

Fraser Valley Regional Growth Strategy

MONITORING REPORT

September 2026

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INTRODUCTION

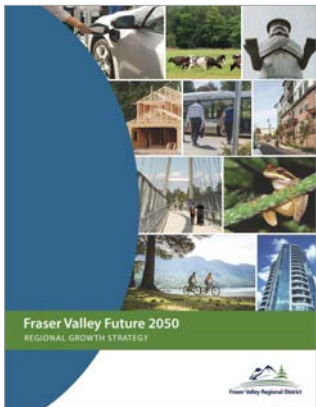
What's a Regional Growth Strategy?

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.¹

Planning for the Future

The Fraser Valley Regional District's (FVRD) RGS [*Fraser Valley Future 2050*](#) is organized into eight non-hierarchical and highly interconnected sections. Each with an overarching goal, policies, and directives used to guide long-term growth in the region.

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



As a long-range regional planning document, *Fraser Valley Future 2050* aims to ensure the region as a whole is working toward a common future. It considers a range of topics and issues, all from a regional perspective, and with the goal of creating healthy, sustainable, and complete communities.

www.fvrd.ca/rqs

www.fvrd.ca/rgsmonitoring

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% increase from the current population.

*The Lower Mainland's population is expected to reach **4.3 million** by 2050, an increase of **1.2 million** in less than 30 years.²*

Metro Vancouver Regional District's (MVRD) current and anticipated population puts additional pressure on the region while also providing considerable economic benefits and opportunities for collaboration.

FVRD Population Growth Estimates (2021-2050)

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

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

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

² Metro 2050 Regional Growth Strategy: <https://bit.ly/3VIntF>

What’s an RGS Monitoring Program?

The RGS monitoring program provides important information and context related to the implementation and progress of the RGS, which is a requirement of the *Local Government Act*. The FVRD’s RGS monitoring program includes both an annual monitoring report and a companion [website](#) which simplifies report findings and enhances them with a selection of interactive maps.

The objective of a monitoring program is to assess the progress of the RGS through observing and evaluating trends associated with its goals and policies. The program helps identify issues of regional concern and opportunities for collaboration and partnerships. More practically speaking, the monitoring program 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 RGS monitoring program evaluates long-term trends and progress related to the RGS goals and policies using a variety of data sets from multiple sources, such as Statistics Canada, BC Stats, Canadian Mortgage and Housing Corporation (CMHC), BC Transit, Insurance Corporation of BC (ICBC) etc. A summary of geographical classifications used by Statistics Canada and related various data challenges can be found at the end of the report.

In addition to indicators, *Spotlight Pages* provide additional context or data related to monitoring report indicators or RGS goals and policies. Not all indicators are updated annually, as some rely on data released on a multi-year cycles, such as Census data.

The effects of the COVID-19 pandemic are discussed where relevant; however, definitive conclusions remain limited for indicators that rely on Statistics Canada Census data. As detailed 2026 Census results become available, they will provide an important basis for assessing longer-term changes in regional trends.

Monitoring Performance

The following icons located at the top right of each indicator page, show each indicator’s progress toward a desired outcome. Since indicators measure long-term trends, most performance ratings stay the same. While most indicators remained stable in their assessment, the updated data and analysis continues to provide important insights into regional trends.



On Track:

On track to meeting the 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 uncertainty in the observed trend.



Waiting for Data:

Unable to evaluate progress due to a lack of data.

What's been updated?

Twenty-two out of thirty-two RGS monitoring indicators recieved updates while other indicators did not have updated data available. Of the twenty-two indicators that were updated, three resulted in a change to the evaluated performance of the indicator. See pages 52-55 for a summary of all RGS monitoring indicators.

Performance Updates

Indicator	2025	2026
Housing Prices	Not on Track	Making Progress
Rental Housing Vacancy	Not on Track	On Track
Community Greenhouse Gas Emissions	Waiting for Data	Observing

COLLABORATION

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



[Updated 2026]

INDICATOR: BUILDING RELATIONSHIPS WITH FIRST NATIONS



Desired outcome:

Increased or improved First Nation's engagement, collaboration, and FVRD staff and Board member training and education.

The FVRD is committed to building and improving relationships with the Nlaka'pamux, St'at'imc, Stó:lō, and Sts'ailes Peoples who have generational ties to the land that we now call the FVRD.

Collaborative planning with Indigenous governments is essential to developing innovative and effective approaches to meeting the future needs of both Indigenous and non-Indigenous communities in the region.

The FVRD uses formal and informal collaboration methods to strengthen government-to-government relationships with First Nations and municipal members. The FVRD has 20+ service agreements with First Nations for the provision of public transit, bulk water, solid waste collection, and fire protection etc. While no new agreements were signed in 2025, ongoing planning and communication with First Nations will help identify opportunities for collaboration, partnership, and joint advocacy.

In recent years, the FVRD has placed an increased emphasis on cultural education and training to ensure a respectful and meaningful approach is taken when working with and in the interest of First Nation communities.

What's being measured?

This indicator considers the projects and initiatives which involve engagement, collaboration, and partnerships with First Nations communities or governments, as well as the education/training of FVRD staff and Board/Committee members. Previous monitoring reports used the number service agreements to measure collaboration with First Nations; however, formal agreements represent a small fraction of the work with and in the interest of First Nations communities and governments.

Why measure it?

Informal communications and relationship building is key to establishing more formal partnerships, while ongoing education and training of FVRD's staff and Board members essential for moving forward in a way that respects the unique cultures, rights and governance of First Nations communities.

The following projects and initiatives highlight the work being undertaken by the FVRD to work with and in the interest of First Nations:

2025 HIGHLIGHTED PROJECTS AND INITIATIVES

Education and Training

- Thirty-five staff and elected officials participated in two on-the-land cultural tours offered to all staff and elected officials to support cultural learning and relationship-building.
- Provided cultural awareness training as part of the onboarding of all new employees.
- Published twelve editions of the FVRD Connections e-newsletter to 97 recipients, sharing Indigenous news, cultural events, training opportunities, and educational resources to support reconciliation and strengthen relationships with First Nations.

Government Relations

- Co-hosted a C2C with Chowéthel in March 2025 to advance work on a Memorandum of Understanding (MOU).
- Planning and development of the Regional Planning Lab series informed by engagement with staff from First Nations communities. The focus of this series of events is to share current and emerging planning best practices with municipal and First Nations planning professionals.

Policy and Services

- Initiated engagement with First Nations and First Nation Health Authority as part of the Rural Transit Needs Assessment and Action Plan initiative.
- Collaboration and engagement on initiatives spanning multiple FVRD departments, including through the Active Transportation Network Plan, updates to Official Community Plans, and engineering and utility service agreements.



SPOTLIGHT: SERVICES PROVIDED BY THE FVRD

Services provided by the FVRD provide tremendous value to residents and are essential for meeting day-to-day needs and enhancing community well-being. These services continue to expand and improve in response to community needs, population growth, and the capacity of various systems and infrastructure. Continued collaboration with the FVRD's member municipalities and First Nations is essential to the effective and responsive delivery of FVRD services.

The FVRD has over 100 service, infrastructure, and financing agreements with municipalities, electoral areas (EAs), and First Nations to enable the provision of these services. These services fall into one of three categories based on the number and type of recipients to these services.

FVRD SERVICE DELIVERY

Regional Services:

Provided to and paid for by the region as a whole.

Sub-Regional Services:

Provided by and paid for by two or more jurisdictions.

Local Services:

Provided to and paid for by a single jurisdiction.

TYPES OF FVRD SERVICES*

Regional Services:

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

Sub-Regional Services:

- Animal Control
- Building Inspections
- Bylaw Enforcement
- Development Planning
- Emergency Management
- Hope & Area Recreation
- Invasive Weed Control
- Parks & Trails
- Public Transit

Local Services:

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

*Not an exhaustive list of FVRD Services



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.

[Updated 2026]

INDICATOR: UNEMPLOYMENT RATE



Observing

Desired outcome:

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

In 2025, unemployment rates in the FVRD's two Census Metropolitan Areas (CMAs) continued to rise. The unemployment rate increased by 1.0 percentage point in Abbotsford-Mission to 6.7% and by 0.6 percentage points in Chilliwack to 6.8%. Both CMAs were above the provincial rate of 6.2%, while remaining broadly in line with the national rate of 6.8%.

The increase reflects a softer labour market than the near-record low unemployment observed during the post-pandemic recovery period. Nationally, the Bank of Canada has described the recent conditions as a "low hire-low fire" labour market, where layoffs have remained relatively limited, but businesses have reduced job postings and slowed hiring amid higher interest rates and greater economic uncertainty.¹

Rising unemployment suggests that job seekers are facing greater difficulty finding work, with young people and entry-level workers particularly affected. At the same time, some employers continue to have difficulty finding workers with the right skills and experience, suggesting a gap between the workers available and the skills employers need.¹

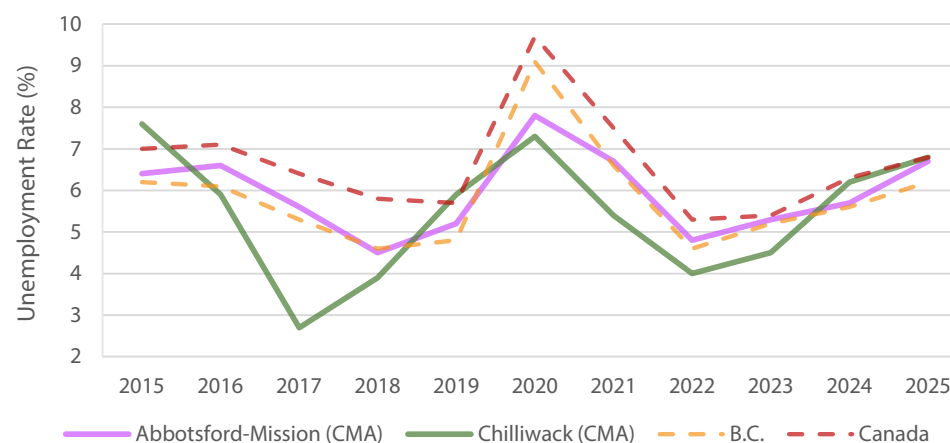
What's being measured?

This indicator measures the percentage of the labour force that is unemployed and actively looking for work. The labour force consists of people aged 15 and over who are either employed, or unemployed and actively looking for work. Statistics Canada's Labour Force Survey (LFS) provides up to date unemployment rates for the CMAs of Abbotsford-Mission and Chilliwack but not for the region as a whole. Statistics Canada's Census of Population, which provides unemployment rates for the entire FVRD, is conducted every five years, with the most recent available data from 2021. Future monitoring reports will incorporate 2026 Census data when it becomes 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.

FVRD Unemployment Rates, by CMAs (2015-2025)



	Abbotsford-Mission CMA	Chilliwack CMA	B.C.	Canada
2015	6.5	7.6	6.2	6.9
2016	6.6	5.9	6.1	7.0
2017	5.6	2.7	5.3	6.4
2018	4.5	3.9	4.6	5.8
2019	5.3	5.8	4.8	5.7
2020	7.9	7.3	9.1	9.7
2021	6.8	5.5	6.6	7.5
2022	4.8	4.1	4.6	5.3
2023	5.2	4.6	5.2	5.4
2024	5.7	6.2	5.6	6.3
2025	6.7	6.8	6.2	6.8

Source: Statistics Canada Labour Force Survey.

¹ Canada's labour market: between cycles and structural change, Bank of Canada, May, 2026: <https://bit.ly/4fJk9Yi>

INDICATOR: LABOUR FORCE PARTICIPATION RATE



Desired outcome:
Increased labour force participation rates within the FVRD.

In 2021, the total labour force 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 force participation rates had recovered to pre-pandemic levels.²

Labour force 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 force participation rates has increased by almost 3%.

The average labour force 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 force participation rate in the region.

What's being measured?

This indicator measures the percentage of the total population aged 15 years and over that is either employed or unemployed and actively looking for work. This data comes from the Statistics Canada Census of Population and is updated every five years. Statistics Canada's Labour Force Survey 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 the most current and complete analysis.

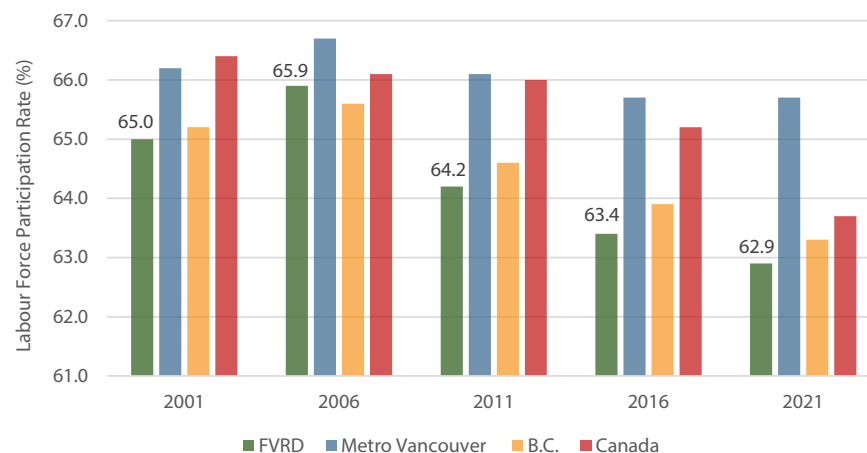
Why measure it?

Similar to the unemployment rate, the labour force participation rate is an important indicator for economies as it represents the proportion of the working-age population available to contribute to the production of goods and services. High labour force participation rates and low unemployment rates generally indicate a strong or robust job market.

FVRD Labour Force Participation Rates (2001-2021)

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

* Data not available.



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



SPOTLIGHT: LABOUR FORCE COMPOSITION

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

FVRD Labour Force Composition Comparisons (2021)

Industry Sectors	FVRD		MVRD		B.C.	
	Persons	Percent	Persons	Percent	Persons	Percent
1. Construction*	18,945	11.55%	114,600	7.81%	234,345	8.82%
2. Retail trade	18,930	11.54%	159,825	10.89%	301,060	11.33%
3. Health care and social assistance	18,625	11.35%	163,115	11.11%	319,525	12.02%
4. Manufacturing*	14,325	8.73%	83,255	5.67%	152,790	5.75%
5. Transportation and warehousing*	11,515	7.02%	86,180	5.87%	142,230	5.35%
6. Educational services	11,020	6.72%	110,765	7.54%	192,855	7.26%
7. Accommodation and food	9,865	6.01%	96,660	6.58%	182,105	6.85%
8. Agriculture, forestry, fishing and hunting*	8,860	5.40%	12,760	0.87%	60,320	2.27%
9. Public administration	8,415	5.13%	62,815	4.28%	142,730	5.37%
10. Other services (except public administration)	7,765	4.73%	61,285	4.17%	113,780	4.28%
11. Professional, scientific and technical services**	7,720	4.71%	160,590	10.94%	238,650	8.98%
12. Administrative, waste management, remediation services	7,130	4.35%	59,880	4.08%	110,215	4.15%
13. Wholesale trade	5,300	3.23%	54,360	3.70%	80,165	3.02%
14. Finance and insurance**	4,210	2.57%	66,980	4.56%	95,560	3.60%
15. Real estate, and rental and leasing**	2,575	1.57%	38,130	2.60%	59,155	2.23%
16. Arts, entertainment and recreation	2,385	1.45%	32,895	2.24%	60,775	2.29%
17. Information and cultural industries**	2,050	1.25%	55,000	3.75%	71,295	2.68%
18. Mining, quarrying, and oil and gas extraction	610	0.37%	4,030	0.27%	24,955	0.94%
19. Utilities	555	0.34%	8,120	0.55%	14,820	0.56%
20. Management of companies and enterprises	220	0.13%	4,050	0.28%	5,785	0.22%
Sub-total, classified	161,020	98.15%	1,435,295	97.76%	2,603,115	97.96%
Unclassified	3,030	1.85%	32,920	2.24%	54,165	2.04%
Total - Labour force aged 15 years and over	164,050	100%	1,468,215	100%	2,657,280	100%

*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.

Sources: 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 persons, 19.41%)

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

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

Sources: Statistics Canada 2021 and 2016 Census.

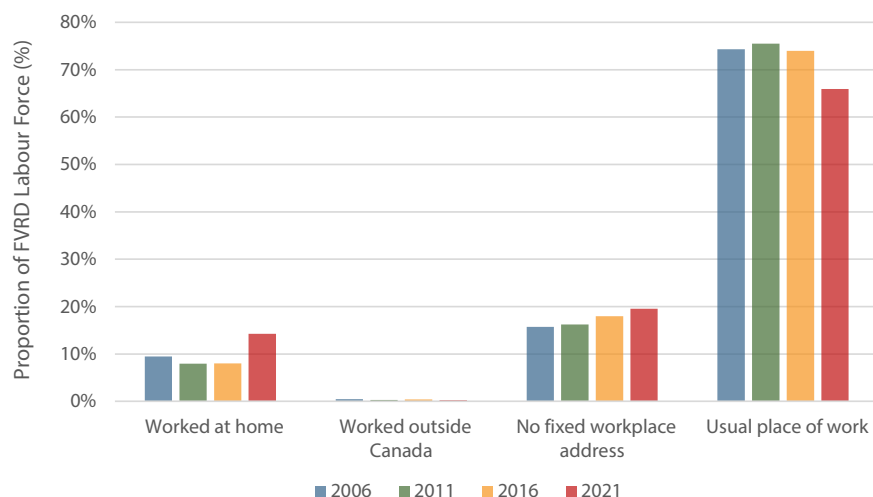


SPOTLIGHT: WORKING FROM HOME

The COVID-19 pandemic triggered a substantial change in work arrangements across Canada. The degree to which workers worked from home varied by region, partly due to differences in labour force composition. In 2021, the FVRD had the lowest proportion of its labour force working from home (14.2%) compared 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.³ Since agriculture represents a larger share of the FVRD's economy compared to Metro Vancouver and the province, a greater proportion of reported remote workers in the FVRD are likely farmers. This means the actual rate of remote work among the non-farming labour force is likely lower than the data suggests.

FVRD Labour Force Place of Work (2006-2021)



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

Prior to the COVID-19 pandemic, the number of people working from 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%.

As expected, industry type was an important factor influencing the feasibility of remote work. In general, industries with the highest rates of remote work tend to be professional and technical services, while jobs requiring physical presence, such as manufacturing, health care and retail trade, had lower rates of remote work.⁴

Industries with the Largest Increase in Person's Working from Home, Canada (2006-2021)



+29%

Financial and insurance services



+25%

Management services



+19%

Information and cultural industries

Source: Statistics Canada 2021 Census.

Understanding place of work data helps us track how and where the FVRD's employed labour force is working. Monitoring trends over time, such as the increase in remote work, is important not only from an economic standpoint but also for informing transportation and transit planning in the region.

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

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

INDICATOR: COMMUTE FLOW



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

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

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

This figure helps to challenge misconceptions that the region is primarily made up of bedroom communities. Between 2006 and 2021, the net outflow 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-19.⁵

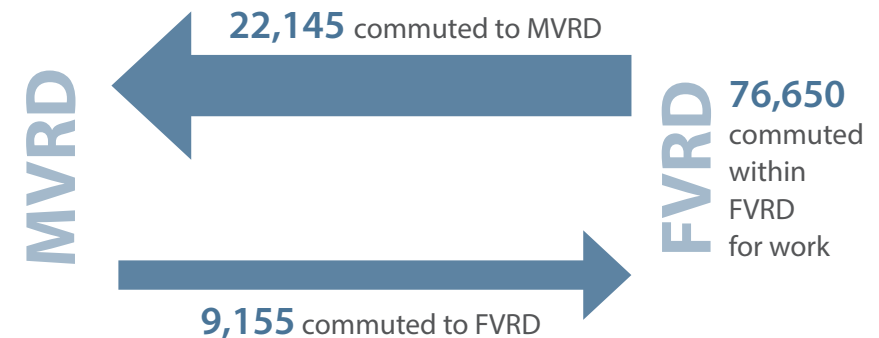
What's being measured?

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

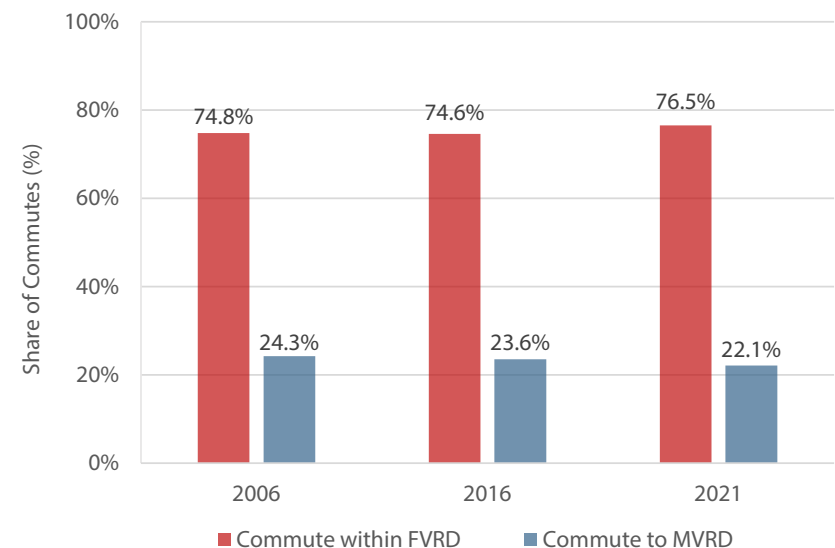
Why measure it?

The percentage of residents in the FVRD who work within the FVRD provides an indication of the strength of the regional economy. A high percentage of residents who work within the region, as opposed to outside the region, suggests a strong local employment base.

Lower Mainland Commute Flow, Persons (2021)



FVRD Commute Destinations (2006-2021)



Sources: Statistics Canada 2021, 2016 and 2006 Census.

⁵ Has the COVID-19 Pandemic Changed Commuting Patterns for Good?, Statistics Canada:
<https://bit.ly/3INRzDs>

[Updated 2026]

INDICATOR: BUSINESS COUNTS



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

In 2025, there were over 46,000 registered businesses in the FVRD, of which 13,197 (28.6%) maintained a payroll and employed workers. Compared to 2024, the total number of businesses in the FVRD increased by 1,974 (4.5%), while the number of businesses with a payroll increased by 191 (1.5%).

Although growth has moderated from previous years, the number of employers in the region continued to increase despite a more challenging business environment.⁶

Since 2020, the number of businesses maintaining a payroll in the FVRD has increased by 1,316, representing an 11.1% five-year growth rate. This exceeded the growth rates of both Metro Vancouver, and B.C. as a whole, over the same period. More than 500 employers are located within electoral areas and First Nations communities.

Approximately 96% of FVRD employers are classified as small businesses with fewer than 50 employees. However, the number of businesses with 50 or more employees has increased by 69 (13.9%) over the past five years, exceeding 500 businesses in 2025.

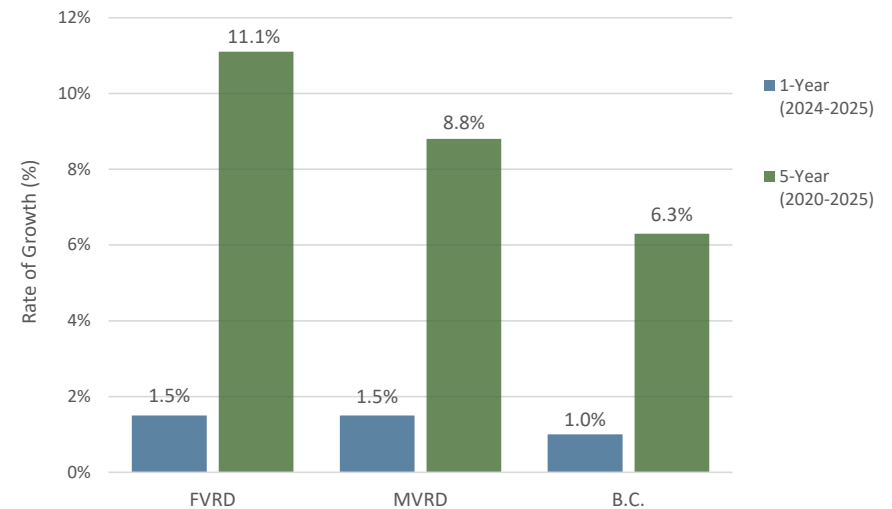
What's being measured?

This indicator measures the total number of registered businesses in the region, with a focus on businesses that maintain a payroll, as these businesses account for the majority of employment opportunities within the region. Statistics Canada's Business Register produces these figures semi-annually using information collected from the Canada Revenue Agency. This indicator is based on counts released in December of each year.

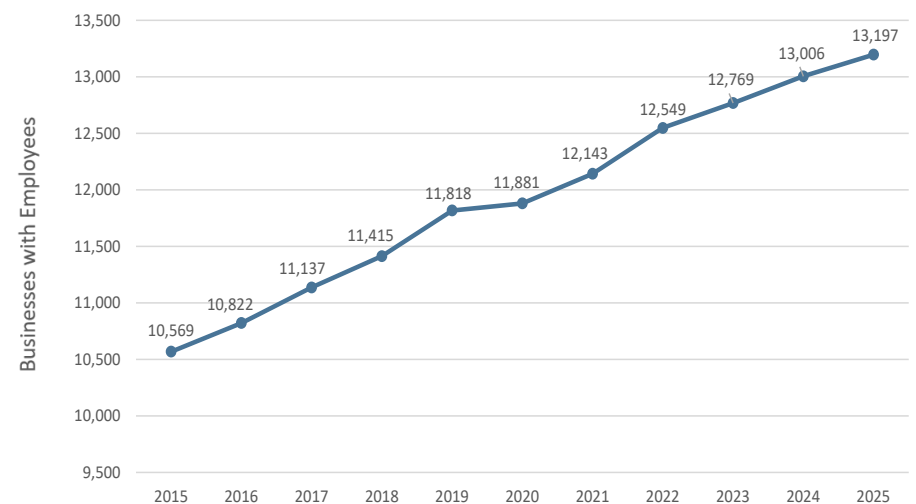
Why measure it?

All businesses contribute to local and regional economies. Businesses that provide employment opportunities are an important component of complete communities, allowing residents to work closer to where they live. While payroll businesses represent less than one-third of all registered businesses, they account for the majority of employment opportunities within the region.

Growth Rates of Businesses with a Payroll (2020-2025)



Number of FVRD Businesses with a Payroll (2015-2025)



⁶ Bank of Canada. Business Outlook Survey, First Quarter 2025; Statistics Canada. Canadian Survey on Business Conditions, First Quarter 2025. <https://bit.ly/4gsr8FH>

INDICATOR: FARM OPERATING REVENUES



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

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

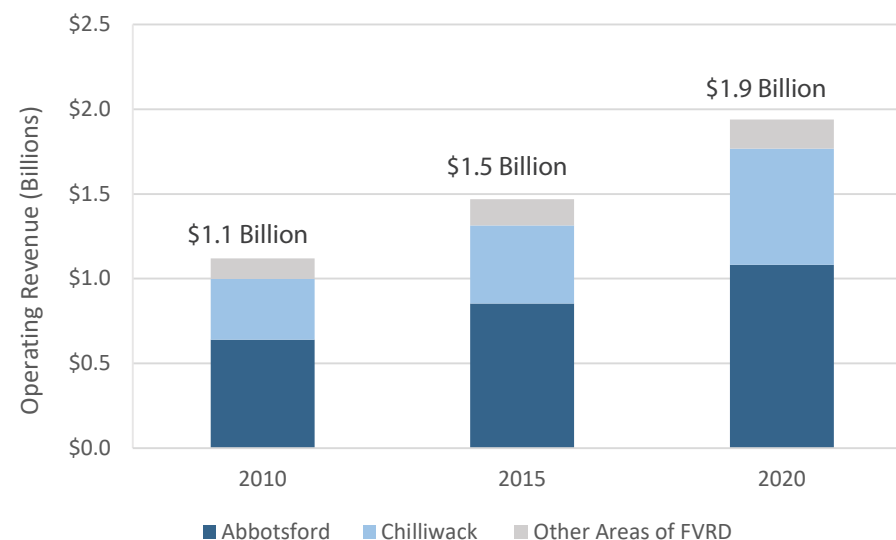
Individual farming revenues range significantly depending on farm size and commodity. However, the FVRD has the highest average revenue per farm in the province. 15% of B.C.'s farms are located in the region and these account for nearly half of the province's top revenue-producing farms.

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

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

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

FVRD Farm Operating Revenues (2010-2020)



Source: Statistics Canada 2021 Census of Agriculture.

What's being measured?

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

Why measure it?

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

[Updated 2026]

INDICATOR: ROOM REVENUE



Desired outcome:
Increased total room
revenue for the FVRD.

Since reporting began in 2010, room revenues from hotels and other short-term accommodations in the FVRD have steadily increased. In 2025, revenues reached \$114.8 million, an increase of \$8.4 million (8%) from 2024.

Since 2020, room revenues have more than tripled, increasing from \$37.5 million to \$114.8 million, reflecting both recovery from the COVID-19 pandemic and continued growth in the region's visitor economy with considerable growth in both destination markets.

The FVRD is a leading destination for outdoor recreation in British Columbia. The region's tourism sector benefits from its proximity to Metro Vancouver and Washington State, as well as growing interest in outdoor recreation, agri-tourism, cultural tourism, and Indigenous tourism experiences.⁷

Continued investment in tourism amenities, accommodations, and destination development can help support longer visitor stays and increase the economic benefits associated with tourism throughout 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, 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, but it is not available for all areas of the region.

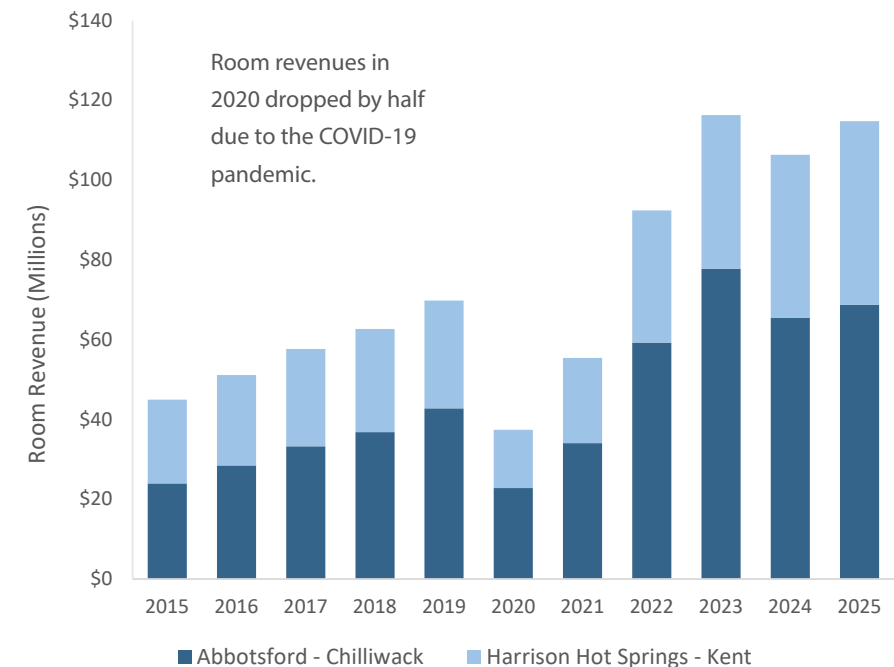
Why measure it?

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

FVRD Room Revenue for Select Destination Markets (2020-2025)

	2020	2021	2022	2023	2024	2025
Abbotsford-Chilliwack	\$22.9	\$34.0	\$59.3	\$77.8	\$65.5	\$68.7
Harrison Hot Springs-Kent	\$14.6	\$21.4	\$33.2	\$38.5	\$40.9	\$46.1
FVRD (Total)	\$37.5	\$55.4	\$92.5	\$116.3	\$106.4	\$114.8

FVRD Room Revenue for Select Destination Markets (2015-2025)



⁷ Fraser Valley Destination Development Strategy, Destination BC, 2019: <https://bit.ly/3vO0vGB>

LIVING WELL

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



INDICATOR: HOUSEHOLD INCOME



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

In 2020, the FVRD's median after-tax household income 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 after-tax household income, while Electoral Area D had the highest (\$94,000).

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

Despite varying levels of household income, all FVRD member municipalities and electoral areas showed an increase in household income during the last Census. It should be noted that increases in 2020 median after-tax household 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 after-tax income of households in 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 household after-tax income is associated with good or improved social health conditions.

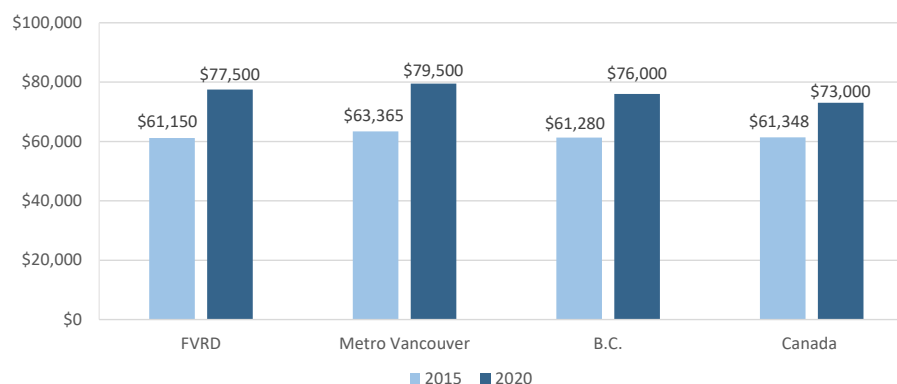
¹ Canadian Income Survey, 2020: <https://bit.ly/3HXXQX7>

FVRD Median After-Tax Household Income (2015-2020)

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

Comparison of After-Tax Household Income (2015-2020)



Sources: Statistics Canada 2021 and 2016 Census.

INDICATOR: INDIVIDUAL INCOME



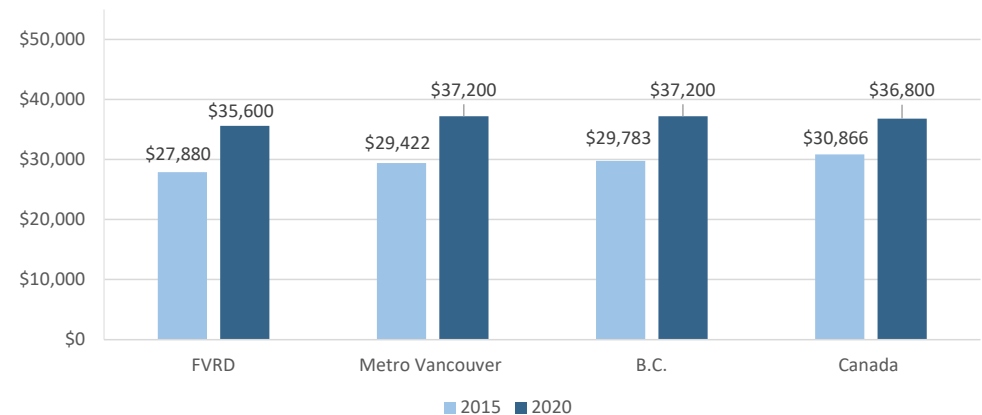
Desired outcome:
Increased median
individual incomes (after
tax) within the FVRD.

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

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

It should be noted that increases to individual income for lower-income individuals and families in 2020 were largely due to income support programs designed to assist Canadians impacted by COVID-19 economic shutdowns.²

FVRD Median After-Tax Individual Income (2015-2020)



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

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

What's being measured?

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

Why measure it?

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

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

INDICATOR: EDUCATION RATES



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

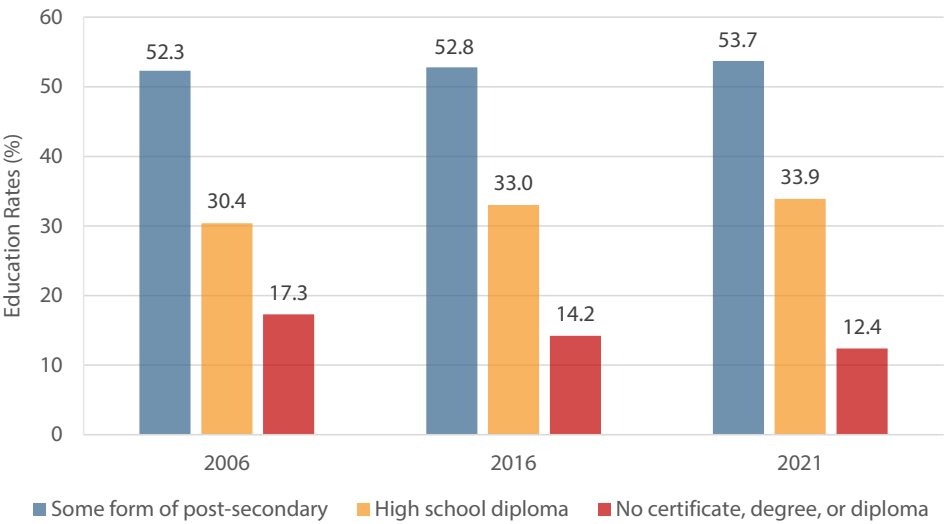
In 2021, 53.7% of residents in the FVRD had some form of post-secondary education. Post-secondary education rates for regional districts in B.C. range from 48.5% to 70.5%. The rate of post-secondary education in the FVRD is lower than in Metro Vancouver and the province as a whole.

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%.

In 2021, the top three fields of study among FVRD residents based on their highest level of completed education are: 1) architecture, engineering, and related trades, 2) business, management, and public administration, and 3) health and related fields.

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

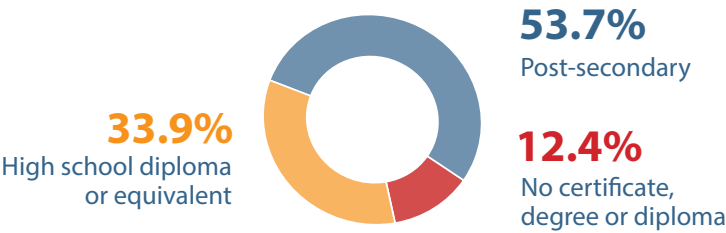
FVRD Education Trends (2006-2021)



Post-Secondary Education Rates (2006-2021)

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

FVRD Education Rates (2021)



What's being measured?

This indicator measures the proportion of residents in the FVRD between the ages of 25 and 64 who have attained post-secondary education. The data includes universities, colleges, and technical schools within the post-secondary classification. Post-secondary includes an apprenticeship or trades certificate or diploma; a 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. A well-educated and skilled labour force will also be important for the region to take advantage of economic opportunities associated with the transition to a clean economy.

Sources: Statistics Canada 2021, 2016 and 2006 Census.



COMMUNITY BUILDING

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

[Updated 2026]

INDICATOR: HOUSING PRICES



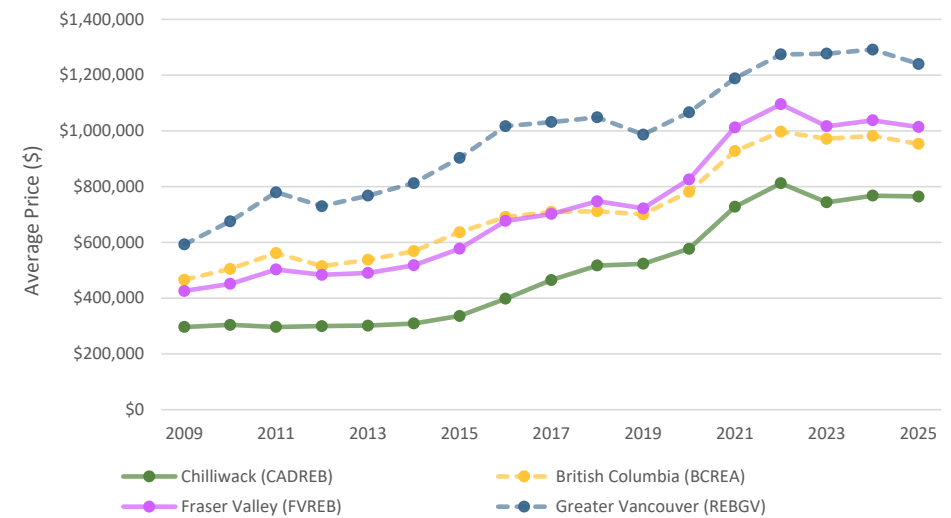
Desired outcome:
Moderation in
average housing
prices in the FVRD.

After a slight increase in 2024, average residential sale prices saw a modest decrease in 2025. Many potential buyers remained on the sidelines due to continued affordability challenges, economic uncertainty related to tariffs, and expectations of further rate cuts. According to the Fraser Valley Real Estate Board (FVREB), the 2025 Fraser Valley real estate market was the slowest experienced in over twenty years.¹

The FVREB and the Chilliwack and District Real Estate Board (CADREB) reported average residential sales prices of \$1,013,785 and \$764,751 in 2025, representing a -2.3% and -0.4% decline respectively. However, long-term trends still show that prices remain elevated with five-year increases of 23% and 33% respectively.

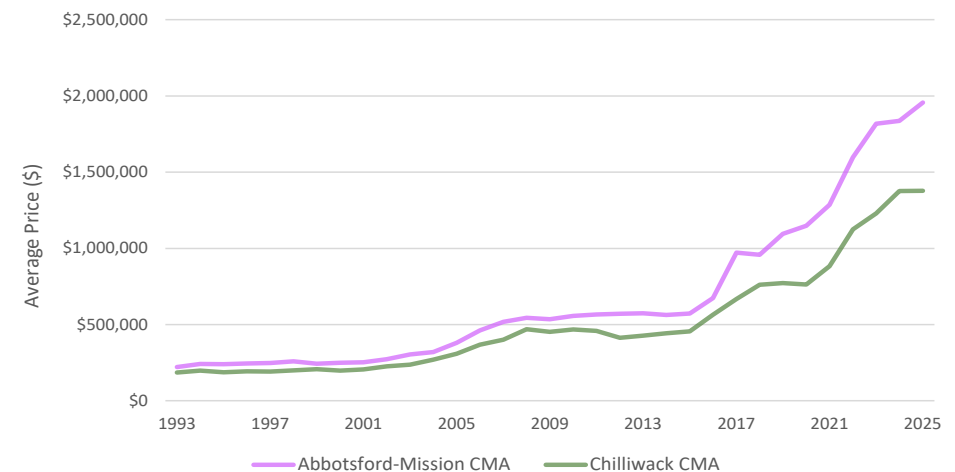
The average price of absorbed units in the FVRD (newly built single and semi-detached homes) increased in 2025 but Canada Mortgage and Housing Corporation (CMHC) notes that increasing numbers of resale listings will compete with new homes, putting downward pressure on pricing and slowing the absorption of new units.²

Average MLS Residential Sale Prices (2009-2025)



Source: BC Real Estate Association.

Average Price of Absorbed Units, by CMAs (1993-2025)



Source: Canada Mortgage and Housing Corporation.

What's being measured?

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

Why measure it?

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

¹ Fraser Valley Real Estate Board, December 2025: <https://bit.ly/3SbO82f>

² CMHC Spring 2026 Housing Supply Report: <https://bit.ly/4gm8Fud>



[Updated 2026]

SPOTLIGHT: HOUSING PRICES BY TYPE

2025 FVRD Average Home Costs



Abbotsford	\$1,161,630	\$614,833	\$380,686
Mission	\$1,001,711	\$592,389	\$361,127
Chilliwack	\$865,647	\$528,334	\$289,075
Hope & Area*	\$598,151	\$397,046	\$422,357
Kent*	\$744,847	\$539,719	\$175,690
Harrison Hot Springs*	\$775,860	\$635,288	\$565,200

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

1, 3, and 5 Year Changes to FVRD Average Multiple Listing Service Sale Prices (2020-2025)

	Change	DETACHED		TOWNHOUSE		APARTMENT	
		+/-		+/-		+/-	
1 Year 2024-2025	Abbotsford	-\$25,335	-2.1%	-\$11,873	-1.7%	-\$13,750	-3.0%
	Mission	-\$9,840	-0.9%	-\$18,913	-2.7%	\$20,125	4.6%
	Chilliwack	\$14,521	1.6%	-\$25,922	-4.3%	-\$22,852	-6.2%
	Hope & Area*	\$7,776	1.3%	-\$20,930	-4.3%	\$97,500	30.0%
	Kent*	-\$58,689	-6.7%	-\$45,580	-7.7%	-\$22,405	-10.5%
	Harrison Hot Springs*	-\$88,581	-9.1%	-\$37,846	-5.5%	-\$2,997	-0.5%

3 Years 2022 - 2025	Abbotsford	-\$156,804	-11.7%	-\$63,964	-8.7%	-\$22,333	-4.8%
	Mission	-\$110,655	-9.7%	\$4,750	0.7%	-\$60,119	-11.5%
	Chilliwack	-\$45,883	-4.8%	-\$14,537	-2.4%	-\$2,426	-0.7%
	Hope & Area*	\$26,428	4.4%	\$12,646	2.8%	-\$7,500	-1.7%
	Kent*	\$15,403	1.9%	-\$51,635	-8.6%	-\$68,072	-26.3%
	Harrison Hot Springs*	-\$110,801	-11.2%	-\$17,329	-2.6%	\$138,271	28.9%

5 Years 2020 - 2025	Abbotsford	\$301,969	34.2%	\$182,522	37.1%	\$121,736	38.3%
	Mission	\$258,402	33.5%	\$189,317	39.3%	\$156,744	51.5%
	Chilliwack	\$258,720	40.0%	\$153,046	35.9%	\$107,659	45.7%
	Hope & Area*	\$180,829	40.3%	\$136,917	42.1%	NoData**	NoData**
	Kent*	\$271,237	49.5%	\$137,674	33.5%	\$43,862	29.8%
	Harrison Hot Springs*	\$261,154	42.1%	\$199,173	44.7%	\$214,770	53.4%

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

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

[Updated 2026]

INDICATOR: RENTAL HOUSING VACANCY



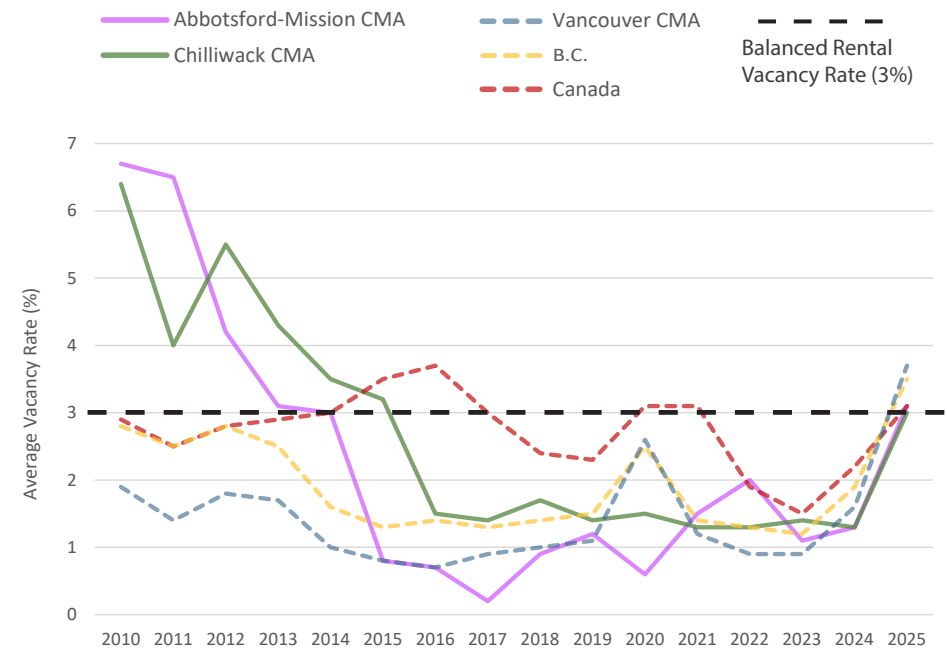
Desired outcome:
Rental housing vacancy rates near or approaching a balanced rate of 3% within the FVRD.

Vacancy rates in Metro Vancouver and the FVRD increased considerably in 2025. Increased construction of purpose-built rental housing and a slowing broader housing market has seen rental vacancy rates in the FVRD rise above the 3% threshold that CMHC considers a balanced market. Persistently low vacancy rates over the past ten years had contributed to unmet housing needs and reduced affordability in the region.

In 2025, vacancy rates in the FVRD rose to 3.1% in the Abbotsford-Mission CMA and 3.0% in the Chilliwack CMA. This marks a 138% increase for Abbotsford-Mission and a 131% increase for Chilliwack from 2024. By comparison, the Vancouver CMA saw vacancy rates increase to 3.7%, a 131% increase. In addition to a larger inventory of units, increased vacancy rates may be in part due to provincial housing legislation, such as restrictions on short-term housing rentals³ and immigration policy changes at the federal level.

Vacancy rates by bedroom type vary across the region. For instance, a one-bedroom unit may be more easy to secure in Abbotsford or Mission compared to Chilliwack. Conversely, a two-bedroom rental unit may be easier to find in Chilliwack than in Abbotsford.

Average Rental Vacancy Rates, by CMAs (2010-2025)



Average Rental Vacancy Rates by Bedroom Type (2025)

	Bachelor	1 BR	2 BR	3+ BR	Total
Abbotsford-Mission CMA	0.7	3.7	2.4	**	3.1
Chilliwack CMA	**	3.2	3.2	**	3.0
Vancouver CMA	3.9	3.8	3.2	3.6	3.7
B.C.	3.8	3.7	3.0	3.0	3.5
Canada	3.5	3.5	2.9	5.1	3.1

**Data suppressed to protect confidentiality of data not statistically reliable.

Source: Canada Mortgage and Housing Corporation.

What's being measured?

This indicator measures the percentage of all purpose-built housing units in the FVRD's CMAs which are vacant and available for rent. CMHC collects this data each October as part of the Rental Market Survey. These figures are limited to buildings within the private housing market with at least three rental units. The availability of secondary suites, laneway housing, or secondary rentals in strata apartment buildings (which account for a significant portion of the region's rental housing supply) is not reflected in CMHC vacancy rates.

Why measure it?

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

³ B.C.'s short-term rental legislation, Accessed May 14, 2025: <https://bit.ly/4mhXl2X>

[Updated 2026]

INDICATOR: RENTAL HOUSING COSTS



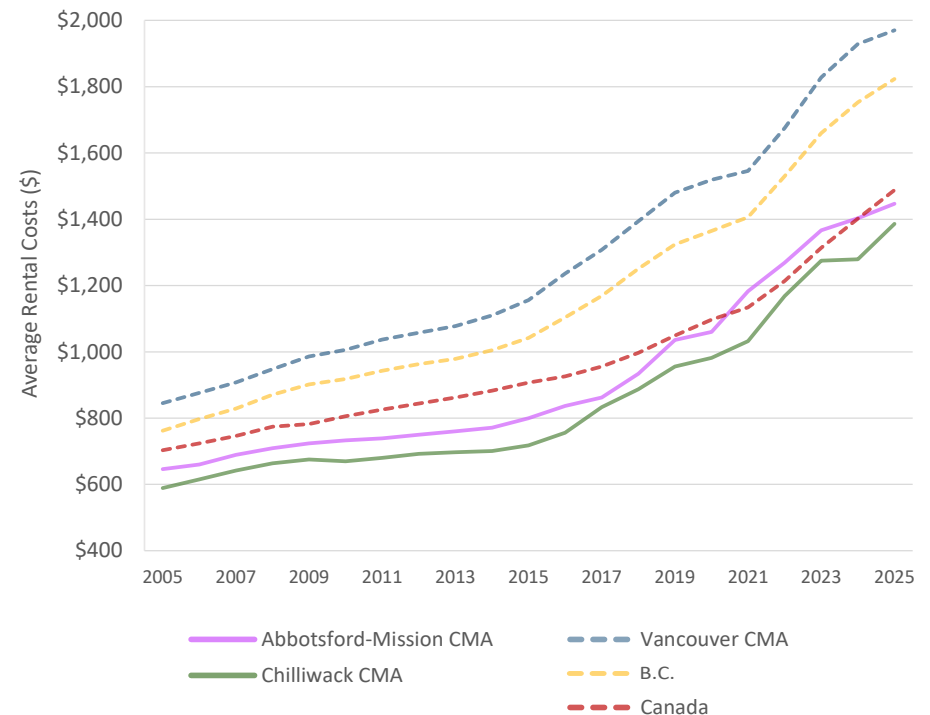
Desired outcome:
Moderation in monthly rental housing costs within the FVRD.

The cost of rental housing continued to rise in the FVRD, reducing the affordability of housing in the region. In 2025, CMHC reported average monthly rental costs of \$1,447 in the Abbotsford-Mission CMA and \$1,386 in the Chilliwack CMA. While the longer term trends indicate a continued decline in rental housing affordability, recent changes in the Lower Mainland housing market may indicate some moderation in the short term. Average rental costs in the FVRD have increased by about 39% in five years, 87% in ten years, and 129% in the last two decades.

Although rental rates increased in 2025, vacancy rates also rose considerably, reaching a balanced market (3% vacancy rate) for the first time in ten years. Increased vacancies may help moderate rental rate growth as landlords use incentives to attract tenants to their properties.

Rental housing in the FVRD remains more affordable than in Metro Vancouver. Average rental costs are \$584 lower in the Chilliwack CMA and \$523 lower in the Abbotsford-Mission CMA than in the Vancouver CMA. The relative affordability of housing in the Fraser Valley continues to attract some Metro Vancouver residents, contributing to increased housing demand and reduced affordability.

Average Rental Costs, by CMAs (2005-2025)



Average Rental Housing Costs by Bedroom Type (2025)

	Bachelor	1 BR	2 BR	3+ BR	Total
Abbotsford-Mission CMA	\$1,077	\$1,278	\$1,623	\$2,294	\$1,447
Chilliwack CMA	\$885	\$1,222	\$1,523	\$2,250	\$1,386
Vancouver CMA	\$1,667	\$1,807	\$2,364	\$2,820	\$1,970
B.C.	\$1,528	\$1,683	\$2,053	\$2,415	\$1,823
Canada	\$1,159	\$1,382	\$1,550	\$1,729	\$1,488

Source: Canada Mortgage and Housing Corporation.

What's being measured?

This indicator measures the average rental cost of new and existing residential units in privately owned buildings with three or more rental units. CMHC collects this information each October as part of the Rental Market Survey. CMHC average rents do not necessarily reflect current asking rents, as they include rents for occupied units and are not limited to vacant units currently available on the market. Additionally, the secondary rental markets (basement suites and condominiums) which make up a significant portion of the FVRD's rental stock are not reflected in CMHC rental cost averages.

Why measure it?

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

[Data no longer being provided]

INDICATOR: SENIORS' RENTAL HOUSING VACANCY



Desired outcome:

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

Since 2012, 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.⁴

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.

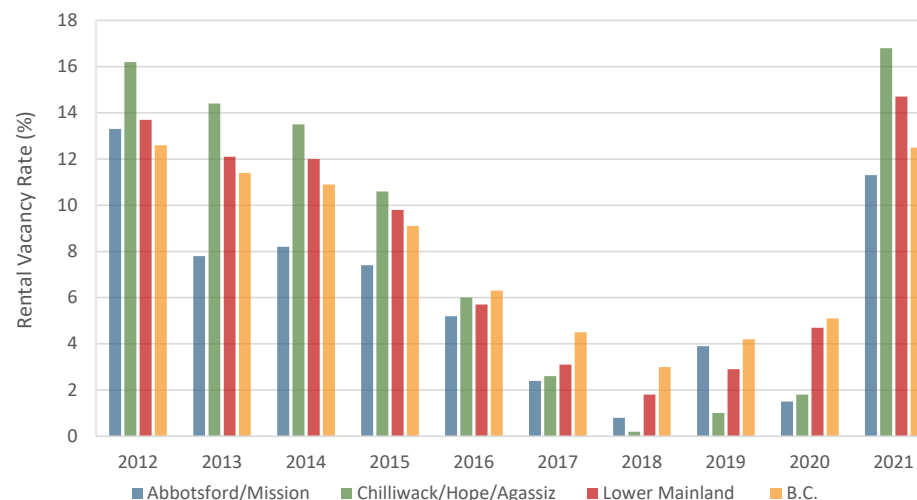
What's being measured?

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 refer to units where residents receive less than 1.5 hours of care per day. This information comes from the Seniors' Housing Survey previously produced by CMHC each February. Residences included in the survey must have at least 50% of its residents aged 65 or older. The information required to continue monitoring this indicator may not be available in the future, as CMHC announced that the data collection for rents, vacancies, and services for the Seniors' Housing Survey has been discontinued. CMHC uses 'Fraser East' to describe both FVRD CMAs.

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
Fraser East (FVRD)	1.7	8.9	3.1	6.6	0.0	13.7	2.2	17.1	*	*
B.C.	3.1	7.5	5.3	7.2	4.7	9.8	5.6	14.5	4.9	14.6
Lower Mainland	3.1	8.9	1.8	4.6	2.3	9.8	6.0	17.2	6.6	17.0

*Data not available.

Source: Canada Mortgage and Housing Corporation.

⁴ 2021 Seniors Housing Survey Insights: <https://bit.ly/3YXpkZE>

[Data no longer being provided]

INDICATOR: SENIORS' RENTAL HOUSING COSTS



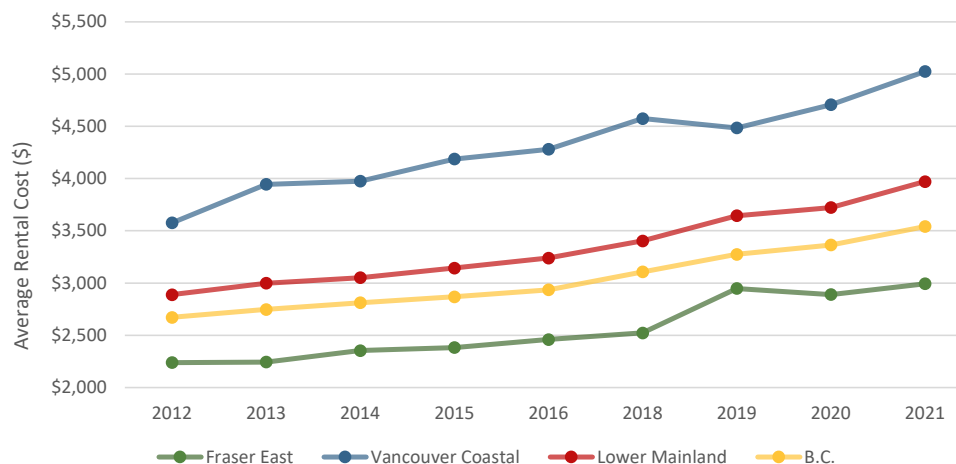
Desired outcome:
Moderation in monthly seniors' rental housing costs within the FVRD.

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

Independent living spaces cost an average of \$2,993 a month in the Fraser Valley, which is approximately \$500-\$1,500 lower than Metro Vancouver. Units that provide high-level care in the Lower Mainland, cost an average of \$6,962 a month, which is almost double the cost of independent living spaces.

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

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



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

	2016	2020	2021	1-Year		5-Year	
				\$	%	\$	%
Abbotsford/Mission	\$2,573	\$2,994	\$3,132	+ \$138	4.6	+ \$559	21.7
Chilliwack/Hope/Agassiz	\$2,314	\$2,777	\$2,844	+ \$67	2.4	+ \$530	22.9
Fraser East (FVRD)	\$2,459	\$2,890	\$2,993	+ \$103	3.6	+ \$534	21.7
Vancouver Coastal	\$4,280	\$4,707	\$5,025	+ \$318	6.8	+ \$745	17.4
Lower Mainland	\$3,239	\$3,722	\$3,971	+ \$249	6.7	+ \$732	22.6
B.C.	\$2,935	\$3,364	\$3,541	+ \$177	5.3	+ \$606	20.6

Source: Canada Mortgage and Housing Corporation.

What's being measured?

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

Why measure it?

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

[Updated 2026]

INDICATOR: HOUSING STARTS



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

In 2025, there were 2,723 housing starts in the FVRD's two CMAs, Abbotsford-Mission and Chilliwack. Of these, 89% were multi-family units, including semi-detached units, row houses, and apartments, rather than single-detached dwellings. This was a 7 percentage point increase from the previous year. Over the last 10 years, 70% of starts were multi-family units, a 14 percentage point increase from the previous decade. Increasing the share of multi-family starts supports greater housing choice, increased density, and improved affordability.

The FVRD's two CMAs saw a 49% increase in housing starts over the past year, far above Canada's 6% growth and contrasting with a 5% decline in B.C. CMHC notes that national growth was driven largely by rental apartment and missing middle housing construction in many major markets, while B.C.'s decline likely reflects weaker apartment activity overall and tighter project viability in larger urban markets such as in the Vancouver CMA.⁵

Within the region, growth was concentrated in Abbotsford-Mission, where starts increased across all multi-family housing types. In smaller markets such as the FVRD's CMAs, annual starts can be more affected by the timing of individual projects, resulting in greater fluctuations year-to-year.

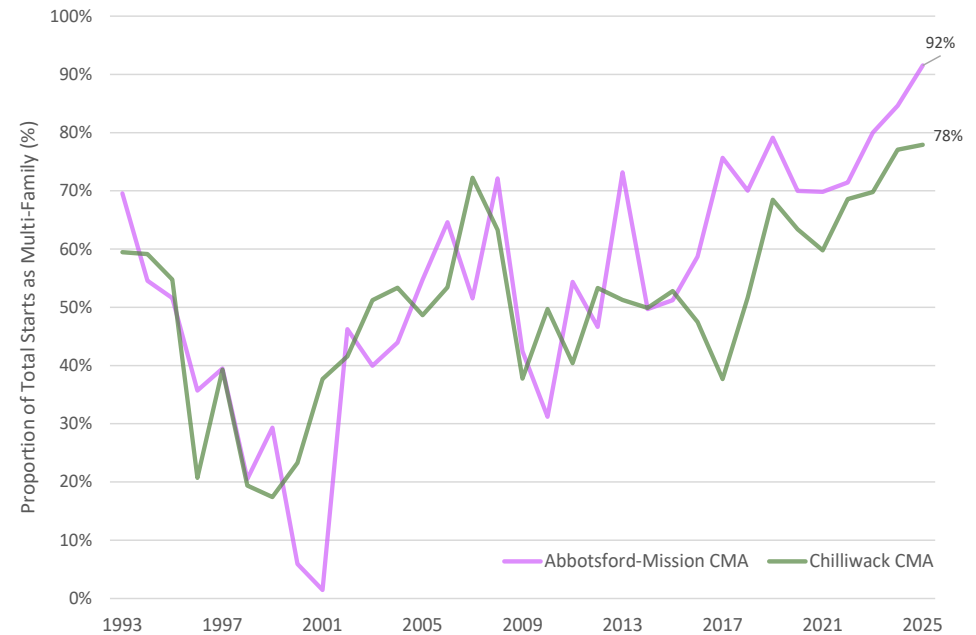
What's being measured?

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

Why measure it?

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

Percentage of Multi-Family Starts, by CMAs (1993-2025)



FVRD CMAs Housing Starts by Dwelling Type (2025)

	Abbotsford-Mission CMA		Chilliwack CMA		FVRD (CMAs Combined)	
	#	% Total	#	% Total	#	% Total
Single Family	180	8%	132	22%	312	11%
Multi-Family	1,945	92%	466	78%	2,411	89%
Semi-detached	66	3%	2	0%	68	3%
Row	359	17%	61	10%	420	15%
Apartment	1,520	72%	403	68%	1,923	71%
Total (All dwelling types)	2,125	78%	598	22%	2,723	100%

⁵ CMHC Spring 2026 Housing Supply Report, March 11, 2026: <https://bit.ly/4wgn1Ro>

INDICATOR: CORE HOUSING NEED



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

In 2021, 9.8% of all households in the FVRD were in core housing need, which is lower than both the provincial (13.4%) and national rate (10.1%); and an improvement from 2016 (12.6%). Core housing need identifies households living in dwellings that are considered unsuitable, inadequate, or unaffordable, and that they could not afford alternative suitable and adequate housing in their community.⁶

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

It is important to understand the limitations of core housing need as an indicator of unmet housing needs and affordability. A decrease in core housing need from 2016 to 2021 suggests that housing in the region has become more affordable. However, this contradicts reports on lived experiences as well as other housing and income figures, calling into question the ability of core housing need to reflect current housing affordability.⁷

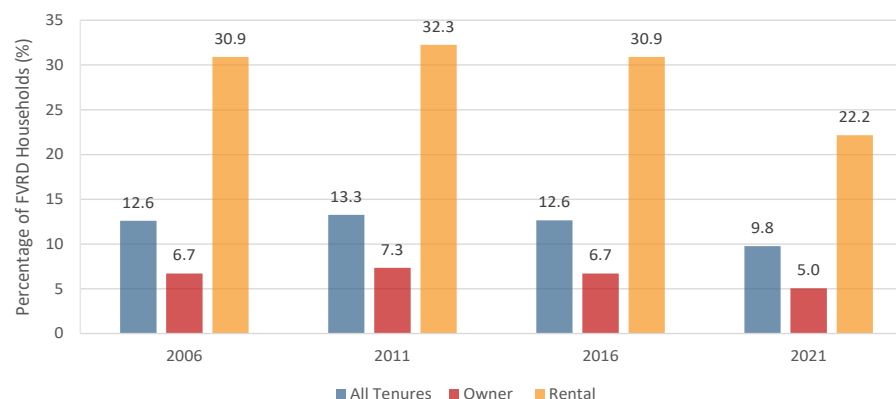
What's being measured?

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.

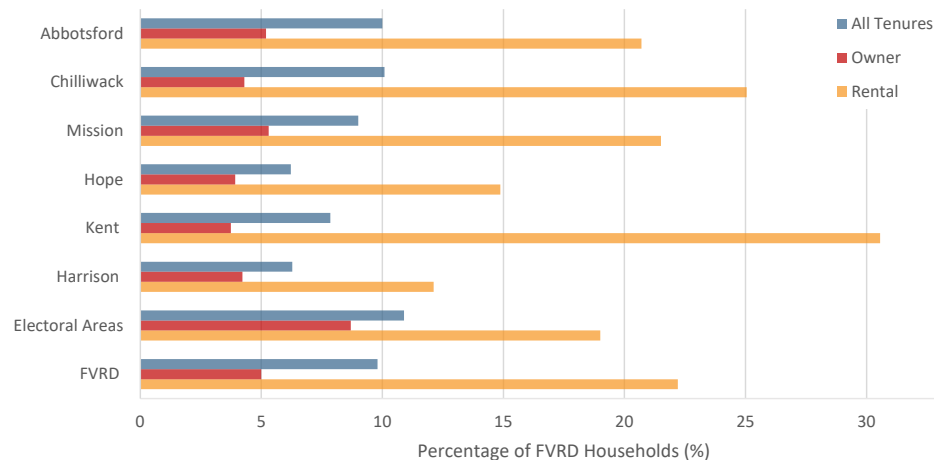
Why measure it?

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)



⁶ Understanding Core Housing Need: <https://bit.ly/3ZkZ76U>

⁷ Modernizing Core Housing Need, 2023: <https://bit.ly/3U8sGHK>

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

[Updated 2026]

INDICATOR: INDIVIDUALS EXPERIENCING HOMELESSNESS



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

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

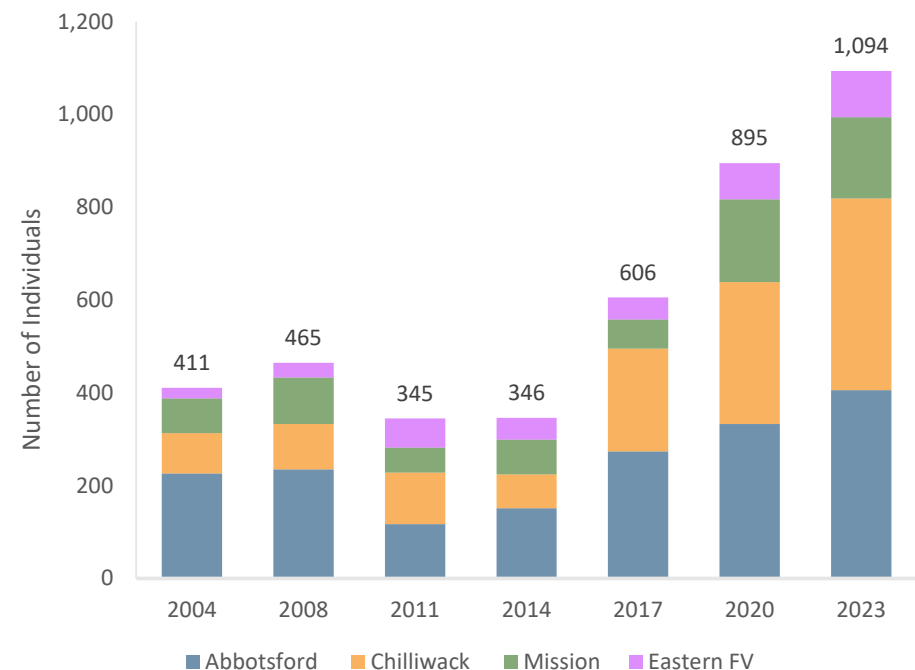
Since 2014, there has been a steady increase in the total number of individuals experiencing homelessness. In 2023, there were an additional 199 persons, which is a 22% increase compared to the previous count in 2020 and an increase of 488 individuals (81%) between 2017 and 2023.

The number of individuals experiencing homelessness has trended upward since 2014. Subsequent PiT counts conducted in Abbotsford and Chilliwack through the federal Reaching Home program indicate a continuation of these trends. The City of Abbotsford and the City of Chilliwack saw 40% and 15% increases respectively between 2024 and 2025.^{8,9} Direct comparisons between these more recent counts and earlier regional counts are not possible due to timing of the counts and other methodological changes, but the upward trend is continuing.

FVRD Regional Point-in-Time Homeless Counts, by Sub-Community (2004-2023)

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

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



What's being measured?

This indicator compares data from the FVRD's regional Point-in-Time (PiT) Count and Survey, which provide a snapshot of the number of individuals experiencing homelessness during a 24-hour period. PiT Counts do not capture all individuals experiencing homelessness, particularly those experiencing hidden homelessness.

Why measure it?

Homelessness is an indicator of housing affordability, housing adequacy, and community well-being. Regional PiT Counts provide valuable information about the extent and nature of homelessness, helping to identify service needs, support planning and advocacy efforts, and monitor trends over time.

⁸City of Abbotsford - News Release, Oct 14, 2025: <https://bit.ly/4gixTcE>

⁹City of Chilliwack - Press Release, Jan 27, 2026: <https://bit.ly/4wZzZna>

ECOSYSTEM HEALTH

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



INDICATOR: REGIONAL PARK VISITS



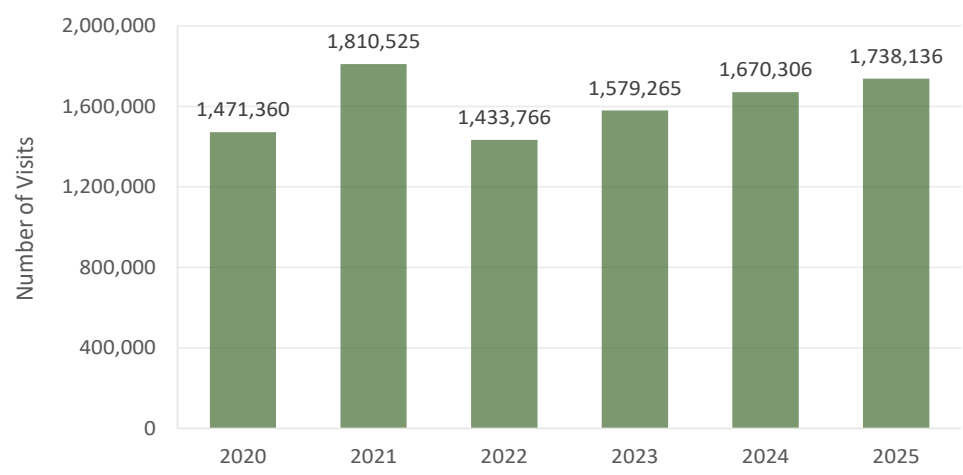
Desired outcome:
Stable or moderate
trends in annual visits
to FVRD regional parks.

In 2025, there were approximately 1.74 million visits to the FVRD’s 12 regional parks and 4 regional trails, a 4% increase from 2024. Over the past five years, park visits have grown by 18%, reflecting an overall upward trend in regional park use.

A drop in park visits in 2022, relative to 2021, coincided with a return to pre-pandemic routines, while year-over-year increases from 2022 to 2025 indicate a stable growth pattern in park use overall.

Regional park visits were higher during the peak summer months in 2025 compared to 2024, with total visits from June to September increasing from approximately 611,500 to 744,500. The largest increases occurred in August and September, which may reflect increased fishing-related activity following the opening of the salmon fishing season in late August.

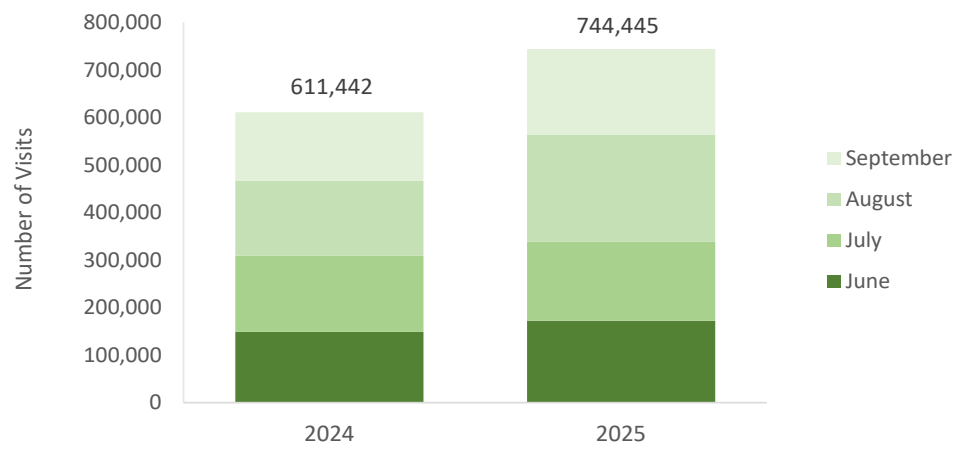
Annual FVRD Regional Park Visits (2020-2025)



4% Increase in
regional park visits over a
1-year period.
(2024-2025)

18% Increase in
regional park visits over a
5-year period.
(2020-2025)

FVRD Regional Park Visits in Peak Months (2024-2025)



What’s being measured?

This indicator measures the annual number of visits to 12 regional parks and 4 regional trails in the FVRD. Data is collected and reported by FVRD staff using a network of trail and traffic counters. A standard multiplier of 3 is applied to traffic counts to estimate the number of visitors per vehicle. Fluctuations in park visits can be due to a variety of factors that affect park use, such as weather, closures, mosquitoes, poor air quality, seasonal recreation patterns, and data collection issues. This data is updated annually.

Why measure it?

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

Source: FVRD Parks Visitation Data.

[Updated 2026]

INDICATOR: PROVINCIAL PARK VISITS



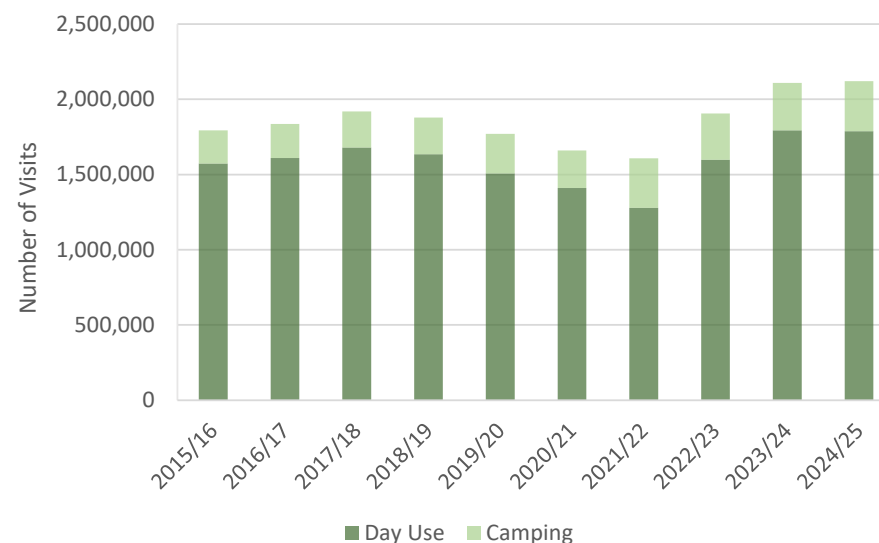
Desired outcome:
Stable or moderate trends in annual visits to provincial parks within the FVRD.

Visits to provincial parks in the FVRD remained stable in 2024/25, with approximately 2.12 million visits recorded across reporting provincial parks, an increase of 11,446 visits from 2023/24. This represents a more modest increase (0.5%) than in the previous reporting period, when visits increased by over 11%.

While overall visits remained relatively stable, day-use visits decreased slightly while camping visits increased. The increase in camping visits was primarily influenced by the inclusion of visits to Skagit Valley Provincial Park, which had been previously closed due to impacts from atmospheric river events.

Unlike regional park use, which more directly reflects local population growth and recreation demand, provincial park visitation is also influenced by visitors from outside the region. While provincial parks are outside the FVRD's jurisdiction, visitor activity and associated spending may contribute to the regional economy. At the same time, higher demand may also create pressures on surrounding communities and natural areas due to increased human activity both within and outside park boundaries.

Visits to Provincial Parks in the FVRD (2015 - 2025)



	Day Use	Camping	Total Visits
2015/16	1,573,166	219,974	1,793,140
2016/17	1,609,387	227,505	1,836,892
2017/18	1,678,489	240,696	1,919,185
2018/19	1,635,385	243,027	1,878,412
2019/20	1,507,372	263,254	1,770,626
2020/21	1,410,826	249,200	1,660,026
2021/22	1,278,280	329,743	1,608,023
2022/23	1,597,292	308,256	1,905,548
2023/24	1,793,661	315,468	2,109,129
2024/25	1,787,925	332,650	2,120,575

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

What's being measured?

This indicator tracks visits to provincial parks within the FVRD using BC Parks attendance data, reported annually by fiscal year (April to March). Attendance is estimated through methods such as online reservations, in-park and trailhead registrations, traffic counters, and visual counts. Not all provincial parks collect or report attendance data. Across the years shown, BC Parks has reported attendance data for 10 of the 19 provincial parks in the region. However, the number of parks included in the annual total may vary by year. Closures, partial operations, construction, repairs, extreme weather, wildfire activity, and data collection issues may affect reported visitation from year to year.

Why measure it?

High park visitation can increase pressure on natural areas due to elevated human activity. Monitoring provincial park visitation helps identify trends related to capacity, access, and overuse, which are factors that can significantly affect surrounding ecosystems, nearby communities, and local residents. Concerns include increased wildfire risk, pollution, parking issues etc.



SPOTLIGHT: VISUAL AIR QUALITY

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. Fine particulate matter (PM_{2.5}) and ground-level ozone (O₃) are key components of photochemical smog, which can reduce visibility and impair VAQ.¹

Key sources of PM_{2.5} and O₃ precursor pollutants include wildfires, vehicle exhaust, heating, and agricultural operations. Elevated levels of PM_{2.5} and O₃ can negatively impact human and environmental health and can diminish VAQ. Reduced VAQ can also affect tourism and general well-being by diminishing enjoyment of nature and scenic views.

Most air pollution particles are too small to be seen with the naked eye. When air pollution increases however, it can scatter and absorb light, creating haze and reducing VAQ.

Visual Air Quality Examples



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

Ground-Level Ozone (O₃)

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

Fine Particulate Matter (PM_{2.5})

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

[Updated 2026]

INDICATOR: FINE PARTICULATE MATTER



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

The annual average fine particulate matter (PM_{2.5}) concentration across the FVRD's six monitoring stations was 5.08 µg/m³ in 2025, a modest increase from 2024. Despite this increase, the 2025 average remained relatively low compared to previous years. However, annual PM_{2.5} levels can vary significantly from year to year, largely due to factors such as wildfire activity and weather conditions.

Long-term data shows an overall upward trend in PM_{2.5} concentrations. Recent spikes in averages are likely linked to the increase in length and severity of wildfires, as fine particulate matter is the dominant pollutant recorded during these events. Along with wildfire smoke from local or distant fires, key sources of PM_{2.5} pollution include mobile emissions, heating and agriculture operations.²

Although ambient concentrations have increased since 2012, contributions of the pollutant from human sources have decreased due to improvements in vehicle emissions standards, cleaner heating technologies and more sustainable agricultural practices.

What's being measured?

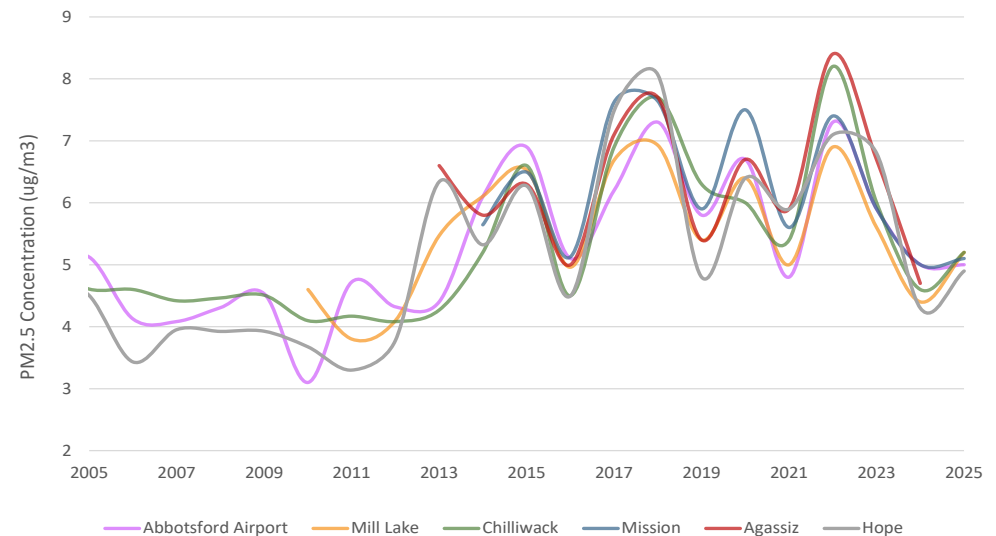
This indicator measures ambient concentrations of fine particulate matter, which are tiny solids and liquids in the air, in micrograms per cubic metre of air (µg/m³). These figures are collected at six air quality-monitoring stations in partnership with Metro Vancouver as part of air quality management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

Why measure it?

Exposure to increased levels of PM_{2.5} can cause significant health concerns. Trends in air quality can be used to evaluate airshed health and exposure levels.

As population growth continues and extreme weather events become more frequent due to climate change, both ongoing and additional actions will be required to reduce ambient PM_{2.5} levels and protect air quality.

Annual Average PM_{2.5} as Measured from FVRD's Air Quality Monitoring Stations (2005-2025)



Sources: FVRD 2021 Air Quality Management Plan and monitoring station data.

² FVRD Air Quality Management Plan 2021: <https://bit.ly/3xXksbe>

[Updated 2026]

INDICATOR: AIR QUALITY ADVISORIES



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

In 2025, six air quality advisory days were issued within the FVRD, including four advisory days for elevated fine particulate matter (PM2.5), one advisory day for ground-level ozone, and one advisory day for both ozone and PM2.5.

Advisory days increased slightly compared to 2024, but remained below the levels recorded in recent years with significant wildfire smoke impacts. The number of air quality advisory days can vary considerably from year to year depending on pollutant concentrations, weather conditions, wildfire activity and the movement of smoke into the region.

Over the past decade, wildfire smoke has been the primary driver of air quality advisories in the FVRD. As climate change contributes to longer and more severe wildfire seasons in B.C., the risk of smoke-related air quality impacts is expected to remain elevated.³

What's being measured?

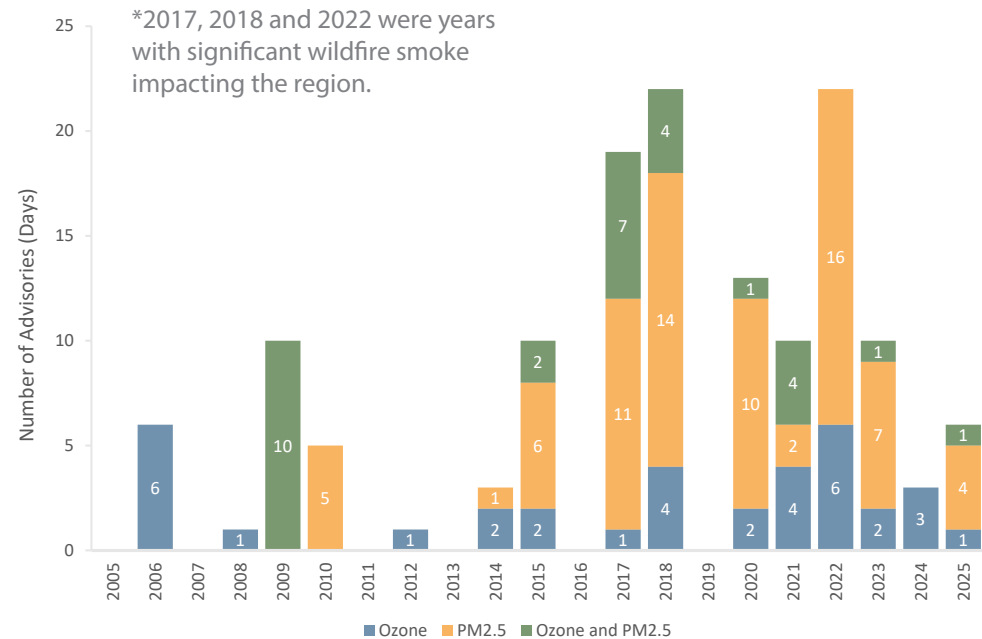
This indicator measures the number of air quality advisories (days) issued each year in the FVRD portion of the Lower Fraser Valley Airshed. Each day where exceedances are measured is considered a separate air quality advisory, even when a single event is the cause. Thus, each air quality advisory refers 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 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.

As a result, advisories may occur more frequently, begin earlier or extend later into the year, and persist for longer periods of time during significant smoke events.

Number of Air Quality Advisories (Days) in the FVRD (2005-2025)



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

³B.C. Climate Change Adaptation Program - Wildfire: <https://bit.ly/4cxblvr>



TRANSPORTATION & MOBILITY

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

[Updated 2026]

INDICATOR: TRAFFIC VOLUME



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

Traffic volume trends varied across the surveyed highway and corridor locations within the FVRD. TransLink uses screenlines to track vehicle volumes across municipal and regional boundaries. Of the six FVRD locations surveyed in both 2017 and 2023, four recorded increased volumes, while two recorded decreases.

The largest increases occurred west of Hope, where traffic volumes increased by 53% on Highway 7 and 28% on Highway 1. Highway 1 west of Hope also recorded the largest long-term increase, with 2023 traffic volumes 119% higher than in 2011. In comparison, traffic volumes were generally stable on Highway 1 and Fraser Highway just east of 276th Street, both increasing by approximately 2% since 2017.

Traffic volumes declined by 4% on Lougheed Highway east of 280th Street and by 15% at Highway 11 at the Mission Bridge between 2017 and 2023. Despite the recent decline on Lougheed Highway, its 2023 volume remained 24% above the 2011 count. Highway 11 at the Mission Bridge was the only repeat location with a 2023 volume below its 2011 level.

FVRD Average Two-Way Traffic Volumes (2011-2023)

Line #	Location	2011	2017	2023	% Change (2017-2023)	% Change (2011-2023)
17	Hwy 1 - East of 276th St.	72,000	84,000	86,000	+2%	+19%
	Fraser Hwy - East of 276th St.	20,500	21,500	22,000	+2%	+7%
18	Lougheed Hwy - East of 280th St.	21,000	27,000	26,000	-4%	+24%
19	Hwy 11 at Mission Bridge	42,000	47,000	40,000	-15%	-5%
20	Hwy 9 - Agassiz Rosedale Bridge*	-	-	13,000	-	-
21	Hwy 7 - West of Hope	2,450	2,350	3,600	+53%	+47%
	Hwy 1 - West of Hope	10,500	18,000	23,000	+28%	+119%

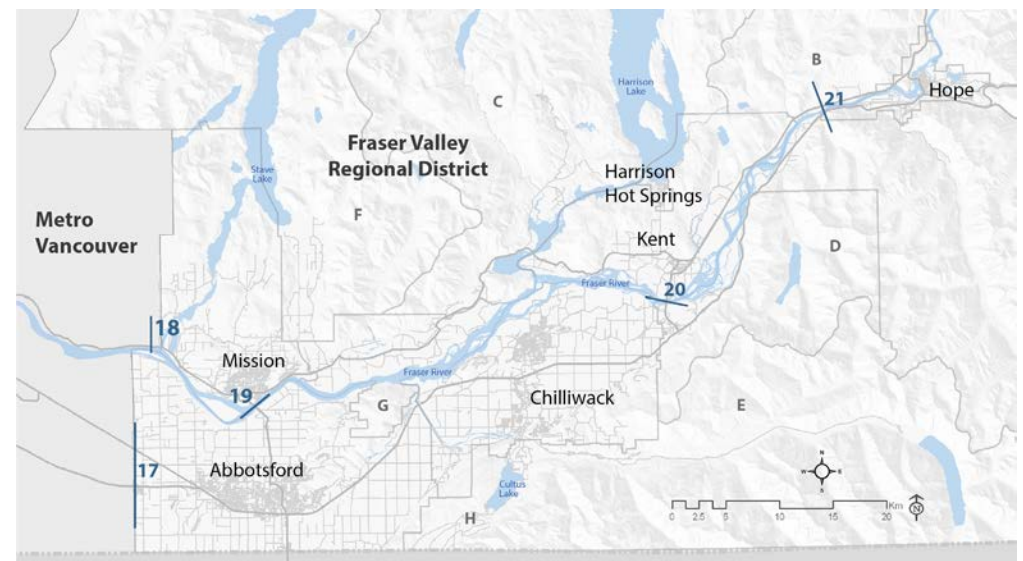
*Data not collected for 2011 and 2017.

What's being measured?

This indicator measures typical weekday, two-way vehicle volumes at selected TransLink screenlines within the FVRD. A screenline is an imaginary line across a roadway corridor or geographic feature used to measure the number of vehicles crossing it during the survey period. Each screenline may include one or more count stations, where vehicle volumes are collected using automated sensor technology. These figures come from TransLink's Regional Screenline Surveys, completed in 2011, 2017 and 2023. Screenline locations may change between survey years; therefore, comparisons are limited to locations with counts in all years.

Why measure it?

Traffic volumes provide information on travel demand, corridor use, and changing travel patterns. They help to identify transportation needs and inform infrastructure and regional transportation planning.



Sources: 2023, 2017 and 2011 TransLink Regional Screenline Surveys.

[Updated 2026]

INDICATOR: INTRAREGIONAL TRIPS



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

Intraregional movement refers to moving within the same region, and figures show that residents in the FVRD are more likely to stay closer to home for trips of all purposes, such as to work, school, shopping, personal business, etc.¹ This also includes all trip modes, including by car, public transit, walking, and cycling.

90.9% Of all trips stay within the FVRD (2023).

The majority of trips stay within the FVRD. These findings from the 2023 TransLink Trip Diary are consistent with previous results. The percentage of trips that stayed within the region had a modest increase of 0.6% from 2017 to 2023. Despite this, ties between Metro Vancouver and the FVRD remain strong, with 8.8% of all trips originating in the FVRD ending in Metro Vancouver.

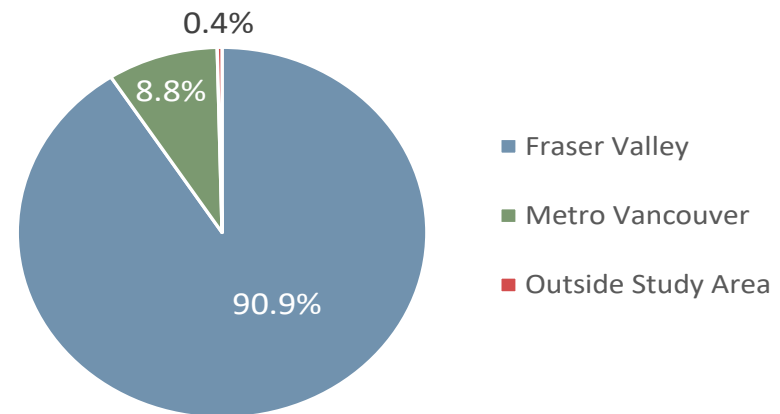
What's being measured?

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. In 2023, TransLink in collaboration with the FVRD and MVRD conducted a new Trip Diary Survey, with results being released in 2025.

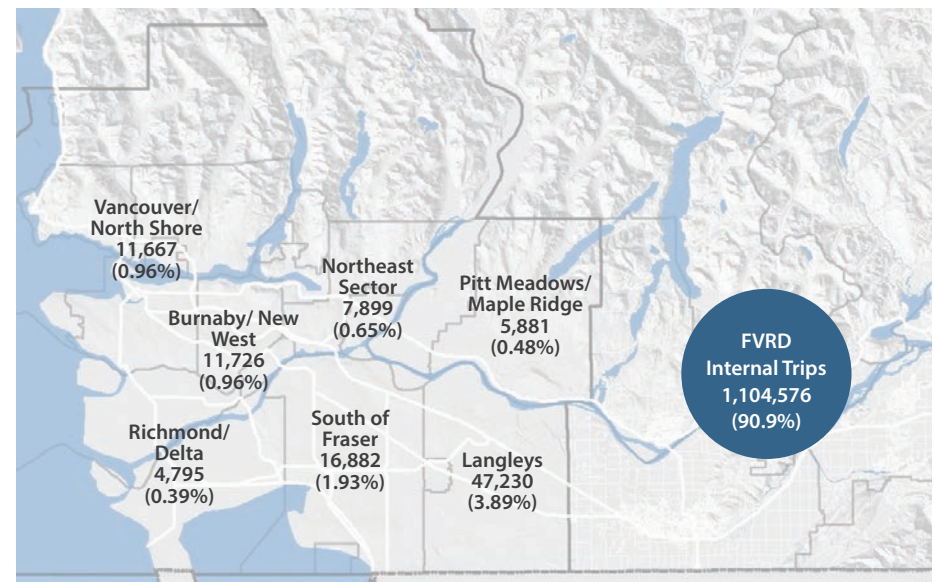
Why measure it?

The percentage of trips that begin and end in the FVRD can help indicate the level of community completeness across the region. Communities with a diverse range of local jobs, services, amenities, and housing options can reduce the need for residents to travel outside of the region for daily needs. Reducing longer-distance travel can also help lower transportation-related emissions and environmental impacts.

Destination of Trips Originating within the FVRD (2023)



FVRD Trip Destinations (2023)



¹ See page 14 of this report for analysis of daily work commutes (Census).

Source: 2023 TransLink Trip Diary.

[Updated 2026]

INDICATOR: PUBLIC TRANSIT RIDERSHIP



Desired outcome:
Increased public transit ridership in the FVRD.

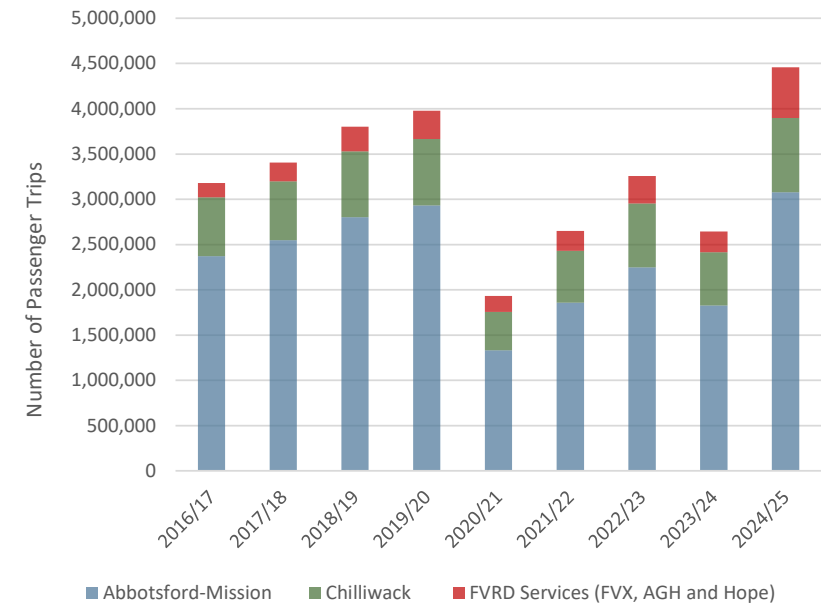
The COVID-19 pandemic and a four-month transit strike in 2023 temporarily disrupted the upward trend in public transit ridership in the Fraser Valley. However, in both instances ridership demonstrated a strong recovery. This recovery, along with continued expansions to service levels, suggests that increases in ridership will continue with continued investment in transit from senior governments.

By 2024/25, ridership in the region had surpassed pre-pandemic levels, highlighting a robust demand and reliance on transit services. Ridership growth can be attributed in part to significant service expansions. A notable expansion was the extension of the Fraser Valley Express (FVX) into Burnaby, connecting riders from the Fraser Valley directly to the SkyTrain and TransLink bus services located at the Lougheed Town Centre Station.

Future regional transit expansions will include the introduction of a rural route between the District of Kent (Agassiz) and the City of Mission, connecting small rural and First Nations communities on the north side of the Fraser River to the broader Lower Mainland transit system.

Regional Public Transit Ridership (2016-2025)*

*2023/24 ridership was impacted by a labour disruption



What's being measured?

This indicator measures the total number of conventional 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. Transit services operating in the region include Central Fraser Valley (Abbotsford-Mission), Chilliwack, and FVRD services (Agassiz-Harrison, Hope, and the Fraser Valley Express). This information is provided annually by BC Transit and is based on BC Transit's fiscal year (April to March).

Why measure it?

Increased public transit use helps reduce traffic congestion and greenhouse gas emissions by getting cars off the road. The data collected by BC Transit serves as a valuable long-range planning tool and can help inform strategic infrastructure investments.

	Abbotsford-Mission	Chilliwack	FVRD	Total
2016/2017	2,373,000	650,000	158,000	3,181,000
2017/2018	2,547,000	652,000	207,000	3,406,000
2018/2019	2,802,000	729,000	271,000	3,802,000
2019/2020	2,933,000	733,000	313,140	3,979,140
2020/2021	1,331,000	425,000	175,760	1,931,760
2021/2022	1,858,490	571,860	219,410	2,649,760
2022/2023	2,246,890	708,170	301,306	3,256,366
2023/2024*	1,826,020	587,920	231,660	2,645,600
2024/2025	3,077,700	819,900	560,400	4,458,000

Source: BC Transit.

[Updated 2026]

INDICATOR: PUBLIC TRANSIT REVENUE



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

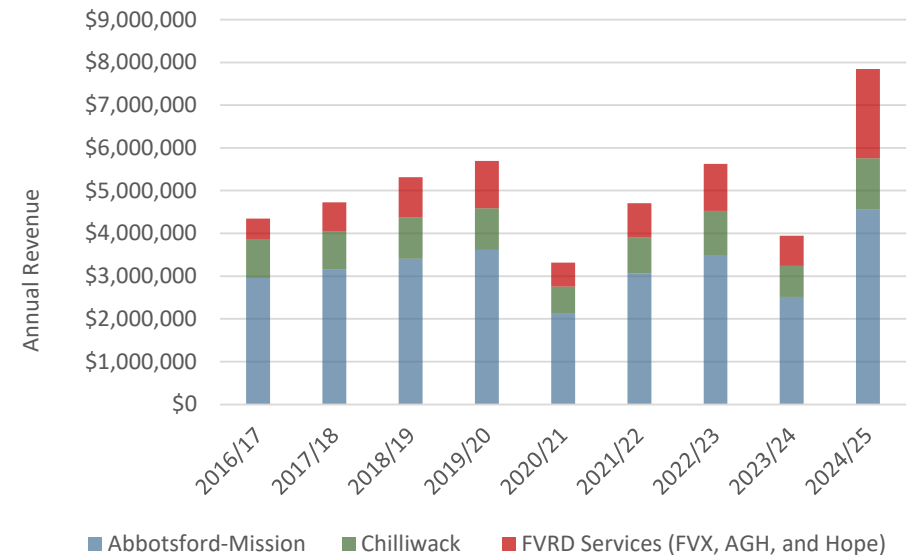
The COVID-19 pandemic and the four-month transit strike in 2023 temporarily disrupted the upward trajectory of transit revenues in the Fraser Valley. However, as ridership rebounded and service levels expanded, revenue grew in 2024/25 indicating a strong recovery and a continuation of upward trends.

Revenue losses during service disruptions are inevitable; however, a more significant concern is the risk that ridership may not return to previous levels once service resumes. Fortunately, transit systems in the Fraser Valley have demonstrated much resilience in relation to ridership and revenue recovery following significant disruptions to transit services.

Transit revenue growth is bolstered when routes and service hours are increased. Continued investment in service enhancements by local governments and the province helps to grow transit revenues generated. However, inflation, supply-chain pressures related to tariff uncertainty, and more recent disruptions in the Middle East are increasing the costs of fuel, vehicles, and other inputs required for day-to-day transit operations in the region.

Regional Public Transit Revenue (2016-2025)*

*2023/24 revenues impacted by labour disruption.



What's being measured?

This indicator measures the annual transit revenue for each transit system operating in the region, including fare and advertising revenue. Transit services in the region include Central Fraser Valley (Abbotsford-Mission), Chilliwack, and FVRD services (Agassiz-Harrison Hope, and the Fraser Valley Express). BC Transit provides revenue data annually, based on its fiscal year, which runs from April to March.

Why measure it?

Transit revenue is one measure of the financial performance of public transit systems in the region. When considered alongside ridership, operating costs, and funding contributions, revenue data can help inform decisions about fare structures, funding needs, service planning, and the long-term sustainability of transit systems.

	Abbotsford-Mission	Chilliwack	FVRD	Total
2016/17	\$2,959,000	\$912,000	\$476,000	\$4,347,000
2017/18	\$3,164,000	\$876,000	\$684,000	\$4,724,000
2018/19	\$3,404,000	\$969,000	\$940,000	\$5,313,000
2019/20	\$3,614,000	\$975,000	\$1,103,010	\$5,692,010
2020/21	\$2,117,000	\$641,000	\$558,100	\$3,316,100
2021/22	\$3,066,280	\$846,230	\$796,290	\$4,708,800
2022/23	\$3,476,760	\$1,045,670	\$1,100,920	\$5,623,350
2023/24*	\$2,515,460	\$724,730	\$703,420	\$3,943,610
2024/25	\$4,554,300	\$1,205,600	\$2,084,100	\$7,844,000

Source: BC Transit.

INDICATOR: ACTIVE TRANSPORTATION



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

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 in the last ten years.

Continued investments in public transit, cycling, pedestrian infrastructure, and more compact, mixed-use development within established community centres are needed to improve active transportation mode share. A wider range of active transportation options also improves resident mobility and reduces car dependency.

The FVRD and many member municipalities and local First Nations have undertaken active transportation planning and continue to make improvements to infrastructure that support commutes to work by modes of active transportation. An example of this is the Valley Rail Trail which provides a protected trail for cyclists connecting Chilliwack's north and south communities.

The FVRD's Active Transportation Network Plan aims to develop a network of safe and accessible transportation options throughout the electoral areas, with connections to municipalities and First Nations within and outside the region's boundaries.²

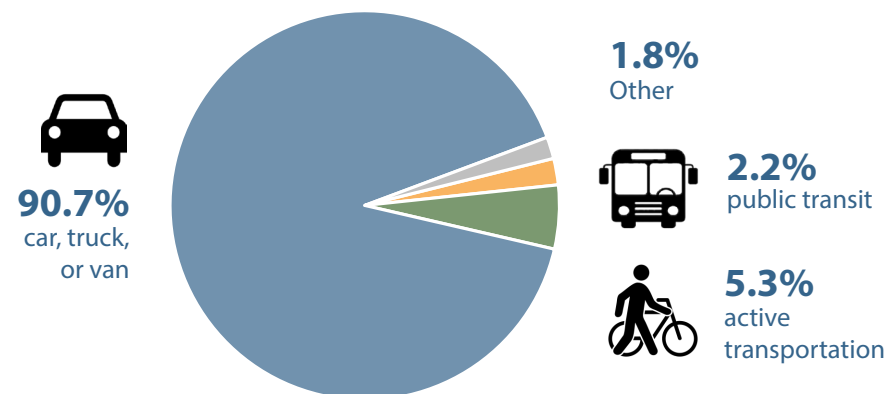
What's being measured?

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.

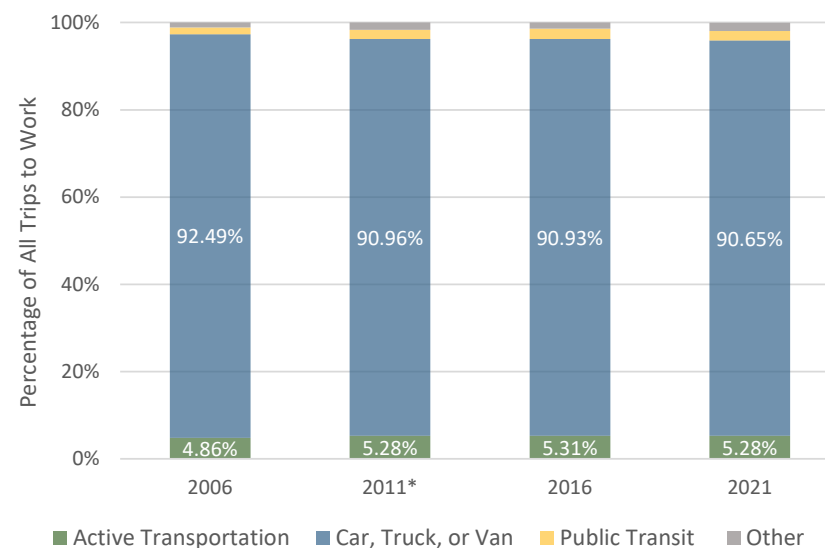
Why measure it?

Reducing car dependency decreases traffic congestion and minimizes the transportation system's impact on air quality. Additionally, active modes of transportation can improve individual and community health by promoting physical activity and fostering social connection.

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



Trips to Work by Mode (2006-2021)



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

²FVRD Active Transportation Network Plan: <https://haveyoursay.fvrd.ca/atnp>

[Updated 2026]

INDICATOR: COMPLETED TRANSPORTATION PRIORITIES



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

The RGS is an important tool for informing the province of local and regional transportation improvement priorities. The RGS includes a list of 25 regional transportation priorities sorted into critical, high and medium/long-term categories.

Although not responsible for the planning or maintenance of roadways, the FVRD is involved in various processes related to planning, maintaining, and improving transportation corridors throughout the region.

The Highway 1 corridor improvement program is the region's most critical transportation priority and is currently undergoing a phased construction approach. Phase 3A, which will include highway widening and interchange upgrades from 264 St in Langley to Mt. Lehman Road in Abbotsford, began construction in 2024. Major construction on Phase 3B (Mt. Lehman to Highway 11) will start in 2026, while Phase 4 (Highway 11 to Yale Rd West) is still in the planning stages.³

What's being measured?

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

Why measure it?

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

Status of Transportation Priorities (May 2026)

Transportation Priorities	Status	Estimated Completion
Fraser Valley Express Extended to Lougheed Skytrain Station	Implemented	2022
Fraser Highway Widening from Mt. Lehman to Aldergrove	Completed (Phase 1)	2023
Hwy 11 – Vye Road Overpass	Completed	2023
Marshall Rd Extension - King Rd to Mt. Lehman	Completed	2023
Othello Road Improvements (Hope)	Completed	2025
Hwy 7 Widening - Mission to Maple Ridge	Completed	2025
Hwy 7 Dewdney Bridge Replacement	Completed	2025
Prest Road Upgrade - McGuire to Bailey	In Progress	2026
Hwy 1 – Extension of HOV/Transit Lanes	In Progress	TBD (To Whatcom Rd)
Hwy 1 – Park & Ride and Interchange Improvements	In Progress	TBD
North of Fraser Transit Connections – District of Kent to City of Mission	In Progress	TBD

Sources: Fraser Valley Future 2050 RGS and BC Ministry of Transportation and Transit (MOTT).

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

³Fraser Valley Highway 1 Corridor Improvement Program: <https://bit.ly/3S4YoFO>

INFRASTRUCTURE & SERVICES

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





[Updated 2026]

SPOTLIGHT: REGIONAL SOLID WASTE MANAGEMENT INITIATIVES

The FVRD provides regional solid waste management planning in collaboration with member municipalities with the aim of reducing and better managing solid waste within the region. The FVRD continues to develop regional solid waste initiatives and identify opportunities for partnerships and collaboration to support the implementation of the FVRD's Solid Waste Management Plan.¹

Car Seat Recycling

In July 2025, the FVRD launched a two-year pilot program for the collection and recycling of used or expired children's car seats.

Within 8 months of introducing the program, more than 1,500 car seats had been collected and processed, equalling 8-10 tonnes of waste that otherwise would have gone to a landfill.

Once disassembled, the materials are recycled into various building materials and plastic pellets used in new products, such as auto parts and outdoor furniture.

Food Recovery Network

The FVRD has partnered with FoodMesh² to build a food recovery network of Fraser Valley businesses, charities, and farmers to ensure surplus food doesn't go to waste.

As of June 2026, a total of 71 businesses, 143 food recovery outlets, and 2 food recyclers were using the FoodMesh Network to sell, donate, or rescue surplus food. Since 2018, the Food Recovery Network has diverted 5,800 tonnes of food within the Fraser Valley, the equivalent of 8.1 million meals.



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

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

Agricultural Plastic Pilot Program

The FVRD initiated a five-year agricultural plastic pilot program in 2025 to collect and recycle bale wrap and silage wrap from local dairy farms to reduce the amount of material sent for disposal. Material is compacted on-site into dense cubes where it is then collected and sent to recycling facilities to become fence posts, composite lumber, or new agricultural film.

In the first year of the program, 12 tonnes of agricultural plastic were collected from participating farmers within the region. Program expansion is anticipated for 2026 and 2027. Additional information can be found at <https://cleanfarms.ca/>



[Updated 2026]

INDICATOR: RECYCLABLE MATERIALS DIVERTED FROM DISPOSAL



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

In 2025, Recycle BC collected 35.3 kg of residential paper and packaging materials per person in the FVRD. This remains below the provincial average of 38.5 kg per person but represents an increase from 33.3 kg per person in 2024. While the amount of material collected per person increased compared to the previous year, collection volumes have decreased overall since peaking in 2020.

However, because the data presented here measures only residential paper and packaging materials collected through Recycle BC, lower collection volumes do not necessarily mean that more recyclable material is being sent to landfill. Factors such as lighter packaging materials, growth in multi-unit housing, changes in shopping habits, and fewer people working from home may contribute to lower collection volumes.

As a result, this indicator provides only a partial picture of recyclable materials diverted from disposal in the FVRD. It does not capture materials collected through other non-Recycle BC recycling programs or diversion initiatives. Future data collected as part of the FVRD's Solid Waste Management Plan update may help to more fully assess progress toward the desired outcome.

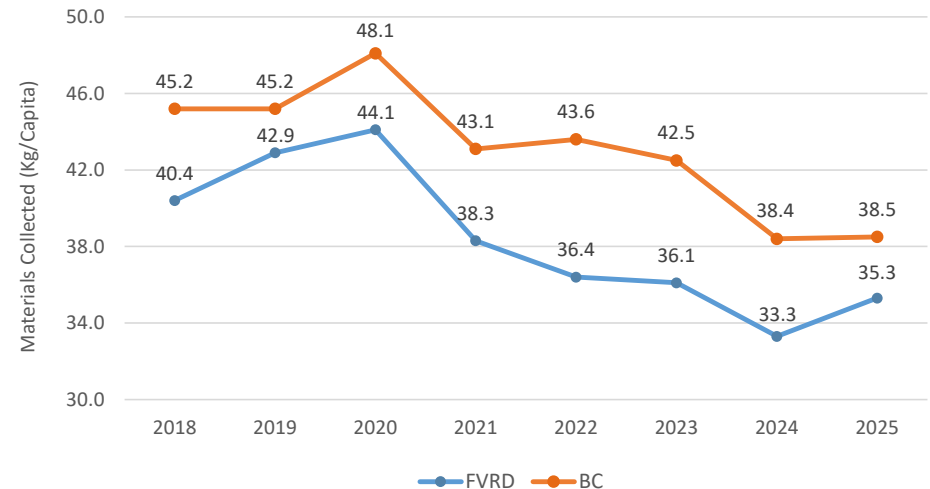
What's being measured?

This indicator measures the weight of residential paper and packaging materials collected for recycling through Recycle BC programs in the FVRD, expressed in kilograms per capita. Data is collected and reported annually by Recycle BC, a not-for-profit organization that provides residential recycling services across BC. The figures include materials collected through single-family curbside collection, multi-family building collection, and recycling depots. However, these services are not available in all areas of the FVRD, as Recycle BC does not operate a single-family curbside collection program in the District of Kent.

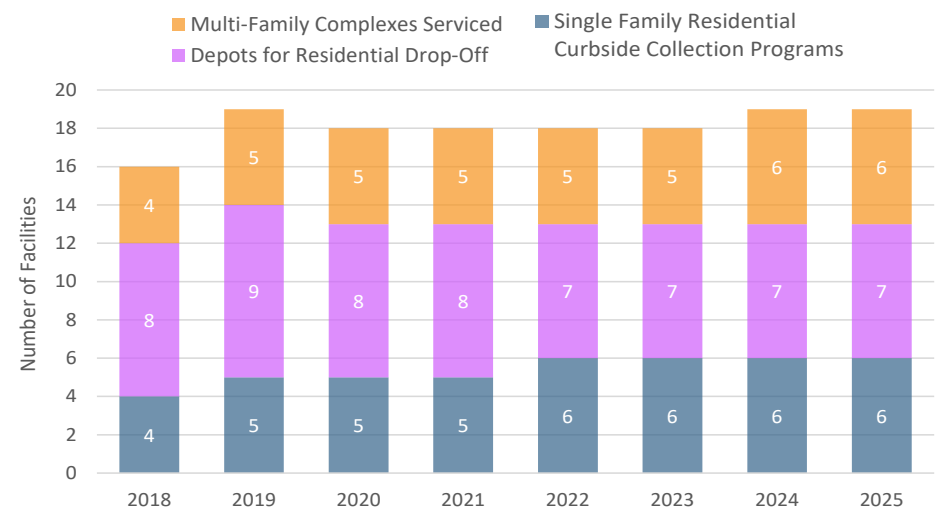
Why measure it?

Diverting recyclable materials from disposal helps conserve natural resources, reduce greenhouse gas emissions, and extend the capacity of landfills. As the region's population grows, monitoring recyclable material collection can help inform efforts to maintain and expand programs that divert waste from disposal.

Residential Paper and Packaging Materials Collected in the FVRD by Recycle BC, Per Capita (2018-2025)



Recycle BC Collection Programs in the FVRD (2018-2025)





CLIMATE CHANGE

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

[Updated 2026]

INDICATOR: COMMUNITY GREENHOUSE GAS EMISSIONS



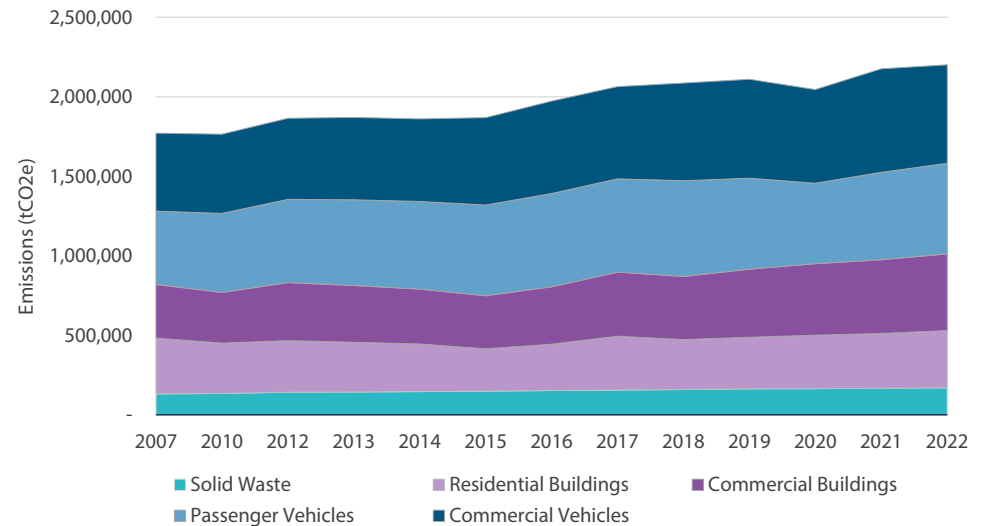
Desired outcome:
A reduction in GHG emissions per capita.

Total community greenhouse gas (GHG) emissions increased from 1.8 million tonnes of carbon dioxide equivalent (tCO₂e) in 2007 to 2.2 million tCO₂e in 2022. In 2022, passenger and commercial vehicles accounted for 54% of emissions. Commercial and residential buildings contributed 22% and 16%, respectively, while municipal solid waste accounted for 8%. Over the same period, GHG emissions per capita declined from approximately 6.6 tCO₂e to 6.4 tCO₂e per person, indicating the region's population grew faster than emissions.

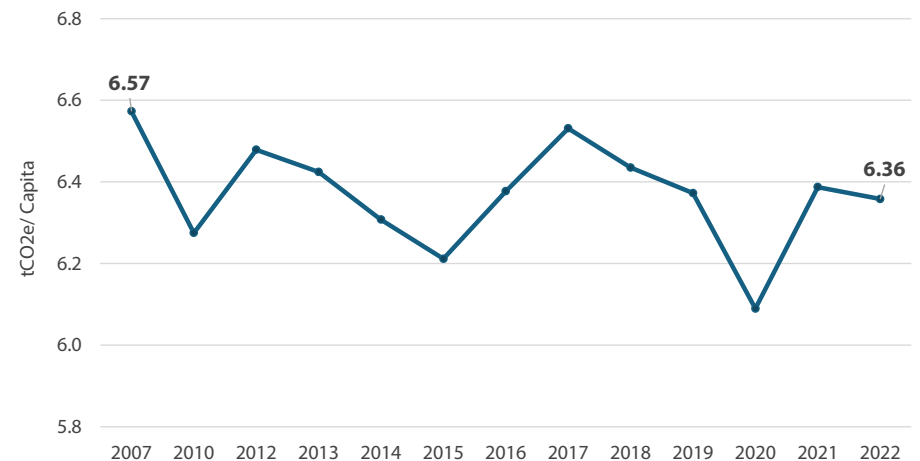
Community emissions represent a subset of total GHG emissions in the FVRD. The regional GHG inventory completed in 2025 included additional emissions sources such as agriculture, industry, and air and rail transportation. These additional sources were estimated at approximately 0.9 million tCO₂e, bringing total regional emissions to approximately 3.1 million tCO₂e in 2022.¹

Although the broader inventory provides a more complete snapshot of regional emissions, this indicator focuses on community sectors for which data can be periodically updated and compared over time. Continued monitoring will provide greater clarity on the region's long-term trajectory toward per-capita emissions reduction.

FVRD Community GHG Emissions, by Sector (2007-2022)



FVRD Community GHG Emissions, Per Capita (2007-2022)



What's being measured?

This indicator tracks community GHG emissions from passenger and commercial vehicles, residential and commercial buildings, and municipal solid waste. It focuses on sectors where local governments may have greater opportunities to influence emissions, excluding agriculture, industry, rail, and air transportation, where local government influence is generally more limited. The indicator can be updated as new inventory data becomes available.

Why measure it?

Greenhouse gas emissions contribute to climate change. Tracking GHG emissions supports monitoring of regional emissions trends and major sources, and provides a basis for informing climate action planning.

¹ Regional Greenhouse Gas Emissions Inventory - FVRD Staff report (Oct 2025)

<https://bit.ly/4hJPGu6>

[Updated 2026]

INDICATOR: REGISTERED ELECTRIC VEHICLES



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

The number of electric vehicles (EVs) registered in the FVRD has steadily increased over time. In 2025, there were 8,986 registered EVs, an 18% increase from the previous year. Approximately 93% of EVs were located in Abbotsford, Chilliwack, and Mission, broadly reflecting the region’s population distribution.

EVs still represent a relatively small share of vehicles in the FVRD, accounting for an estimated 3.6% of total vehicle registrations in 2025, up from 3.2% in 2024. Over the same period, registered hybrid vehicles saw a larger increase in their share of total registrations, rising from approximately 3.9% to 5.0%.

Provincial and federal sales targets are based on zero-emission vehicles (ZEVs), which include plug-in hybrids alongside battery electric vehicles. In 2025, ZEVs made up approximately 15% of new vehicle registrations in the FVRD, broadly in line with the provincial average of 17% and above the national average of 9.5%.²

Continued adoption of EVs and ZEVs will likely be influenced by access to charging infrastructure, vehicle affordability, fuel costs, and supportive policy measures.

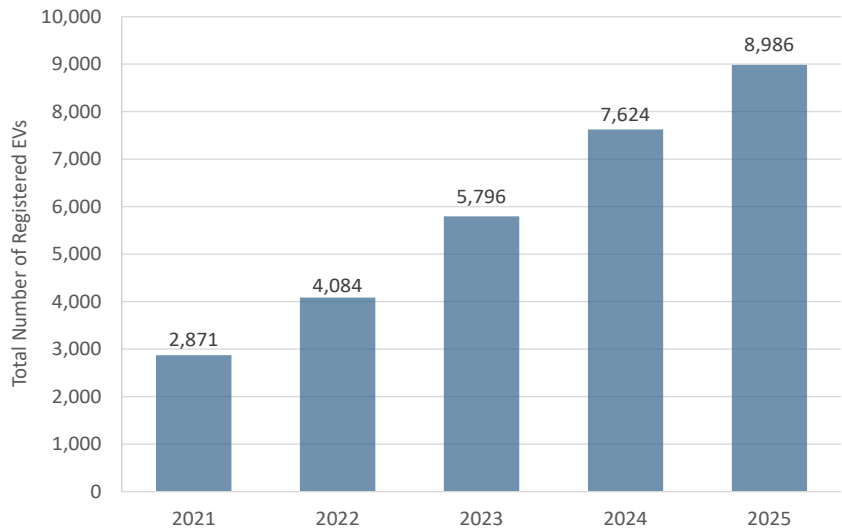
What’s being measured?

This indicator measures the number of registered light-duty electric vehicles in the FVRD using ICBC vehicle population data, which is updated annually. The EV count includes both passenger and commercial vehicles categorized as electric, but does not include plug-in hybrids. Statistics Canada data on new ZEV registrations is provided separately for context.

Why measure it?

The adoption of sustainable transportation modes, such as public transportation and electric vehicles, is integral to reducing combustion energy consumption and greenhouse gas (GHG) emissions. As EV adoption increases, it can reduce reliance on gas-powered vehicles and help lower transportation-related GHG emissions.

Registered EVs in the FVRD (2021-2025)



Registered EVs in the FVRD (2021-2025)

	2021	2022	2023	2024	2025
Abbotsford	1,502	2,205	3,171	4,227	4,924
Chilliwack	757	1,068	1,505	1,968	2,369
Mission	372	505	692	923	1,095
Hope	46	51	74	86	110
Kent	47	67	97	116	152
Harrison Hot Springs	28	29	35	51	61
Electoral Areas	119	159	222	253	275
Total	2,871	4,084	5,796	7,624	8,986

Source: Insurance Corporation of British Columbia.

² New motor vehicle registrations - Statistics Canada: <https://bit.ly/4gm0MVt>

[Updated 2026]

INDICATOR: ELECTRIC VEHICLE CHARGING CAPACITY



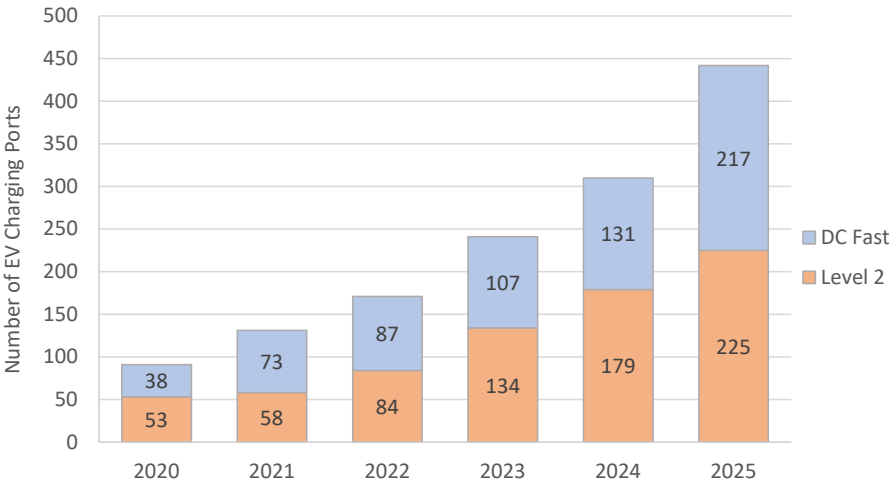
Desired outcome:
Increased publicly accessible EV charging capacity within the FVRD.

In 2025, there were 442 publicly accessible EV charging ports across 111 station locations in the FVRD. A station location represents a physical site where charging is available, while a port is a single charging outlet that can serve one vehicle at a time. Since one station location may contain multiple ports, the number of ports provides a better representation of the total public charging capacity.

Of the 442 public charging ports identified in 2025, 217 were DC-fast-charging ports and 225 were Level 2 ports, representing approximately 49% and 51% respectively. DC fast chargers provide quicker charging and are important for highway travel, longer-distance trips, and charging between communities. Level 2 chargers typically require several hours and are better suited to locations where vehicles are parked for longer periods.

As of April 1, 2026, B.C. had more than 8,900 public charging ports, including 6,599 Level 2 ports and more than 2,300 fast-charging ports. BC Hydro, which operates one of B.C.'s public charging networks, plans to expand its network to 3,500 ports by 2035, with new charging hubs planned in communities, along major highway corridors, and in high-demand urban areas.³

Public EV Charging Ports in the FVRD by Type (2020-2025)



Public EV Charging Infrastructure in the FVRD (2025)

	Station Locations	Total Ports	DC Fast Ports
Abbotsford	41	161	70
Chilliwack	32	117	39
Mission	11	46	16
Hope	12	84	77
Kent	3	5	2
Harrison Hot Springs	4	11	0
Electoral Areas	8	18	12
Total	111	442	216

Sources: Natural Resources Canada via the Alternative Fuelling Stations Locator and PlugShare.

What's being measured?

This indicator is a measure of the publicly accessible EV charging infrastructure located within the FVRD, including the number of charging ports and station locations. Charging ports are used as the primary measure of charging capacity, as a single station location can include multiple ports. Figures are sourced from Natural Resources Canada's *Alternative Fuelling Stations Locator* and cross-referenced with PlugShare's EV map. Historical trends are based on station open dates from the currently available inventory; therefore, stations or ports removed from the source data are not reflected in previous years.

Why measure it?

EV adoption helps reduce transportation-related fuel use and greenhouse gas emissions. Expanding public charging infrastructure supports EV adoption by improving charging access, reducing range anxiety, and enabling longer-distance travel between communities.

³ BC Gov News, July 26, 2026: <https://bit.ly/4hw73iy>

SUMMARY OF INDICATORS



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 uncertainty in the observed trend.



Unable to evaluate progress due to a lack of data.

Indicator	What are we measuring?	Desired Outcome		Performance	Frequency
1.0 Collaboration					
Building Relationships with First Nations	This indicator considers the projects and initiatives which involve engagement, collaboration, and partnerships with First Nations communities or governments, as well as the education/training of FVRD staff and Board/Committee members.	Increased or improved First Nation's engagement, collaboration, and FVRD staff/Board training and education.		The FVRD continues to interact and collaborate with First Nations through a variety of partnerships and initiatives.	1 year [Updated 2026]
2.0 Economic Strength & Resiliency					
Unemployment Rate	The number of unemployed persons expressed as a percentage of the total labour force.	Decreased unemployment rates or unemployment rates comparable to provincial averages in the FVRD.		Unemployment rates in the FVRD continued to rise from 2022 lows and remain above provincial averages, though roughly in line with national rates.	1 year [Updated 2026]
Labour Force Participation Rate	The number of people aged 15 years and over who are employed or actively seeking work, expressed as a percentage of the total population aged 15 years and over.	Increased labour force participation rates within the FVRD.		Labour force participation rates in the FVRD have steadily declined since 2006.	5 years
Commute Flow	Percentage of the FVRD's employed labour force who commute within the FVRD for work.	Increased percentage of FVRD commuters who remain in the FVRD for work.		The percentage of residents that stay in the FVRD for work continues to increase.	5 years
Business Counts	Total number of registered businesses in the FVRD, with a focus on businesses that maintain a payroll.	Increased number of businesses in the FVRD that maintain a payroll.		The number of registered businesses with a payroll in the FVRD has steadily increased year over year.	1 year [Updated 2026]
Farm Operating Revenues	Agriculture operating revenues, or farm income, before expenses are deducted.	Increased total farm operating revenues for the FVRD.		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.		Room revenues have recovered since the COVID-19 pandemic and continue to trend higher.	1 year [Updated 2026]

Indicator	What are we measuring?	Desired Outcome		Performance	Frequency
3.0 Living Well					
Household Income	Median after-tax household income in the FVRD, including income support or government transfers.	Increased median household incomes (after tax) within the FVRD.	 On Track	Median after-tax household income in the FVRD has steadily increased. However, parts of the region have significantly lower median household incomes than others.	5 years
Individual Income	Median after-tax individual income in the FVRD, including taxable, non-taxable, regular, and recurring income.	Increased median individual incomes (after tax) within the FVRD.	 On Track	Median after-tax individual income 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					
Housing Prices	Average sales price of residential units in the FVRD, including new homes and the price of all homes sold.	Moderation in average housing prices within the FVRD.	 Making Progress	Housing prices in the FVRD remain elevated but increased housing supply and slower absorption appears to be marginally moderating housing prices.	1 year [Updated 2026]
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.	 On Track	Rental housing vacancy rates have risen to a balanced rate of 3%.	1 year [Updated 2026]
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 continues to increase despite much improved vacancy rates.	1 year [Updated 2026]
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.	CMHC no longer providing data
Seniors' Rental Housing Costs	Average monthly rental costs of independent living rental units intended for seniors in the FVRD.	Moderation in monthly seniors' rental housing costs within the FVRD.	 Not On Track	The average monthly rental cost of seniors' rental units (independent living) has steadily increased in the FVRD.	CMHC no longer providing data

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Housing Starts	Number and type of dwelling units beginning construction each year in the FVRD, with a focus on multi-family starts.	Increased annual multi-family housing as a percentage of total starts in the FVRD.	 On Track	Multi-family units make up an increasing share of the annual number of housing starts in the FVRD.	1 year [Updated 2026]
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 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 historical FVRD Point-in-Time homeless counts and more recent municipal counts.	TBD [Updated 2026]
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.	 On Track	Following a peak in 2021 and a subsequent decline, regional park usage in the FVRD has been increasing steadily in recent years following a stable trend.	1 year [Updated 2026]
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 increased modestly, continuing a stable trend upwards from lows in 2021/22.	1 year [Updated 2026]
Fine Particulate Matter	Tiny solids and liquids in the air from combustion processes, measured in micrograms per cubic metre of air ($\mu\text{g}/\text{m}^3$).	Decreased levels of fine particulate matter ($\text{PM}_{2.5}$) in the FVRD.	 Not On Track	Over the long-term there has been an increase in the annual average of fine particulate matter ($\text{PM}_{2.5}$) in the FVRD, with recent spikes related to wildfire activity.	1 year [Updated 2026]
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	Over the last decade the number of days under air quality advisory in the FVRD has increased, with longer periods of degraded air quality occurring due to wildfire smoke impacts.	1 year [Updated 2026]
6.0 Transportation & Mobility					
Traffic Volume	Average number of vehicles crossing screenlines in the FVRD. 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	Traffic volumes have varied across the region's major corridors; however, most corridors have experienced long-term increases.	5 years [Updated 2026]
Intraregional Trips	Proportion of daily trips (for all purposes and by all modes) originating in the FVRD that stay within the FVRD.	Increased proportion of trips which stay within the FVRD.	 Making Progress	The proportion of daily trips that remain within the FVRD increased modestly and continues to remain high.	5 years [Updated 2026]

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Public Transit Ridership	Total passenger trips for the year in the FVRD as an estimated measure of system ridership.	Increased public transit ridership in the FVRD.	 Making Progress	Public transit ridership has steadily increased and demonstrated considerable resilience following temporary service disruptions including the COVID-19 pandemic and the transit strike in 2023.	1 year [Updated 2026]
Public Transit Revenue	Total revenue for each transit system in the FVRD for the year, including fares and advertising revenue.	Increased total public transit revenue in the FVRD.	 Making Progress	Public transit revenue has steadily increased and demonstrated considerable resilience following temporary service disruptions including the COVID-19 pandemic and the transit strike in 2023.	1 year [Updated 2026]
Active Transportation	Percentage of all work trips taken by human-powered forms of transportation in the FVRD, such as walking, cycling, skateboarding, or e-bikes and e-scooters.	Increased percentage of all work trips taken by active transportation in the FVRD.	 Not On Track	The percentage of all work trips taken by active transportation has improved only marginally within the FVRD.	5 years
Completed Transportation Priorities	The status of transportation infrastructure projects as identified in the FVRD RGS.	Increased number of completed transportation priorities as identified in the FVRD RGS.	 Making Progress	Multiple infrastructure projects identified as priorities in the RGS have been completed or are in progress.	1 year [Updated 2026]
7.0 Infrastructure & Services					
Recyclable Materials Diverted from Disposal	The weight (kg) of paper and packaging materials collected for recycling per capita within the FVRD.	Increased recyclable materials diverted from disposal in the FVRD.	 Observing	Residential paper and packaging collection in the FVRD increased in 2025, but remains below the provincial average and its 2020 peak. However, this measure captures only one recycling stream and may be influenced by factors beyond diversion rates	1 year [Updated 2026]
8.0 Climate Change					
Community Greenhouse Gas Emissions	Total and per capita rates of community GHGs emitted in the region measured in tonnes of carbon dioxide equivalent (tCO ₂ e).	A reduction in community GHG emissions per capita.	 Observing	Total community GHG emissions increased while per-capita emissions declined modestly. Continued monitoring will provide greater clarity on the region's long-term trajectory towards per capita emissions reduction.	TBD [Updated 2026]
Registered Electric Vehicles	Total number of light-duty electric vehicles registered within the FVRD.	Increased number of registered EVs within the FVRD.	 On Track	The number of EVs registered in the FVRD has steadily increased year-over-year.	1 year [Updated 2026]
Electric Vehicle Charging Capacity	Publicly accessible EV charging capacity within the FVRD as measured through the number of charging ports and station locations that are currently available.	Increased publicly accessible EV charging capacity within the FVRD.	 On Track	The number of publicly accessible EV charging ports and station locations in the FVRD has steadily increased year-over-year.	1 year [Updated 2026]

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, 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 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 and Local Context

Census Division (CD)	Census Metropolitan Area (CMA)	Census Subdivisions (CSD)
Groups of neighbouring municipalities joined together for the purposes of regional planning and managing common services.	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.	Municipalities or areas treated as municipal equivalents for statistical purposes (e.g., Indian reserves, Indian settlements, and unorganized territories).
Fraser Valley Regional District	Abbotsford-Mission CMA INCLUDES: <i>City of Abbotsford</i> <i>City of Mission</i> <i>First Nations</i>	6 Municipality CSDs 8 Electoral Area CSDs 33 First Nation Reserve CSDs
	Chilliwack CMA INCLUDES: <i>City of Chilliwack</i> <i>District of Kent</i> <i>Harrison Hot Springs</i> <i>Electoral Areas D, E, and H</i>	
	Hope and Electoral Areas of A, B, C, F, and G excluded.	

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

Source: Statistics Canada Dictionary, 2021 Census of Population.



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