs (2013-2023)



	Abbotsford-Mission CMA	Chilliwack CMA	B.C.	Canada
2013	7.8	7.3	6.6	7.1
2014	7.9	6.1	6.2	7.0
2015	6.5	7.6	6.2	6.9
2016	6.6	5.9	6.1	7.0
2017	5.6	2.7	5.3	6.4
2018	4.5	3.9	4.6	5.8
2019	5.3	5.8	4.8	5.7
2020	7.9	7.3	9.1	9.7
2021	6.8	5.5	6.6	7.5
2022	4.8	4.1	4.6	5.3
2023	5.2	4.6	5.2	5.4

What's being measured?

This indicator looks at the number of unemployed persons as a percentage of the total labour force (working population aged 15 and over). Statistics Canada's Labour Force Survey (LFS) provides up to date unemployment rates for the CMAs of Abbotsford-Mission and Chilliwack but not for the region as a whole. Statistics Canada's Census of Population, which provides unemployment rates for the entire FVRD, is only conducted every 5 years with its latest being in 2021. Future monitoring reports will use Census data when the next one is conducted in 2026.

Why measure it?

The unemployment rate is an important indicator for regional economies. Trends and comparisons related to unemployment rates reflect economic conditions and changes to local, regional, provincial, national, and even global economies.

¹ Restoring labour market balance and price stability, Bank of Canada, November 10, 2022: <https://bit.ly/49atWQE>

Source: Statistics Canada Labour Force Survey

INDICATOR: LABOUR PARTICIPATION RATE



Desired outcome:
Increased labour participation rates within the FVRD.

In 2021, the total labour participation rate for the FVRD was 62.9%, which was 0.5% lower than in 2016. The figure for 2021 is based on data collected during the week of May 2 to 8, 2021 when labour participation rates had recovered to pre-pandemic levels².

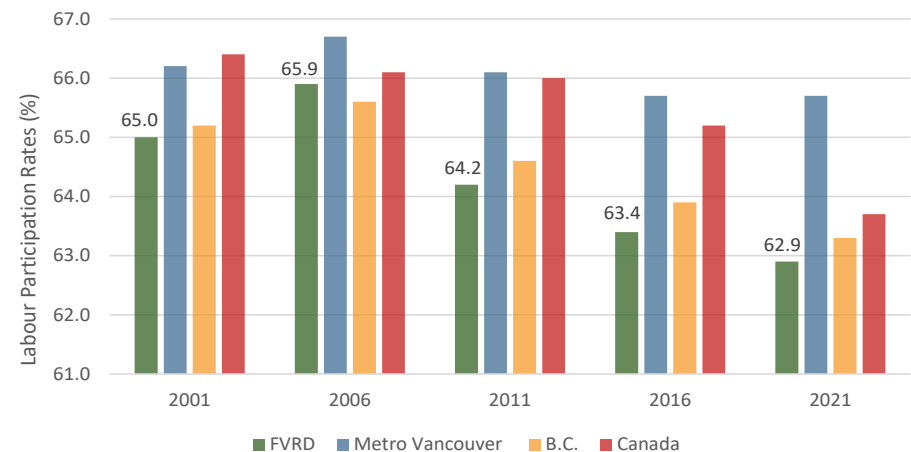
Labour participation in the region is 0.4% lower than the province, 0.8% lower than national labour participation rates, and 2.8% lower than Metro Vancouver. Since 2001, the gap between the FVRD and Metro Vancouver's labour participation rates has increased by almost 3%.

The average labour participation rate for FVRD municipalities is almost 7% higher than the participation rates in the electoral areas. Labour participation rates for Abbotsford, Chilliwack, Mission, and Electoral Area F are above the regional average, while Electoral Area A had the lowest labour participation rate in the region.

FVRD Labour Participation Rates (2001-2021)

	2001	2006	2011	2016	2021	2016-2021
Abbotsford	67.0	67.5	66.8	65.5	65.3	-0.2
Chilliwack	62.5	64.8	63.1	63.4	63.0	-0.4
Mission	66.2	68.2	67.1	66.3	65.0	-1.3
Hope	60.5	57.9	51.9	51.3	50.0	-1.3
Kent	62.1	62.4	60.5	55.6	57.6	2.0
Harrison Hot Springs	58.5	53.9	44.1	48.6	48.1	-0.5
Electoral Area A	64.6	59.0	43.8	42.5	39.0	-3.5
Electoral Area B	54.8	56.2	45.2	48.9	52.2	3.3
Electoral Area C	55.1	65.5	57.3	49.4	45.5	-3.9
Electoral Area D	59.4	66.7	66.5	63.1	61.0	-2.1
Electoral Area E	62.0	61.1	62.7	55.1	55.6	0.5
Electoral Area F	71.9	63.6	60.0	64.5	68.6	4.1
Electoral Area G	68.3	69.5	58.4	63.2	58.9	-4.3
Electoral Area H	75.0	71.4	*	60.1	56.4	-3.7
FVRD	65.0	65.9	64.2	63.4	62.9	-0.5

* Data not available.



What's being measured?

This indicator looks at the number of people working or actively looking for work, expressed as a percentage of the total labour force of working age population aged 15 and over. This data comes from Statistics Canada and is updated every five years. Statistics Canada's Labour Force Survey (LFS) could be used to compare labour force participation; however, the LFS does not provide figures for the entire region. Future monitoring reports may alternate between LFS and the Census to ensure most current and complete analysis.

Why measure it?

Similar to unemployment rates, the labour participation rate is an important indicator for regional economies as they represent the relative amount of labour resources available for the production of goods and services within the region. High labour participation rates and low unemployment rates indicate a robust job market.

² COVID-19 in Canada, A Two-year Update on Social and Economic Impacts: <https://bit.ly/42ow3Oy>



SPOTLIGHT: LABOUR FORCE COMPOSITION

Regional strengths and potential gaps can be uncovered by examining how the composition of the FVRD's labour force differs in comparison to neighbouring Metro Vancouver and the province as a whole.

FVRD Labour Force Composition Comparisons (2021)

Industry Sectors	FVRD		MVRD		B.C.	
	Persons	Percent	Persons	Percent	Persons	Percent
1. Construction*	18,945	11.55%	114,600	7.81%	234,345	8.82%
2. Retail trade	18,930	11.54%	159,825	10.89%	301,060	11.33%
3. Health care and social assistance	18,625	11.35%	163,115	11.11%	319,525	12.02%
4. Manufacturing*	14,325	8.73%	83,255	5.67%	152,790	5.75%
5. Transportation and warehousing*	11,515	7.02%	86,180	5.87%	142,230	5.35%
6. Educational services	11,020	6.72%	110,765	7.54%	192,855	7.26%
7. Accommodation and food	9,865	6.01%	96,660	6.58%	182,105	6.85%
8. Agriculture, forestry, fishing and hunting*	8,860	5.40%	12,760	0.87%	60,320	2.27%
9. Public administration	8,415	5.13%	62,815	4.28%	142,730	5.37%
10. Other services (except public administration)	7,765	4.73%	61,285	4.17%	113,780	4.28%
11. Professional, scientific and technical services**	7,720	4.71%	160,590	10.94%	238,650	8.98%
12. Administrative, waste management, remediation services	7,130	4.35%	59,880	4.08%	110,215	4.15%
13. Wholesale trade	5,300	3.23%	54,360	3.70%	80,165	3.02%
14. Finance and insurance**	4,210	2.57%	66,980	4.56%	95,560	3.60%
15. Industry – not applicable	3,030	1.85%	32,920	2.24%	54,165	2.04%
16. Real estate, and rental and leasing**	2,575	1.57%	38,130	2.60%	59,155	2.23%
17. Arts, entertainment and recreation	2,385	1.45%	32,895	2.24%	60,775	2.29%
18. Information and cultural industries**	2,050	1.25%	55,000	3.75%	71,295	2.68%
19. Mining, quarrying, and oil and gas extraction	610	0.37%	4,030	0.27%	24,955	0.94%
20. Utilities	555	0.34%	8,120	0.55%	14,820	0.56%
21. Management of companies and enterprises	220	0.13%	4,050	0.28%	5,785	0.22%

*Higher proportional significance within FVRD's labour force than MVRD and B.C.

**Lower proportional significance within FVRD's labour force than MVRD and B.C.

Source: Statistics Canada 2021 Census.

Sources: Statistics Canada 2021 and 2016 Census.

FVRD Labour Force Composition Changes (2016-2021)

Industries with the **highest** growth in labour force:

- Construction (+3,345 persons, +21.44%)
- Health care & social assistance (+3,225 persons, +21.44%)
- Professional, scientific & technical services (+1,255 persons, 19.41%)

Industries with the **lowest** growth in labour force:

- Mining, quarrying, oil & gas extraction (-205 persons, -25.15%)
- Agriculture, forestry, fishing & hunting (-845 persons, -8.71%)
- Accommodation & food services (-960 persons, -8.87%)

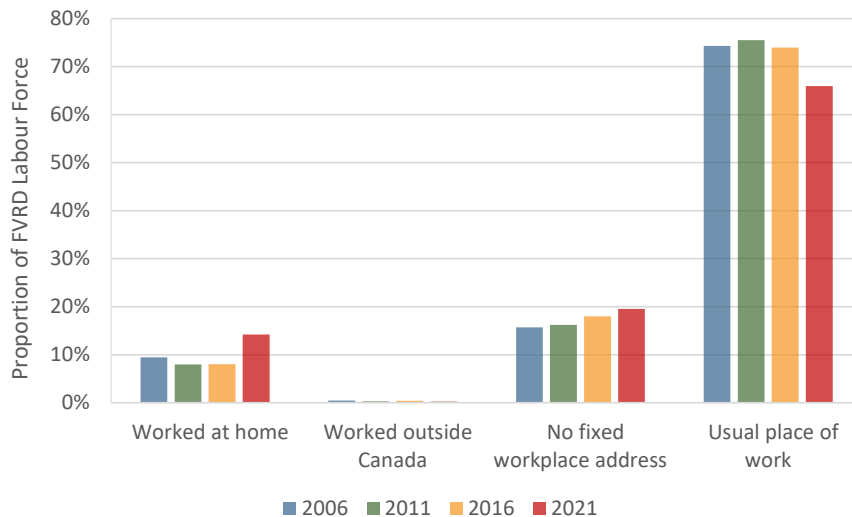


SPOTLIGHT: PLACE OF WORK

The degree to which workers worked from home varies among regions in the province partly due to differences in labour force. In 2021, the FVRD had the lowest proportion of the labour force working from home (14.24%) in comparison to Metro Vancouver (26.5%), B.C. (22.6%), and Canada (24.3%).

Statistics Canada’s classification of “worked at home” also includes those who live and work on the same farm³. With agriculture making up a more significant component of the FVRD’s economy compared to Metro Vancouver and the province, the prevalence of remote work among the non-farming labour-force is even lower.

FVRD Labour Force’s Place of Work (2006-2021)



Prior to the COVID-19 pandemic, the number of people who worked at home had been slowly decreasing. However, in 2020, the pandemic caused a significant shift in the place of work for many. From 2016-2021, the FVRD’s work from home population increased by 6.24%.

Industries with the Largest Increase in Individuals Working From Home (2016-2021)



+29%

Financial and insurance services



+25%

Management services



+19%

Information and cultural industries

Source: Statistics Canada 2021 Census.

As expected, industry was an important factor influencing the feasibility of working from home. In general, industries with the highest rates of remote work tend to be professional services. The ability to work from home is lower in industries that require more face-to-face contact.

Place of work data provides us with an understanding of where the FVRD’s employed labour force works and helps to monitor shifts over time. Trends related to place of work, such as the increase in remote work, are important to monitor not only from an economic standpoint, but also in terms of transportation and transit planning.

³ Classifications of Place of Work Status: <https://bit.ly/3SL0Pg5>

INDICATOR: COMMUTE FLOW



Desired outcome:
Increased percentage of FVRD commuters who remain in the FVRD for work.

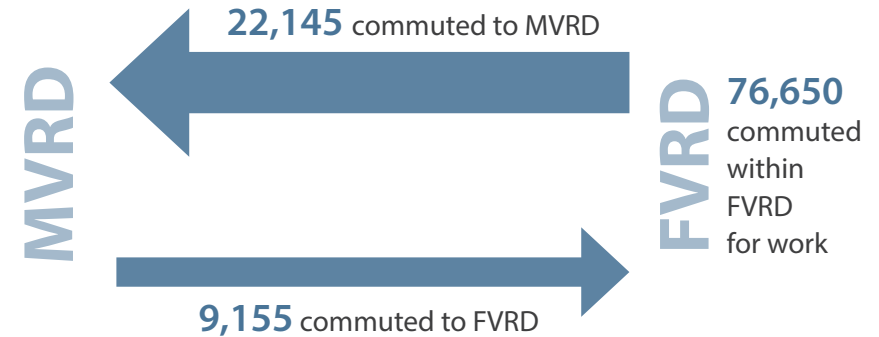
In 2021, over 76,650 residents in the FVRD, or 76.5% of the FVRD's employed labour force with a usual place of work, had a regular work commute that started and ended within the FVRD, which is an increase of 1.7% compared to 2006.

76.5% of FVRD's employed labour force commutes within the region for work (2021).

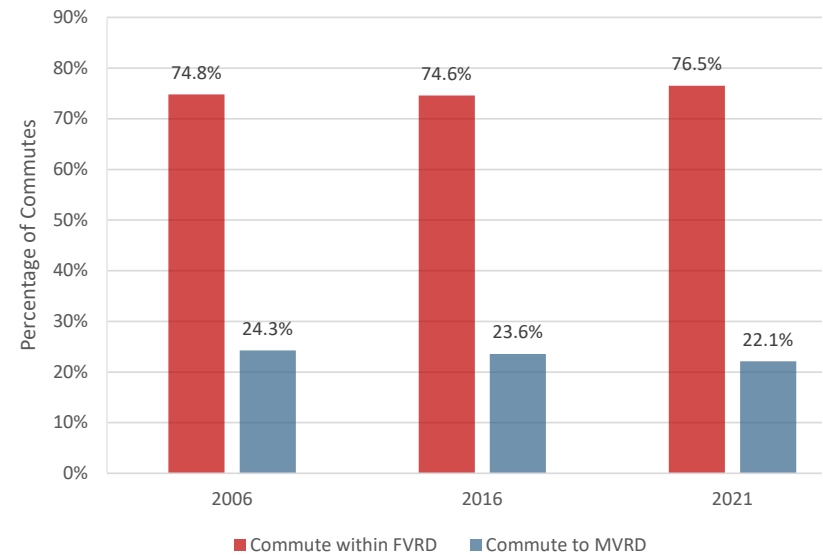
This figure helps to challenge misconceptions that the region is made up of merely bedroom communities. Between 2006 and 2021, the net leakage of jobs into Metro Vancouver decreased from 13,060 to 12,990 persons. Out of all commuters from FVRD into MVRD, more end their trips in Surrey, Langley, and Maple Ridge than other municipalities, including Vancouver.

Commute flow both into the FVRD and out of the FVRD has declined in recent years, which is likely the result of two main factors related to the pandemic; lower employment among certain industries and a reduction in overall commute flow due to the shift towards remote work in an effort to reduce the spread of COVID-19⁴.

Lower Mainland Commute Flow, Persons (2021)



FVRD Commute Destinations (2006-2021)



What's being measured?

This indicator measures the percentage of residents in the FVRD who commute within the FVRD for work. These figures are based on working individuals who regularly commute to a usual place of work. Thus, individuals who work from home are excluded from the calculation. This data comes from Statistics Canada Census of Population which is produced every five years.

Why measure it?

The percentage of residents in the FVRD that stay in the FVRD for work provides information about the state of the regional economy. A high percentage of residents who work within the region, as opposed to work outside the region, is evidence of a strong and diverse economy.

⁴ Has the COVID-19 Pandemic Changed Commuting Patterns for Good?, Statistics Canada: <https://bit.ly/3INRzDs>

Sources: Statistics Canada 2021, 2016 and 2006 Census.

[Updated 2024]

INDICATOR: BUSINESS COUNTS



Desired outcome:
Increased number of
businesses in the FVRD
that maintain a payroll.

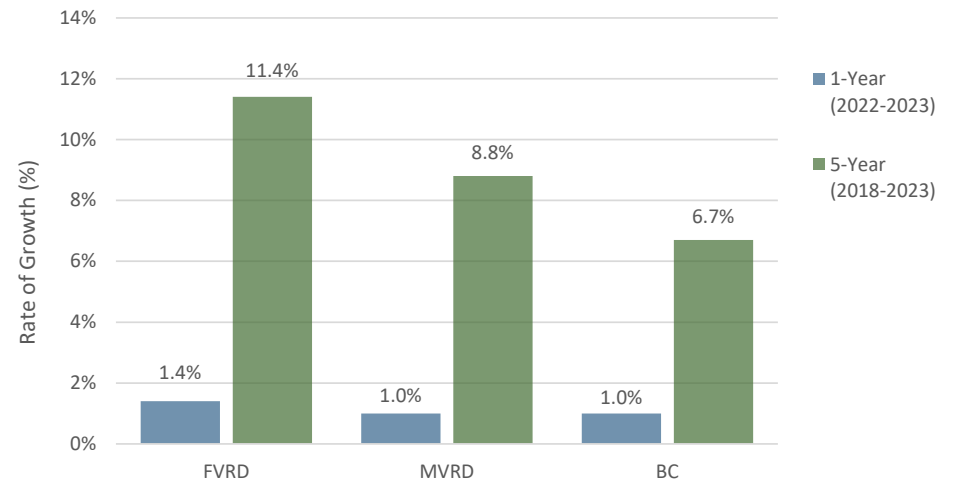
In 2023, there were over 40,000 registered businesses in the FVRD, of which 12,722, or 30.7%, had an employee workforce and maintained a payroll.

Compared to 2022, the total number of businesses in 2023 grew by 2,170 or 5.5%, and businesses with a payroll increased by 173 or 1.4%. Despite this, the growth rate slowed from 3.3% in 2022 to 1.4% in 2023, possibly indicative of the impact that higher interest rates may have had on businesses⁵.

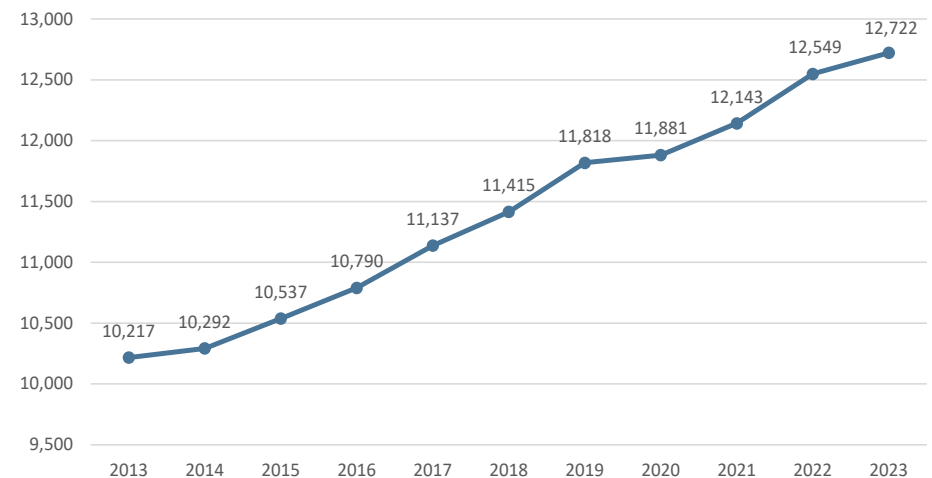
Since 2018, the number of businesses that maintain a payroll in the FVRD increased by 1,307 totalling an 11.4% five-year growth rate, which is more than the growth seen in Metro Vancouver and the province as a whole. Most businesses in the FVRD that provide employment are located within the region's municipalities; however, there are over 500 employers located in the electoral areas and First Nations communities.

96% of FVRD businesses with employees are classified as small businesses, as they have fewer than 50 employees. However, there are nearly 500 businesses with 50 or more employees within the region, which has increased by 16.5% since 2018.

Growth Rates of Businesses with a Payroll (2018-2023)



Number of FVRD Businesses with a Payroll (2013-2023)



Source: Statistics Canada's Business Register.

What's being measured?

This indicator measures the total number of registered businesses in the region, with a focus on businesses that maintain a payroll. Statistics Canada's Business Register produces these figures semi-annually using information collected by the Canada Revenue Agency. Although data is available every six months, this indicator is based on annual figures.

Why measure it?

All businesses contribute to local and regional economies. However, businesses that provide employment opportunities contribute to the completeness of local communities and the region, which has additional social and environmental benefits such as reduced GHG emissions derived from driving to work in automobiles.

⁵Higher interest rates could affect 7 in 10 businesses in 2023, Statistics Canada: <https://bit.ly/3Q7lxXs>

INDICATOR: FARM OPERATING REVENUES



Desired outcome:
Increased total farm operating revenues for the FVRD.

Farms in the FVRD consistently generate the most operating revenues compared to all regional districts in the province. In 2020, agriculture in the FVRD generated over \$1.9 billion in operating revenues, which is 40% of all provincial farm operating revenues.

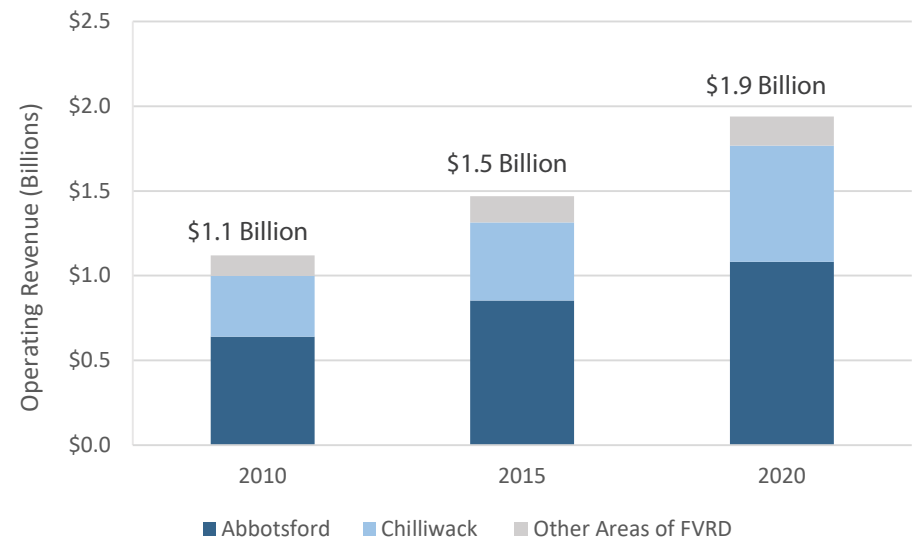
Individual farming revenues range significantly depending on farm size and commodity. However, the FVRD has the highest average revenue per farm in the province. 15% of B.C.'s farms are located in the region and these account for nearly half of the province's top revenue-producing farms.

Together, Abbotsford and Chilliwack produce most of the FVRD's farm operating revenues. In addition, almost \$172 million in annual operating revenues are produced by the 383 farms located in communities outside of Abbotsford and Chilliwack.

Comparison of Farm Totals, Area, and Revenues (2020)

	Total Farm Area (Hectares)	Total # of Farms	Total Operating Revenue	Avg. Farm Revenue/Farm
B.C.	2,285,729 ha	15,841	\$4,795,494,785	\$323,452
MVRD	34,359 ha	2,118	\$1,312,244,930	\$678,163
FVRD	60,350 ha	2,358	\$1,939,199,141	\$872,334
Abbotsford	24,923 ha	1,254	\$1,082,808,853	\$904,602
Chilliwack	26,091 ha	721	\$684,417,543	\$1,012,452
Other Areas in the FVRD	9,336 ha	383	\$171,972,745	\$491,351

FVRD Farm Operating Revenues (2010-2020)



Source: Statistics Canada 2021 Census of Agriculture.

What's being measured?

This indicator measures total agriculture operating revenues (previously called gross farm receipts) or farm income before expenses are deducted. This data comes from the Census of Agriculture produced by Statistics Canada which is released every five years. Data from 2020 comes from the Agriculture Taxation Data Program and reflects revenues reported to the Canada Revenue Agency (CRA). Previously, revenues and expenses for agricultural operations were reported to the Census of Agriculture.

Why measure it?

Farm operating revenue provides an indication of the productivity, economic value, and growth associated with farming in the region. As the backbone of the FVRD's economy, the continued health and sustainability of agriculture is not only vital to local, regional, and provincial economies, but it is also imperative to food security, now and in the future.

[Updated 2024]

INDICATOR: ROOM REVENUE



Desired outcome:
Increased total room revenue for the FVRD.

Since 2013, room revenues generated in the FVRD have steadily increased, reaching a peak of almost \$110 million in 2023. Room revenue refers to the total revenue generated through the accommodation of guests in hotels or other short-term accommodations. During the COVID-19 pandemic, room revenues in the FVRD dropped by almost half. However, they have rebounded in the last two years, far exceeding the previous pre-pandemic high set in 2019.

The FVRD is a leading destination for outdoor recreation in the province. The region's close proximity to significant tourism markets (Metro Vancouver and Washington State) contributes to the region's popularity as a destination for day trips. The diversification and economic value of tourism in the region is expected to keep growing, particularly in relation to agri-tourism and Indigenous tourism⁶. However, continued development of tourism offerings is needed to turn the region into more of an overnight destination.

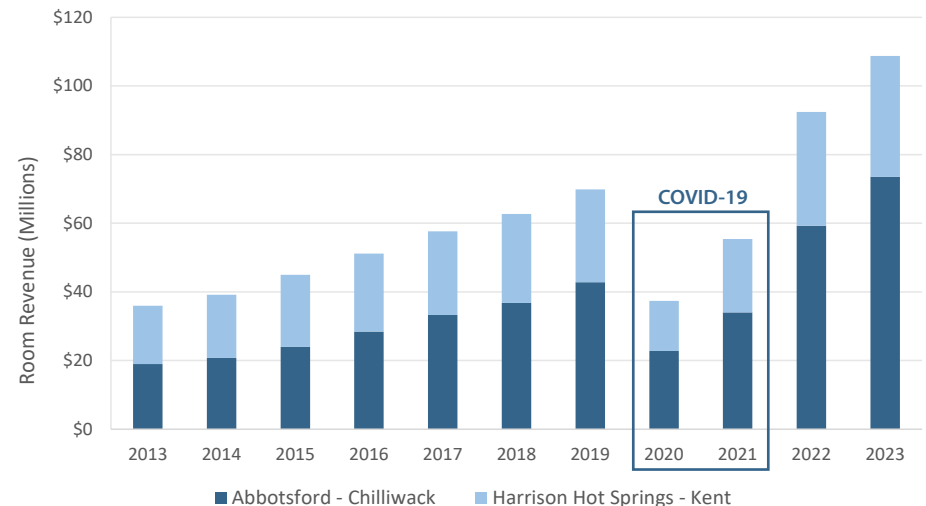
Room revenue does not capture revenues generated by camping stays, which is a popular choice for visitors in the region. Moreover, room revenue statistics are only available for some parts of the region.

FVRD Room Revenue for Select Municipalities in Millions (2017-2023)

	2017	2018	2019	COVID-19		2022	2023
				2020	2021		
Abbotsford-Chilliwack	\$33.3	\$36.8	\$42.8	\$22.8	\$34.0	\$59.3	\$73.5
Harrison Hot Springs-Kent	\$24.4*	\$25.9*	\$27.0	\$14.6	\$21.4	\$33.2	\$35.3
FVRD (Total)	\$57.7	\$62.7	\$69.8	\$37.4	\$55.4	\$92.5	\$108.8

**Values are based on older data and may not be accurate.*

FVRD Room Revenue for Select Municipalities (2013-2023)



Source: BC Stats.

What's being measured?

This indicator measures the total revenue generated through the accommodation of guests using data from the Municipal and Regional District Tax program, an accommodation tax collected under the provincial sales tax legislation to fund tourism marketing, programs, and projects. Since 2018, room revenues have included short-term online accommodation providers (Airbnb, VRBO, etc). The data is made available by BC Stats on an annual basis.

Why measure it?

Tourism has a considerable economic impact on the region. Room revenue is a common tool used to assess the state of the local and regional tourism industry. Overnight stays by visitors result in greater economic benefits to communities. An increase in overnight stays or room revenues demonstrates the development of tourism offerings and FVRD's status as a tourism destination.

⁶Fraser Valley Destination Development Strategy, Destination BC, 2019: <https://bit.ly/3vO0vGB>

LIVING WELL

GOAL: To ensure the region is an inclusive place where everyone is able to maintain a high quality of life, regardless of age, income, or ability.



INDICATOR: HOUSEHOLD INCOME



Desired outcome:
Increased median household incomes (after tax) within the FVRD.

In 2020, the FVRD's median household income after taxes was \$77,500, which is slightly higher than B.C. and Canada, and somewhat lower than neighbouring Metro Vancouver. Compared to Census data collected in previous years, this is a five-year increase of 27%, or \$16,350, and a 10-year increase of 44% or \$23,557.

The highest and lowest median household incomes in the region were in the electoral areas. Electoral Area A (\$42,800) had the lowest median household income after tax, while Electoral Area D had the highest (\$94,000).

The municipality with the lowest median household income was Hope (\$58,800), while the highest was in Mission (\$87,000); with a difference of almost \$30,000.

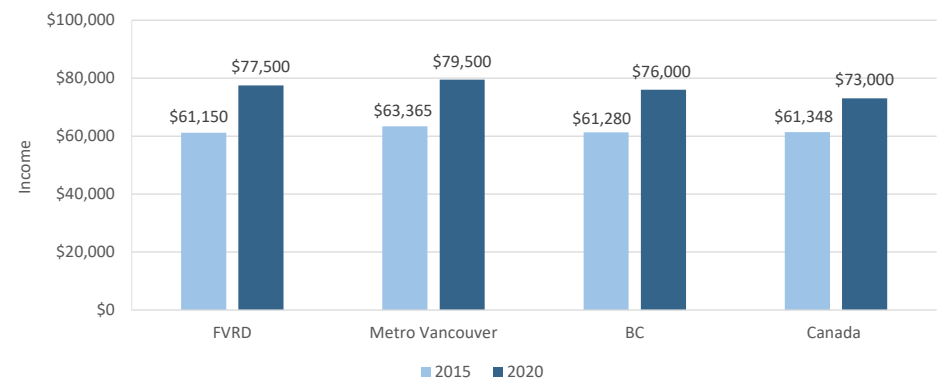
Despite varying levels of household income, all FVRD member municipalities and electoral areas showed an increase in household income during the last Census. It should be noted that increases in 2020 median household (after tax) income for lower-income individuals and families were largely due to income support programs designed to assist Canadians impacted by COVID-19 economic shutdowns¹.

FVRD Median After Tax Household Income (2015-2020)

FVRD Municipalities	2015	2020	Change
Abbotsford	\$64,112	\$81,000	26%
Chilliwack	\$59,785	\$76,000	27%
Mission	\$67,975	\$87,000	28%
Hope	\$46,234	\$58,800	27%
Kent	\$55,467	\$71,000	28%
Harrison Hot Springs	\$51,392	\$67,500	31%

FVRD Electoral Areas	2015	2020	Change
Area A	\$29,120	\$42,800	47%
Area B	\$42,368	\$57,200	35%
Area C	\$54,144	\$63,600	17%
Area D	\$78,976	\$94,000	19%
Area E	\$49,195	\$66,000	34%
Area F	\$57,216	\$66,500	16%
Area G	\$50,400	\$69,000	37%
Area H	\$54,784	\$73,000	33%

Comparison of After Tax Household Income (2015-2020)



What's being measured?

This indicator measures the median income (after tax) of households within the region, which includes income support or government transfers. This information is provided by Statistics Canada and is released every five years.

Why measure it?

Income is a strong predictor of one's ability to live well and be healthy. Median household income, when combined with other indicators such as education or core housing need, becomes a good measurement of social health in the region. A high or increasing median after-tax household income is associated with good or improved social health conditions.

¹ Canadian Income Survey, 2020: <https://bit.ly/3HXKQX7>

INDICATOR: INDIVIDUAL INCOME



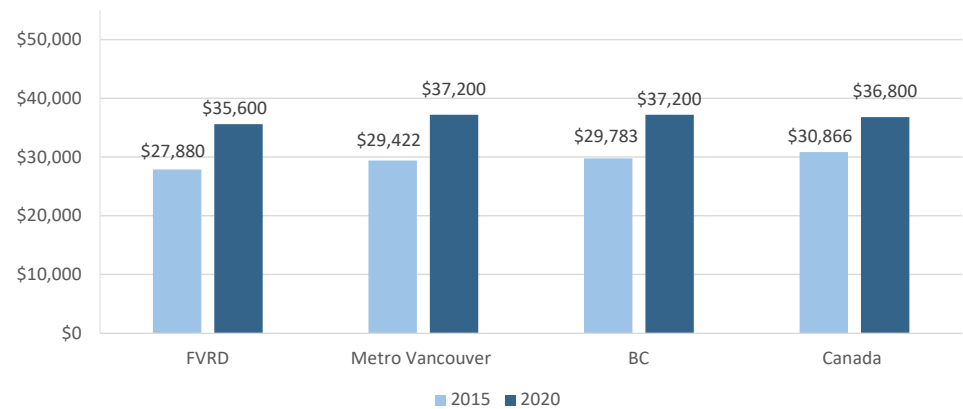
Desired outcome:
Increased median individual incomes (after tax) within the FVRD.

In 2020, the FVRD's median individual income after taxes was \$35,600, which is lower than the median income for the province, Canada, and neighbouring Metro Vancouver.

Compared to the previous Census, median individual income has increased by \$7,720, or 28%, in the FVRD. In the past decade, individual income has increased by \$10,688, or 43%. However, the gap between the highest and lowest median incomes in the FVRD rose by \$875 in 2020, compared to 2015.

It should be noted that increases to individual income for lower-income individuals and families in 2020 were largely due to income support programs designed to assist Canadians impacted by COVID-19 economic shutdowns².

FVRD Median After Tax Individual Income (2015-2020)



FVRD Municipalities	2015	2020	+ / -
Abbotsford	\$27,226	\$34,800	28%
Chilliwack	\$29,397	\$37,200	27%
Mission	\$29,805	\$37,200	25%
Hope	\$24,743	\$32,800	33%
Kent	\$27,648	\$35,200	27%
Harrison Hot Springs	\$28,757	\$34,800	21%

FVRD Electoral Areas	2015	2020	+ / -
Area A	\$21,355	\$27,200	27%
Area B	\$22,451	\$29,600	32%
Area C	\$27,328	\$36,400	33%
Area D	\$33,280	\$40,000	20%
Area E	\$26,158	\$35,600	36%
Area F	\$27,712	\$36,400	31%
Area G	\$25,856	\$33,600	30%
Area H	\$28,480	\$38,400	35%

What's being measured?

This indicator is a measure of the total median income (after tax) for individuals in the region. All income received during the calendar year 2020 was included: taxable, non-taxable, regular and recurring. This information is provided by Statistics Canada and is released every five years.

Why measure it?

Income is a strong predictor of one's ability to live well and be healthy. Median individual income after taxes provides insight into the level of resources available to individuals. A high or increasing median individual income is associated with good or improved social health conditions.

² Canadian Income Survey, 2020: <https://bit.ly/3HXKQX7>

INDICATOR: EDUCATION RATES



Desired outcome:
Increased post-secondary education rates within the FVRD.

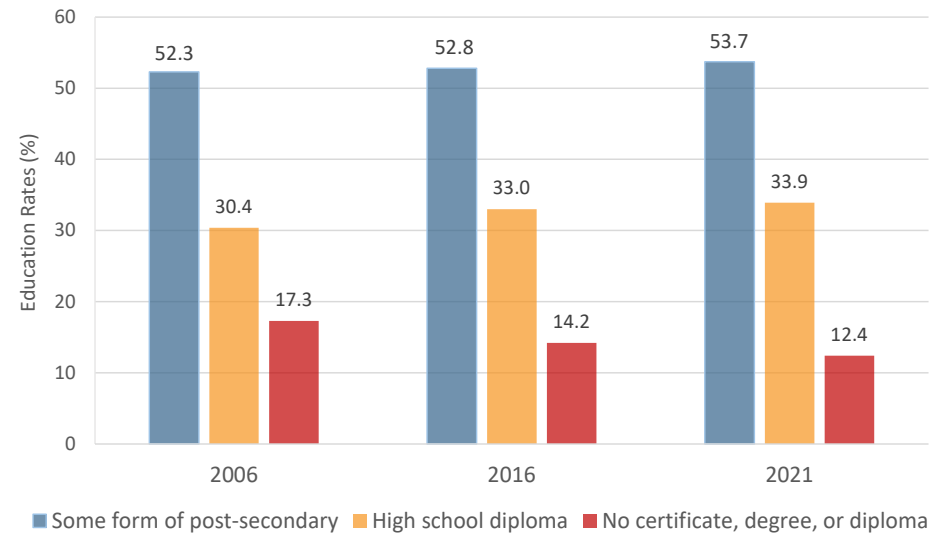
In 2021, 53.7% of residents in the FVRD had some form of post-secondary education. Post-secondary education rates for regional districts in B.C. range from 48.5% to 70.5%. The rate of post-secondary education in the FVRD is lower than Metro Vancouver and the province as a whole.

Post-secondary credentials in the FVRD have increased only marginally between 2006 and 2021. During this time period, post-secondary education rates for regional districts in B.C. increased by a median of 3.1%, while the increase in the FVRD was only 1.4%.

Currently, the top three fields of study in the FVRD are: 1) architecture, engineering, and related trades, 2) business, management, and public administration, and 3) health and related fields.

Continued expansions of post-secondary programs in the region, including offerings provided by the University of the Fraser Valley and other institutions will play an important role in improving this statistic.

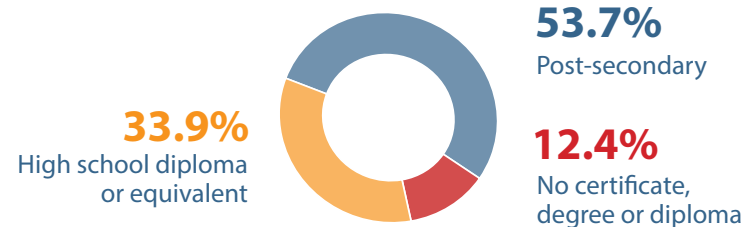
FVRD Education Trends (2006-2021)



Post-Secondary Education Rates (2006-2021)

	2006	2016	2021	+/- 2006-2021
FVRD	52.3%	52.8%	53.7%	+ 1.4%
MVRD	65.9%	67.6%	70.5%	+ 4.6%
B.C.	62.0%	63.9%	66.1%	+ 4.1%

FVRD Education Rates (2021)



What's being measured?

This indicator measures the proportion of residents in the FVRD between the ages of 25 and 64 who have attained post-secondary education. The data includes universities, colleges, and technical schools within the post-secondary classification. Post-secondary includes apprenticeship or trades certificate or diploma; college, certificate, or diploma below bachelor level; a university degree or higher. This information is provided by Statistics Canada and is released every five years.

Why measure it?

Populations with higher education levels tend to have better physical and mental health. Additional benefits include a higher average income and longer life expectancy. An educated labour force will also be important for taking advantage of clean economy opportunities.

Sources: Statistics Canada 2021, 2016 and 2006 Census.



COMMUNITY BUILDING

GOAL: To create compact, complete communities that strengthen urban centres, maintain rural character, and offer choice and affordability in housing.

[Updated 2024]

INDICATOR: RESIDENTIAL HOUSING PRICES

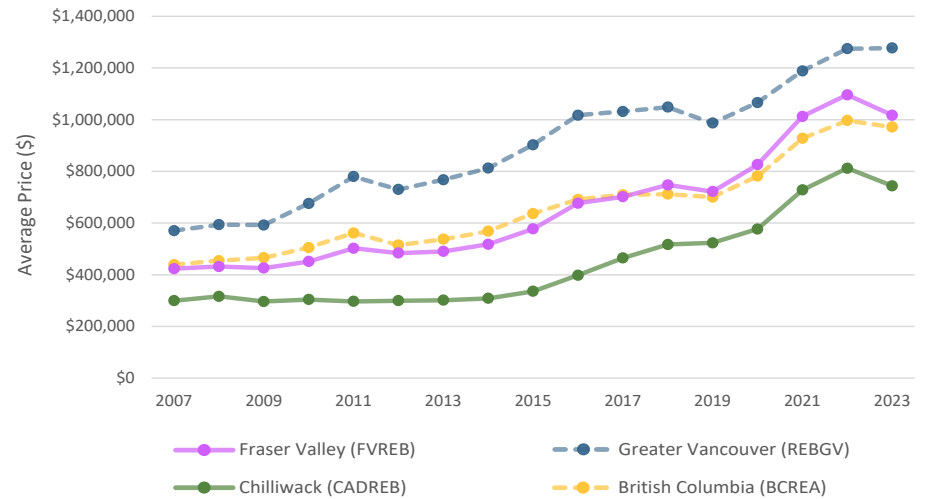


Desired outcome:
Moderation in average housing prices in the FVRD.

After peaking in 2022, average residential sale prices dropped slightly in 2023, with the BC Real Estate Association (BCREA) noting slower home sales as a result of higher mortgage rates¹. Despite this, prices remain elevated, as the Fraser Valley Real Estate Board (FVREB) reported an average sale price of just over 1 million in 2023, a 36% increase over five years and the Chilliwack and District Real Estate Board (CADREB) reported an average sale price of approximately \$744 000, an increase of 44% over five years. The average price of absorbed units in the FVRD (newly built single and semi-detached homes) continued to increase in 2023.

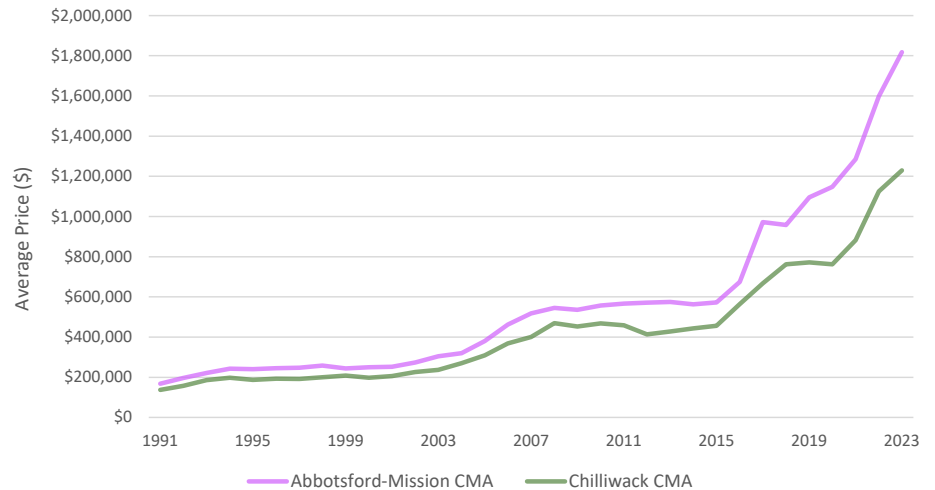
Overall, housing prices in the FVRD have increased considerably in recent years, reducing the affordability of housing in the region. Canadian Mortgage and Housing Corporation (CMHC) notes that surges in house prices in nearby housing markets such as Metro Vancouver have resulted in increased migration to regions such as the FVRD, resulting in further pressure on housing supply and increases in price². Governments have increased efforts to increase housing supply in order to meet demand and lower prices.

Average MLS Residential Sale Prices (2007-2023)



Sources: BC Real Estate Association and Canadian Real Estate Association.

Average Price of Absorbed Units, by CMAs (1991-2023)



Source: Canadian Mortgage and Housing Corporation

What's being measured?

This indicator measures the purchase price of residential units, including new homes and the price of all homes sold. The average residential housing sale price is based on all housing types. Figures are provided by local real estate boards and reported by Multiple Service Listings (MLS). It should be noted that FVREB figures include Abbotsford, Mission, Surrey, North Delta, Langley, and White Rock. While, CADREB figures include Chilliwack, Hope, Kent, Harrison Hot Springs, Yarrow, and Boston Bar. The average price of absorbed units refers to the sale of newly built single and semi-detached homes. This information comes from CMHC's Market Absorption Survey, which is available on an annual basis.

Why measure it?

Housing affordability is key to creating economically and socially sustainable communities. Increased housing costs inevitably lead to reduced housing affordability, unless income levels increase at similar or greater rates.

¹ BCREA Statistics Release, January 2024: <https://bit.ly/3IXw0AF>

² CMHC Housing Market Insight, March 2021: <https://bit.ly/3TWvOYM>



[Updated 2024]

SPOTLIGHT: HOUSING PRICES BY TYPE

2023 FVRD Average Home Costs



Abbotsford	\$1,183,067	\$654,503	\$426,706
Mission	\$1,007,604	\$669,683	\$466,114
Chilliwack	\$858,320	\$564,224	\$341,411
Hope & Area*	\$560,521	\$469,833	\$315,000
Kent*	\$769,935	\$507,871	\$220,000
Harrison Hot Springs*	\$889,861	\$610,464	\$540,627

*Average sale prices for townhouses and apartments in Hope & Area, Kent and Harrison Hot Springs may be skewed due to a lower number of unit sales.

**There were no apartment sales registered in Hope & Area for 2020.

1, 3, and 5 Year Changes to FVRD Average Multiple Listing Service Sale Prices (2018-2023)

Change	DETACHED		TOWNHOUSE		APARTMENT		
	+/-	+/-	+/-	+/-	+/-	+/-	
1 Year	Abbotsford	-\$157,636	-11.8%	-\$83,922	-11.4%	-\$35,273	-7.6%
	Mission	-\$133,200	-11.7%	\$3,983	0.6%	-\$55,400	-10.6%
	Chilliwack	-\$92,444	-9.7%	-\$30,155	-5.1%	-\$4,485	-1.3%
	Hope & Area*	-\$42,199	-7.0%	\$20,062	4.5%	-\$114,500	-26.7%
	Kent*	-\$34,188	-4.3%	-\$92,838	-15.5%	-\$39,322	-15.2%
2022- 2023	Harrison Hot Springs*	-\$101,928	-10.3%	-\$51,936	-7.8%	\$62,204	13.0%

3 Years	Abbotsford	\$301,137	34.1%	\$162,564	33.0%	\$108,796	34.2%
	Mission	\$235,857	30.6%	\$188,550	39.2%	\$161,463	53.0%
	Chilliwack	\$212,159	32.8%	\$137,428	32.2%	\$105,600	44.8%
	Hope & Area*	\$112,203	25.0%	\$144,333	44.3%	No Data**	No Data**
	Kent*	\$221,646	40.4%	\$96,471	23.4%	\$72,612	49.3%
2020 - 2023	Harrison Hot Springs*	\$270,027	43.6%	\$164,566	36.9%	\$138,703	34.5%

5 Years	Abbotsford	\$360,325	43.8%	\$181,104	38.3%	\$108,133	33.9%
	Mission	\$299,811	42.4%	\$203,870	43.8%	\$161,426	53.0%
	Chilliwack	\$266,078	44.9%	\$164,775	41.3%	\$109,919	47.5%
	Hope & Area*	\$175,301	45.5%	\$133,526	39.7%	\$83,000	35.8%
	Kent*	\$241,353	45.7%	\$115,369	29.4%	\$67,534	44.3%
2018 - 2023	Harrison Hot Springs*	\$230,831	35.0%	\$139,064	29.5%	\$182,414	50.9%

Sources: Fraser Valley Real Estate Board and Chilliwack and District Real Estate Board

[Updated 2024]

INDICATOR: RENTAL HOUSING VACANCY



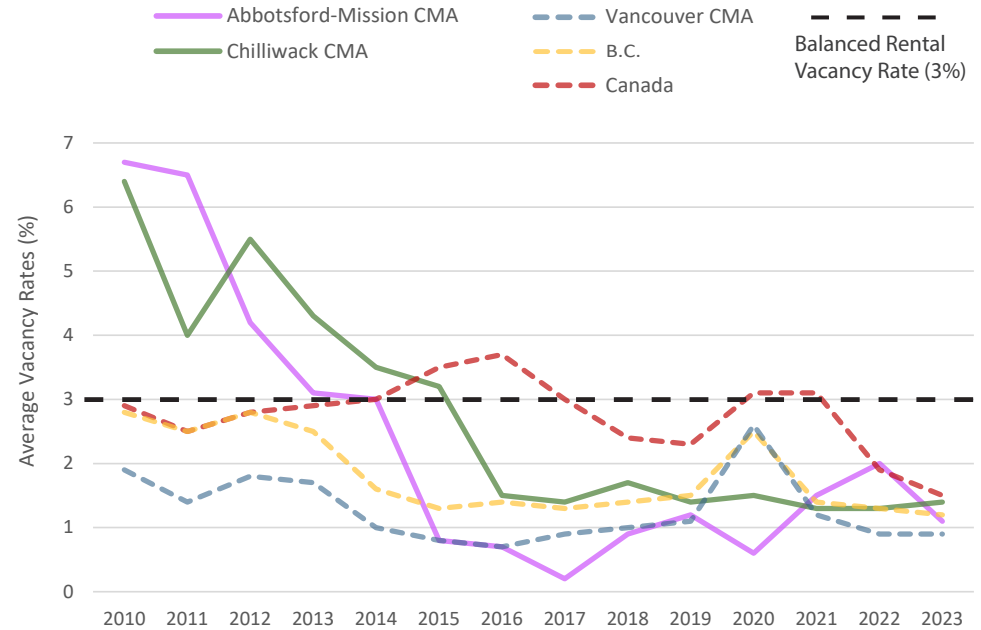
Desired outcome:
Rental housing vacancy rates near or approaching a balanced rate of 3% within the FVRD.

For more than five years, the availability of purpose-built housing rentals in the FVRD has been historically low. In 2023, the rental housing vacancy rate was 1.1% for the Abbotsford-Mission CMA and 1.4% for the Chilliwack CMA. This is a 0.9% reduction for the Abbotsford-Mission CMA compared to the previous year, while the Chilliwack CMA recorded a minimal 0.1% increase. CMHC considers a balanced vacancy rate to be at 3%; both CMAs in the FVRD have vacancy rates below this figure³.

CMHC recorded a national vacancy rate of 1.5% in 2023, the lowest since at least 1988. This reflects strong rental demand outpacing supply, resulting in tighter markets and lower affordability⁴.

Vacancy rates per bedroom type vary within the region. For example in 2023, bachelor rental units in the Chilliwack CMA had a vacancy rate of 0.9%, while this bedroom type in the Abbotsford-Mission CMA had a much higher vacancy rate of 2.5%.

Average Rental Vacancy Rates, by CMAs (2010-2023)



Average Rental Vacancy Rates by Bedroom Type (2023)

	Bachelor	1 BR	2 BR	3+ BR	Total
Abbotsford-Mission CMA	2.5	0.8	1.1	3.4	1.1
Chilliwack CMA	0.9	0.6	2.4	0.8	1.4
Vancouver CMA	0.9	0.8	1.1	1.0	0.9
B.C.	1.5	1.1	1.4	1.5	1.2
Canada	2.0	1.6	1.5	1.3	1.5

What's being measured?

This indicator measures the percentage of all vacant purpose-built housing units in the FVRD's CMAs. CMHC collects this data each October as part of the Rental Market Survey, which is limited to urban populations of 10,000 or more. These figures only reflect buildings within the private housing market that have at least three rental units and have been on the market for at least three months. Vacancy rates do not include secondary suites, laneway housing, or secondary rentals in strata apartment buildings, which make up a significant portion of the rental housing supply in the region.

Why measure it?

A lower supply of rental housing contributes to increased rental costs and reduced housing affordability. Low rental housing vacancy rates suggest a disconnect between local supply and demand for rental housing.

³ No Vacancy: Trends in Rental Housing in Canada: <https://bit.ly/3xorJAE>

⁴ CMHC Rental Market Report, January 2024: <https://bit.ly/43TsmIj>

Source: Canadian Mortgage and Housing Corporation

[Updated 2024]

INDICATOR: RENTAL HOUSING COSTS



Desired outcome:
Moderation in monthly rental housing costs within the FVRD.

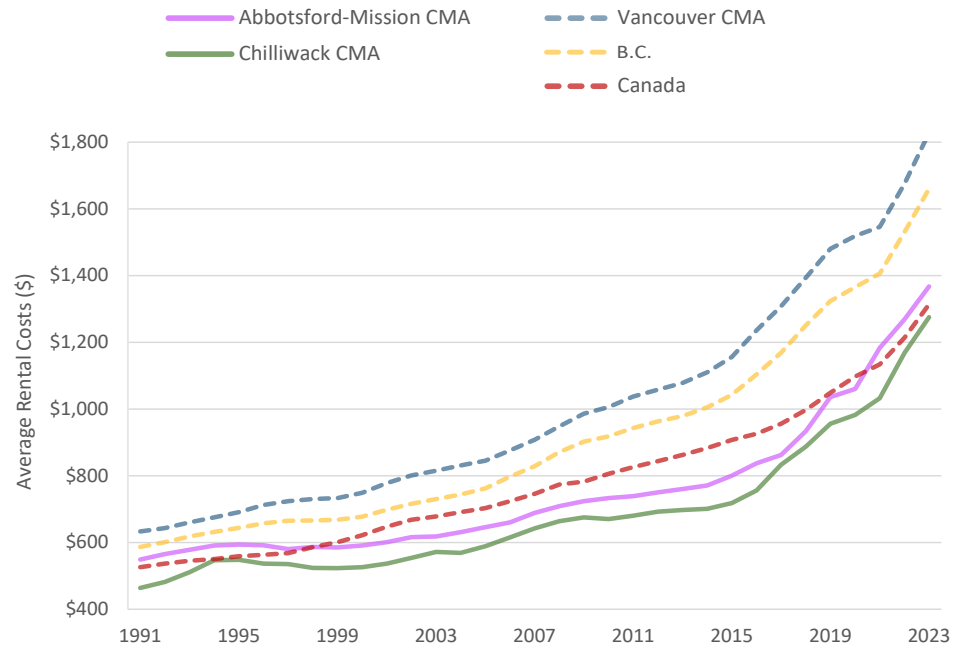
In recent years, average rental housing costs have increased significantly, reducing the affordability of housing in the FVRD. In 2023, the average monthly rental cost was \$1,367 in the Abbotsford-Mission CMA and \$1,275 in the Chilliwack CMA. Average rental costs in the FVRD's CMAs are largely comparable to Canadian averages and are lower than rental costs in the Vancouver CMA.

Although rental housing in the FVRD is considered more affordable than Metro Vancouver, these differences have been decreasing. In 5 years, average rental costs increased by 46% in the Abbotsford-Mission CMA and 44% in the Chilliwack CMA. In comparison, average rental costs in the Vancouver CMA increased by 31%, which is more similar to provincial (33%) and national (32%) increases. That being said, average rental costs across all bedroom types are \$400-\$800 lower in the two FVRD CMAs than in the Vancouver CMA.

5-Year Changes to Average Rental Costs (2018-2023)

46%	44%	31%	33%	32%
Abbotsford-Mission CMA	Chilliwack CMA	Vancouver CMA	B.C.	Canada

Average Rental Costs, by CMAs (1991-2023)



Average Rental Housing Costs by Bedroom Type (2023)

	Bachelor	1 BR	2 BR	3+ BR	Total
Abbotsford-Mission CMA	\$1,069	\$1,222	\$1,522	\$2,206	\$1,367
Chilliwack CMA	\$862	\$1,105	\$1,422	\$2,058	\$1,275
Vancouver CMA	\$1,489	\$1,697	\$2,187	\$2,477	\$1,828
B.C.	\$1,357	\$1,556	\$1,862	\$2,066	\$1,660
Canada	\$1,019	\$1,246	\$1,360	\$1,479	\$1,314

Source: Canadian Mortgage and Housing Corporation

What's being measured?

This indicator measures the average rental cost of new and existing residential units in privately owned buildings with three or more rental units. CMHC collects this information each October as part of the Rental Market Survey and is limited to urban populations of 10,000 or more. It is important to note that CMHC rental costs do not necessarily reflect market value since it excludes secondary markets (rented basement suites and condominiums) which make up a significant portion of the FVRD's rental stock.

Why measure it?

Increasing rental costs for housing leads to reduced housing affordability. Housing affordability is key to creating economically and socially sustainable communities.

INDICATOR: SENIORS' RENTAL HOUSING VACANCY



Desired outcome:

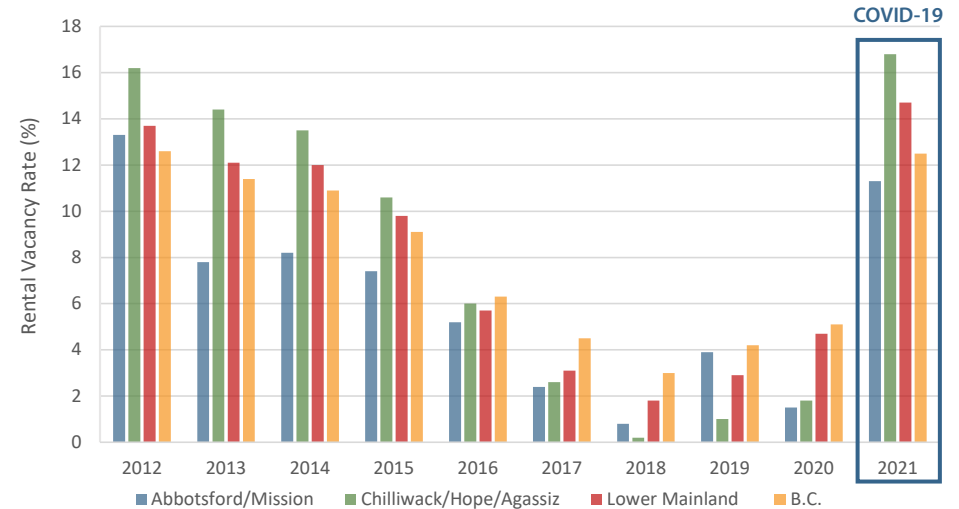
Seniors' rental housing vacancy rates near or approaching a balanced rate of 3% within the FVRD.

Since 2013, vacancy rates for seniors' housing units have been declining in the FVRD and across the province, and vacancy rates in recent years have remained below 5.0%.

Then in 2021, vacancy rates for seniors' housing increased significantly, reaching as high as 16.8% in Chilliwack/Hope/Agassiz and 11.3% in Abbotsford/Mission. CMHC points to the COVID-19 pandemic as the cause of a sudden increase in housing unit supply and a decrease in demand⁵.

Independent living spaces are more affordable than spaces that provide more considerable levels (hours) of care, which contributes to the high demand and low vacancy rates. Generally, more expensive units have higher vacancy rates, as there is less demand for these units.

Rental Vacancy Rates for Independent Living Spaces (2012-2021)



Vacancy Rates of Independent Living Units by Rent Range (2020-2021)

	Less than 1,900		\$1,900-\$2,399		\$2,400-\$2,899		\$2,900-\$4,999		Over \$5,000	
	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021
Fraser East	1.7	8.9	3.1	6.6	0.0	13.7	2.2	17.1	*	*
B.C.	3.1	7.5	5.3	7.2	4.7	9.8	5.6	14.5	4.9	14.6
Lower Mainland	3.1	8.9	1.8	4.6	2.3	9.8	6.0	17.2	6.6	17.0

*Data not available.

Source: Canadian Mortgage and Housing Corporation.

What's being measured?

This indicator measures the percentage of all potential independent living rental units intended for seniors which are vacant and available for immediate rent. Independent living (standard) spaces refer to units where residents receive less than 1.5 hours of care per day. This information comes from the Seniors' Housing Survey previously produced by CMHC each February. Residences included in the survey must have at least 50% of its residents aged 65 or older. The information required to continue monitoring this indicator may not be available in the future, as CMHC announced that the data collection for rents, vacancies, and services for the Seniors' Housing Survey has been discontinued.

Why measure it?

Housing affordability and availability for seniors is key to creating economically and socially sustainable communities, especially as the FVRD's population continues to age. Fewer available rental units can translate to unmet housing needs and lead to increased rent and affordability issues for non-working populations.

⁵ 2021 Seniors Housing Survey Insights: <https://bit.ly/3YXpkZE>

INDICATOR: SENIORS' RENTAL HOUSING COSTS



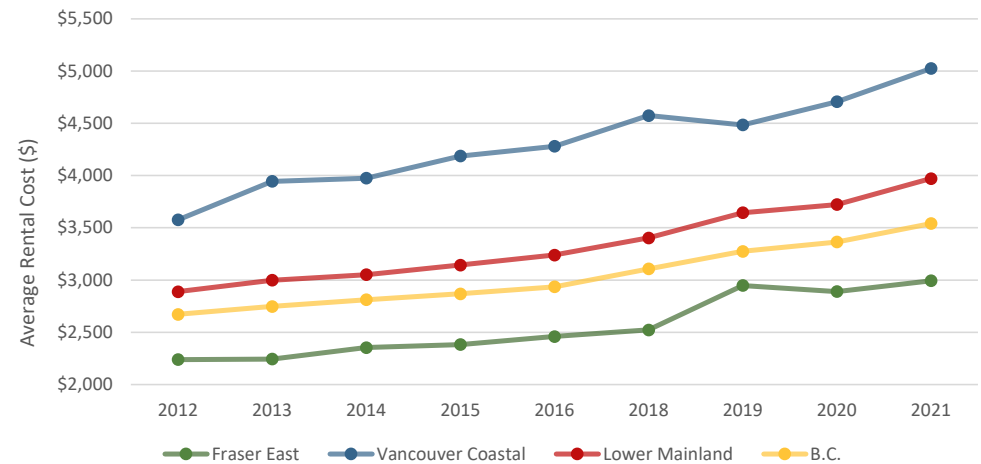
Desired outcome:
Moderation in monthly seniors' rental housing costs within the FVRD.

The cost of seniors' rental housing continues to increase in the Lower Mainland; however, the Fraser Valley remains somewhat more "affordable" than Metro Vancouver.

Independent living spaces cost an average of \$2,993 a month in the Fraser Valley, which is approximately \$500-\$1500 lower than Metro Vancouver. Units that provide high-level care in the Lower Mainland, cost an average of \$6,962 a month, which is almost double the cost of independent living spaces.

Rental housing intended for aging populations is considerably more costly than rental housing for the general population. In the Fraser Valley, an independent living space could cost as much as three times a regular rental housing unit. The increased cost is due to services offered and care provided which vary from building to building.

Housing Rental Costs for Independent Living Spaces (2012-2021)



Changes to Average Rental Cost of Independent Living Spaces (2016-2021)

	2016	2020	2021	1-Year		5-Year	
				\$	%	\$	%
Abbotsford/Mission	\$2,573	\$2,994	\$3,132	+ \$138	4.6	+ \$559	21.7
Chilliwack/Hope/Agassiz	\$2,314	\$2,994	\$3,132	+ \$138	4.6	+ \$818	35.4
Fraser East	\$2,459	\$2,890	\$2,993	+ \$103	3.6	+ \$534	21.7
Vancouver Coastal	\$4,280	\$4,707	\$5,025	+ \$318	6.8	+ \$745	17.4
Lower Mainland	\$3,239	\$3,722	\$3,971	+ \$249	6.7	+ \$732	22.6
B.C.	\$2,935	\$3,364	\$3,541	+ \$177	5.3	+ \$606	20.6

Source: Canadian Mortgage and Housing Corporation

What's being measured?

This indicator measures the average rental costs of independent rental units intended for seniors. Independent living (standard) spaces refers to units where residents receive less than 1.5 hours of care per day. This information comes from the Seniors' Housing Survey produced by CMHC on an annual basis. The 2021 survey was conducted in April and May of 2021. Residences included in the survey must have at least 50% of its residents aged 65 or older. The information required to continue monitoring this indicator may not be available in the future, as CMHC announced that the data collection for rents, vacancies and services for the Seniors' Housing Survey has been discontinued.

Why measure it?

Housing affordability and availability for seniors is key to creating economically and socially sustainable communities, especially as the FVRD's population continues to age. Fewer available rental units can translate to unmet housing needs, increased rental costs, and affordability issues for aging and non-working populations.

[Updated 2024]

INDICATOR: HOUSING STARTS



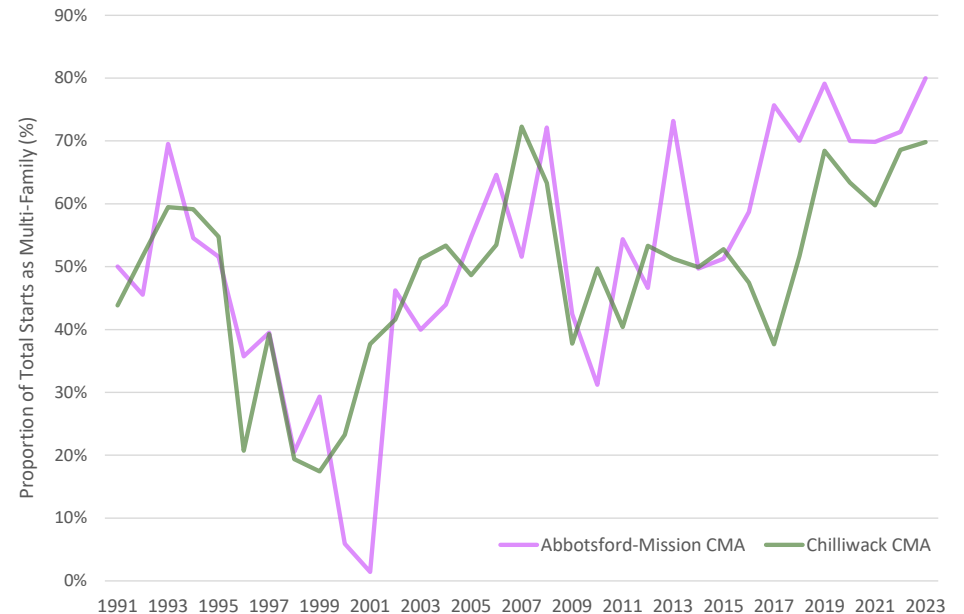
Desired outcome:
Increased annual multi-family housing as a percentage of total starts in the FVRD.

In 2023, there were 1,776 housing starts in the FVRD's two CMAs (Abbotsford-Mission and Chilliwack). 76% of those starts were multi-family units as opposed to single-family dwellings; a 6% increase from the previous year. In the last 10 years, 65% of all housing starts were multi-family units; a 9% increase compared to the previous decade. Increasing the number of multi-family units as a proportion of all starts helps contribute to increased housing density and affordability.

Housing starts fluctuate year to year due to a variety of factors including market supply and demand. The FVRD's CMAs saw a 34% decrease in total housing starts from 2022 to 2023, highlighting the external economic factors such as labour shortages and higher interest rates that are impacting housing starts across the country⁶.

Chilliwack is one of the fastest growing CMAs in Canada, which is partly due to considerable development by First Nations⁷. In the last 5 years, there were 971 housing starts on First Nations land in Chilliwack, comprising roughly 18% of all starts in the Chilliwack CMA during the same period.

Percentage of Multi-Family Starts, by CMAs (1991-2023)



FVRD CMAs Housing Starts by Dwelling Type (2023)

	Abbotsford-Mission CMA		Chilliwack CMA		FVRD (CMAs Combined)	
	#	% Total	#	% Total	#	% Total
Single Family	232	20%	186	30%	418	24%
Multi-Family	928	80%	430	70%	1,358	76%
<i>Semi-detached</i>	14	1%	16	3%	30	2%
<i>Row</i>	188	16%	48	8%	236	13%
<i>Apartment</i>	726	63%	366	59%	1,092	61%
Total (All dwelling types)	1,160	65%	616	35%	1,776	100%

What's being measured?

This indicator measures the number and type of dwelling units beginning construction each year. Historical residential construction activity data is collected through CMHC's monthly Starts and Completions Survey (SCS). Building permits are used to determine construction sites and visits confirm construction stages. These numbers do not take into account single-family dwellings with basement suites or carriage houses, which contribute significantly to the supply of housing in the region.

Why measure it?

Additional housing stock is needed to house the FVRD's current and growing population. Increased density and diversity in housing stock is associated with improved housing affordability, housing choice and complete communities.

⁶ CMHC News Release, January 16, 2024: <https://bit.ly/4a9ZDuP>

⁷ Statistics Canada Daily, February 9, 2022: <https://bit.ly/3ZEzTl2>

INDICATOR: CORE HOUSING NEED



Desired outcome:
Decreased proportion of households in core housing need within the FVRD.

In 2021, 9.8% of all households in the FVRD were in core housing need, which is lower than both the provincial (13.4%) and national rate (10.1%); and an improvement from 2016 (12.6%). Core housing need identifies households living in dwellings that are considered unsuitable, inadequate, or unaffordable, and that they could not afford alternative suitable and adequate housing in their community⁸.

In the FVRD and throughout the province, rental households face more significant housing affordability challenges. 63% of the 10,760 households in core housing need are renters. Within the FVRD's electoral areas, there are vast differences in core housing need, ranging from 3% in Electoral Area D to 25-30% in Electoral Area A and B.

It is important to understand the limitations of core housing need as an indicator of unmet housing needs and affordability. A decrease in core housing need from 2016 to 2021 suggests that housing in the region has become more affordable. However, this contradicts reports on lived experiences as well as other housing and income figures, calling into question the ability of core housing need to reflect current housing affordability⁹.

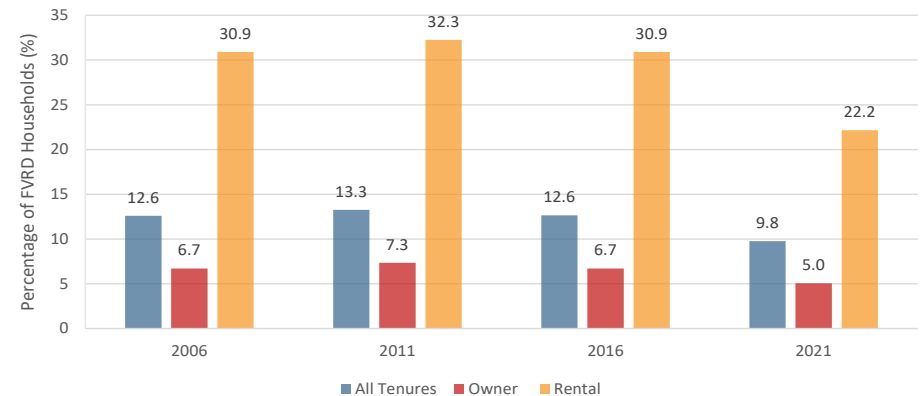
What's being measured?

This indicator measures the percentage of households in core housing need. Households determined to be in core housing need live in an unsuitable, inadequate or unaffordable dwelling and cannot afford alternative housing in their community. This information comes from Statistics Canada and is released every five years.

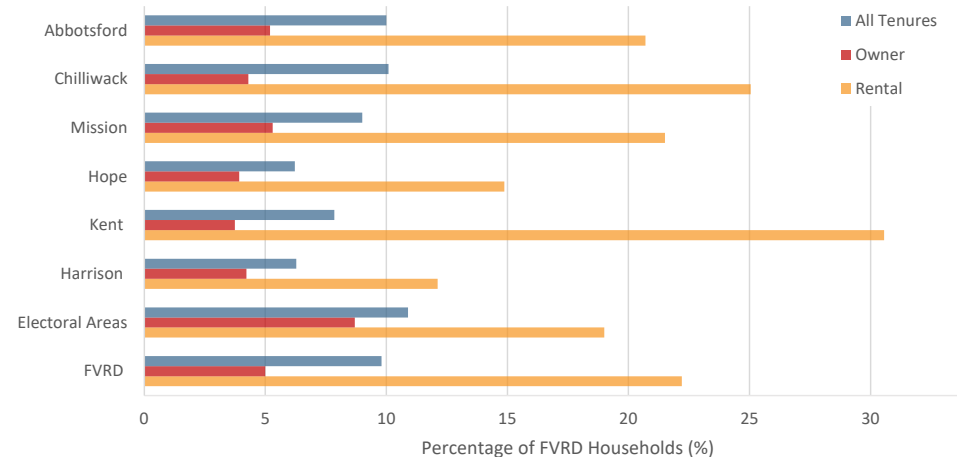
Why measure it?

The percentage of households in core housing need is a critical indicator of community health. Households in core housing need may lack funds for other basic needs such as food, clothing, medicine, or education, and may have a higher risk of homelessness.

FVRD Households in Core Housing Need (2006-2021)



Breakdown of FVRD Households in Core Housing Need by Percentage (2021)



⁸ Understanding Core Housing Need: <https://bit.ly/3ZkZ76U>

⁹ Modernizing Core Housing Need, 2023: <https://bit.ly/3U8sGHK>

Source: Statistics Canada 2021, 2016 and 2006 Census + 2011 National Household Survey.

[Updated 2024]

INDICATOR: INDIVIDUALS EXPERIENCING HOMELESSNESS



Desired outcome:
Decreased number of individuals identified as experiencing homelessness in the FVRD.

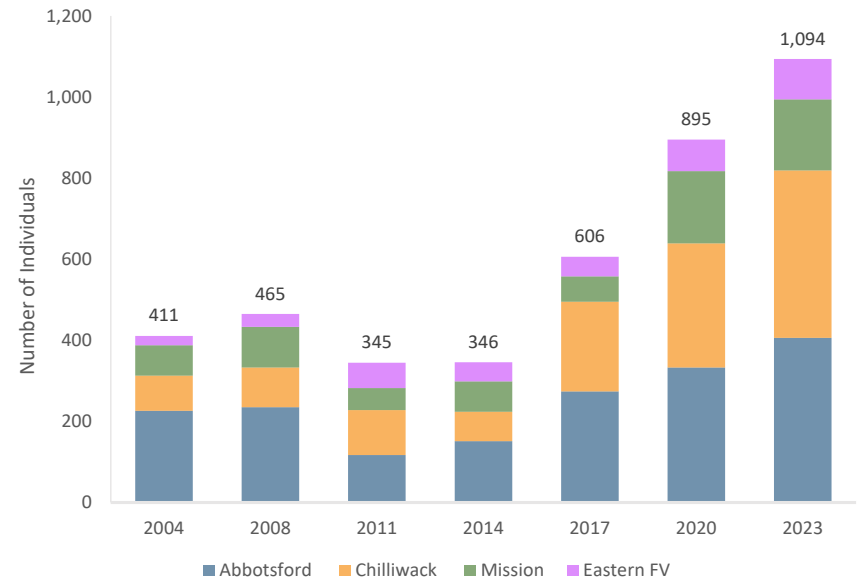
In 2023, almost 1,100 people identified themselves as experiencing homelessness in the FVRD. These figures come from the regional Point-in-Time (PiT) Count and Survey, which has taken place in the FVRD every three years since 2004.

Since 2014, there has been a steady increase in the total number of individuals experiencing homelessness. In 2023, there were an additional 199 persons, which is a 22% increase compared to the previous count in 2020.

The 2023 survey represents the first post-pandemic figures, as the previous 2020 survey was carried out two weeks before the pandemic emergency was declared.

PiT Counts can only capture a fraction of the total number of people experiencing homelessness in a given area and historically have been used only to measure how many people are unsheltered (sleeping rough) and staying in emergency shelters within a 24-hour period. The Canadian Observatory on Homelessness notes that those who are staying temporarily with friends or family, or those on the verge of losing their housing, are less likely to be included in the count as they may not be connected to homeless-serving agencies, and are less visible at the time of the PiT Count¹⁰.

Number of Individuals Experiencing Homelessness in the FVRD, by Municipality (2004-2023)



	2004	2008	2011	2014	2017	2020	2023
Abbotsford	226	235	117	151	274	333	406
Chilliwack	87	98	111	73	221	306	413
Mission	75	100	54	75	63	178	175
Eastern Fraser Valley*	23	32	63	47	48	78	100
FVRD (total)	411	465	345	346	606	895	1,094

*Eastern Fraser Valley represents the communities of Agassiz, Harrison, Hope and Boston Bar.

Sources: FVRD Homeless Count and Survey Reports.

What's being measured?

This indicator compares the results of the FVRD's tri-annual Point-in-Time (PiT) regional homeless count. The PiT Count and Survey provides a snapshot of the number of individuals recorded within a 24-hour period. PiT Count and Surveys provide a benchmark for measuring strategies to reduce homelessness. This tool is better at identifying individuals who are more visibly experiencing homelessness and accessing emergency or social services. This data is available every three years.

Why measure it?

Homelessness is a strong indicator of both unaffordable or inadequate housing within a region and a measure of community health. Regional homeless counts provide a tool, although not perfect, for measuring local and regional social health, and housing conditions.

¹⁰ Point-in Time Toolkit: <https://bit.ly/3KbmFY2>

ECOSYSTEM HEALTH

GOAL: To protect the air, water, and biodiversity on which we depend.



[Updated 2024]

INDICATOR: REGIONAL PARK VISITS



Desired outcome:
Stable or moderate trends in annual visits to FVRD regional parks.

There were approximately 1.58 million visits to the FVRD's 12 regional parks and 4 regional trails in 2023, which is a 10% increase from 2022. Over a five-year period, park visits increased by 45% reflecting a steady increase in usage.

A drop in park visits in 2022, relative to 2021, indicates a return to pre-pandemic park usage levels that coincide with a return to pre-pandemic routines. The increase in visits from 2022 to 2023 reflects continued growth in park usage.

The FVRD's regional parks saw unprecedented usage during the COVID-19 pandemic, potentially due to restrictions on interregional and international travel, as well as social distancing requirements during periods of 2020 and 2021.

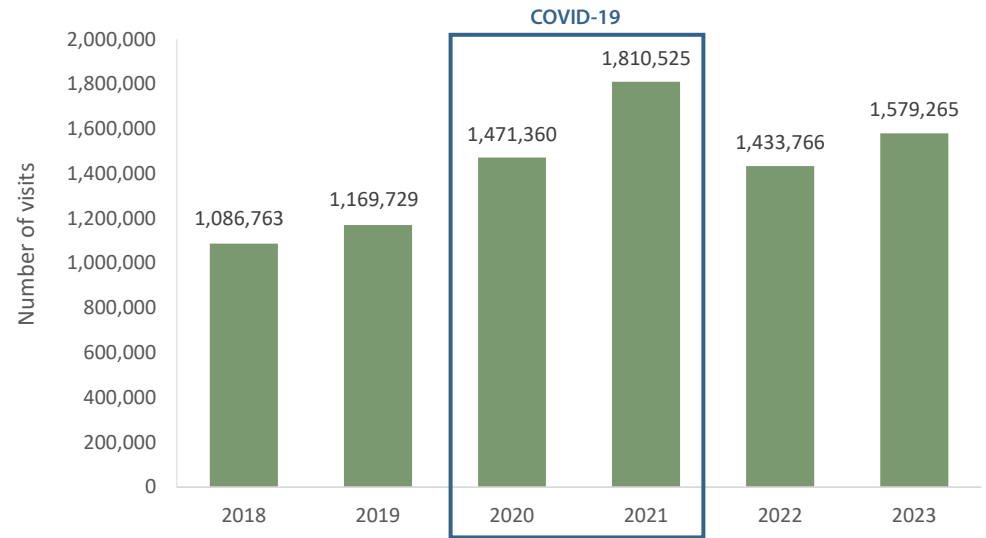
10% Increase
in regional park visits
over a 1-year period.

(2022-2023)

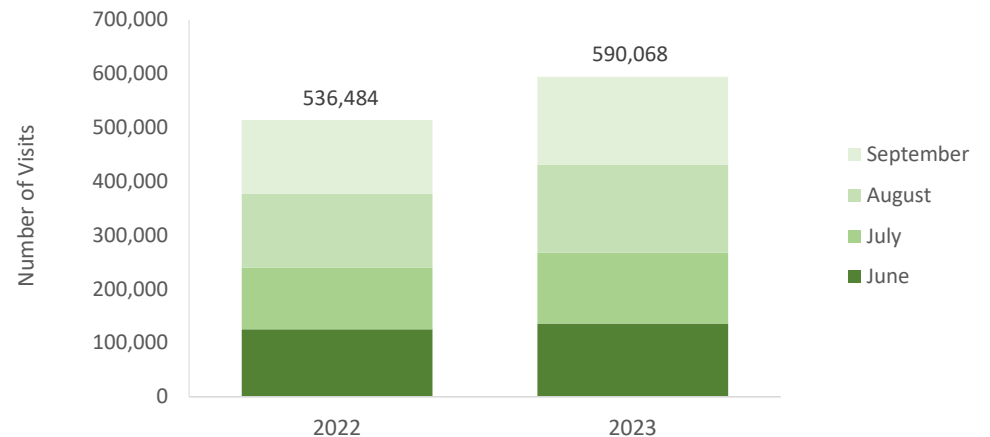
45% Increase
in regional park visits
over a 5-year period.

(2018-2023)

Annual FVRD Regional Park Visits (2018-2023)



FVRD Regional Park Visits in Peak Months (2022-2023)



What's being measured?

This indicator measures the annual number of visits to 12 regional parks and 4 regional trails in the FVRD, which is collected and reported on by staff using a network of trail and traffic counters. Fluctuations in park visits can be due to a variety of factors that affect park usage, such as weather, closures due to conditions, mosquitoes, poor air quality, and others. This data is provided by the FVRD on an annual basis.

Why measure it?

Monitoring trends in annual park visits can help identify potential access and over-use issues, which have a considerable impact on surrounding natural areas, communities, and local residents. This information helps to inform the FVRD's parkland acquisition and long-term strategic planning of regional parks, while also reducing the risks associated with over-use by visitors and vehicles.

Source: FVRD Parks Visitation Reports.

INDICATOR: PROVINCIAL PARK VISITS



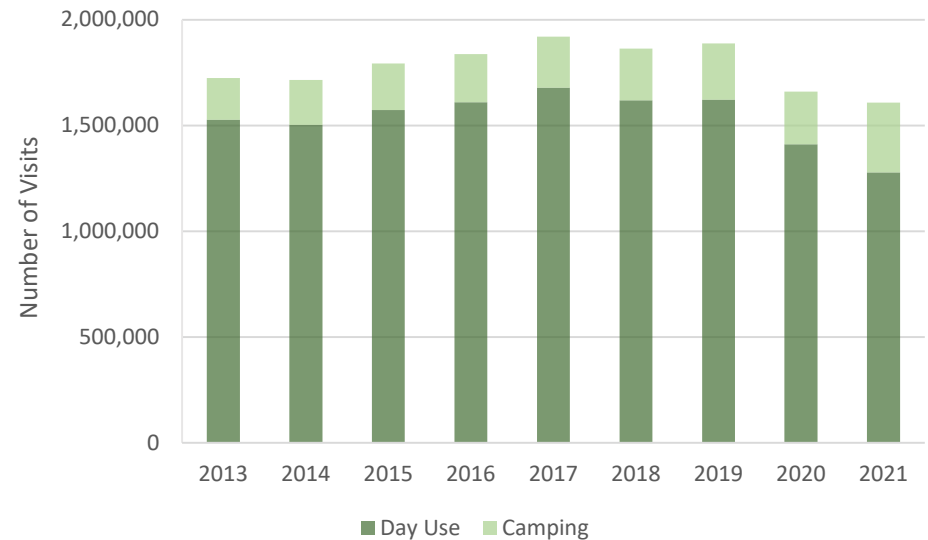
Desired outcome:
Stable or moderate trends in annual visits to provincial parks within the FVRD.

In 2021, there were 1.6 million visits to the 12 provincial parks located within the FVRD, which was 52,003, or 3%, fewer annual visits than 2020 and almost 280,000, or 15%, fewer visits than in 2019.

In contrast to the increased visitation to regional parks in the FVRD during the pandemic, provincial parks saw a reduction in park visits. This is likely due to temporary park closures and suspended services, reduced inter-provincial and international visitors, and mandates or recommendations that limited B.C. resident's travel within the province.

Prior to the pandemic, visits to provincial parks within the FVRD had been on a modest upward trend. Although provincial parks are not in the FVRD's jurisdiction, visits to these parks can provide considerable positive economic impact, but can also present environmental risks and other challenges affecting surrounding areas and nearby communities.

Visits to Provincial Parks Located in FVRD (2013-2021)



	Day Use	Camping	Total
2013	1,527,036	196,902	1,723,938
2014	1,502,566	212,384	1,714,950
2015	1,573,166	219,974	1,793,140
2016	1,609,387	227,505	1,836,892
2017	1,678,489	240,696	1,919,185
2018	1,618,131	245,056	1,863,187
2019	1,621,670	265,462	1,887,132
2020	1,410,826	249,200	1,660,026
2021	1,278,280	329,743	1,608,023

Sources: BC Parks Statistics Reports and direct communication with BC Parks staff.

What's being measured?

This indicator measures the annual number of visits to provincial parks located within the FVRD using the provincial parks attendance system. These figures are estimates, as 4 provincial parks in the FVRD do not record attendance data. Additionally, visitation data from 2020-2021 has not yet been validated by BC Parks staff and may be updated in the future.

Why measure it?

The overuse of parks increases the risks to surrounding natural areas due to increased human activity. Although provincial parks are not in the jurisdiction of the FVRD, monitoring trends in annual provincial park visits can help identify potential access and overuse issues, which can have a considerable impact on surrounding natural areas, communities, and local residents.

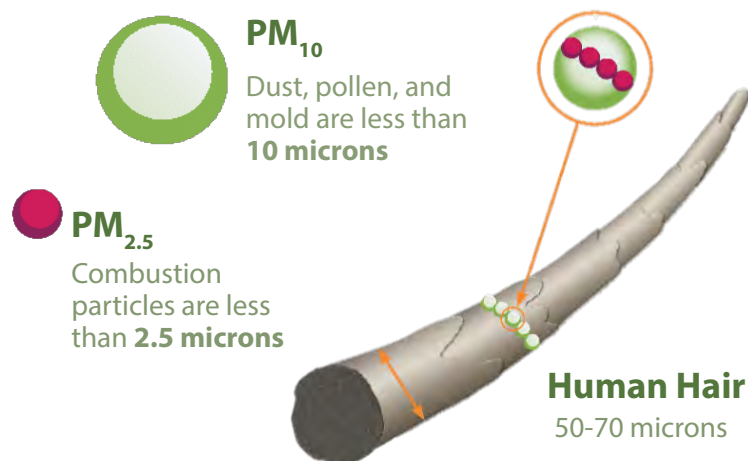


SPOTLIGHT: VISUAL AIR QUALITY (VAQ)

Visual Air Quality (VAQ) describes the effect of pollution on how the surrounding scenery looks to the naked eye. VAQ is directly impacted by levels of air pollutants and atmospheric conditions and improves when atmospheric pollutants are reduced. Increased atmospheric fine particulate matter (PM_{2.5}) and ground-level ozone (O₃) pollution can impact VAQ and lead to photochemical smog¹.

Key sources of fine particulate matter and ground-level ozone precursor pollutants are wildfires, vehicle exhaust, heating, and agricultural operations. When VAQ is diminished by pollution, PM_{2.5} and O₃ may be elevated which can cause impacts to human and environmental health. Decreased VAQ can also have a negative impact on general well-being as it prevents time spent outside and reduces enjoyment of nature and scenery.

Air pollutants reduce VAQ; however, individual pollutants are too small to be seen with the naked eye.



Source: FVRD 2021 Air Quality Management Plan.

Ground-Level Ozone (O₃)

- A pungent gas that forms in our atmosphere.
- May cause inflammation or permanent damage to lung tissue.
- Contributes to diminished crop yield and damage to sensitive plants.
- Exposure to ground-level ozone can lead to increases in the risk of premature death and adverse long-term health impacts.

Fine Particulate Matter (PM_{2.5})

- Mix of tiny solid or liquid particles of various shapes and sizes.
- Made up of organic matter, black carbon, sea salt, sulfate and nitrates, metal oxides, or crustal minerals.
- Inhalation of fine particulate matter can have serious and long-term health impacts.

¹ FVRD Air Quality Management Plan 2021: <https://bit.ly/3xXksbe>

[Updated 2024]

INDICATOR: AIR POLLUTION (PM_{2.5})



Desired outcome:
Decreased levels of fine particulate matter (PM_{2.5}) in the FVRD.

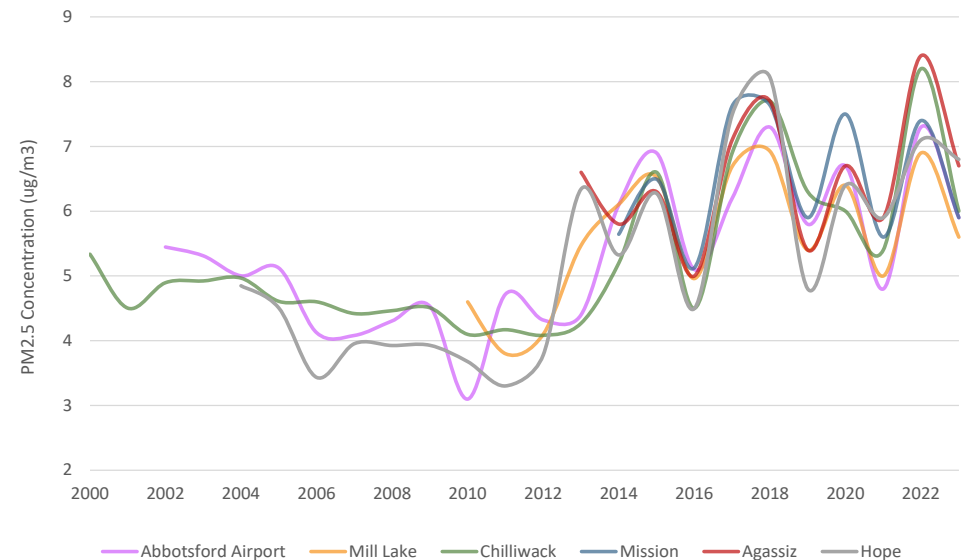
FVRD air quality monitoring stations have recorded an upward trend in fine particulate matter (PM_{2.5}) since 2012, with a 6.15 µg/m³ average PM_{2.5} recorded for 2023. Despite the upward trend, annual averages continue to fall below the provincial annual air quality objective (AQO) of 8 µg/m³. The AQO serves as a target to guide airshed planning efforts and encourage communities to maintain good air quality².

Key sources for PM_{2.5} pollution include wildfires (either local wildfires or smoke carried into the airshed from external wildfires), mobile sources, heating, and agriculture operations³. Although ambient fine particulate matter pollution has increased since 2012, contributions of the pollutant from human sources decreased due to improvements in heating, agriculture, and emissions standards in vehicles.

Recent spikes in PM_{2.5} averages are likely due to the increase in length and severity of nearby wildfires, as particulate matter is the dominant pollutant recorded during these events.

As populations increase and as climate change extremes become the norm, continued, as well as additional, actions will be required to reduce ambient concentrations of PM_{2.5}.

Ambient PM_{2.5} Per FVRD Air Quality Monitoring Station, Total Measured (2000-2023)



Sources: FVRD 2021 Air Quality Management Plan and other FVRD reports.

What's being measured?

This indicator measures ambient (community averages) fine particulate matter in micrograms per cubic metre of air (µg/m³), which are tiny solids and liquids in the air. These figures are collected at 6 air quality-monitoring stations in partnership with the Metro Vancouver Regional District as part of air quality management for the Lower Fraser Valley (LFV). This data is provided by FVRD staff and is available on an annual basis.

Why measure it?

Exposure to increased levels of PM_{2.5} can cause significant health concerns for humans. Since human sources are often generated near population centres they can have a large impact on human health and are similarly important to keep track of.

² Provincial Air Quality Objective for PM_{2.5}: <https://bit.ly/3UEmXLQ>

³ FVRD Air Quality Management Plan 2021: <https://bit.ly/3xXksbe>

[Updated 2024]

INDICATOR: AIR QUALITY ADVISORIES



Desired outcome:
Decreased number of air quality advisories (days) issued annually in the FVRD.

Air quality advisories inform the public of extreme air quality concerns and potential health impacts caused by particulate matter concentrations, ground-level ozone concentrations, or both. Advisories may be issued for the entire region or to subsets of the region where air quality exceedances are observed. Wildfires contribute to the frequency, magnitude, and duration of PM_{2.5} events, while increases in temperature may increase concentrations of ozone.

The number of air quality advisories (days) issued in the FVRD has increased over the last 20 years. In 2023, there were 10 air quality advisories (days) issued for all or parts of the FVRD. As the climate changes, the frequency, extent and intensity of wildfires are increasing, likely contributing to the upswing in air quality advisories⁴.

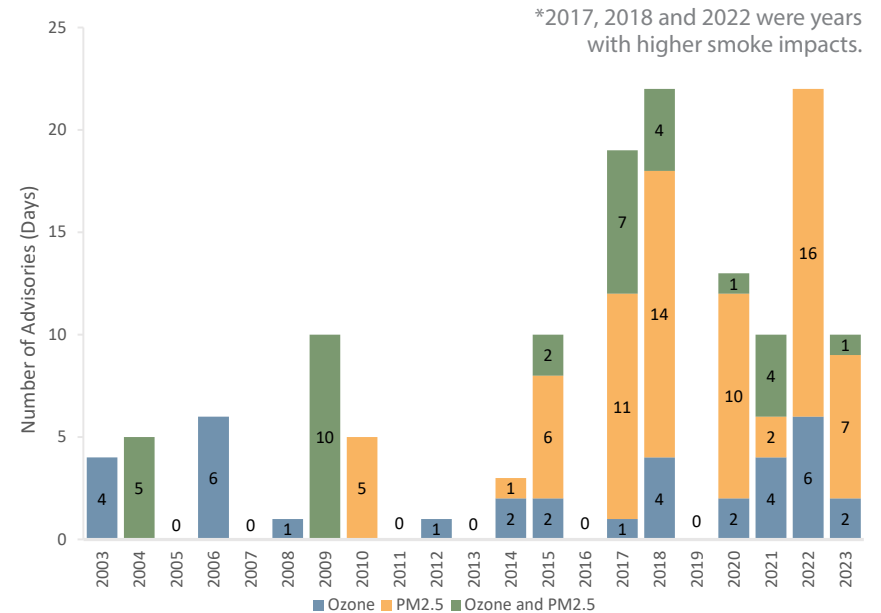
In recent years, air quality advisories have started earlier and extended later into the year, which has led to longer periods of time under advisory. In 2018, wildfire smoke in the region resulted in the longest recorded episode of degraded air quality, resulting in 14 consecutive days of advisories.

Visual Air Quality Examples



(Views from Hillkeep Regional Park)

Number of Air Quality Advisories (Days) in the FVRD (2003-2023)*



Sources: FVRD 2021 Air Quality Management Plan and other FVRD reports.

What's being measured?

This indicator measures the number of air quality advisories (days) issued each year in all or parts of the FVRD. Each day where exceedances are measured is considered a separate air quality advisory, even when a single event is the cause. Thus, each air quality advisory refers to a single day. Air quality advisories within the region are issued by Metro Vancouver in partnership with the FVRD. This data was provided by FVRD staff and is available on an annual basis.

Why measure it?

Trends in the total number of days under air quality advisory each year helps identify real and potential harm to human health. Younger and older citizens are most likely to be impacted by breathing poor and degraded air. Thus, as our population ages, actions to protect air quality will become increasingly imperative. The inability to go outside (especially for prolonged periods of time) also negatively impacts quality of life, well-being, and may contribute to eco-anxiety.

⁴ BC Climate Change Adaptation Program - Wildfire: <https://bit.ly/4cxblvr>



TRANSPORTATION & MOBILITY

GOAL: To develop an integrated, safe, and efficient transportation system for people and goods that promotes transit, walking, and cycling, and minimizes the transportation system's impact on air quality.

INDICATOR: TRAFFIC VOLUME



Desired outcome:
Decreased or moderation of traffic volumes along major corridors within the FVRD.

The majority of the region's highways are experiencing significant increases in traffic volume. TransLink uses screenlines to track vehicle volumes across municipal and regional boundaries and other geographic features. In 2017, all but 3 of the 11 screenlines located in the FVRD saw an increase in traffic volume compared to the last survey in 2011.

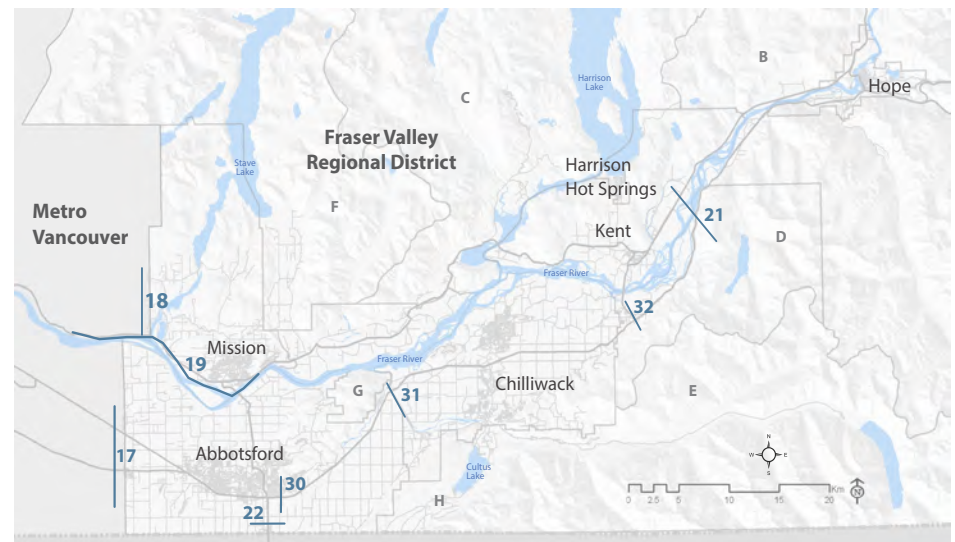
The screenline on Highway 1 outside of Hope recorded a traffic volume increase of 66.7%. Other notable increases were along Highway 1 between Abbotsford and Chilliwack, as well as on the Mission Bridge (Highway 11) which connects Mission and Abbotsford.

Although the COVID-19 pandemic caused a reduction in roadway traffic and congestion, lower traffic volumes were short-lived, as the root cause of traffic issues had not changed. In fact, with growing populations and robust economies in the FVRD, Metro Vancouver, and across the province, traffic volumes will likely continue increasing.

High traffic can lead to reduced safety on roads and highways. Future monitoring reports will look at the vehicle crash data released by Insurance Corporation of BC (ICBC) and continue to monitor participation in alternative modes of travel, such as active transportation and public transit.

FVRD Average Two-Way Traffic Volumes (2011-2017)

Line #	Location	2011	2017	% Change
17	Hwy 1 - East of 264th St.	72,000	84,000	16.7%
	Fraser Hwy - East of 276th St.	20,500	21,500	4.9%
18	Dewdney Trunk Rd - East of 284th St.	2,800	2,700	-3.6%
	Lougheed Hwy - East of 280th St.	21,000	27,000	28.6%
19	Hwy 11 at Mission Bridge	42,000	47,000	11.9%
21	Hwy 7 - West of Hwy 1	2,450	2,350	-4.1%
	Hwy 1 - West of Hope	10,500	17,500	66.7%
22	Hwy 11 - Border	8,500	8,000	-5.9%
30	Hwy 1 - East of Hwy 11	64,000	80,000	25.0%
31	Hwy 1 - Vedder Canal	51,000	64,000	25.5%
32	Hwy 1 - West of Hwy 9	24,000	35,000	45.8%



Source: TransLink Regional Screenline Survey 2017.

What's being measured?

This indicator measures the average number of vehicles crossing screenlines within the FVRD. A screenline is an imaginary line used to track vehicle volumes that cross between origin and destination. Each screenline is comprised of individual count stations at which data are collected for vehicle volume using sensor technology. These figures come from TransLink's Regional Screenline Survey. It is unknown when the next survey will be released, however, previous reports were released roughly every five years.

Why measure it?

Traffic volume provides valuable information on travel patterns in the region and is used for transportation infrastructure planning.

INDICATOR: INTRAREGIONAL TRIPS



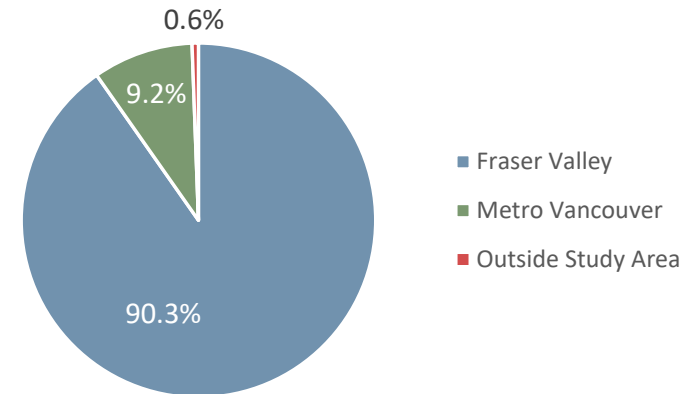
Desired outcome:
Increased proportion
of trips that stay within
the FVRD.

Intraregional movement refers to moving within the same region, and figures show that residents in the FVRD are more likely to stay closer to home for trips of all purposes, such as to work, school, shopping, personal business, etc. This also includes all trip modes, including by car, public transit, walking, and cycling.

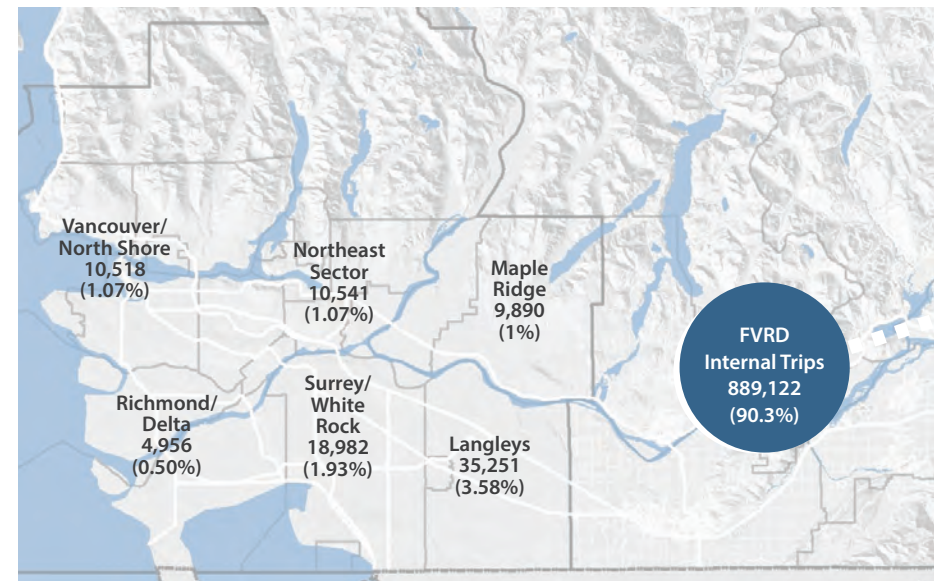
90.3% Of all trips stay within the FVRD (2017).

The majority of trips stay within the FVRD. These findings from the 2017 TransLink Trip Diary are consistent with previous results. The percentage of trips that stayed within the region had a modest increase of 0.4% from 2014 to 2017. Despite this, ties between Metro Vancouver and the FVRD remain strong, with 9.2% of all trips originating in the FVRD ending in Metro Vancouver.

Destination of Trips Originating within the FVRD (2017)



FVRD Trip Destinations (2017)



What's being measured?

This indicator tracks the proportion of all trips originating in the FVRD that stay within the region, and those trips which cross regional boundaries into Metro Vancouver. TransLink Trip Diary data provides a much broader picture of travel in the Lower Mainland than Census data and considers all types of trips by mode of travel. In 2023, TransLink in collaboration with the FVRD and MVRD conducted a new Trip Diary Survey, with results likely to be released in 2025.

Why measure it?

The percentage of trips that begin and end in the FVRD can be used to determine the completeness of the region and the communities within it. Complete communities have robust and diverse local economies, which reduces the need to leave the region for work, and also has positive impacts on the environment.

Sources: FVRD and TransLink Trip Diary 2017.

[Updated 2024]

INDICATOR: PUBLIC TRANSIT RIDERSHIP



Desired outcome:
Increased public transit ridership in the FVRD.

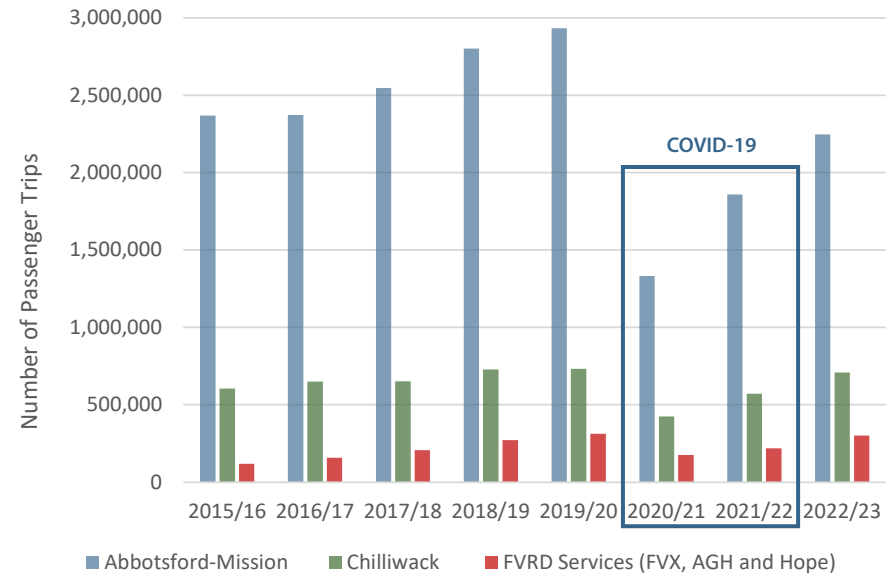
The COVID-19 pandemic presented significant challenges to public transit worldwide, including transit operations across the province. However, 2022/23 numbers show ridership in the FVRD has recovered to an estimated 82% of its peak pre-pandemic level set in 2019/20. Chilliwack is leading that recovery with ridership numbers at 97% of its previous peak.

Before the COVID-19 pandemic, transit ridership had been increasing considerably year over year. Between 2007 and 2020, transit ridership in the FVRD increased by 83%, to a peak annual regional ridership of 3,979,140.

4 Million Estimated total peak annual regional transit ridership (2019/2020).

Improved transit ridership represents in part a significant expansion of public transit services within the region. In 2022, the Fraser Valley Express (FVX) service expanded to connect directly with SkyTrain at Lougheed Town Centre Station in Burnaby. These routes add to existing inter-municipal connections within the FVRD and the interregional rail connection provided by the West Coast Express.

Regional Public Transit Ridership (2015-2023)



Note: 2021/22 FVRD transit services were impacted by the atmospheric river events in November 2021.

What's being measured?

This indicator measures the total number of passenger trips in a given year, which is an estimated measure of system ridership. One passenger trip is one trip in a single direction on one or more buses. As of 2023, transit services operating in the region include Central Fraser Valley (Abbotsford-Mission), Chilliwack and FVRD Services (Agassiz-Harrison (AGH), Hope, and the Fraser Valley Express). This information is provided annually by BC Transit and is based on BC Transit's fiscal year (April to March). BC Transit's implementation of UMO (an electronic fare collection system) in 2024 will likely improve the reliability of public transit ridership data.

Why measure it?

Transit ridership helps to measure the adoption of alternative transportation options to driving. Increased public transit use helps reduce traffic congestion and greenhouse gas emissions by getting cars off the road. The data collected by BC Transit is a valuable long-range planning tool and can help inform strategic infrastructure investments.

	Abbotsford-Mission	Chilliwack	FVRD Services (FVX, AGH, and Hope)	Total
2015/2016	2,369,000	604,000	119,000	3,092,000
2016/2017	2,373,000	650,000	158,000	3,181,000
2017/2018	2,547,000	652,000	207,000	3,406,000
2018/2019	2,802,000	729,000	271,000	3,802,000
2019/2020	2,933,000	733,000	313,140	3,979,140
2020/2021	1,331,000	425,000	175,760	1,931,760
2021/2022	1,858,490	571,860	219,410	2,649,760
2022/2023	2,246,890	708,170	301,306	3,256,366

Source: BC Transit.

[Updated 2024]

INDICATOR: PUBLIC TRANSIT REVENUE



Desired outcome:
Increased total public transit revenue in the FVRD.

Public transit revenues from 2022/23 show a nearly complete recovery for the region, with the Chilliwack transit system and the FVRD's Fraser Valley Express (FVX) exceeding their pre-pandemic peak revenues. In 2022/23, the combined revenue from the three major transit systems in the FVRD was \$5,623,350, which is just 1% shy of the peak revenue of \$5,692,100 reported in 2019/20.

Prior to the COVID-19 pandemic, total public transit revenue for the region was on a steady increase. By 2019/20, total transit revenue had increased 53% over a five-year period. The FVX route saw revenues reach almost \$1 million just before the pandemic. Increased transit revenues reflect growth in public transit mode share, as well as transit service improvements, such as expanded routes and increased frequency.

Federal and provincial investments in Safe Restart funding as well as supports from BC Transit have helped to offset revenue losses and increased expenses as a result of the pandemic.

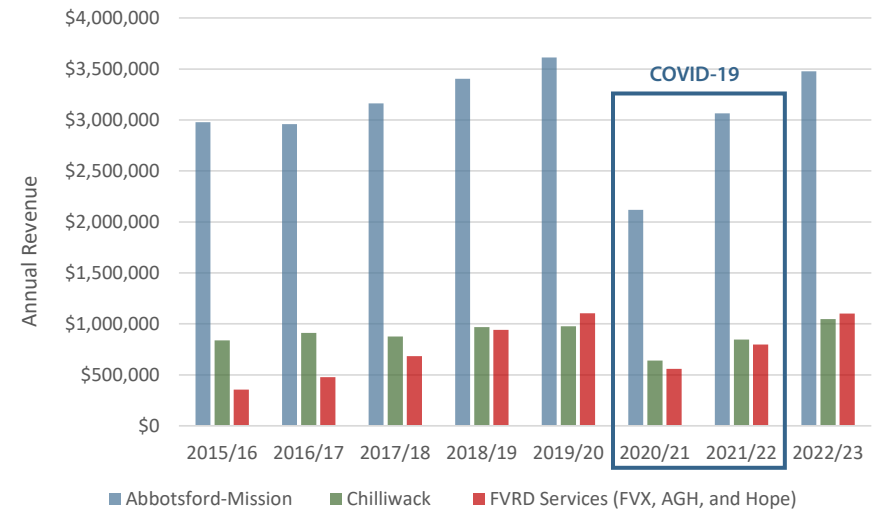
What's being measured?

This indicator measures the total revenue for each transit system in the region for the year, including fares and advertising revenue. As of 2023, transit services operating in the region include Central Fraser Valley (Abbotsford-Mission), Chilliwack, and FVRD Services (Agassiz-Harrison (AGH), Hope, and the Fraser Valley Express). Revenue data is provided each year by BC Transit and are based on BC Transit's fiscal year (April to March).

Why measure it?

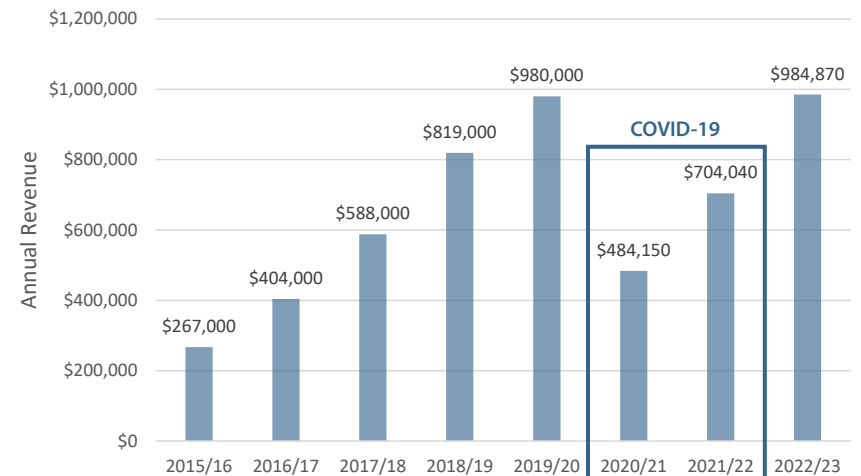
Transit ridership is one measure of a community's mobility and the affordability of transportation within the region. This data set collected by BC Transit is a valuable long-range planning tool and can help inform strategic infrastructure investments.

Transit Revenue in the FVRD (2015-2023)



Note: 2021/22 FVRD transit services were impacted by the November atmospheric river events in 2021.

Fraser Valley Express (FVX) Revenues (2015-2023)



Source: BC Transit.

INDICATOR: ACTIVE TRANSPORTATION



Desired outcome:
Increased percentage of all work trips taken by active transportation in the FVRD.

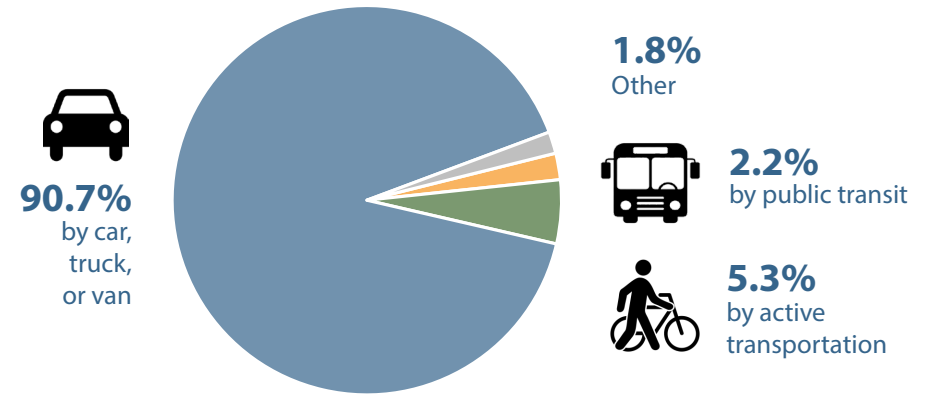
5.3% Of all trips taken in the FVRD to work were by active modes of transportation (2021).

The FVRD's active transportation commuting mode share is relatively small, especially in comparison to Metro Vancouver. Participation in active transportation has only improved marginally (0.42%) since 2006 and there have been no improvements for the last ten years.

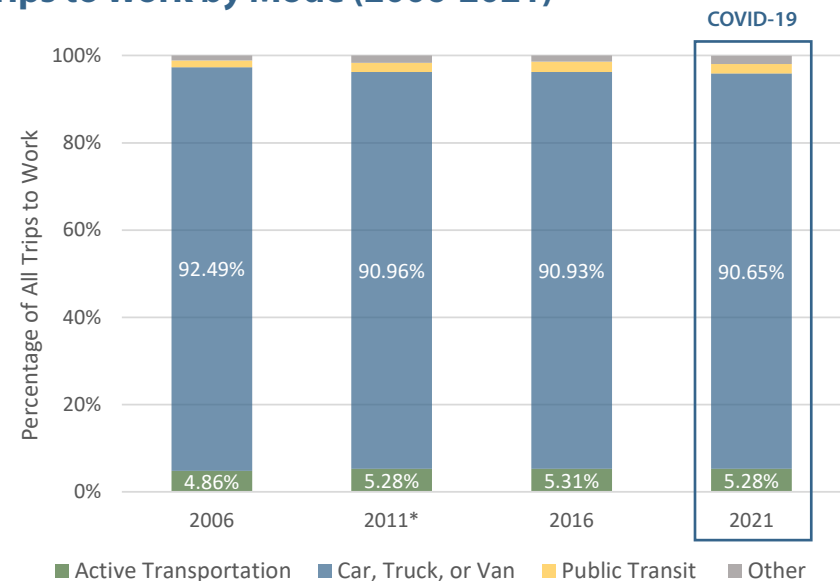
However, municipalities have undertaken active transportation planning and continue to make improvements to infrastructure that support commutes to work by modes of active transportation. An example is the Valley Rail Trail which provides a protected trail for cyclists connecting the north and south communities within Chilliwack.

A wider range of active transportation options will improve mobility for residents and reduce car dependency. Continued investments in public transit, cycling, pedestrian infrastructure, and more compact, mixed-use development within established community centres will help to improve active transportation mode share.

Mode Share of Trips to Work in the FVRD (2021)



Trips to Work by Mode (2006-2021)



Sources: Statistics Canada 2021, 2016 and 2006 Census + 2011 National Household Survey.

What's being measured?

This indicator expresses the percentage of all trips taken by human-powered forms of transportation, such as walking, cycling, skateboarding, or other emerging modes, such as e-bikes and e-scooters. The indicator is specific to work commutes and does not include non-work trips. This information is provided by Statistics Canada and is released every five years.

Why measure it?

Promoting higher rates of participation in active modes of transportation can improve the overall health of individuals and communities by encouraging more physical activity and community connection. Furthermore, reducing car dependency will improve the environmental sustainability of the region by reducing congestion and the relative impact on air quality.

[Updated 2024]

INDICATOR: COMPLETED TRANSPORTATION PRIORITIES



Desired outcome:
Increased number of transportation priorities as identified in the FVRD RGS.

The FVRD is not responsible for the planning or maintenance of roadways; however, the RGS is an important tool for informing the province of local and regional transportation improvement priorities.

The *Fraser Valley Future 2050* RGS includes a list of 25 regional transportation priorities sorted into critical, high and medium/long-term categories. This list provides direction to local governments when planning, maintaining and improving transportation corridors throughout the region. The Highway 1 corridor improvement program is the region's most critical transportation priority and is currently undergoing a phased construction approach. Phase 3A, which will include highway widening and interchange upgrades up to Mt. Lehman Road in Abbotsford, is already underway in 2024. While Phase 3B (Mt. Lehman to Highway 11) and Phase 4 (Highway 11 to the Vedder Canal Bridge) are in development.

The FVRD works closely with its member jurisdictions, First Nations, local partners, and the province to determine regional transportation priorities. Transportation priorities are monitored and periodically updated to reflect the implementation of projects and shifting transit priorities.

What's being measured?

This indicator measures the status of the FVRD's transportation infrastructure project priorities as listed in the RGS.

Why measure it?

Transportation networks help to connect communities and workplaces by facilitating the flow of people, goods, and services to meet current and future needs of communities and economies. A safe, reliable, and efficient transportation system with minimal conflict between transportation modes helps to ensure the efficient movement of goods and services within the region and across the province. The number of completed projects is an indication of effective investments in transportation infrastructure, as well as effective communication and collaboration between various levels of government.

Status of Transportation Priorities (April 2024)

Transportation Priorities	Status	Estimated Completion
Fraser Valley Express Extended to Lougheed Skytrain Station	Implemented	2022
Fraser Highway Widening from Mt. Lehman to Aldergrove	Completed (Phase 1)	2023
Hwy 11 – Vye Road Overpass	Completed	2023
Marshall Rd Extension - King Rd to Mt. Lehman	Completed	2023
Hwy 7 Widening - Mission to Maple Ridge	In Progress	2024
Hwy 7 Dewdney Bridge Replacement	In Progress	2026
Hwy 1 – Extension of HOV/Transit Lane	In Progress	TBD (To Whatcom Rd)
Hwy 1 – Park & Ride and Interchange Improvements	In Progress	TBD
Columbia Valley Hwy – Pedestrian and Bike Upgrades	In Progress	TBD
North of Fraser Transit Connections – District of Kent to City of Mission	In Progress	TBD

Sources: *Fraser Valley Future 2050* RGS and BC Ministry of Transportation and Infrastructure (MOTI).

Note: The full list of transportation priorities can be found in the *Fraser Valley Future 2050* RGS.

INFRASTRUCTURE & SERVICES

GOAL: To provide efficient, sustainable, and cost effective services that contribute to compact and sustainable growth.





SPOTLIGHT: WASTE MANAGEMENT

The FVRD provides waste management as a regional service in collaboration with its member municipalities with the aim of reducing and better managing solid waste in the region. The FVRD continues to develop waste management initiatives and identify opportunities for partnerships and collaboration which support the FVRD's Solid Waste Management Plan¹. The following programs and initiatives will help the region progress towards the FVRD's goal of 90% waste diversion by 2025.

Waste Wise Program

Waste Wise is a waste diversion program by the FVRD to reduce waste disposal and is an important component of the FVRD's Solid Waste Management Plan implementation. The program involves public education and outreach efforts that help to raise awareness among single family and multi-family residents, businesses, and institutions.

Waste Sorting Bylaw

In 2020, the FVRD's Source Separation Bylaw for waste management came into effect, requiring all recyclable materials and compost (food waste) to be sorted out of the garbage, kept separate, and delivered to appropriate waste processing or disposal facilities. This bylaw, which aims to reduce the amount of waste we send to landfill that isn't garbage, applies to all residents, businesses, and institutions across the region.

FVRD's Food Recovery Network with FoodMesh

The FVRD has partnered with FoodMesh to build a food recovery network of Fraser Valley-based businesses, charities, and farmers to connect those with surplus food to those who need it. The goal of this Regional Food Recovery Network is to work collaboratively to raise awareness and implement change by creating a more connected food system. Currently, there are 215 businesses in the region using the FoodMesh Network to sell, donate or rescue surplus food that would otherwise have gone to waste².



4,016,903

meals created (edible food donated and converted into meal-equivalents)
(Up until December 2023)



3,220,654 kg

of edible and inedible food donated through the Retail Food Recovery Program and donated/sold through the FoodMesh Marketplace.
(Up until December 2023)

¹ FVRD Solid Waste Management Plan: <https://bit.ly/3MhBtoS>

² FoodMesh FVRD Food Recovery Network: <https://bit.ly/42RLe2S>

[Updated 2024]

INDICATOR: WASTE DISPOSAL RATES



Desired outcome:
Decreased annual waste disposal rates in the FVRD.

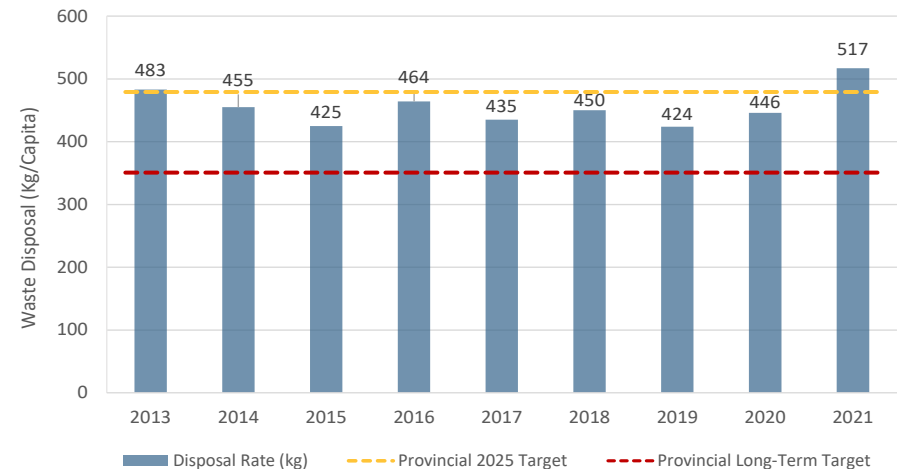
In 2021, the FVRD's annual waste disposal rate was 517 kg/person, which is 71 kg/person more waste compared to the previous year, slightly higher than the provincial waste disposal rate of 506 kg/person, but lower than 17 of the other 26 regional districts in B.C.

Waste disposal rates vary based on population density, fluctuations in economic activities including construction, tourism, distance to recycling markets, the role of stewardship agencies, and the capacity of waste infrastructure, which limits the comparability of rates between regions.

In the FVRD waste disposal rates have been steady, fluctuating between 424 and 483 kg/person since 2013. However, due to several factors including significant development and construction stemming from population growth, as well as extra debris resulting from the 2021 atmospheric river events, the FVRD's waste disposal rate increased beyond its normal range in 2021. Waste disposal rates will need to decrease in order to meet provincial targets of 480 kg/person by 2025, and 350 kg/person long-term³.

The FVRD continues to work to decrease waste disposal rates by improving policies and developing initiatives that increase the diversion of recyclables, the prevention of food waste, and the expansion of extended producer responsibility programs.

FVRD Waste Disposal Rate Per Capita (2013-2021)



Sources: Environmental Reporting BC. Ministry of Environment and Climate Change Strategy.

What's being measured?

This indicator reports on the estimated municipal solid waste disposed of annually in the FVRD. Waste disposal rates are calculated by dividing the annual solid waste produced in the region by the region's total population. This includes residential, institutional, commercial, and light industrial sources, plus construction, demolition, and renovation activities, but excludes waste that is reused or recycled, hazardous, biomedical, agricultural, or related to motor vehicles or heavy industry. Municipal solid waste disposal rates are reported annually by Environmental Reporting BC, based on waste disposal figures provided by regional districts.

Why measure it?

Considerable financial and environmental costs are associated with waste disposal, especially as landfills approach their capacity. With considerable population growth on the horizon, it is important to monitor the region's progress in reducing the amount of waste directed to landfills in order to reduce GHG emissions from waste disposal. All levels of government can work to reduce landfill waste by improving policies and developing initiatives that increase waste diversion, prevent food waste, and improve producer responsibility.

³ Environmental Reporting BC: <https://bit.ly/310P28x>

[Updated 2024]

INDICATOR: RECYCLABLE MATERIALS DIVERTED FROM DISPOSAL



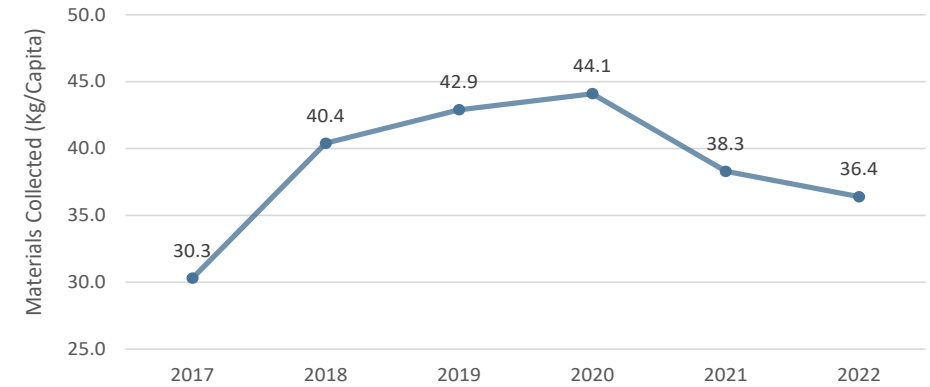
Desired outcome:
Increased recyclable materials diverted from disposal in the FVRD.

In 2022, the total amount of recyclable residential paper and packaging collected by Recycle BC was 36.4 kg per person in the FVRD. This is slightly less than 2021 and coincides with the first full year of return to pre-pandemic routines, with more people going to work, school and dining out, reducing the amount of material collected⁴.

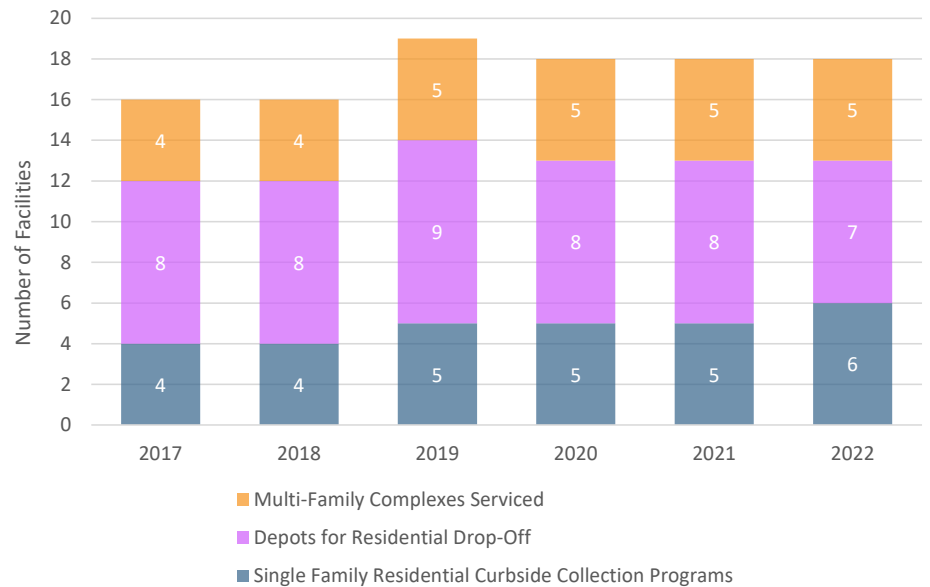
In B.C., Extended Producer Responsibility (EPR) requires producers to take responsibility for the life cycle of products they sell. One example of an EPR program is for residential paper and packaging materials, operated by Recycle BC⁴. Improvements to recycling programs, such as the number of recycling facilities and the diversity of materials accepted, will help to increase the amount of waste being diverted from disposal.

Recycle BC's curbside service expanded to include the District of Hope in 2019 and the Village of Harrison Hot Springs in 2022. However, there are recycling facilities and waste diversion efforts not captured in Recycle BC's data, as the program doesn't cover all areas in the FVRD, most notably the District of Kent.

Residential Paper and Packaging Materials Collected in the FVRD by Recycle BC, Per Capita (2017-2022)



Recycle BC Collection Programs in the FVRD (2017-2022)



What's being measured?

This indicator measures the weight (kg) of paper and packaging materials collected for recycling per capita within the FVRD by Recycle BC. Figures are based on the materials collected from single-family homes (curbside collection), multi-family buildings, and taken to recycle depots. This information is collected and reported annually by Recycle BC, a not-for-profit organization which provides residential recycling services within the province. No data is available prior to 2017.

Why measure it?

All levels of government need to take further action to reduce the amount of waste, including paper and packaging materials, sent to landfills. There are many benefits to reducing waste through diversion, including lowered greenhouse gases, conservation of raw materials, and savings for taxpayers. With considerable population growth expected, it is important to increase the diversion of waste from landfills.

⁴Recycle BC Annual Reports: <https://bit.ly/2zdBAhy>



CLIMATE CHANGE

GOAL: To mitigate the region's impact on global climate change and adapt to the impacts of climate change on the region.

INDICATOR: COMMUNITY GREENHOUSE GAS (GHG) EMISSIONS



Desired outcome:
Decreased GHG emissions that approach targets.

The *Fraser Valley Future 2050* RGS includes a per capita greenhouse gas emissions (GHG) reduction target of 50% below 2007 levels by 2050. As part of the RGS implementation, the FVRD will be working to update its GHG targets and methodology, as well as develop a Climate Change Resiliency Plan.

To meet the target of 50% reduction of per capita GHG emissions or future targets set (as a result of future work mentioned), the region will require a combination of reduced energy consumption, increased energy efficiency, and the prioritization of clean energy.

RGS policies related to building compact communities and alternative forms of transportation support the reduction of GHG emissions. In recent years, some FVRD member municipalities developed new GHG targets, along with actions for moving towards these targets. The updated RGS policies as well as actions undertaken by member municipalities will lead to the coordinated actions needed to reduce the greenhouse gas emissions produced in the region.

What's being measured?

The Province of B.C., through the Community Energy and Emissions Inventory (CEEI), collects data to determine each community's energy consumption and GHG emissions¹. However, the FVRD is now in the process of updating its GHG monitoring methodology in order to create a more accurate GHG inventory and better align its reduction targets.

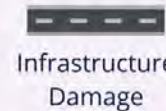
Why measure it?

Regional districts are required by the Local Government Act to monitor and report on GHGs. GHGs are responsible for global climate change and a range of other health related issues. It is important to consider the ways climate change may impact our lives and take corresponding measures to minimize future impacts.

In 2021, the FVRD experienced record extreme weather events, including a heat dome and atmospheric river events. This was followed by extreme drought conditions in 2022 which impacted most of the region.

These events resulted in significant and lasting negative impacts to residents, property, infrastructure, and agriculture.

These types of extreme weather events are likely to become more frequent with climate change, and underscore the need to reduce global GHG emissions.



Infrastructure Damage



Water Scarcity



Regional and Local Economic Disruption



Flood Risk

Climate Impacts for Our Communities



Wildfire Risk



Health Impacts



Loss of Species and Traditional Foods

¹ Community Energy and Emissions Inventory (CEEI): <https://bit.ly/3JF78xF>

[Updated 2024]

INDICATOR: REGISTERED ELECTRIC VEHICLES (EVs)



Desired outcome:
Increased number of registered EVs within the FVRD.

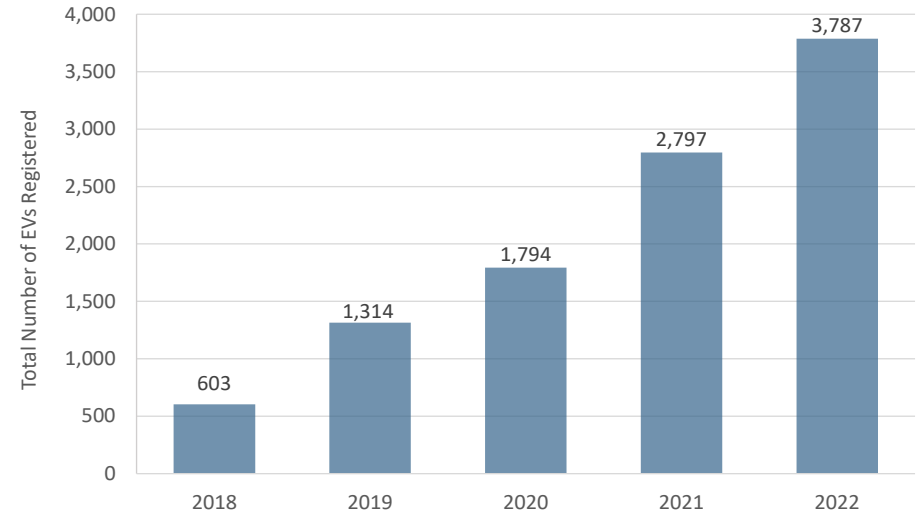
The adoption of electric vehicles (EVs) in the FVRD has increased at considerable rates. In 2022 there were 3,787 registered EVs in the FVRD, which is a 1-year increase of 35%. Since 2018, the number of EVs in the region grew by over 5 times.

93% of all registered EVs in the region are registered to individuals living in Abbotsford, Chilliwack, and Mission. However, less densely populated areas in the FVRD have had rates of growth consistent with regional averages, which suggests continued interest and acceptance rates of EVs across the region.

Despite considerable increases in the number of registered EVs, they account for just over 2% of all passenger vehicles registered in the region. Improved access to EV charging stations and reduced costs associated with purchasing an EV, as well as a mandate from the province to have all new vehicle sales be zero-emission by 2035, will help encourage drivers to make the switch.

The number of EVs registered for business use has grown considerably but at lower rates than personal use. 671, or 18% of all EVs in 2022, were registered for business use; this is a one-year increase of 46%.

Registered EVs in the FVRD (2018-2022)



	2018	2019	2020	2021	2022
Abbotsford	276	627	890	1,458	2,037
Chilliwack	179	391	507	750	1,016
Mission	98	182	246	378	476
Hope	9	18	25	39	39
Kent	10	29	41	47	66
Harrison Hot Springs	6	14	15	27	29
Electoral Areas	25	53	70	98	124
Total	603	1,314	1,794	2,797	3,787

Source: Insurance Corporation of British Columbia

What's being measured?

This indicator measures the number of electric passenger vehicles (battery and plug-in hybrids) registered for personal or business use within the FVRD. This data comes from ICBC and is available on an annual basis.

Why measure it?

The adoption of sustainable transportation modes, such as public transportation and electric vehicles, is integral to reducing combustion energy consumption and total greenhouse gas (GHG) emissions. In 2021, transportation emissions accounted for approximately 35% of all GHG emissions in B.C.² As the adoption of EVs increases, there may be fewer gas-powered vehicles on the road, thus reducing the amount of GHG emissions.

²Trends in Greenhouse Gas Emissions in B.C. (1990-2021) - Environmental Reporting BC: <https://bit.ly/3vwAYBk>

[Updated 2024]

INDICATOR: ELECTRIC VEHICLE (EV) CHARGING STATIONS



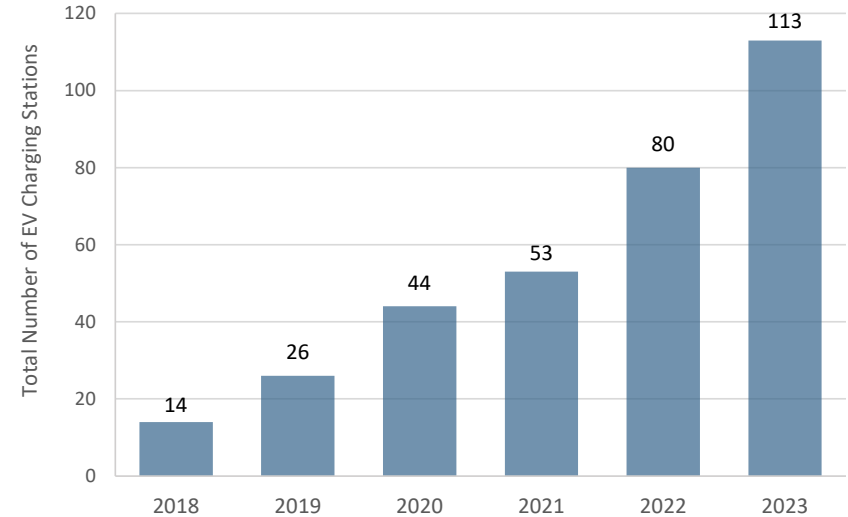
Desired outcome:
Increased number of publicly accessible EV charging stations within the FVRD.

In 2023, there were an estimated 113 publicly accessible EV charging stations (this does not include the number of charging ports) located within the FVRD, which is 41% more charging stations than in 2022, with the majority of new charging stations located in the City of Chilliwack.

The private sector (fuel suppliers and vehicle manufacturers) is leading the growth of publicly available charging infrastructure, operating 6 out of the 7 main public charging networks in B.C.³. However, the province recently announced funding for the addition of more than 500 EV stations across B.C., prioritizing rural, northern and First Nations communities as well as urban areas with high EV uptake. With more than 5,000 public charging stations currently available across B.C., the province is aiming to reach 10,000 by 2030⁴.

Improvements to at-home charging capabilities are also imperative to growing EV adoption rates, as the U.S. National Renewable Energy Laboratory expects 68% of all EV charging to take place at home by 2030⁵.

EV Charging Stations in the FVRD (2018-2023)



	2018	2019	2020	2021	2022	2023
Abbotsford	7	13	21	27	45	52
Chilliwack	2	4	5	5	12	32
Mission	2	2	7	7	7	8
Hope	1	4	6	9	9	9
Kent	0	0	0	0	2	2
Harrison Hot Springs	2	2	2	2	2	4
Electoral Areas	0	1	3	3	3	6
Total	14	26	44	53	80	113

What's being measured?

This indicator measures the estimated number of publicly accessible EV charging stations located within the FVRD. This data does not include the number of ports available at each station and the number of actual charging stations may be higher than reported. These figures come from a detailed inventory of charging stations across North America provided by the Alternative Fuels Data Centre and U.S. Department of Energy, which is updated as new charging stations and ports are added.

Why measure it?

The adoption of EVs is integral to reducing combustive energy consumption and total GHG emissions for the region. Improvements to charging station networks helps to grow the consumer confidence needed for widespread adoption of EVs and improve the charging range that is needed for longer trips.

³ BC Hydro - Public Charging: <https://bit.ly/3TVScS6>

⁴ BC Gov News, March 21, 2024: <https://bit.ly/49irk3b>

⁵ Fact of the Week #1335, Vehicle Technologies Office, March 25, 2024: <https://bit.ly/49eHrPh>

Sources: Alternative Fuels Data Centre and U.S. Department of Energy.

SUMMARY OF INDICATORS



On track to meeting desired outcome.



Making Progress

Making progress towards desired outcome.



Not On Track

Not meeting or moving away from desired outcome.










Observing









Unable to evaluate progress due to fluctuations or disruptions to long-term trends.





















Waiting for Data

Unable to evaluate progress due to a lack of data.

Indicator	What are we measuring?	Desired Outcome		Performance	Frequency
1.0 Collaboration					
Building and Strengthening Relationships with First Nations	Number of service agreements between First Nations and the FVRD each year. The FVRD is exploring other measures that may better reflect relationships with First Nations.	Increased number of touch points with First Nations communities in our shared region.	 On Track	While the number of services provided to First Nations has remained constant over the past few years, there are ongoing discussions and collaborations with First Nations.	1 year [Updated 2024]
2.0 Economic Strength & Resiliency					
Unemployment Rate	Number of unemployed persons as a percentage of the total labour force (working population aged 15 and over).	Decreased unemployment rates or unemployment rates comparable to provincial averages in the FVRD.	 On Track	Unemployment rates in the FVRD have remained low and comparable to, if not better than, the provincial average.	1 year [Updated 2024]
Labour Participation Rate	Number of people working or actively looking for work, as a percentage of the total labour force (working population aged 15 and over).	Increased labour participation rates within the FVRD.	 Not On Track	Labour participation rates in the FVRD have steadily declined since 2006.	5 years
Commute Flow	Percentage of the FVRD's employed labour force who commutes within the FVRD for work.	Increased percentage of FVRD commuters who remain in the FVRD for work.	 Making Progress	The percentage of residents that stay in the FVRD for work continues to increase.	5 years
Business Counts	Total number of registered businesses in the FVRD, with a focus on businesses that maintain a payroll.	Increased number of businesses in the FVRD that maintain a payroll.	 On Track	The number of registered businesses with a payroll in the FVRD has steadily increased year over year.	1 year [Updated 2024]
Farm Operating Revenues	Agriculture operating revenues, or farm income, before expenses are deducted.	Increased total farm operating revenues for the FVRD.	 On Track	Farm revenues in the FVRD have steadily increased.	5 years
Room Revenue	Total revenue generated through stays in hotels and short-term online accommodation providers, such as Airbnb, VRBO, etc.	Increased total room revenue for the FVRD.	 On Track	Room revenues have rebounded from a temporary drop during the COVID-19 pandemic and continue to increase.	1 year [Updated 2024]

Indicator	What are we measuring?	Desired Outcome	Performance	Frequency	
3.0 Living Well					
Household Income	Median income (after tax) of households in the FVRD, including income support or government transfers.	Increased median household incomes (after tax) within the FVRD.	 On Track	Median household income (after tax) in the FVRD has steadily increased. However, parts of the region have significantly lower median household incomes than others.	5 years
Individual Income	Median income (after tax) of individuals in the FVRD, including taxable, non-taxable, regular, and recurring income.	Increased median individual incomes (after tax) within the FVRD.	 On Track	Median individual income (after tax) in the FVRD has steadily increased. However, parts of the region have significantly lower median individual incomes than others.	5 years
Education Rates	Proportion of FVRD residents between the ages of 25 and 64 that have attained post-secondary education.	Increased post-secondary education rates within the FVRD.	 Making Progress	Post-secondary education rates have marginally increased in the FVRD, and at lower rates than in B.C. and Metro Vancouver.	5 years
4.0 Community Building					
Residential Housing Prices	Average sales price of residential units in the FVRD, including new homes and the price of all homes sold.	Moderation in average housing prices within the FVRD.	 Not On Track	Despite a slight drop in 2023, housing prices in the FVRD remain elevated and have increased at record rates in recent years.	1 year [Updated 2024]
Rental Housing Vacancy	Percentage of all potential rental units in the FVRD that are vacant and available for immediate rent.	Rental housing vacancy rates near or approaching a balanced rate of 3% within the FVRD.	 Not On Track	Rental housing vacancy rates have remained below a balanced rate of 3% and continued to decrease in 2023.	1 year [Updated 2024]
Rental Housing Costs	Average rental cost of new and existing residential units in privately owned buildings with three or more rental units in the FVRD.	Moderation in monthly rental housing costs within the FVRD.	 Not On Track	Average monthly rental housing costs in the FVRD have steadily increased, with record increases in recent years.	1 year [Updated 2024]
Seniors' Rental Housing Vacancy	Percentage of all potential independent living rental units intended for seniors which are vacant and available for immediate rent in the FVRD.	Seniors' rental housing vacancy rates that are near or approaching a balanced rate of 3% within the FVRD.	 Observing	Seniors' rental housing vacancy rates in the FVRD have steadily decreased, however, rates jumped considerably in 2021.	TBD (CMHC no longer providing data)
Seniors' Rental Housing Costs	Average monthly rental costs of independent living rental units intended for seniors in the FVRD.	Moderation in monthly seniors' rental housing costs within the FVRD.	 Not On Track	The average monthly rental cost of seniors' rental units (independent living) has steadily increased in the FVRD.	TBD (CMHC no longer providing data)

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Housing Starts	Number and type of dwelling units beginning construction each year in the FVRD, with a focus on multi-family starts.	Increased annual multi-family housing as a percentage of total starts in the FVRD.	 Making Progress	The proportion of housing starts in the FVRD that are multi-family has steadily increased.	1 year [Updated 2024]
Core Housing Need	Percentage of households in core housing need in the FVRD. This includes households that live in an unsuitable, inadequate, or unaffordable dwelling and cannot afford alternative housing in their community.	Decreased proportion of households in core housing need within the FVRD.	 Making Progress	The proportion of FVRD households in core housing need has steadily decreased. However, this contradicts other housing indicators and anecdotal reports of worsening housing affordability.	5 years
Individuals Experiencing Homelessness	An estimate of the number of individuals in the FVRD experiencing homelessness as a result of the tri-annual FVRD Point-in-Time (PiT) Homeless Count and Survey.	Decreased number of individuals identified as experiencing homelessness in the FVRD.	 Not On Track	There has been a steady increase in individuals experiencing homelessness in the region based on the FVRD's tri-annual point-in-time homeless count.	3 years [Updated 2024]
5.0 Ecosystem Health					
Regional Park Visits	Annual number of visits to regional parks in the FVRD.	Stable or moderate trends in annual visits to FVRD regional parks.	 Making Progress	The FVRD's regional parks saw unprecedented usage during the pandemic. However, recent numbers suggest a return to more stable and steadily increasing park usage.	1 year [Updated 2024]
Provincial Park Visits	Annual number of visits to B.C. provincial parks located within the FVRD.	Stable or moderate trends to provincial parks within the FVRD.	 On Track	Visits to provincial parks in the FVRD have steadily increased at moderate rates but decreased during the COVID-19 pandemic due to park closures and travel restrictions.	1 year (if available)
Air Pollution (PM _{2.5})	Tiny solids and liquids in the air from combustion processes, measured in micrograms per cubic metre of air (µg/m ³).	Decreased levels of fine particulate matter (PM _{2.5}) in the FVRD.	 Not On Track	There has been an increase in the annual average of fine particulate matter (PM _{2.5}) in the FVRD, with recent spikes related to severe wildfires.	1 year [Updated 2024]
Air Quality Advisories	Number of air quality advisories (days) issued each year in all or part of the FVRD.	Decreased number of air quality advisories (days) issued annually in the FVRD.	 Not On Track	There has been a steady increase in the number of days under air quality advisory in the FVRD, with longer periods of degraded air quality occurring in recent years.	1 year [Updated 2024]
6.0 Transportation & Mobility					
Traffic Volume	Average number of vehicles crossing screenlines in the FVRD each year. A screenline is an imaginary line used to track vehicle volume that cross between origin and destination.	Decreased or moderation of traffic volumes along major corridors in the FVRD.	 Not On Track	There has been a steady increase in traffic volume along the region's major highways.	5 years
Intraregional Trips	Proportion of daily trips (for all purposes and by all modes) originating in the FVRD that stay within the FVRD.	Increased proportion of trips which stay within the FVRD.	 Making Progress	The proportion of all daily trips that remain in the FVRD continues to increase.	5 years

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Public Transit Ridership	Total passenger trips for the year in the FVRD as an estimated measure of system ridership.	Increased public transit ridership in the FVRD.	 Making Progress	Public transit ridership in the FVRD saw considerable increases year over year prior to the pandemic. Post-pandemic, ridership numbers are on track to recover.	1 year [Updated 2024]
Public Transit Revenue	Total revenue for each transit system in the FVRD for the year, including fares and advertising revenue.	Increased total public transit revenue in the FVRD.	 Making Progress	Pre-pandemic, public transit revenues were steadily increasing, reaching peak in 2019/20. They have now almost completely recovered back to peak levels.	1 year [Updated 2024]
Active Transportation	Percentage of all work trips taken by human-powered forms of transportation in the FVRD, such as walking, cycling, skateboarding, or e-bikes and e-scooters.	Increased percentage of all work trips taken by active transportation in the FVRD.	 Not On Track	The percentage of all work trips taken by active transportation has improved only marginally within the FVRD.	5 years
Completed Transportation Priorities	The status of transportation infrastructure projects as identified in the FVRD RGS.	Increased number of completed transportation priorities as identified in the FVRD RGS.	 Making Progress	Multiple infrastructure projects identified as priorities in the RGS have been completed or are in progress.	1 year [Updated 2024]
7.0 Infrastructure & Services					
Waste Disposal Rates	Estimated amount of municipal solid waste each person in the FVRD disposes each year.	Decreased waste disposal rates in the FVRD.	 Observing	Waste disposal rates in the FVRD have fluctuated up and down since 2013 and in 2021, have increased outside its normal range.	1 year [Updated 2024]
Recyclable Materials Diverted from Disposal	The weight (kg) of paper and packaging materials collected for recycling per capita within the FVRD.	Increased recyclable materials diverted from disposal in the FVRD.	 Observing	Long-term trends indicate an increase in recyclable paper and packaging materials diverted from disposal in the FVRD. However, since 2020, these rates have decreased below pre-pandemic levels.	1 year [Updated 2024]
8.0 Climate Change					
Community GHG Emissions	Tonnes of GHGs emitted annually in the region.	Decreased GHG emissions that approach targets.	 Waiting for Data	The FVRD will be updating its GHG targets and methodology, as well as developing a Climate Change Resiliency Plan.	TBD
Registered Electric Vehicles (EVs)	Total number of electric passenger vehicles (battery and plug-in hybrids) registered within the FVRD.	Increased number of registered EVs within the FVRD.	 On Track	The number of EVs registered in the FVRD has steadily increased, with considerable increases in recent years.	1 year [Updated 2024]
Electric Vehicle (EV) Charging Stations	The number of publicly accessible EV charging stations located within the FVRD. The number of ports available are not captured in this data.	Increased number of publicly accessible EV charging stations within the FVRD.	 On Track	The number of publicly accessible EV charging stations in the FVRD has steadily increased, with considerable increases in recent years.	1 year [Updated 2024]

APPENDIX: GEOGRAPHICAL CLASSIFICATIONS

Geographical Classifications

The monitoring report makes references to a variety of geographical area(s) which vary among the indicators. The report's use of specific geographic classifications is largely based on where the data comes from and what data is available.

Ideally, indicator evaluations are based on the analysis of long-term trends and comparisons on a regional level. Sometimes this includes an analysis of data for each municipality and electoral area. When possible and deemed useful, additional comparisons may be made to other regional districts such as Metro Vancouver, the province, or the country as a whole.

Unfortunately, data for the entire region is not always available. Often, statistical data is limited to Census Metropolitan Areas (CMAs), which in the FVRD, excludes the less populated municipalities and rural parts of the region (electoral areas and First Nations)¹.

Unlike some regional districts in B.C., the FVRD has the added challenge of having two Census Metropolitan Areas (CMAs) instead of a single CMA, like Metro Vancouver Regional District or the Capital Regional District. Data that is organized into non-Census geographical classifications can also present challenges, such as the data sets provided by ICBC and real estate boards.

Geographic Terms Used

Census Division (CD)

Groups of neighbouring municipalities joined together for the purposes of regional planning and managing common services.

**Fraser Valley
Regional District**

Census Metropolitan Area (CMA)

Area of one or more neighbouring municipalities situated around a core. Must have a total population of at least 100,000, of which 50,000 or more live in the core.

**Abbotsford-
Mission CMA**

City of Abbotsford
City of Mission
First Nations

Chilliwack CMA

City of Chilliwack
District of Kent
Harrison Hot Springs
Electoral Areas D, E, and H
First Nations

Census Subdivisions (CSD)

Municipalities or areas treated as municipal equivalents for statistical purposes (e.g., Indian reserves, Indian settlements, and unorganized territories).

**Municipalities
Electoral Areas
First Nations**

¹ Statistics Canada Dictionary, Census of Population, 2021: <https://bit.ly/3xYP6AT>

Source: Statistics Canada Dictionary, 2021 Census of Population.



1-45950 Cheam Avenue
Chilliwack, B.C. V2P 1N6
Toll free: 1.800.528.0061
www.fvrd.ca