Fraser Valley Regional Growth Strategy

MONITORING REPORT

April 2023

Fraser Valley Regional District

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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 website[1].

> *"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

The Fraser Valley Regional District's (FVRD) RGS *Choices for Our Future* in 2004, has been fundamental in promoting a network of vibrant and sustainable communities within the region since its adoption in 2004.

In 2023, the FVRD is expected to adopt an updated RGS *Fraser Valley Future 2050*, which will better reflect 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 current updated Draft RGS considers a range of topics and issues, all from a regional perspective, and with the goal of creating healthy, sustainable, and complete communities.

The RGS is organized into eight non-hierarchal 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 challenges[2].

[1] Regional Growth Strategies for Local Governments: https://bit.ly/3x6FCmP
[2] Dictionary, Census of Population, 2021: https://bit.ly/3ZuYiJ0

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 to meeting desired outcome.

Making progress towards desired outcome.

Not meeting or moving away from desired outcome.

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

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 2051[3]. 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/3JcjCfO

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
EAs	12,136	12,443	13,329	13,749
FN Reserves	9,156	11,309	13,966	15,228
FVRD Total	**340,718**	**387,029**	**450,156**	**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 indictors, as well as RGS goals and policies.

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

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.

Photo by Tourism Ch'illiwack

INDICATOR: FVRD SERVICE AGREEMENTS WITH FIRST NATIONS

On Track

Desired outcome:
Increased number of services provided to First Nations communities within the FVRD.

The FVRD is committed to building and improving relationships with the 30 First Nations whose traditional territories the FVRD is located within. The FVRD uses both formal and informal collaboration mechanisms to support the improvement of government-to-government relationships with Indigenous communities.

In 2022, there were 23 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; and
- fire protection services to nine local First Nations.

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 as a measurement for meaningful action and commitment towards improving Indigenous relations.

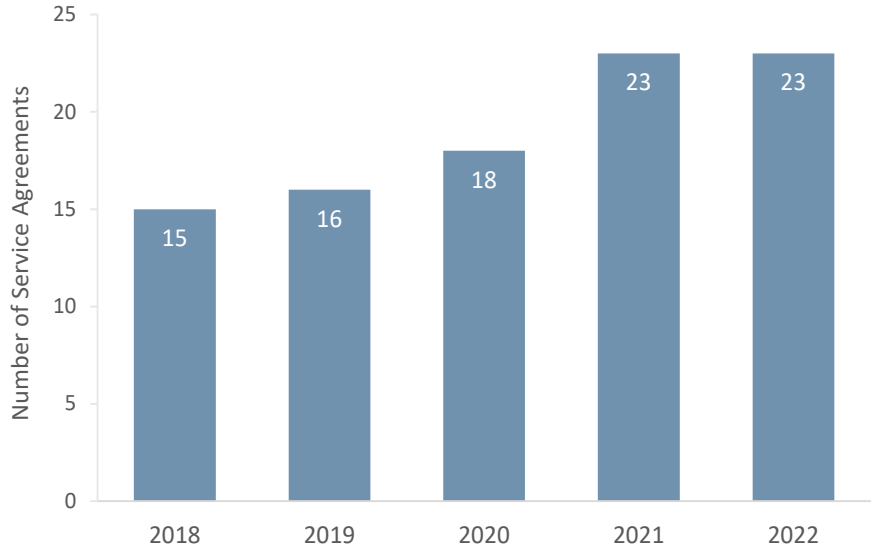
Why measure it?

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 of the Rights of Indigenous Peoples* and the *Truth and Reconciliation Commission of Canada*.

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

The RGS will continue be an important tool used by local government and staff to identify meaningful ways to enhance collaboration with Indigenous communities and to embody the spirit of reconciliation.

FVRD Service Agreements with First Nations (2018-2022)



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

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

Examples of **sub-regional** services:

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

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

Examples of **local** services:

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

Photo by Cheryl Uphill

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.

INDICATOR: UNEMPLOYMENT RATE

Making Progress

Desired outcome:
Decreased FVRD unemployment rates or unemployment rates comparable to provincial averages.

In recent years, unemployment rates in the FVRD have remained comparable, if not better, than provincial and national averages. Excluding fluctuations that occurred during the COVID-19 pandemic, average annual unemployment rates within the FVRD have been steadily decreasing since 2012. That being said, considerably low or sustained low unemployment rates can contribute to a tight labour market, which presents challenges for employers, industries, and associated economies.

2021 FVRD Unemployment Rates

Labour Force Survey

5.5% Chilliwack (CMA)

6.5% Abbotsford-Mission (CMA)

Stats Can 2021 Census

7.4% FVRD Regional Average

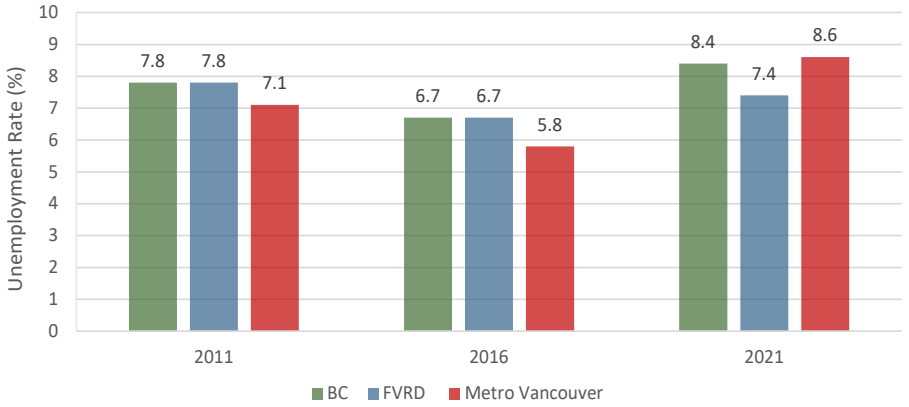
What's being measured?

This indicator looks at the number of unemployed persons as a percentage of the total labour force (working age population aged 15 to 64). Statistics Canada's Census of Population provides unemployment rates for the region as a whole, however these are only available every five years. Statistics Canada's Labour force survey (LFS) could be used to compare unemployment; however, the LFS does not provide figures for the entire region. Future monitoring reports may use data from LFS, especially when recent Statistics Canada figures are not available.

Why measure it?

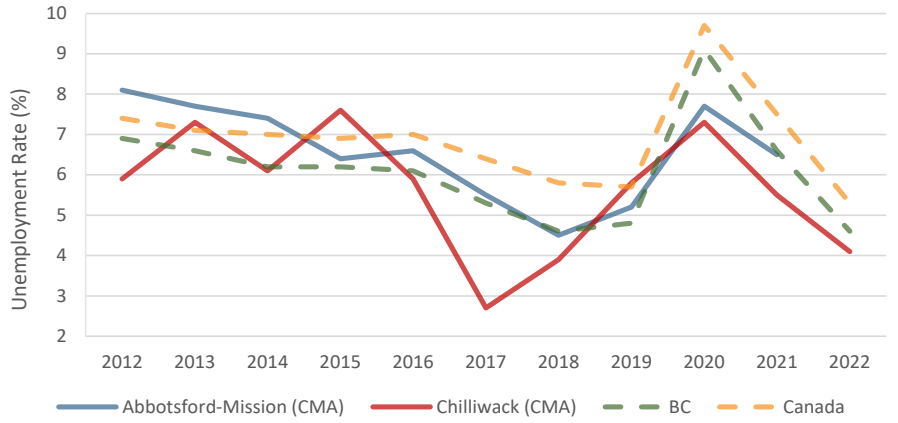
The unemployment rate is an important indicator for regional economies. Trends and comparisons related to unemployment rates reflect economic conditions and changes to local, regional, provincial, national, and even global economies.

Regional Unemployment Rates (2011-2021)



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

FVRD Unemployment Rates, by CMAs (2012-2022)



Sources: Statistics Canada Labour Force Survey and Canadian Socio-Economic Information Management System (CANSIM).

INDICATOR: LABOUR PARTICIPATION RATE

Not On Track

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 levels[1].

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.

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 to 64. 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?

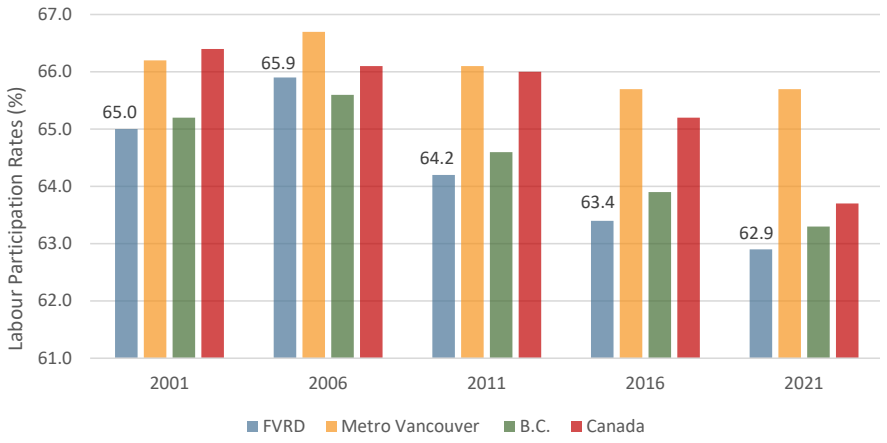
Similar to unemployment rates, the labour participation rate is an important indicator for regional economies as they represent the relative amount of labour resources available for the production of goods and services within the region. High labour participation rates and low unemployment rates indicate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

[1] COVID-19 in Canada, A Two-year Update on Social and Economic Impacts: https://bit.ly/42ow3Oy

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	43.8	42.5	39.0	-3.5
Electoral Area C	55.1	56.2	45.2	48.9	52.2	3.3
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.*



Sources: Statistics Canada 2016 and 2021 Census.

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, 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, technical**	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	3030	1.85%	32,920	2.24%	54,165	2.04%
16. Real estate, rental, leasing**	2,575	1.57%	38,130	2.60%	59,155	2.23%
17. Arts, entertainment, 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, 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.

FVRD Labour Force Composition Changes (2016-2021)

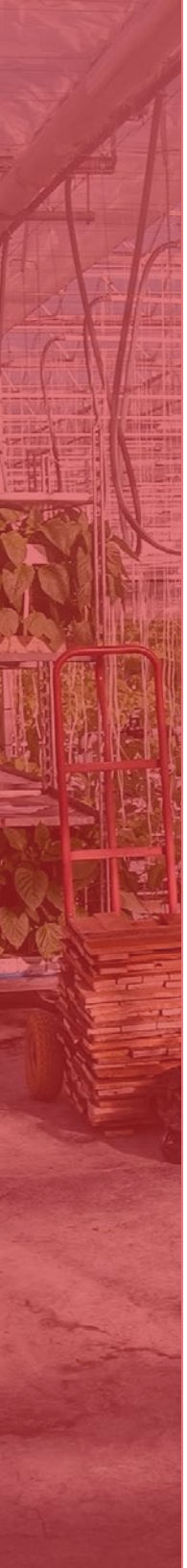
Industries with the **highest** growth in labour force:

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

Sources: Statistics Canada 2016 and 2021 Census.

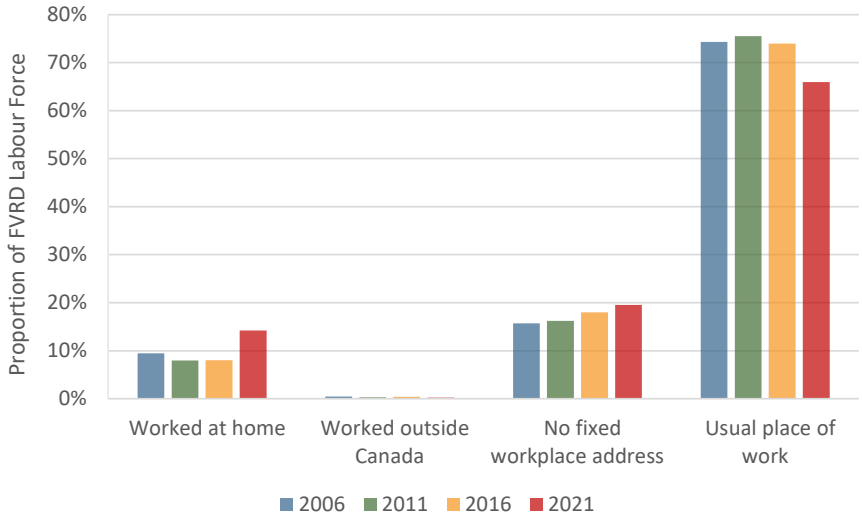


SPOTLIGHT: PLACE OF WORK

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 farm[1]. 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 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)

+25%
Management services

+29%
Financial and insurance 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.

[1] Classifications of Place of Work Status: https://bit.ly/3SL0Pg5

INDICATOR: COMMUTE FLOW

Making Progress

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-19[2].

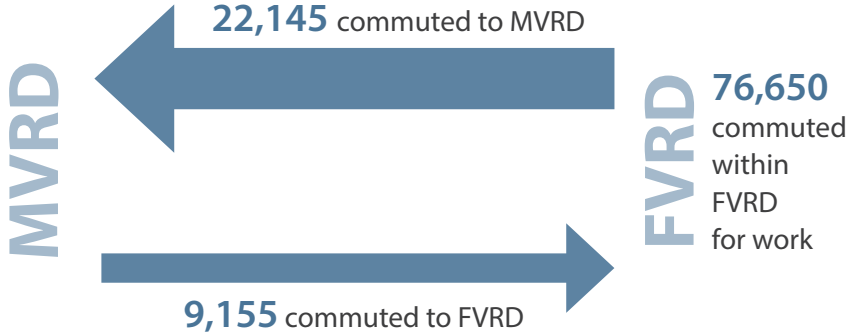
What's being measured?

This indicator measures the percentage of residents in the FVRD who commutes 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.

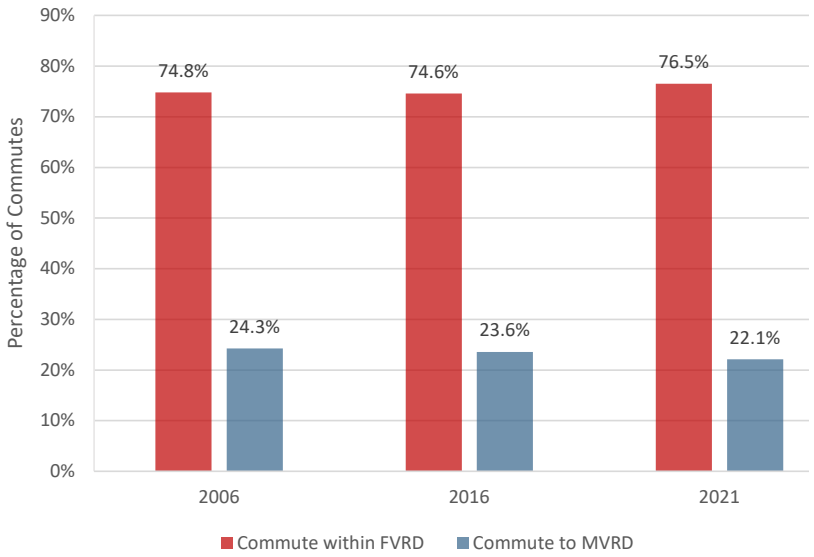
Why measure it?

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 an evidence of a strong and diverse economy.

Lower Mainland Commute Flow, Persons (2021)



FVRD Commute Destinations (2006-2021)



Source: Statistics Canada 2021 Census.

[2] Has the COVID-19 Pandemic Changed Commuting Patterns for Good, Statistics Canada: https://bit.ly/3INRzDs

INDICATOR: BUSINESS COUNTS

On Track

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

In 2022, there were nearly 40,000 registered businesses in the FVRD, of which 12,371, or 31.7%, had an employee workforce and maintained a payroll.

Despite the economic challenges associated with the COVID-19 pandemic, the number of registered businesses in the region and within the province has grown. Compared to 2021, the total number of businesses in 2022 grew by 2,245, or 6.1%, and businesses with a payroll increased by 348 or 2.9%.

Since 2017, the number of businesses that maintain a payroll in the FVRD increased by 1,430 totalling a 13.1% five-year growth rate, which is more significant 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 nearly 500 employers located in the electoral areas and in 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 nearly 20% since 2017.

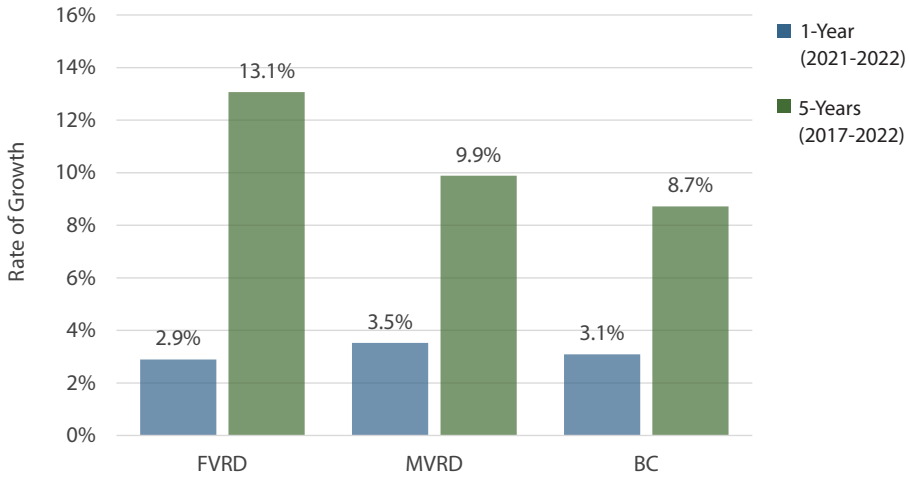
What's being measured?

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

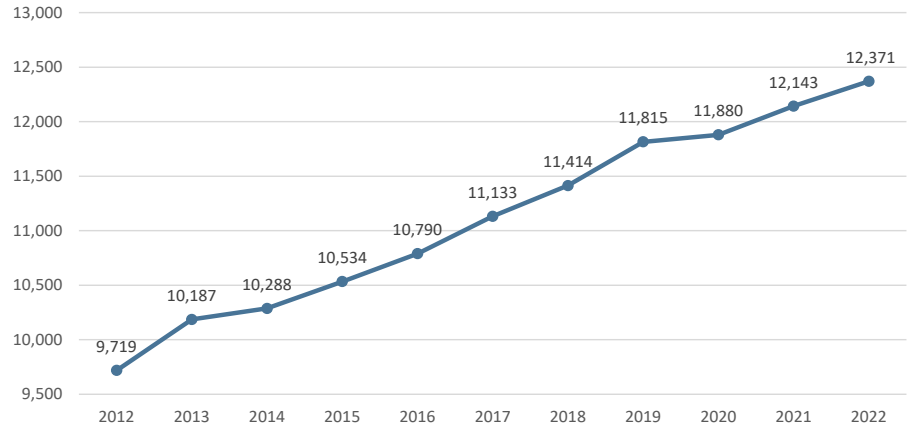
Why measure it?

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.

Growth Rates of Businesses with a Payroll (2017-2022)



Number of FVRD Businesses with a Payroll (2012 - 2022)



Source: Statistics Canada and the BC Business Registry.

INDICATOR: FARM OPERATING REVENUES

On Track

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 350 farms located in communities outside of Abbotsford and Chilliwack.

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 (ATDP) and reflects revenues reported to the Canada Revenue Agency (CRA). Previously, revenues and expenses for agricultural operations were reported to the Census of Agriculture.

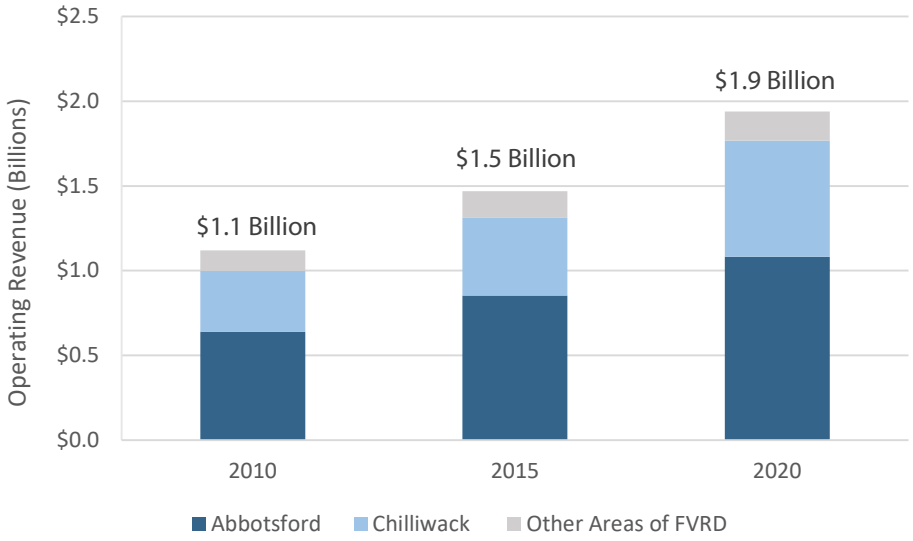
Why measure it?

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.

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	26,055 ha	1,254	$1,082,808,853	$904,602
Chilliwack	24,923 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.

INDICATOR: ROOM REVENUE

On Track

Desired outcome:
Increased total room revenue for the FVRD.

Since 2010, room revenues generated in the FVRD have steadily increased, reaching a peak of almost $70 million in 2019. 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, this is expected to improve as we return to pre-pandemic usage and conditions.

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 continue growing, particularly in relation to agri-tourism and Indigenous-led tourism offerings. 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. Thus, there are limitations to using room revenue to gauge overnight stays in the region. Additionally, room revenue statistics are only available for some parts of the region.

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 (MRDT), 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.

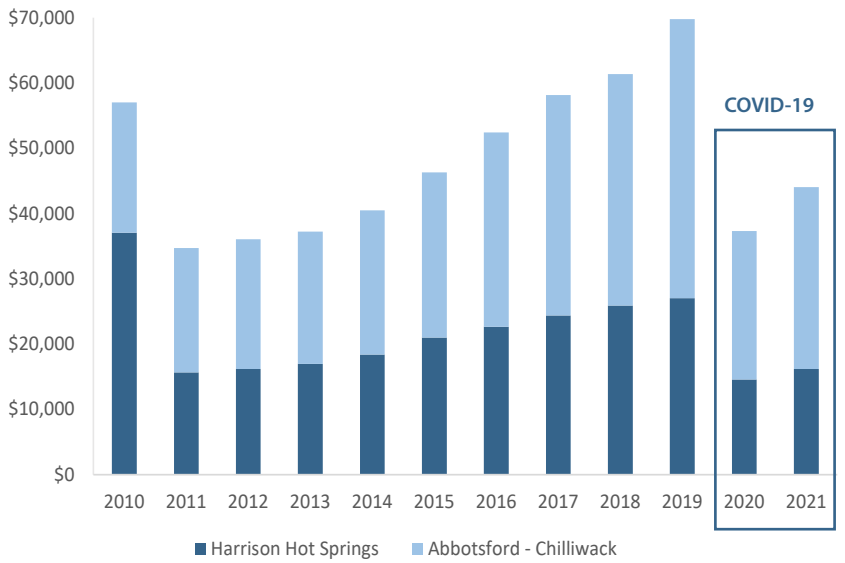
Why measure it?

Tourism has considerable economic impact for the region. Room revenue is a common tool used to assess the state of 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.

FVRD Room Revenue for Select Municipalities in Millions (2015-2021)

	2015	2016	2017	2018	2019	2020 (COVID-19)	2021 (COVID-19)
Harrison Hot Springs	$21.0	$22.7	$24.4	$25.9	$27.0	$14.6	$16.2
Abbotsford-Chilliwack	$25.3	$29.8	$33.8	$35.5	$42.8	$22.7	$27.9
FVRD (Total)	$46.3	$52.4	$58.2	$61.4	$69.8	$37.3	$44.1

FVRD Room Revenue for Select Municipalities (2010-2021)



Source: BC Stats.

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.

Photo by Tourism Ch'illiwack

INDICATOR: HOUSEHOLD INCOME

On Track

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 to 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 shutdowns[1].

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.

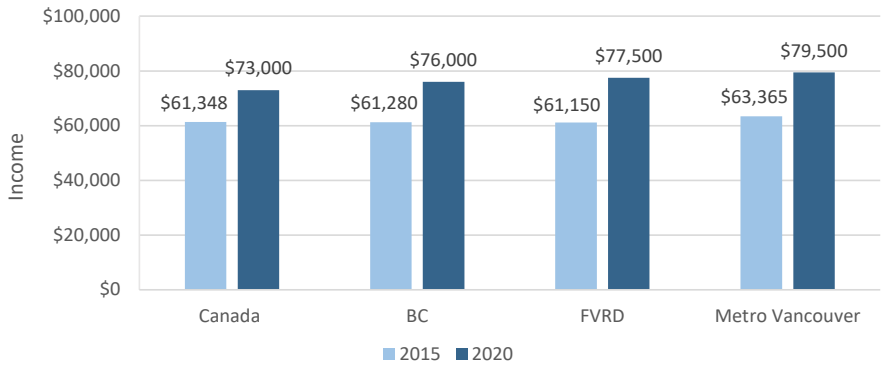
[1] Canadian Income Survey, 2020: https://bit.ly/3HXKQX7

FVRD Median 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 Household Income (2015-2020)



Sources: Statistics Canada 2021 and 2016 Census.

INDICATOR: INDIVIDUAL INCOME

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

On Track

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.

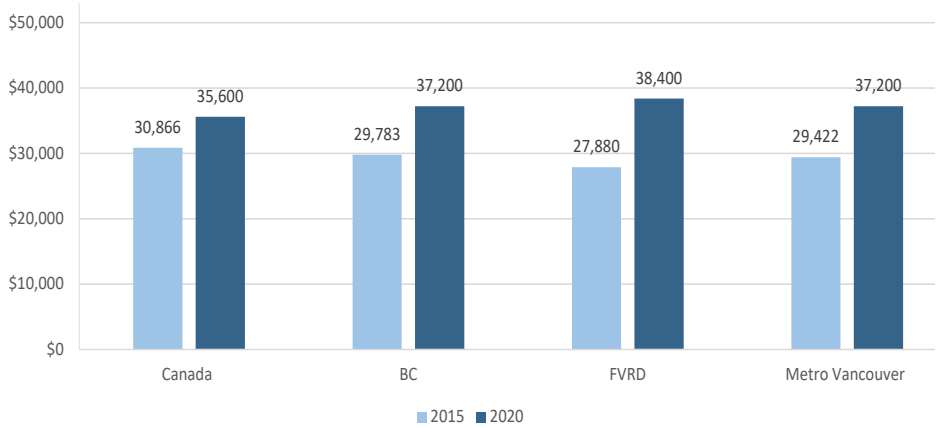
Compared to the previous Census, median individual income has increased by $7,720, or 28%, in the FVRD. In the past decade, individual income has increased by $10,688, or 43%. In addition, the gap between the highest and lowest median incomes in the FVRD shrunk by $2,500 in 2020, compared to 2015.

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 shutdowns[2].

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 and 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.

FVRD Median Individual Income (2015-2020)



FVRD Municipalities	2015	2020	+ / -
Abbotsford	$27,226	$34,800	28%
Chilliwack	$29,397	$34,000	16%
Mission	$29,805	$34,000	14%
Hope	$24,743	$32,000	29%
Kent	$27,648	$34,000	23%
Harrison Hot Springs	$28,757	$36,000	25%

FVRD Electoral Areas	2015	2020	+ / -
Area A	$21,355	$26,600	25%
Area B	$22,451	$31,200	39%
Area C	$27,328	$33,600	23%
Area D	$33,280	$33,200	0%
Area E	$26,158	$33,600	28%
Area F	$27,712	$33,600	21%
Area G	$25,856	$33,200	28%
Area H	$28,480	$36,000	26%

Sources: Statistics Canada 2021 and 2016 Census.

[2] Canadian Income Survey, 2020: https://bit.ly/3HXKQX7

INDICATOR: EDUCATION RATES

Making Progress

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.

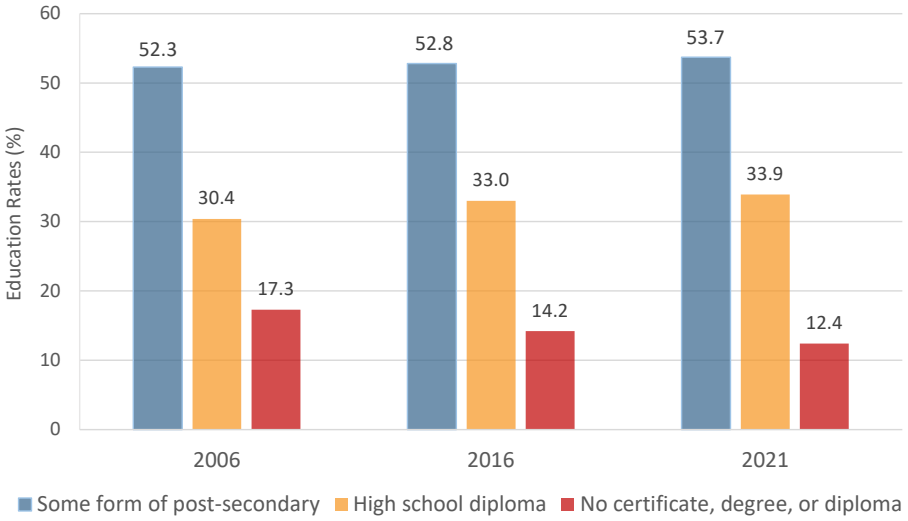
What's being measured?

This indicator measures the proportion of residents in the FVRD between the ages of 25 and 64 that 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 advantages of clean economy opportunities.

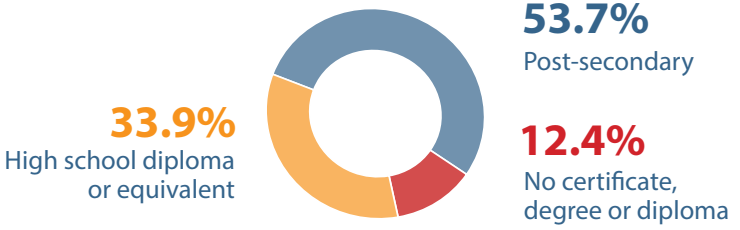
FVRD Education Trends (2006-2021)



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)



Sources: Statistics Canada 2021, 2016, 2006 Census.

Photo by Theresa Alexander

COMMUNITY BUILDING

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

INDICATOR: RESIDENTIAL HOUSING PRICES

Not On Track

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

Housing prices in the FVRD have increased considerably in recent years, reducing the affordability of housing in the region.

In 2022, the average residential sale price reported by the Fraser Valley Real Estate Board (FVREB) was nearly 1.1 million, an increase of 56% in five years. While the Chilliwack and Area Real Estate Board (CADREB) reported an average sale price of approximately $810,000, an increase of 75% in five years.

The 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 price[1]. CMHC also notes that the COVID-19 pandemic has further increased demand for housing in the region due to an increase in remote work and a desire for increased living space[2].

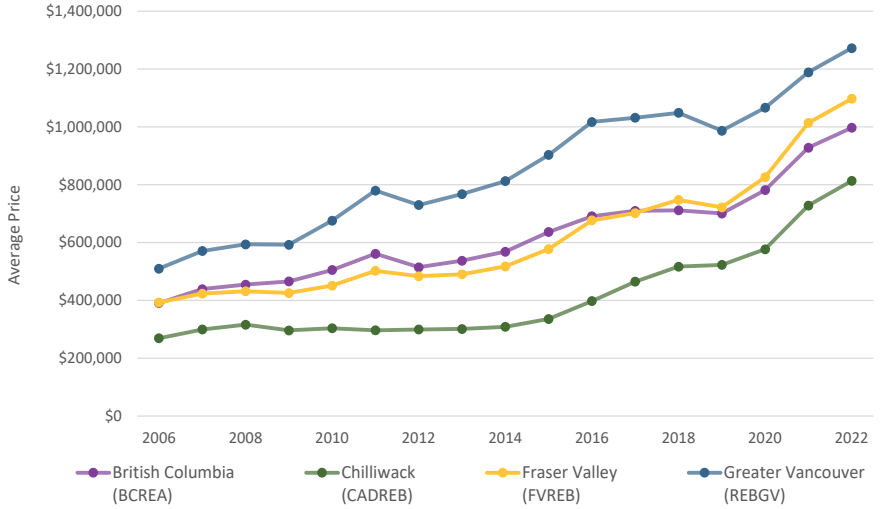
What's being measured?

This indicator measures the purchase price of residential units, including new homes and the price of all homes sold. The average residential housing sale prices 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 includes Abbotsford, Mission, Surrey, North Delta, Langley, and White Rock. CADREB figures include Chilliwack, Hope, Kent, Harrison Hot Springs, Yarrow, and Boston Bar. The average price of new absorbed units refers to the sale of newly built single and semi-detached homes. This information comes from the CMHC's Market Absorption Survey, which is available on an annual basis.

Why measure it?

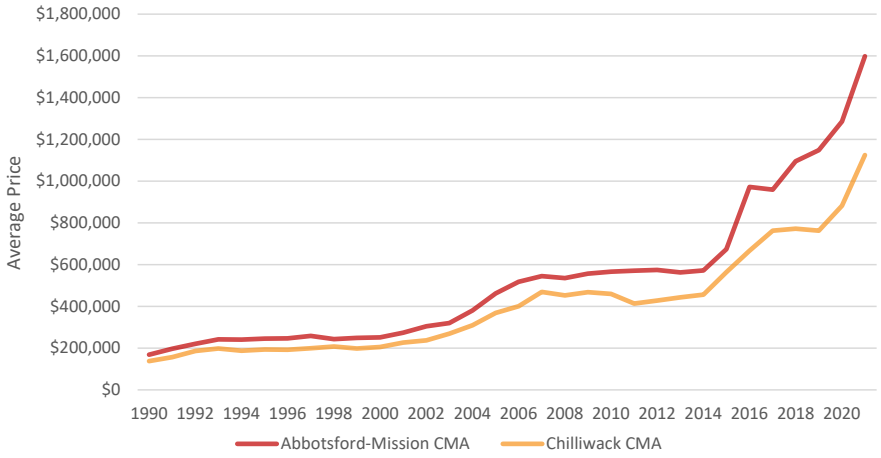
Housing affordability is key to creating economically and socially sustainable communities. Increased housing costs inevitably lead to reduced housing affordability, unless income levels increase at similar or greater rates.

Average MLS Residential Sale Prices (2006-2022)



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

Average Price of Absorbed Units in FVRD (1990-2020)



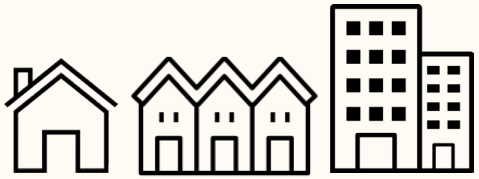
Source: Canadian Housing and Mortgage Corporation (CMHC).

[1] Housing Market Insight (CMHC): https://bit.ly/40WBkMn

[2] Housing Market Insight Canada's Major Markets: https://bit.ly/3l0oBzQ

SPOTLIGHT: HOUSING PRICES BY TYPE

2022 FVRD Average Home Costs



Abbotsford	$1,340,703	$738,425	$461,979
Mission	$1,140,804	$665,700	$521,514
Chilliwack	$914,578	$594,379	$345,896
Hope & Area	$604,077	$449,771	$430,750
Harrison	$835,573	$662,400	$479,485
Kent	$777,362	$600,709	$259,322

1, 3, and 5 Year Changes to FVRD Average Multiple Listing Service (MLS) Sale Prices (2017-2022)

		DETACHED		TOWNHOUSE		APARTMENT	
	Change	+/-		+/-		+/-	
1 Year 2021-2022	Abbotsford	$179,073	15.4%	$123,592	20.1%	$81,293	21.4%
	Mission	$139,093	13.9%	$73,311	12.4%	$160,387	44.4%
	Chilliwack	$148,352	19.4%	$113,604	19.1%	$81,984	31.1%
	Hope & Area	$69,566	13.0%	$77,524	17.2%	-$16,518	-3.7%
	Kent	$91,483	13.3%	$121,556	20.2%	$96,422	59.2%
	Harrison Hot Springs	$122,050	17.1%	$133,816	20.2%	$6,628	1.4%
3 Years 2019 - 2022	Abbotsford	$529,626	65.3%	$279,430	60.9%	$153,158	49.6%
	Mission	$464,886	68.8%	$185,648	38.7%	$222,525	74.4%
	Chilliwack	$325,604	55.3%	$190,139	32.0%	$115,214	50%
	Hope & Area	$200,268	49.6%	$110,941	24.7%	$222,750	107%
	Kent	$252,244	48.0%	$204,543	34.1%	$106,035	69%
	Harrison Hot Springs	$208,103	33.2%	$223,430	33.7%	$112,248	31%
5 Years 2017 - 2022	Abbotsford	$583,623	77.1%	$317,410	75.4%	$218,126	89.4%
	Mission	$500,910	78.3%	$297,210	80.7%	$296,525	131.8%
	Chilliwack	$431,932	89.5%	$281,809	47.4%	$182,190	111.3%
	Hope & Area	$274,597	83.3%	$196,720	43.7%	$247,000	134.4%
	Kent	$343,214	79.1%	$271,117	45.1%	$178,329	220.2%
	Harrison Hot Springs	$292,126	53.8%	$281,198	42.5%	$191,134	66.3%

Sources: BC Real Estate Association, Canadian Real Estate Association, Fraser Valley Real Estate Board, Chilliwack and Area Real Estate Board.

INDICATOR: RENTAL-HOUSING VACANCY

Making Progress

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 2022, rental housing vacancy rate was 2.0% for the Abbotsford-Mission CMA and 1.3% for the Chilliwack CMA. This is a 0.5% improvement for the Abbotsford-Mission CMA compared to the previous year, and no change recorded for the Chilliwack CMA. CMHC considers a balanced vacancy rate to be at 3%; both CMAs in the FVRD have vacancy rates below this figure[3].

In 2022, declining vacancy rates throughout Canada reflected a widespread tightening of rental markets, contributing to the lowest national vacancy rate since 2001[4].

Vacancy rates per bedroom type vary within the region. For example in 2022, bachelor rental units in the Chilliwack CMA had a vacancy rate of 0%, while this bedroom type in the Abbotsford-Mission CMA had the highest vacancy rate of 5.9%.

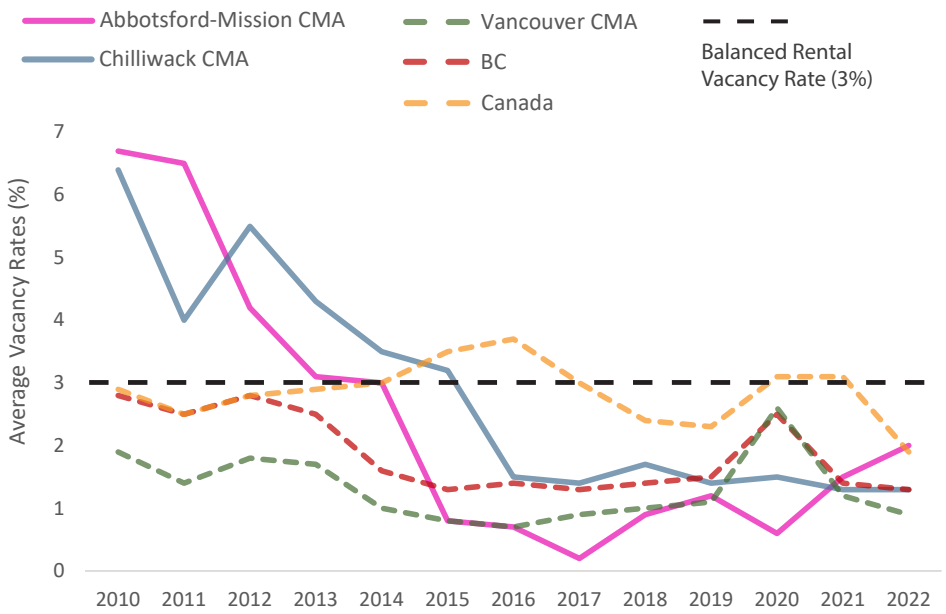
What's being measured?

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 suggests a disconnect between local supply and demand for rental-housing.

Average Rental Vacancy Rates, by CMAs (2010-2022)



Average Rental Vacancy Rates by Bedroom Type (2022)

	Bachelor	1 BR	2 BR	3+ BR	Total
Canada	2.6	2.0	1.8	1.6	1.9
B.C.	1.3	1.1	1.5	1.9	1.3
Vancouver CMA	1.1	0.8	1.0	1.4	0.9
Chilliwack CMA	0	1.4	1.2	1.6	1.3
Abbotsford-Mission CMA	5.9	1.6	1.9	2.7	2.0

Source: Canadian Mortgage and Housing Corporation (CMHC).

[3] No Vacancy: Trends in Rental Housing in Canada: https://bit.ly/3xorJAE
[4] 2023 CMHC Rental Market Report: https://bit.ly/3lnZCPM

INDICATOR: RENTAL-HOUSING COSTS

Not On Track

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 2022, average monthly rental cost was $1,269 in the Abbotsford-Mission CMA and $1,168 in the Chilliwack CMA. Average rental costs in the FVRD 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 are decreasing. In five years, average rental costs increased by 40% in the Abbotsford-Mission CMA and 47% in the Chilliwack CMA. In comparison, average rental costs in the Vancouver CMA increased by 28%, which is more similar to provincial (31%) and national (27%) increases. That being said, average rental costs by bedroom type are $400-$700 lower in the two FVRD CMAs than in the Vancouver CMA.

5-Year Changes to Average Rental Costs (2017-2022)

47% Abbotsford-Mission CMA

40% Chilliwack CMA

28% Vancouver CMA

30% B.C.

27% Canada

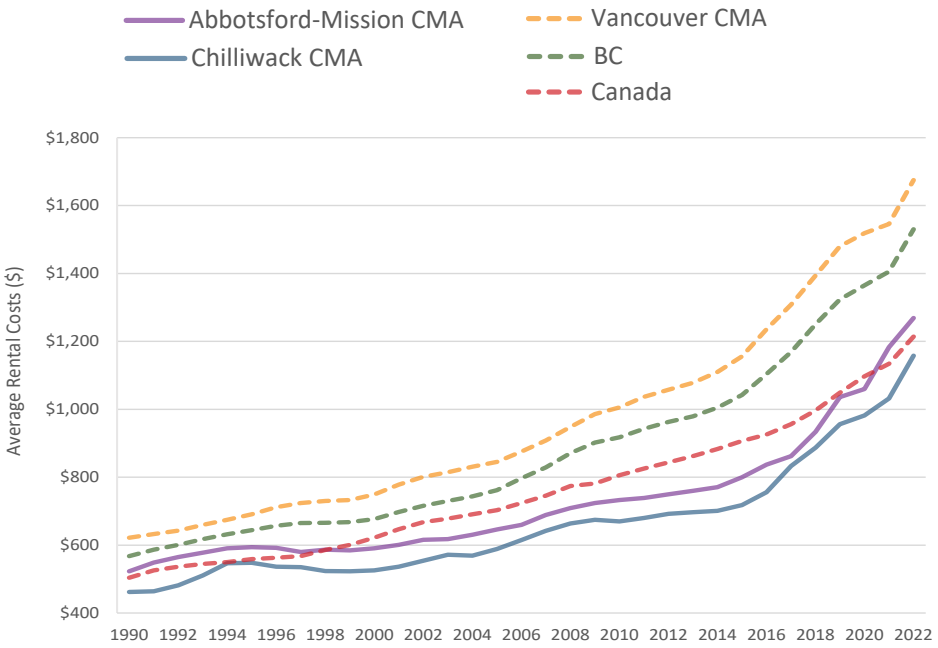
What's being measured?

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.

FVRD Average Rental Costs, by CMAs (1990-2022)



Average Rental-Housing Costs by Bedroom Type (2022)

	Bachelor	1 BR	2 BR	3+ BR	Total
Canada	$949	$1,147	$1,259	$1,389	$1,214
B.C.	$1,268	$1,430	$1,713	$1,961	$1,530
Vancouver CMA	$1,378	$1,543	$2,009	$2,441	$1,675
Chilliwack CMA	$864	$1,017	$1,311	$1,713	$1,168
Abbotsford-Mission CMA	$934	$1,132	$1,389	$1,919	$1,269

Source: Canadian Mortgage and Housing Corporation (CMHC).

INDICATOR: SENIORS' RENTAL-HOUSING VACANCY

Observing

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 demand[5].

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.

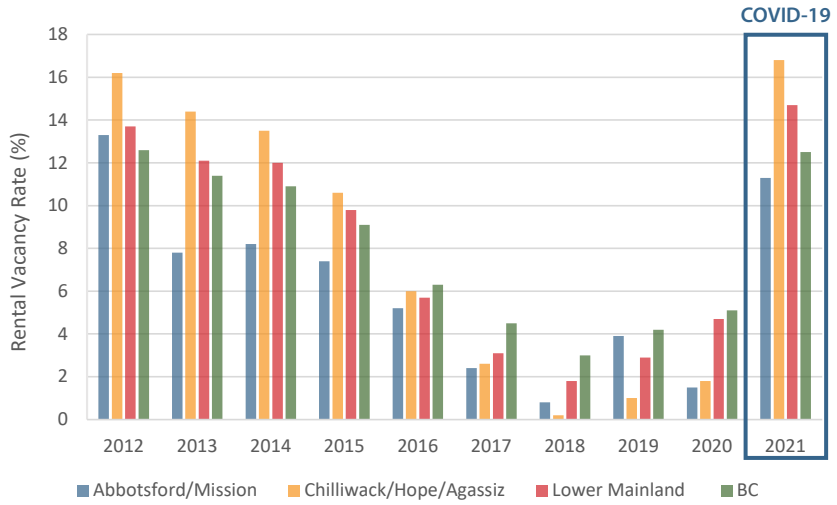
What's being measured?

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 refers to units where residents receive less than 1.5 hours of care per day. This information comes from the seniors' housing market survey 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 available in the future, as CMHC announced that the data collection for rents, vacancies, and services for the Seniors' Housing Survey will be 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.

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
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
Fraser East	1.7	8.9	3.1	6.6	0.0	13.7	2.2	17.1	*	*

*Data not available.

Source: Canadian Mortgage and Housing Corporation (CMHC).

[5] 2021 Seniors Housing Survey Insights: https://bit.ly/3YXpkZE

INDICATOR: SENIORS' RENTAL-HOUSING COSTS

Not On Track

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 costs associated with 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.

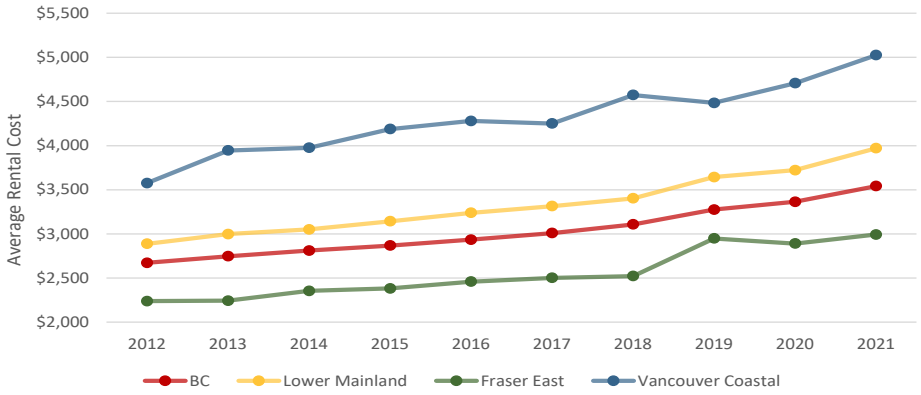
What's being measured?

This indicator measures the average rental costs of independent living 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 Market Survey produced by CMHC on a 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 available in the future, as CMHC announced that the data collection for rents, vacancies and services for the Seniors' Housing Survey will be 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.

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



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

				1-Year		5-Year	
	2016	2020	2021	$	%	$	%
B.C.	$2,935	$3,364	$3,541	+ $177	5.3	+ $606	20.6
Lower Mainland	$3,239	$3,722	$3,971	+ $249	6.7	+ $732	22.6
Fraser East	$2,459	$2,890	$2,993	+ $103	3.6	+ $534	21.7
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
Vancouver Coastal	$4,280	$4,707	$5,025	+ $318	6.8	+ $745	17.4

Source: Canadian Mortgage and Housing Corporation (CMHC).

INDICATOR: HOUSING STARTS

Making Progress

Desired outcome: Increased annual multi-family housing starts in the FVRD.

In 2022, there were 2,699 housing starts in the FVRD's two CMAs (Abbotsford-Mission and Chilliwack), which is an 11% increase in housing starts compared to the previous year. In the last five years, nearly 12,000 dwelling units began construction in the FVRD's CMAs.

The Chilliwack CMA is the second fastest growing CMA in Canada which is partly due to considerable development by First Nations[6]. In 2022, there were almost 400 housing starts on First Nations land within the Chilliwack CMA, of which 64% were multi-family units.

70% of all housing starts in 2022 were multi-family units as opposed to single-family dwellings in the FVRD. In the last 10 years, 62% of all housing starts were for multi-family units; a 10% increase compared to the previous 10 years.

Increases to housing supply is not fully captured in housing start figures, as they 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. For example the 2021 Census noted that 21% of all Abbotsford's households reside in this housing type[7].

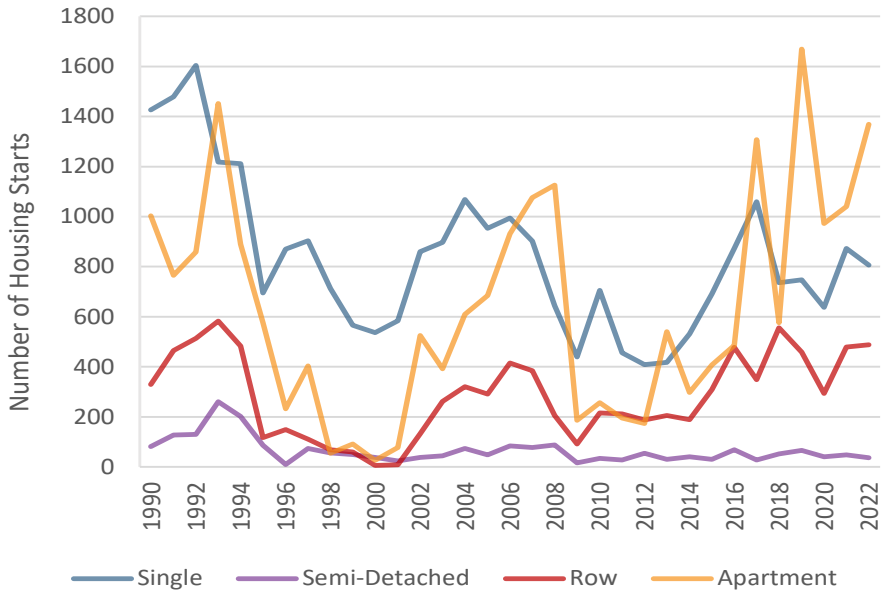
What's being measured?

This indicator measures the number and type of dwelling units beginning construction each year. Housing starts are a measure of the number of dwelling units beginning construction during a particular period. Building permit information is collected from local governments with populations of 50,000 or more and reported on by CMHC annually.

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.

FVRD CMAs Annual Housing Starts (1990-2022)



FVRD CMAs Housing Starts by Dwelling Type (2022)

	Abbotsford-Mission CMA		Chilliwack CMA		FVRD (CMAs Combined)	
Single Family	419	29%	387	31%	806	30%
Multi-Family	1,048	71%	845	69%	1893	70%
Semi-detached	*18*	*1%*	*18*	*1%*	*36*	*1%*
Row	*183*	*12%*	*305*	*25%*	*488*	*18%*
Apartment	*847*	*58%*	*522*	*42%*	*1,369*	*51%*
Total (All dwelling types)	1,467	54%	1,232	46%	2,699	100%

Source: Canadian Mortgage and Housing Corporation (CMHC).

[6] Statistics Canada Daily, February 9, 2022: https://bit.ly/3ZEzTl2
[7] Statistics Canada 2021 Census Profile for Abbotsford: https://bit.ly/3F569Wc

INDICATOR: CORE HOUSING NEED

Making Progress

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 community[8].

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 and 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 affordability[9].

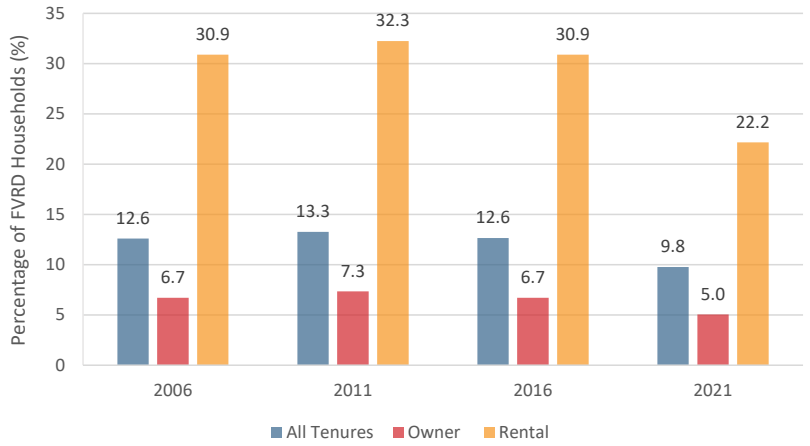
What's being measured?

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.

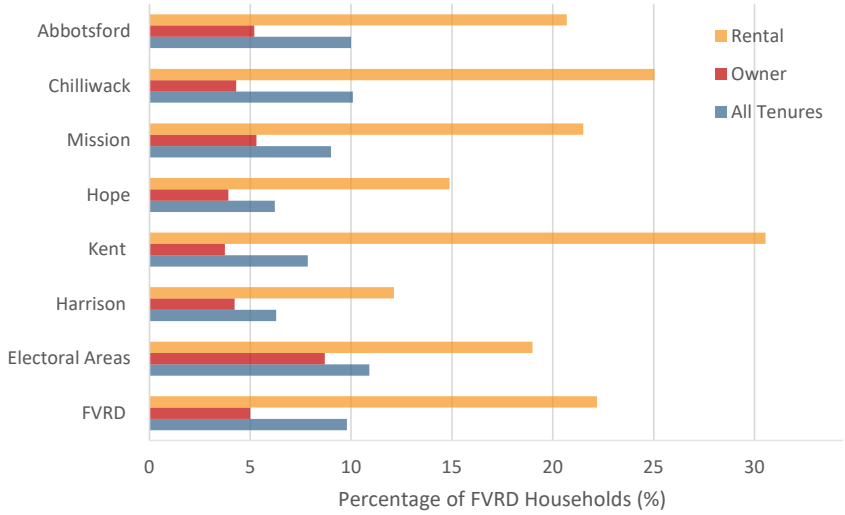
Why measure it?

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)



Source: Statistics Canada 2021 Census.

[8] Understanding Core Housing Need: https://bit.ly/3ZkZ76U
[9] Modernizing Core Housing Need, 2023: https://bit.ly/3U8sGHK

INDICATOR: INDIVIDUALS EXPERIENCING HOMELESSNESS

Not On Track

Desired outcome:
Decreased number of individuals experiencing homelessness as part of the tri-annual FVRD Homeless Counts and Surveys.

In 2020, almost 900 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 individual's experiencing homelessness. In 2020, there were an additional 289 persons, which is a 50% increase compared to the previous count in 2017.

The 2020 survey represents pre-pandemic figures, as the 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 Count[10].

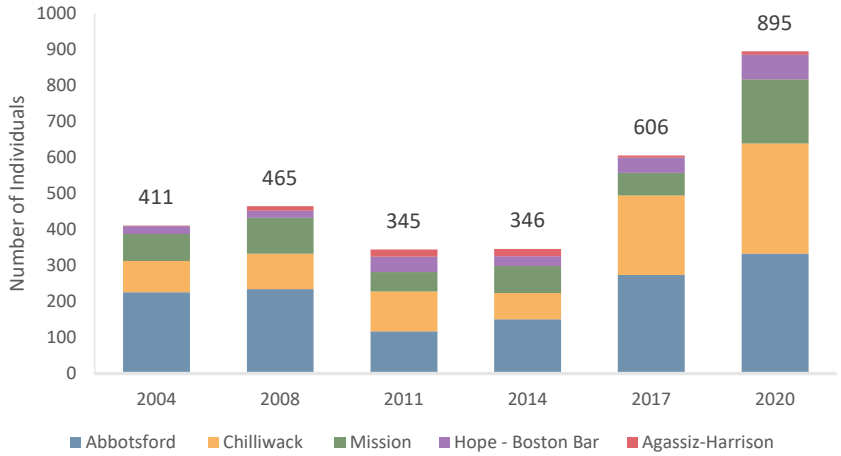
What's being measured?

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 that are more visibly experiencing homelessness, 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.

Number of Individuals Experiencing Homelessness in the FVRD, by Municipality (2004-2020)



	2004	2008	2011	2014	2017	2020
Abbotsford	226	235	117	151	274	333
Mission	75	100	54	75	63	178
Chilliwack	87	98	111	73	221	306
Hope-Boston Bar	22	20	43	27	42	69
Kent	1	12	20	20	6	9
FVRD (total)	411	465	345	346	606	895

Sources: FVRD Homeless Count and Survey Reports.

[10] Point-in Time Toolkit: https://bit.ly/3KbmFY2

ECOSYSTEM HEALTH

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

INDICATOR: REGIONAL PARK VISITS

Observing

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

There were approximately 1.8 million visits to the FVRD's 12 regional parks in 2021, which is a 23% increase from 2020. Over a five-year period, park visits increased by 179% reflecting increased usage, as well as the addition of two regional parks.

The FVRD's regional parks saw unprecedented park 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.

23% Increase in regional park visits over a 1-year period.

(2020-2021)

179% Increase in regional park visits over a 5-year period.

(2016-2021)

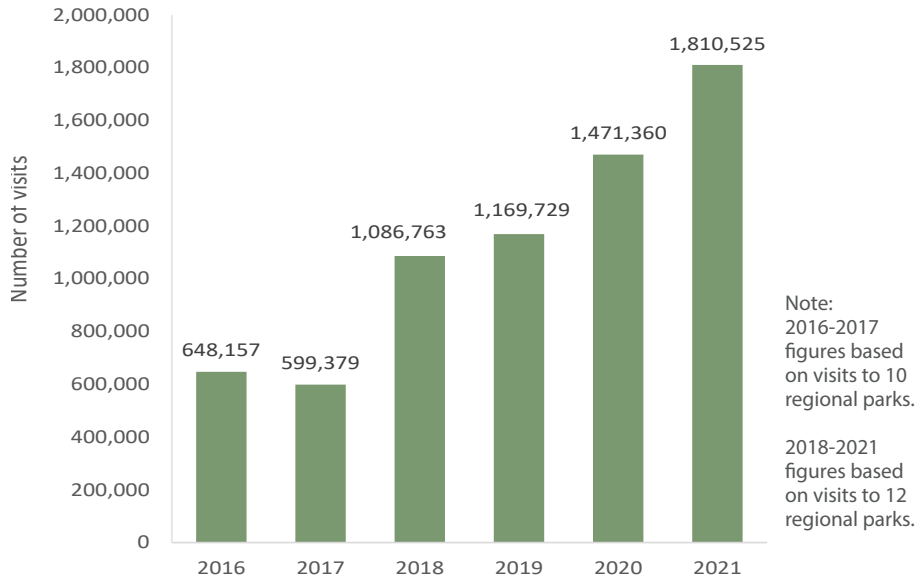
What's being measured?

This indicator measures the annual number of visits to regional parks 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 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.

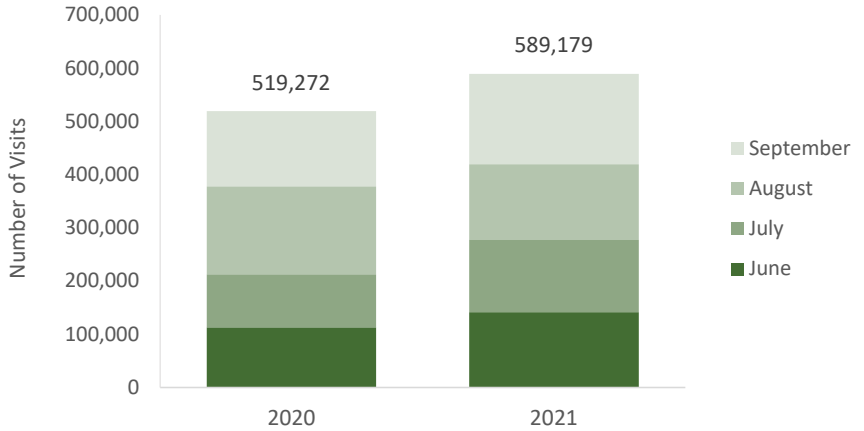
Annual FVRD Regional Park Visits (2016-2021)



Note:
2016-2017 figures based on visits to 10 regional parks.

2018-2021 figures based on visits to 12 regional parks.

FVRD Regional Park Visits in Peak Months (2020-2021)



Source: FVRD Parks Visitation Reports.

INDICATOR: PROVINCIAL PARK VISITS

On Track

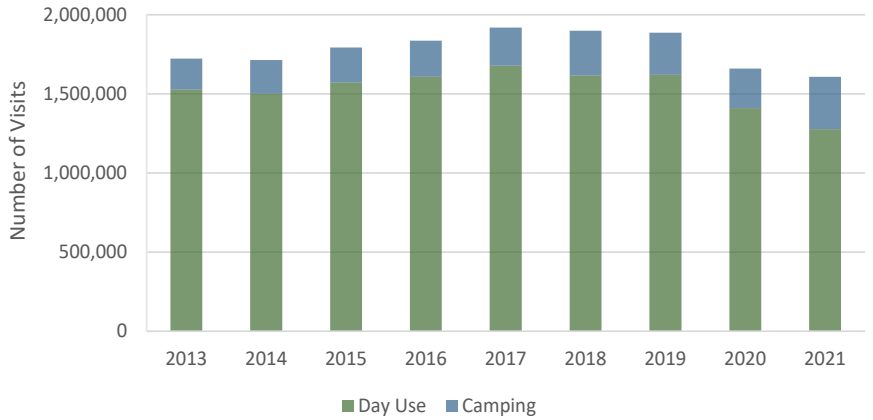
Desired outcome:
Stable or moderate trends in annual visits to provincial parks within the FVRD.

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 28,000, 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. residents 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 FVRD's jurisdiction, visits to these parks can provide considerable positive economic impact, but also present environmental risks and other challenges affecting surrounding areas and nearby communities.

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



Note: BC Parks staff are still reviewing visitation data from 2020-2021. Figures may change once a full data review has been completed.

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 four 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 over-use of parks increases the risks to surrounding natural areas due to increasing 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 over-use issues, which can have considerable impact to surrounding natural areas, communities, and local residents.

	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	281,121	1,899,252
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

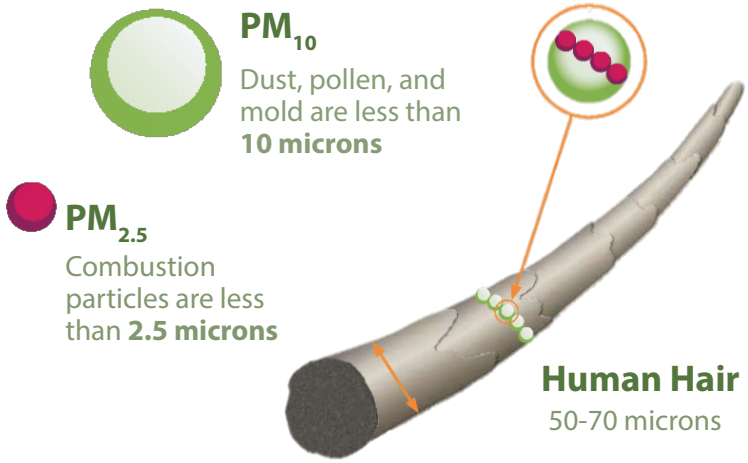
Sources: BC Parks Statistics Reports and direct communication with BC Parks staff.

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 (O_3) pollution can impact VAQ and lead to photochemical smog[1].

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 O_3 may be elevated which can cause impacts to human and environmental health. Decreased VAQ can also have a negative impact to 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 (O_3)

- 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

INDICATOR: AIR POLLUTION ($PM_{2.5}$)

Not On Track

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 6.6 µg/m^3 average $PM_{2.5}$ recorded for 2020. Despite the upward trend, annual averages continue to fall below the provincial air quality objective of 8 µg/m^3.

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 operations[2]. 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.

What's being measured?

This indicator measures ambient (community averages) fine particulate matter in micrograms per cubic metre of air (µg/m^3), which are tiny solids and liquids in the air. These figures are collected at six 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 available on an annual basis.

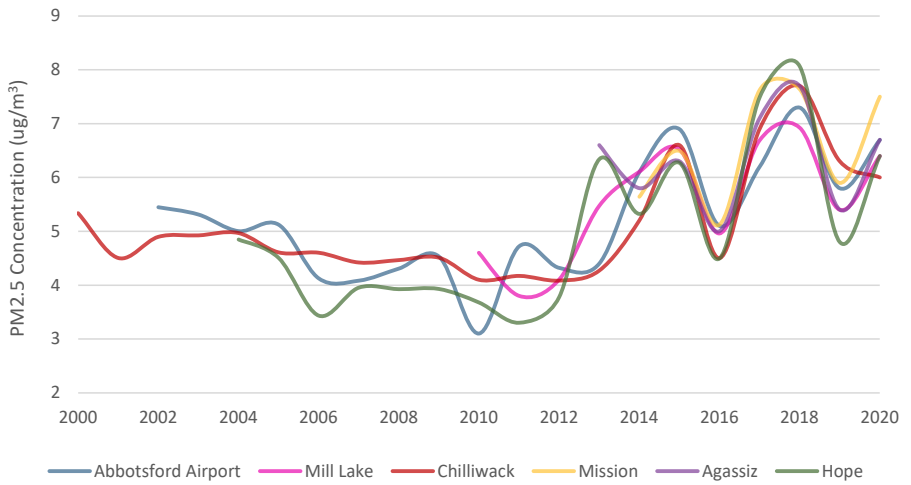
Why measure it?

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. Trends in air quality can be used to evaluate the effectiveness of emission reduction actions.

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 (2000-2020)



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

[2] FVRD Air Quality Management Plan 2021: https://bit.ly/3xXksbe

INDICATOR: AIR QUALITY ADVISORIES

Not On Track

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 increase 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 2022, there were 22 air quality advisories (days) issued for all or parts of the FVRD. Climate change impacts are likely contributing to the upswing in air quality advisories[3].

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.

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.

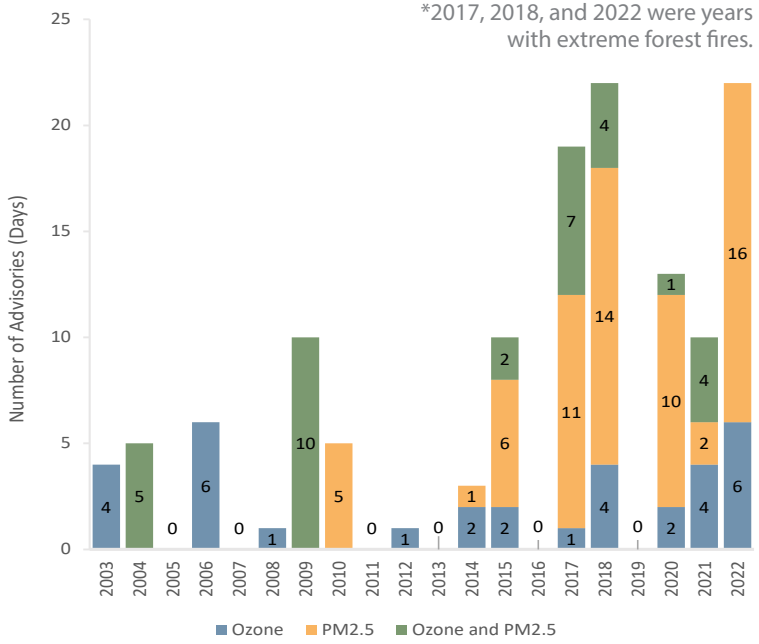
Why measure it?
Trends in the total number of days under air quality advisory each year helps identify real and potential harm to human health. Younger and older citizens are most likely to be impacted by breathing poor and degraded air. Thus, as our population ages, actions to protect air quality will 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.

Visual Air Quality Examples

(Views from Hillkeep Regional Park)

Number of Air Quality Advisories (Days) in the FVRD (2003-2022)*

*2017, 2018, and 2022 were years with extreme forest fires.



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

[3] BCCDC Wildfire Fact Sheet Smoke and Air Quality: https://bit.ly/3Z6YIFW

Photo by Trevor's Transit Photography

TRANSPORTATION & MOBILITY

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

INDICATOR: TRAFFIC VOLUME

Not On Track

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 to traffic volume. Translink uses screenlines to track vehicle volumes across municipal and regional boundaries and other geographic features. In 2017, all but three 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.

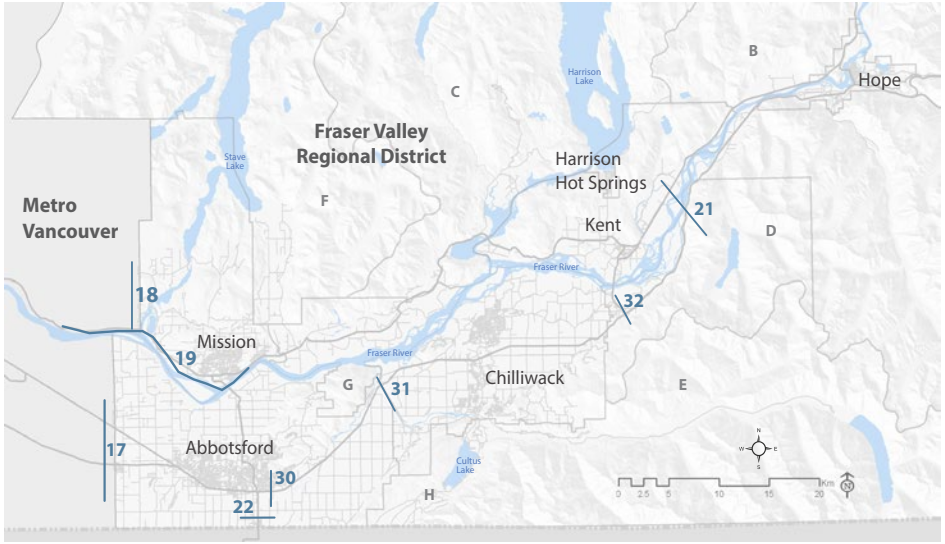
High traffic can lead to reduced safety on roads and highways. Future monitoring reports will look at the vehicle crash data released by ICBC and continue to monitor participation in alternative modes of travel, such as active transportation and public transit.

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 every three to six years.

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

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%



Source: Translink Regional Screenline Survey 2017.

INDICATOR: INTRAREGIONAL TRIPS

Making Progress

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

Intraregional movement refers to moving within the same region, and figures shows that residents in the FVRD have a great tendency to stay closer to home for trips of all purposes, such as to work, school, shop, 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 Diaries 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.

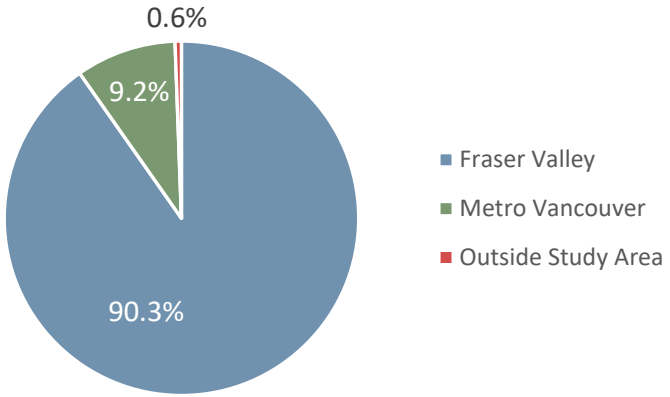
What's being measured?

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. It is unknown when an updated TransLink Trip Diary will be released, however, previous reports have been produced every three to six years.

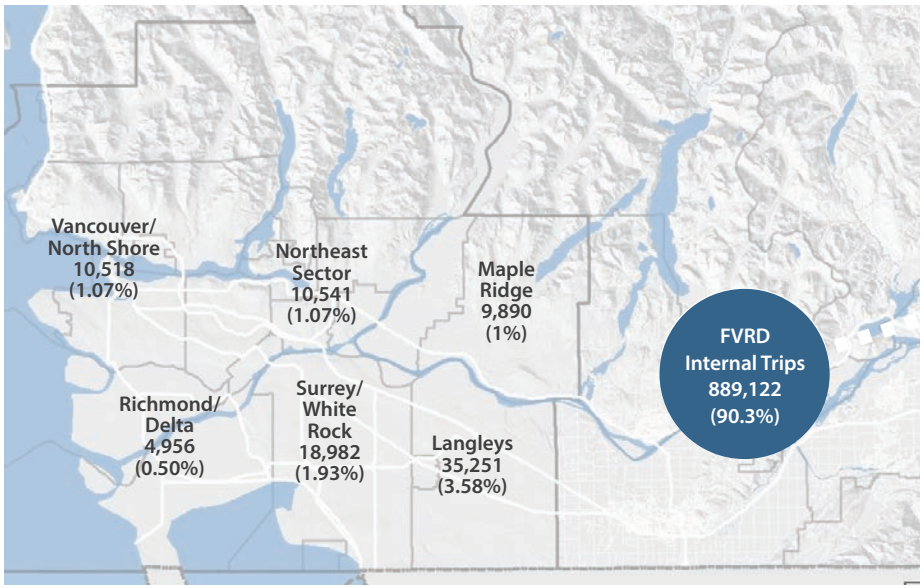
Why measure it?

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.

Destination of Trips Originating within the FVRD (2017)



FVRD Trip Destinations (2017)



Sources: FVRD and Translink Trip Diary 2017.

INDICATOR: PUBLIC TRANSIT RIDERSHIP

Making Progress

Desired outcome: Increased public transit ridership in the FVRD.

4 Million

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

Transit ridership has increased considerably over the years. Between 2007 and 2020, transit ridership in the FVRD increased by 83%, to an annual regional ridership of 3,979,140.

Improved transit ridership represents a significant expansion of public transit services in the region. In early 2022, the Fraser Valley Express (FVX) service expanded to connect directly with SkyTrain at the 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.

The COVID-19 pandemic presented significant challenges to public transit worldwide, including transit operations across the province. Preliminary indicators show that transit ridership in the Fraser Valley is gradually returning to pre-pandemic levels and leading the province in ridership recovery.

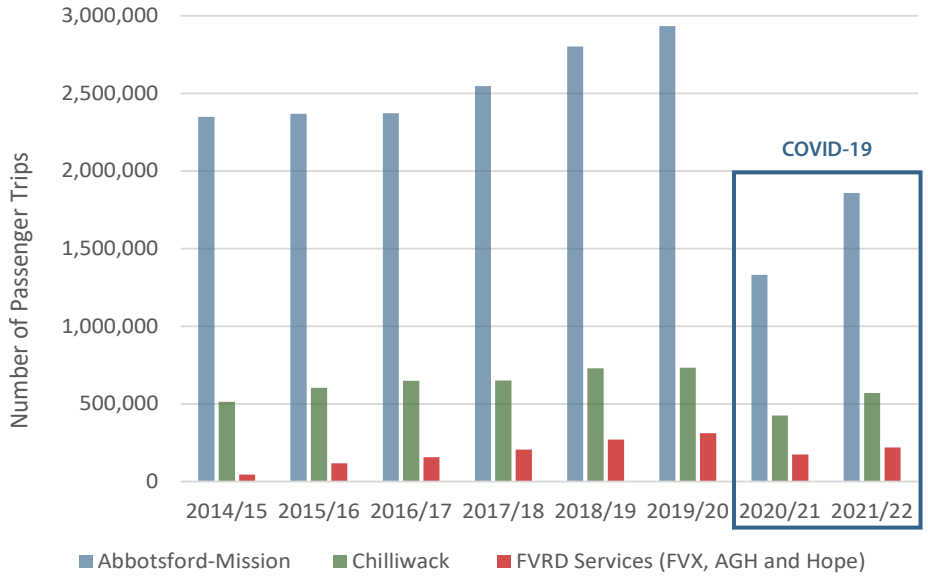
What's being measured?

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 2022, transit services operating in the region includes: Central Fraser Valley (Abbotsford-Mission), Chilliwack, Agassiz-Harrison (AGH), Hope, and the Fraser Valley Express (FVX). This information is provided annually by BC Transit and is based on BC Transit's fiscal year. BC Transit's implementation of UMO (an electronic fare collection system) in 2023 will likely improve the reliability of public transit ridership data.

Why measure it?

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

Regional Public Transit Ridership (2014-2022)



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

	Abbotsford-Mission	Chilliwack	FVRD Services (FVX, AGH, and Hope)	Total
2014/2015	2,348,000	514,000	46,000	2,908,000
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

Source: BC Transit.

INDICATOR: PUBLIC TRANSIT REVENUE

Making Progress

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

Prior to the COVID-19 pandemic, total public transit revenue for the region was on a steady increase. In 2019/2020, revenues peaked at almost $4 million, which is a 50% increase in revenues collected just five years prior. The Fraser Valley Express itself has seen revenues reaching 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.

Revenues in 2020/2021 were significantly impacted by the COVID-19 pandemic. For the first several months of the pandemic, fares were not collected due to rear-door loading used to reduce exposure risks for transit operators. Additionally, bus capacity was restricted in an effort to support social distancing efforts. However, federal and provincial investments in Safe Restart funding as well as supports from BC Transit have helped to offset revenue losses during the pandemic. Preliminary figures from 2022 show signs of a healthy recovery in transit ridership and revenues for all three Fraser Valley transit systems.

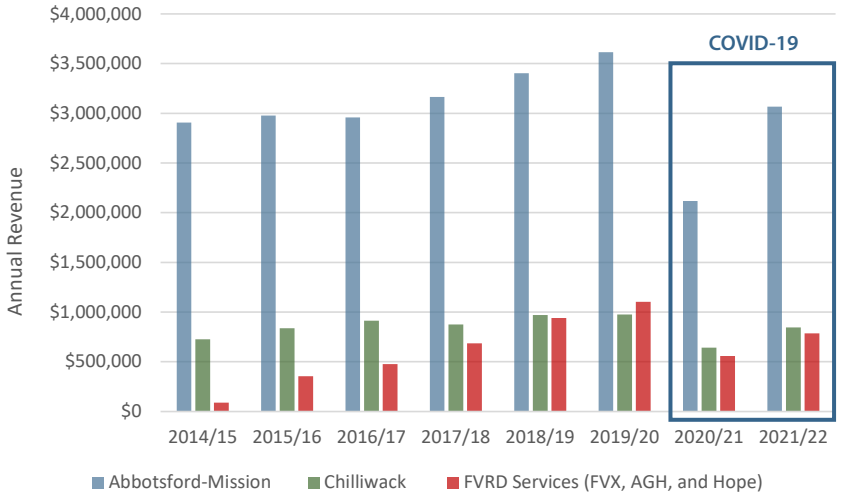
What's being measured?

This indicator measures total revenue for each transit system in the region for the year, including fares and advertising revenue. As of 2022, transit services operating in the region includes: Central Fraser Valley (Abbotsford-Mission), Chilliwack, and FVRD services (Agassiz-Harrison, Hope, and the Fraser Valley Express). Revenue data are provided each year by BC Transit based on BC Transit's fiscal year.

Why measure it?

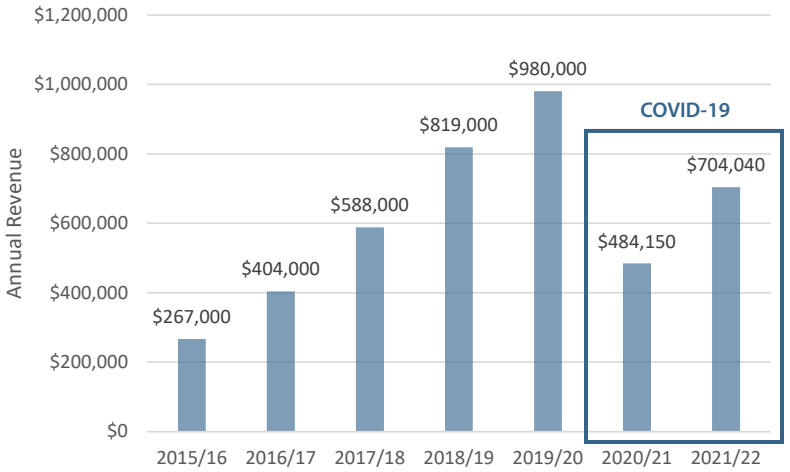
Transit ridership is one measure of a community's mobility and the affordability of transportation within the region. This data set collected by BC Transit is a valuable long-range planning tool, and can inform strategic infrastructure investments.

Transit Revenue in the FVRD (2014-2022)



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

Fraser Valley Express (FVX) Revenues (2015-2022)



Source: BC Transit.

INDICATOR: ACTIVE TRANSPORTATION

Not On Track

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 contribute to 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.

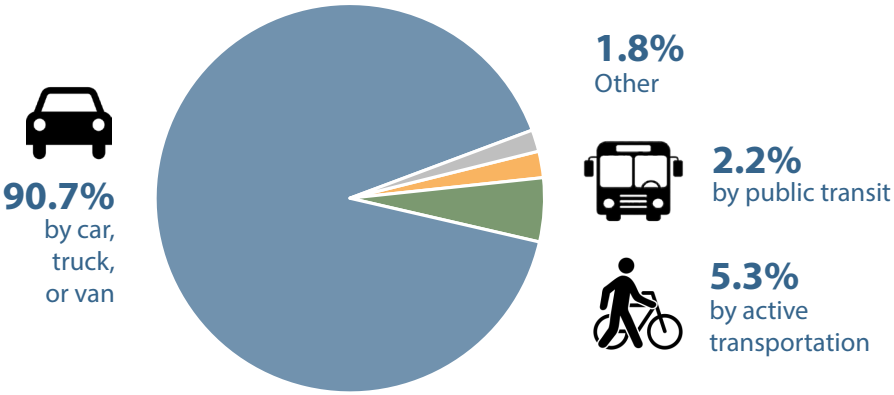
What's being measured?

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.

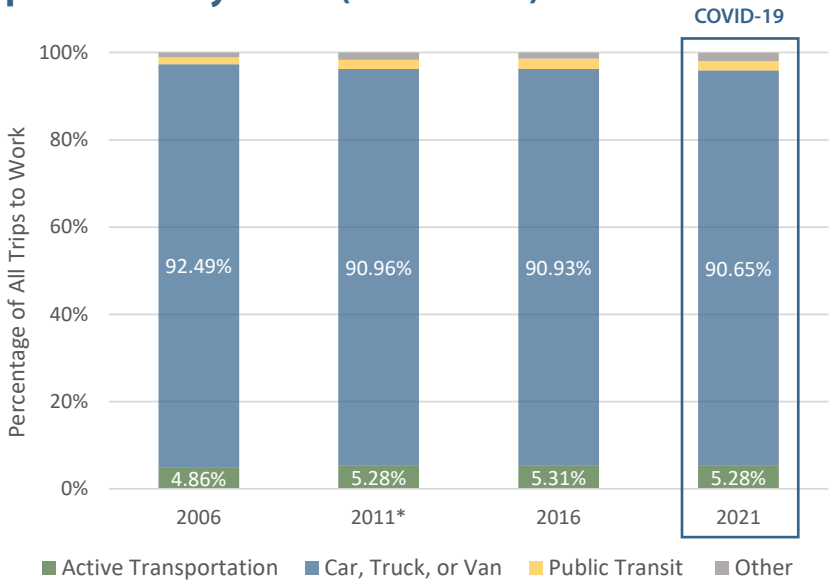
Why measure it?

Active transportation has health benefits for individuals, families, and communities, as well as for the environment and the economy. High rates of participation in active transportation contribute to the sustainability and completeness of communities by promoting environmental health, reducing the region's impact on air quality through reduced automobile travel, and supports the health of communities.

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



Trips to Work by Mode (2006-2021)



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

INDICATOR: COMPLETED TRANSPORTATION PRIORITIES

Making Progress

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

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

In 2014, the FVRD submitted a list of 29 regional transportation priorities to the Ministry of Transportation and Infrastructure as part of the BC on the Move planning process. As of January 2023, 10 of the listed projects or initiatives have been completed or are in progress.

The FVRD's expansive land base presents challenges to improving regional transportation systems. Collaboration between jurisdictions is key to addressing these challenges and maximizing the benefits of improvements needed to efficiently move people and goods within, and beyond, the region.

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 current and future need 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 (January 2023)

2014 Transportation Priorities	Status	Estimated Completion
Mt. Lehman Rd. Improvements to Airport	Completed	2019
Carvolth Exchange Eastbound On-Ramp (FVX)	Completed	2020
Morris Valley Road Bridge Replacement	Completed	2022
16th Ave Corridor	Completed	2022
Fraser Valley Express (FVX) Extended to Lougheed Skytrain Station	Implemented	2022
Fraser Highway Widening from Mt. Lehman to Aldergrove	In Progress	2023
Hwy 11 – Vye Road Overpass	In Progress	2023
Hwy 1 – Extension of HOV/Transit Lane	In Progress	2026 (To Whatcom Rd)
Sumas, Whatcom, and Lickman Rd Park & Ride and Interchange Improvements	In Progress	2026 (To Whatcom Rd)
Columbia Valley Hwy – Pedestrian and Bike Upgrades	In Progress	TBD
Rosedale Bridge Pedestrian Upgrades	Delayed	Postponed

Source: RGS Choices for our Future and BC Ministry of Transportation and Infrastructure (MOTI).

Note: The above table reflects the transportation priorities established in 2014. The current list of transportation priorities can be found in the updated Draft RGS *Fraser Valley Future 2050.*

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 Plan[1]. 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, FVRD's new 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 applies to all residents, businesses, and institutions across the region. Positive effects of this new waste sorting requirement are expected to be reflected in future monitoring reports.

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 over 60 businesses in the region using FoodMesh Marketplace to exchange or donate their surplus food that would otherwise have gone to waste[2].

1,481,850
meals created (edible food donated and converted into meal-equivalents)
(Since October 2020)

1,136,207 kg
edible and inedible food donated through the Retail Food Recovery Program and donated/sold through the FoodMesh Marketplace.
(Since October 2020)

[1] FVRD Solid Waste Management Plan: https://bit.ly/3MhBtoS
[2] FoodMesh FVRD Food Recovery Network: https://bit.ly/42RLe2S

INDICATOR: WASTE DISPOSAL RATES

Making Progress

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

In 2020, the FVRD's annual waste disposal rate was 446 kg/person, which is 22 kg/person more waste compared to the previous year, but lower than the provincial waste disposal rate of 499 kg/person and lower than 20 of the 27 regional districts in B.C.

Waste disposal rates have improved slightly since 2013, with rates fluctuating between 424-483 kg/person in the last decade. Waste disposal rates will need to continue to decrease in order to meet provincial targets of 420 kg/person by 2024, and 350 kg/person by 2050[3].

Waste disposal rates vary based on population density, fluctuations in economic activities including construction, tourism, distance to recycling markets, role of stewardship agencies, and the capacity of waste infrastructure, which limits the comparability of rates between regions. The FVRD continues to advocate to the Province for the increased acceptance of materials in province-wide recycling stewardship programs, such as agricultural plastics, which will help to further decrease waste disposal rates in the region and across the province.

What's being measured?

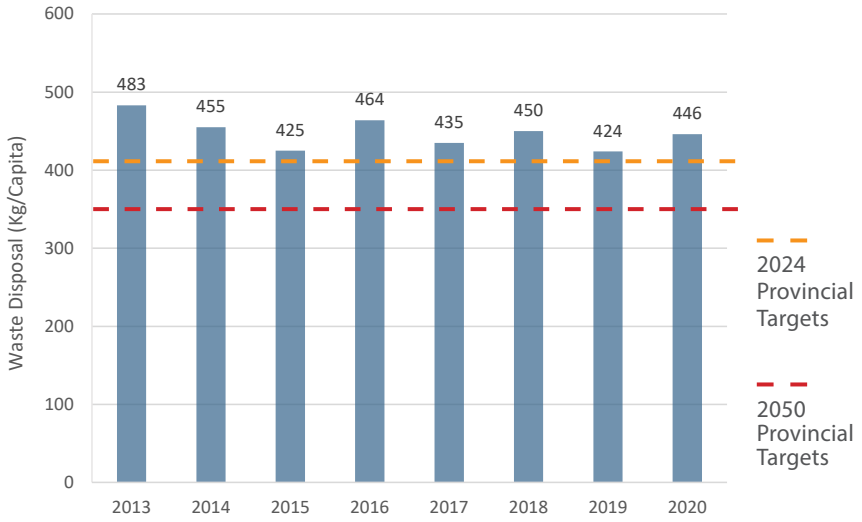
This indicator reports on the estimated municipal solid waste disposed of annually in the FVRD. Waste disposal rates are calculated by dividing the annual solid waste produced in the region by the region's total population. This includes residential, institutional, commercial, and light industrial sources, 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.

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 (2013-2020)



Sources: Environmental Reporting BC, Municipal Solid Waste Disposal Rates 2022, FVRD, and BC Ministry of Environment.

[3] Environmental Reporting BC: https://bit.ly/3I0P28x

INDICATOR: RECYCLABLE MATERIALS DIVERTED FROM DISPOSAL

Making Progress

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

In 2021, the total amount of recyclable residential paper and packaging collected by Recycle BC was 38.3 kg per person in the FVRD. This is slightly less than 2020; however, long-term trends show a steady increase in the recycling of paper and packaging materials in the region.

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 BC[4]. 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.

There are recycling facilities and waste diversion efforts not captured in Recycle BC's data, as the program does not cover all areas in the FVRD. Figures are also limited to printed paper and packaging from residential sources.

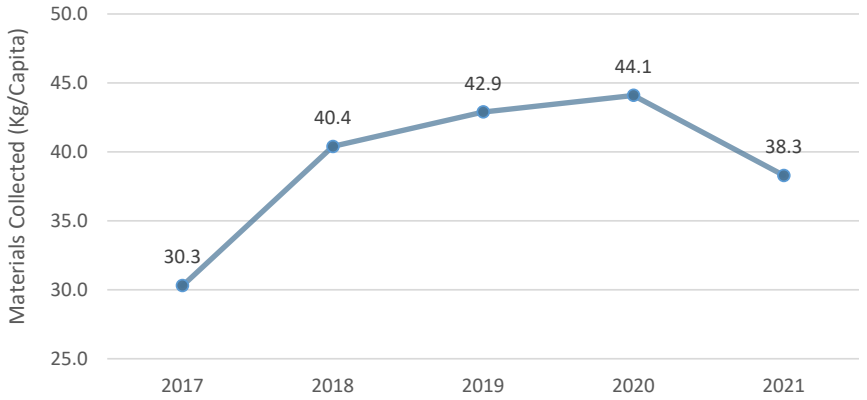
What's being measured?

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 on annually by Recycle BC, a not-for-profit organization which provides residential recycling services within the province. No data is available prior to 2017.

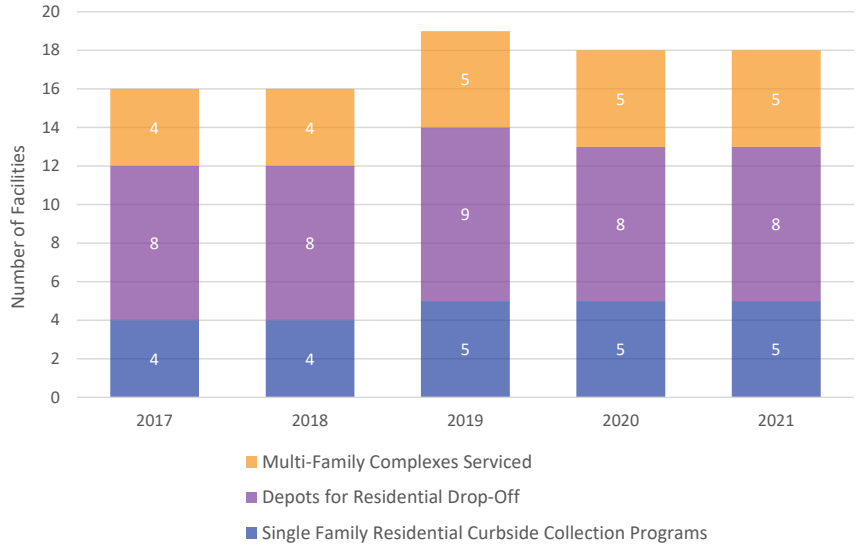
Why measure it?

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.

Residential Paper and Packaging Materials Collected in the FVRD by Recycle BC, Per Capita (2017-2021)



Recycle BC Collection Programs in the FVRD (2017-2021)



Source: Recycle BC Annual Reports.

[4] Recycle 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

Waiting for Data

Desired outcome: Decreased GHG emissions that approach targets.

The updated Draft RGS *Fraser Valley Future 2050* includes the 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 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 current and 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 emissions[1]. Local governments are awaiting more up-to-date CEEI data to be released in 2023 to better compare and determine performance.

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.

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

INDICATOR: REGISTERED ELECTRIC VEHICLES (EVS)

On Track

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 2021 there were 2,768 EVs registered in the FVRD, which is a one-year increase of 73%. In a five-year period, the number of EVs in the region grew by almost 17 times.

92% 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 had higher rates of growth in 2021, which suggests an increased interest and acceptance rate of EVs within the region.

Despite considerable increases in the number of registered EVs, they account for less than 2% of all passenger vehicles registered in the region. Improved access to EV charging stations and reduced costs associated with purchasing an EV will help encourage drivers to switch to a more sustainable mode of transportation.

The number of EVs registered for business use has grown considerably, but at lower rates than personal use. 454, or 16%, of all EVs in 2021 were registered for business use; this is a one-year increase of 71% and a three-year increase of 123%.

What's being measured?

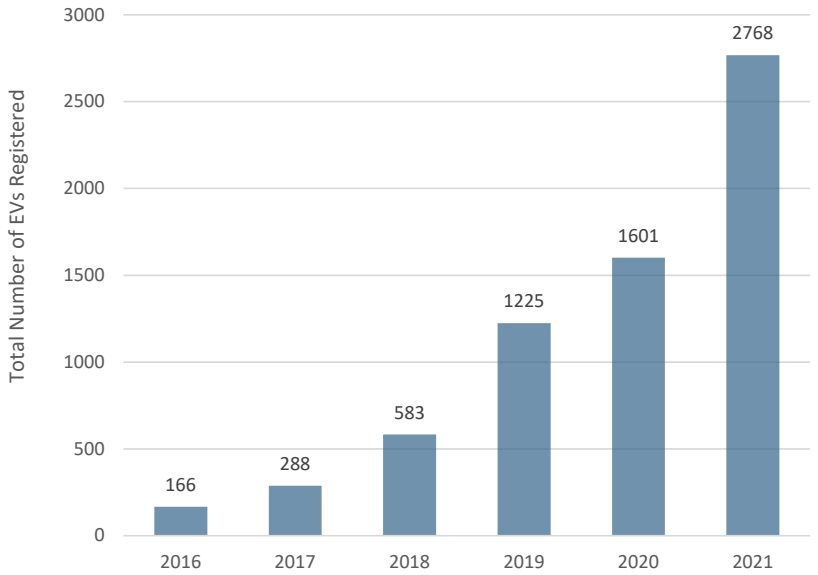
This indicator measures the number of electric passenger vehicles (battery and plug-in hybrids) registered for personal or business use within the FVRD. This data comes from the Insurance Corporation of British Columbia (ICBC) and is available on an annual basis.

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 GHG emissions. According to a 2021 report, transportation emissions account for 38% of greenhouse gas (GHG) emissions in B.C.[2] As the adoption of EVs increase, there may be fewer gas-powered vehicles on the road, thus reducing the amount of GHG emissions.

[2] British Columbia Public Light-Duty Zero-Emission Vehicle Infrastructure Study: https://bit.ly/3YXkkEC

Registered EVs in the FVRD (2016-2021)



	2016	2017	2018	2019	2020	2021
Abbotsford	81	144	273	629	856	1443
Chilliwack	41	84	171	335	418	745
Mission	24	40	92	169	215	369
Hope	2	4	8	17	16	39
Kent	7	8	13	27	37	47
Harrison Hot Springs	3	1	7	12	12	27
Electoral Areas	4	7	19	36	47	98
Total	166	288	583	1225	1601	2768

Source: Insurance Corporation of British Columbia (ICBC).

INDICATOR: ELECTRIC VEHICLE (EV) CHARGING STATIONS

On Track

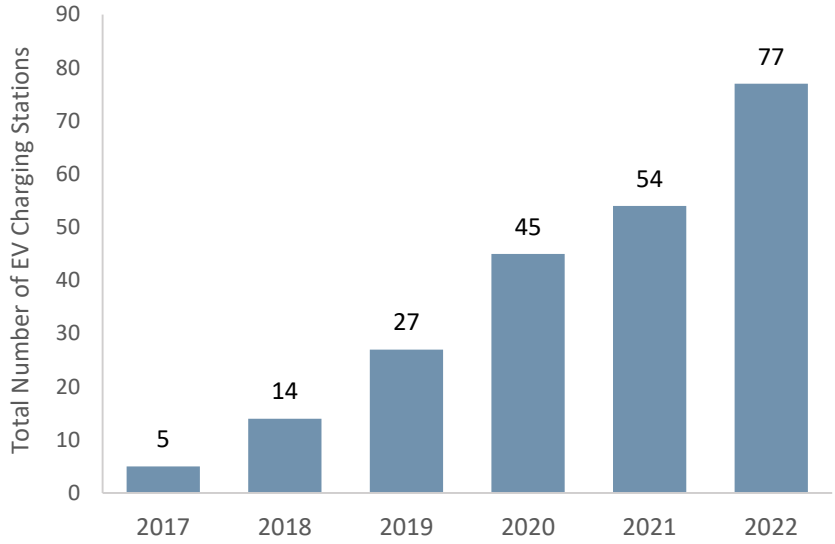
Desired outcome:
Increased number of publicly accessible EV charging stations within the FVRD.

In 2022, there were an estimated 77 publicly accessible EV charging stations (this does not include the number of charging ports) located within the FVRD, which is 42% more charging stations than 2021, with the majority of new charging stations located in the City of Abbotsford.

Although not captured in this indicator, the charging capacity or number of ports in the region has also increased considerably. For example, the number of charging ports at the station located at the FVRD's corporate office has almost tripled since it was originally installed 10 years ago. The District of Hope has nine charging stations which provide a total of 37 charging ports, including 22 Tesla super-chargers.

The private sector (fuel suppliers and vehicle manufacturers) will likely lead the future growth of publicly available charging infrastructure. However, improvements to at-home charging capabilities is imperative to growing EV adoption rates, especially among renters, and those living in multi-family units[3].

EV Charging Stations in the FVRD (2017-2022)



	2017	2018	2019	2020	2021	2022
Abbotsford	2	7	12	21	27	42
Chilliwack	1	2	6	7	7	12
Mission	0	1	1	6	6	6
Hope	1	1	4	6	9	9
Kent	0	0	0	1	1	3
Harrison Hot Springs	1	2	2	2	2	2
Electoral Area B	0	1	2	2	2	3
Total	5	14	27	45	54	77

Sources: Alternative Fuels Data Centre and US Department of Energy.

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 and the number of 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 US 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 consumer confidence needed for widespread adoption of EVs and improve the charging range that is needed for longer trips.

[3] BCIT Report on EV Charging Infrastructure Requirements, 2022: https://bit.ly/42xC1N8

SUMMARY OF INDICATORS

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.

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
1.0 Collaboration					
FVRD Service Agreements with First Nations	Number of service agreements between First Nations and the FVRD each year.	**Increased** number of services provided to First Nations communities within the FVRD.	On Track	The number of services provided to First Nations has increased over the years.	1 year
2.0 Economic Strength & Resiliency					
Unemployment Rate	Number of unemployed persons as a percentage of the total labour force (working age population aged 15-64).	**Decreased** unemployment rates or unemployment rates comparable to provincial averages in the FVRD.	Making Progress	Unemployment rates in the FVRD have remained low, and comparable, if not better than provincial averages.	5 years
Labour Participation Rate	Number of people working or actively looking for work, as a percentage of the total labour force (working age population aged 15-64).	**Increased** labour participation rates within the FVRD.	Not On Track	Labour participation rates in the FVRD have steadily declined.	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** proportion 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.	1 year
Farm Operating Revenue	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 steadily increased in the FVRD.	1 year

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 (before 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	Purchase 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	Housing prices in the FVRD have continued to increase at significant rates, with record increases in recent years.	1 year
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.	 Making Progress	Rental-housing vacancy rates have remained below a balanced rate of 3%, however, 2022 rates have increased.	1 year
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
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.	1 year
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.	1 year

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Housing Starts	Number and type of dwelling units beginning construction each year in the FVRD.	**Increased** annual multi-family housing starts in the FVRD.	Making Progress	The proportion of housing starts in the FVRD that are multi-family has steadily increased.	1 year
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
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.	Observing	Visits to regional parks in the FVRD have steadily increased, especially during the COVID-19 pandemic, however, not at rates that warrant concerns about park over-use.	1 year
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
Air Pollution ($PM_{2.5}$)	Tiny solids and liquids in the air from combustion processes, measured in micrograms per cubic metre of air ($\mu g/m^3$).	**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 nearby.	1 year
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 the longest period of degraded air quality occurring in recent years.	1 year
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.	3 years
Intraregional Trips	Proportion of daily trips (for all purposes and by all modes) originating in the FVRD that stays 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.	3 years

Indicator	What are we measuring?	Desired Outcome	How are we doing?		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.		There has been a considerable and steady increase in public transit ridership across the FVRD, with the exception of reduced ridership during the COVID-19 pandemic.	1 year
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.		There has been a steady increase in public transit revenues within the FVRD prior to the COVID-19 pandemic.	1 year
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.		The percentage of all work trips taken by active transportation has improved only marginally within the FVRD.	5 years
Completed Transportation Projects	The status of transportation infrastructure projects as identified in the FVRD RGS.	**Increased** number of completed transportation priorities as identified in the FVRD RGS.		10 infrastructure projects identified as priorities within the 2014 RGS have been completed or are in progress.	TBD
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.		Waste disposal rates in the FVRD have made some improvements.	1 year
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.		Long-term trends indicate an increase in recyclable paper and packaging materials diverted from disposal in the FVRD.	1 year
8.0 Climate Change					
Community GHG Emissions	Tonnes of GHGs emitted annually in the region.	**Decreased** GHG emissions that approach targets.		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, as well as per capita.	**Increased** number of registered EVs within the FVRD.		The number of EVs registered in the FVRD has steadily increased, with considerable increases in recent years.	1 year
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.		The number of publicly accessible EV charging stations in the FVRD has steadily increased, with considerable increases in recent years.	1 year

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.

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