



Fraser Valley Regional Growth Strategy

# MONITORING REPORT

May 2025

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# INTRODUCTION

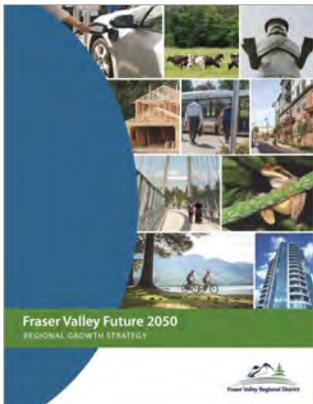
## What's a Regional Growth Strategy?

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.<sup>1</sup>

## 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/rgs](http://www.fvrd.ca/rgs)

[www.fvrd.ca/rgsmonitoring](http://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% of the current population.

***The Lower Mainland's population is expected to reach 4.3 million by 2051, an increase of 1.2 million in less than 30 years.***<sup>2</sup>

Metro Vancouver'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.

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

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

## 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, 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 cycle (e.g. Census information).

The impact of the COVID-19 pandemic is discussed in relation to indicators; however, for those relying on Census data, definitive conclusions remain limited. Many of the long-term effects will not be fully understood until new data becomes available with the 2026 Census.

## 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 trends analysis continues to provide important regional insights.



### 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 disruptions to long-term trends.



### Waiting for Data:

Unable to evaluate progress due to a lack of data.

## What's been updated?

Nineteen out of the thirty-three RGS monitoring indicators and three spotlight pages have been updated. This includes one new spotlight page (*Municipal Collaboration with First Nations*). See pages 54-57 for a summary of all RGS monitoring indicators.

In 2025, three indicators which received updated performance evaluations.

Indicator	2024	2025
Unemployment Rate	On Track	Observing
Housing Starts	Making Progress	On Track
Regional Park Visits	Making Progress	On Track

# COLLABORATION

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





## SPOTLIGHT: MUNICIPAL COLLABORATION WITH FIRST NATIONS

The Nlaka'pamux, St'at'imc, Stó:lō, and Sts'ailes Peoples have generational ties to the land that we call the FVRD. With 31 First Nations with reserves in the FVRD and more with interests in the area, collaboration is key to advancing reconciliation and identifying shared priorities. The FVRD's six municipalities increasingly work with First Nations to address shared challenges and opportunities, and to meaningfully advance Reconciliation. These efforts reflect the intent of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Truth and Reconciliation Commission's (TRC) Calls to Action.

### HIGHLIGHTED MUNICIPAL PROJECTS AND INITIATIVES

#### City of Abbotsford

- Developed an 'Indigenous Business Working Group' to ensure that First Nations needs and perspectives are included in the City's economic development matters.
- Developed a Culture Strategy, which provides a roadmap for delivering and supporting culture and integrating it into government planning by honouring Indigenous heritage, culture and legacy.

#### City of Chilliwack

- Provides water and sewer services and regularly collaborates with neighbouring First Nations on growth, development, and infrastructure planning, including traffic management and utility capacity.
- Installed welcome figures carved by Yeqwyeqwi:ws First Nation Chief Terry Horne outside City Hall to reflect the importance of the heritage, culture, and continued contributions of the Stó:lō Coast Salish peoples.

#### City of Mission

- Adopted Nine Principles of Reconciliation to guide engagement and relationship-building with First Nations.
- Returned 60 hectares of land as part of the Í:xel Sq'eq'ó ("Together We Paddle") Agreement signed in 2021 by the Leq'á:mel Máthxwi Semá:th Society (LMS), the City of Mission and the Province.

<sup>1</sup> "District of Hope, Chawathil First Nation Sign Historic Agreement", Fraser Valley Today, May 2024: <https://bit.ly/43gxWhn>

<sup>2</sup> "Lets'emot Regional Aquatic Centre Officially Named", Agassiz-Harrison Observer, Feb 2023: <https://bit.ly/4moH6Bw>

#### District of Hope

- In 2024, signed a memorandum of understanding with Chowéthel First Nation, providing a framework for ongoing collaboration, "demonstrating a commitment to positive, collaborative dialogue on shared interests".<sup>1</sup>

#### District of Kent

- In 2024, named the new regional indoor pool, the Lets'emot Regional Recreation and Aquatic Centre, reflecting the importance of neighbouring communities and Lets'emot Community to Community (C2C) Forum partners.<sup>2</sup>

#### Village of Harrison Hot Springs

- Since 2012, has co-hosted 'Sasquatch Days' in partnership with Sts'ailes, which aims to celebrate Sts'ailes history, culture, and traditions such as war canoe races and medicine walks.

The **Lets'emot C2C** is comprised of leadership from various Upper Fraser Valley communities, including Cheam First Nation, Seabird Island Band, Sq'éwlets First Nation, Stó:lō Tribal Council, Sts'ailes Nation, District of Kent, and Village of Harrison Hot Springs. Lets'emot is a Halq'eméylem word meaning "one heart, one mind"

The [C2C program](#) supports the advancement of First Nation/local government reconciliation and relationship building through the development of agreements (such as protocols, MOUs, and service agreements), joint plans and/or strategies and the joint review of bylaws and/or policies in order to develop recommendations for amendments or new bylaws and/or policies. Funding is provided by both the provincial and federal government.

[Updated 2025]

## 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 2024, 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.

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

### 2024 HIGHLIGHTED PROJECTS AND INITIATIVES

#### Education and Training

- Indigenous cultural awareness training made available to all FVRD staff and elected officials.
- Implemented Indigenous cultural awareness training as part of onboarding all new employees.
- Added 12 new books to the 'Indigenous Reads' staff library.
- Eighteen 'FVRD Connections' e-newsletter publications delivered to the inboxes of 97 staff, elected officials, and external stakeholders.

#### Government Relations

- Co-hosted a Regional Community to Community event and follow-up meeting with Sts'ailes Nation.
- Applied for UBCM funding to host a C2C with Chowéthel First Nation.
- Engaged with First Nations along Highway 7 between Agassiz and Mission as part of North of the Fraser transit service planning, including an open house at Leq'á:mel First Nation (attended by 70+ community members).
- Staff planted trees for the Skowkale, Aitchelitz, Yakweakwoose (SAY) Lands Chilliwack River Restoration Project.

#### Policy and Services

- Consultation with First Nations on the update of the Electoral Area C OCP and associated neighbourhood plans.
- Preliminary work related to the development of an FVRD Indigenous Framework, a directive in the Board's 2023-2026 FVRD Strategic Plan.
- Collaborated with First Nations to enable the use of the CEDAR network to improve communications with First Nations during emergencies.

#### What's being measured?

This indicator measures the total number of projects and initiatives which involves collaboration or 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. Future monitoring reports may include a similar indicator on the projects and initiatives of municipal members.



## 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 2025]

# INDICATOR: UNEMPLOYMENT RATE

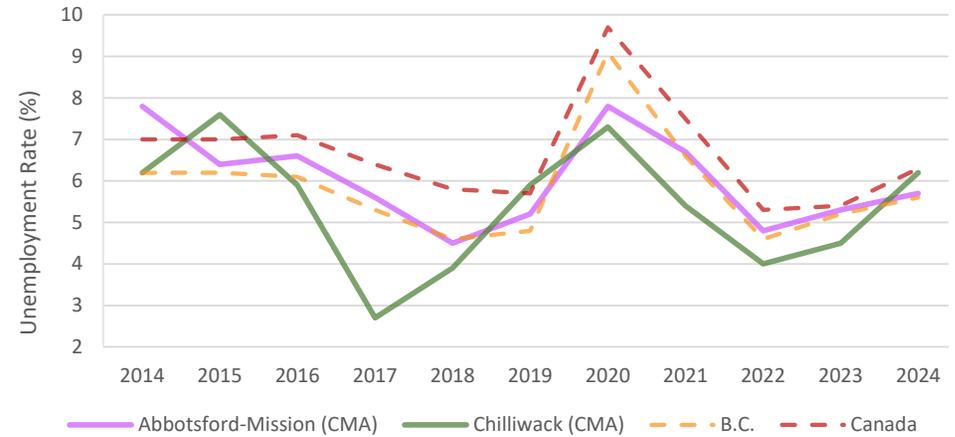


**Desired outcome:**  
Decreased unemployment rates or unemployment rates comparable to provincial averages in the FVRD.

In 2024, unemployment rates in the FVRD continued to trend upwards from lows observed in 2022. The unemployment rate in the region's two Census Metropolitan Areas (CMAs), Abbotsford-Mission and Chilliwack, increased by 0.5 and 1.6 percentage points to 5.7% and 6.2% respectively. While both CMAs were above the provincial rate of 5.6%, they remained below the national average of 6.3%. Despite year-to-year fluctuations and a spike during the COVID-19 pandemic, annual average unemployment rates in the FVRD have remained at or below 2014 levels.

Although low unemployment is often considered ideal, significantly lower rates can indicate a tight labour market. In 2022, near-record low unemployment and a record high number of job vacancies presented challenges for employers attempting to fill positions. Alternatively, the rise in unemployment likely reflects the increased difficulty finding a job, particularly as sectors like construction and retail trade have experienced layoffs amid a softening labour market.<sup>1,2</sup>

## FVRD Unemployment Rates, by CMAs (2014-2024)



	Abbotsford-Mission CMA	Chilliwack CMA	B.C.	Canada
2014	7.9	6.1	6.2	7.0
2015	6.5	7.6	6.2	6.9
2016	6.6	5.9	6.1	7.0
2017	5.6	2.7	5.3	6.4
2018	4.5	3.9	4.6	5.8
2019	5.3	5.8	4.8	5.7
2020	7.9	7.3	9.1	9.7
2021	6.8	5.5	6.6	7.5
2022	4.8	4.1	4.6	5.3
2023	5.2	4.6	5.2	5.4
2024	5.7	6.2	5.6	6.3

Source: Statistics Canada Labour Force Survey.

### What's being measured?

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

### Why measure it?

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

<sup>1</sup> Factors behind the rise in unemployment, Bank of Canada, October, 2024: <https://bit.ly/430OWIt>

<sup>2</sup> The Daily, Labour Force Survey, March 2025: <https://bit.ly/3GvkAGD>

# INDICATOR: LABOUR PARTICIPATION RATE



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

In 2021, the total labour participation rate for the FVRD was 62.9%, which was 0.5% lower than in 2016. The figure for 2021 is based on data collected during the week of May 2 to 8, 2021 when labour participation rates had recovered to pre-pandemic levels.<sup>3</sup>

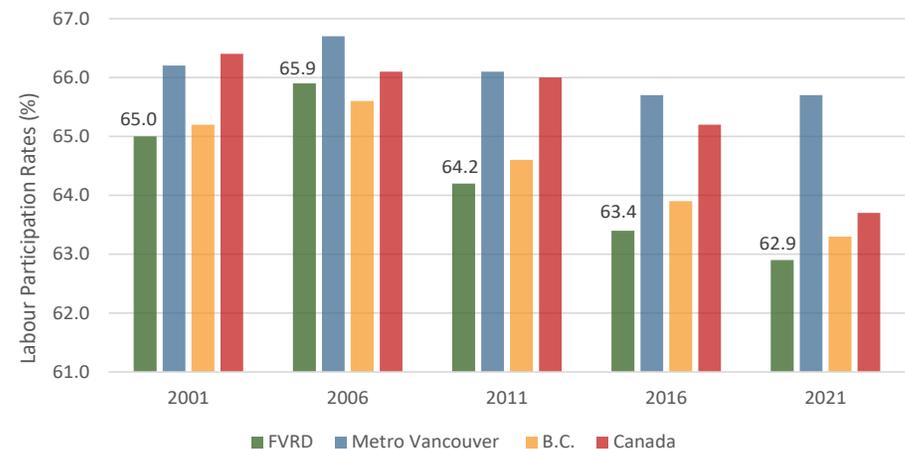
Labour participation in the region is 0.4% lower than the province, 0.8% lower than national labour participation rates, and 2.8% lower than Metro Vancouver. Since 2001, the gap between the FVRD and Metro Vancouver's labour participation rates has increased by almost 3%.

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

## FVRD Labour Participation Rates (2001-2021)

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

\* Data not available.



### What's being measured?

This indicator looks at the number of people working or actively looking for work, expressed as a percentage of the total labour force of working age population aged 15 and over. This data comes from Statistics Canada and is updated every five years. Statistics Canada's Labour Force Survey 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 participation rate is an important indicator for regional economies as it represents the relative amount of labour resources available for the production of goods and services within the region. High labour participation rates and low unemployment rates indicate a robust job market.

<sup>3</sup> 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%
<b>Total - Labour force aged 15 years and over</b>	<b>164,050</b>	<b>100%</b>	<b>1,468,215</b>	<b>100%</b>	<b>2,657,280</b>	<b>100%</b>

\*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.

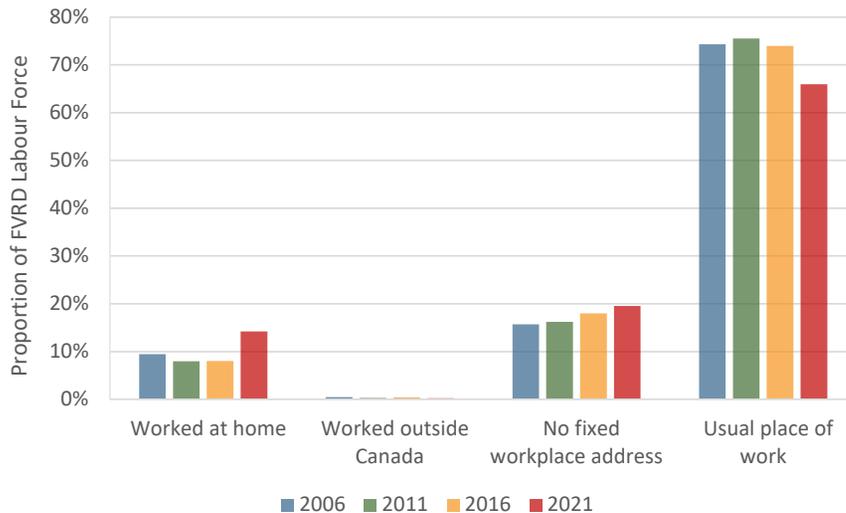


## SPOTLIGHT: WORKING FROM HOME

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.<sup>4</sup> 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)



Source: Statistics Canada 2021 Census.

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.<sup>5</sup>

### 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.

<sup>4</sup>Classifications of Place of Work Status: <https://bit.ly/3SL0Pg5>

<sup>5</sup> Has 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.

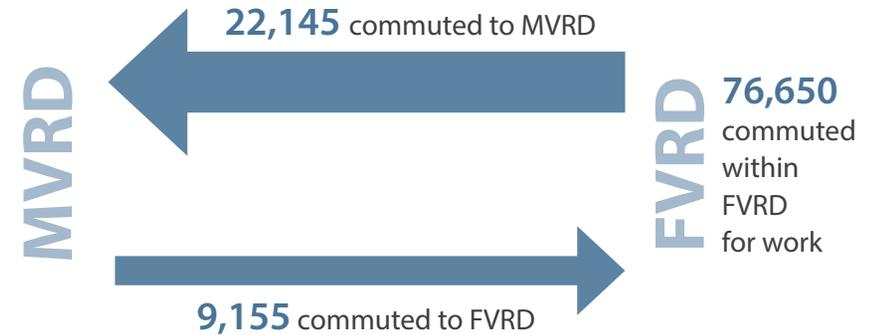
In 2021, over 76,650 residents in the FVRD, or 76.5% of the FVRD's employed labour force with a usual place of work, had a regular work commute that started and ended within the FVRD, which is an increase of 1.7% compared to 2006.

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

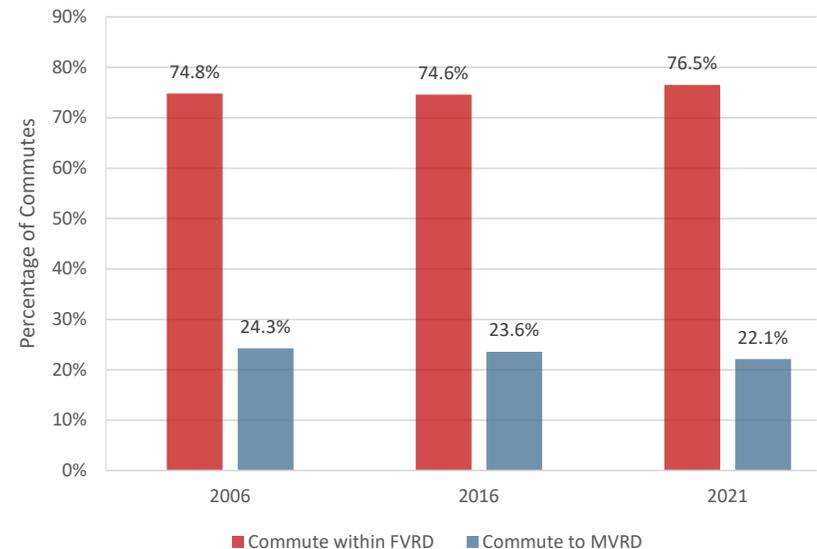
This figure helps to challenge misconceptions that the region is made up of merely bedroom communities. Between 2006 and 2021, the net outflow of jobs into Metro Vancouver decreased from 13,060 to 12,990 persons. Out of all commuters from FVRD into MVRD, more end their trips in Surrey, Langley, and Maple 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.<sup>6</sup>

## Lower Mainland Commute Flow, Persons (2021)



## FVRD Commute Destinations (2006-2021)



### What's being measured?

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

### Why measure it?

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

<sup>6</sup> Has the COVID-19 Pandemic Changed Commuting Patterns for Good?, Statistics Canada: <https://bit.ly/3INRzDs>

Sources: Statistics Canada 2021, 2016 and 2006 Census.

[Updated 2025]

## INDICATOR: BUSINESS COUNTS



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

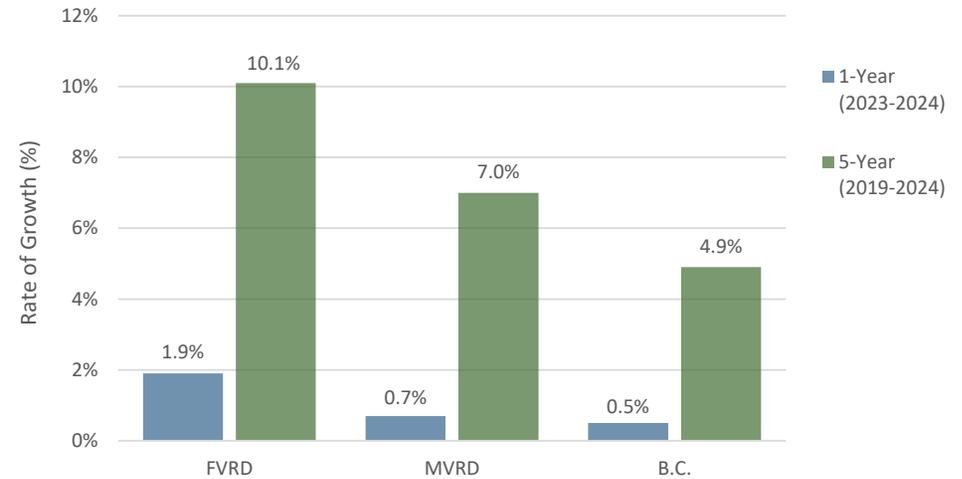
In 2024, there were over 44,000 registered businesses in the FVRD, of which 13,006, or 29.4%, had an employee workforce and maintained a payroll.

Compared to 2023, the total number of businesses in 2024 grew by 2,618 or 6.3%, and businesses with a payroll increased by 237 or 1.9%. The latter growth rate increased slightly from 1.4% in 2023 to 1.9% in 2024, possibly reflecting improved business sentiment as interest rates eased in late 2024.<sup>7</sup>

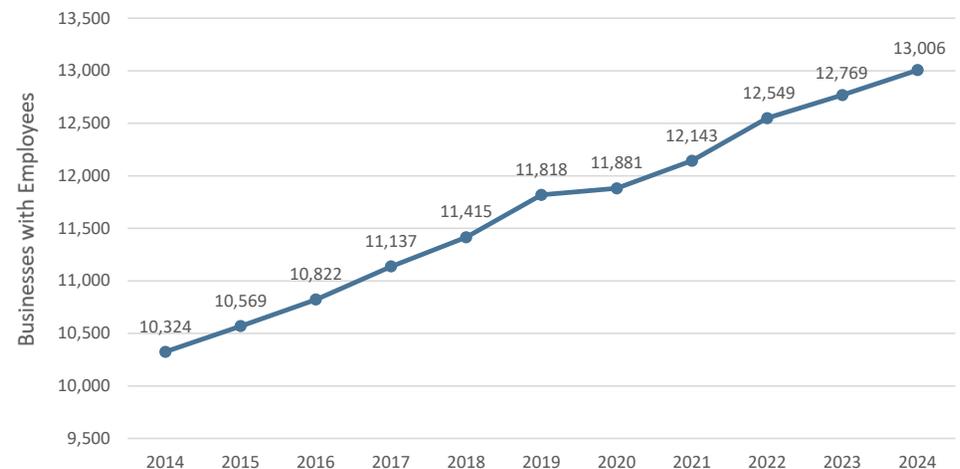
Since 2019, the number of businesses that maintain a payroll in the FVRD increased by 1,188 totalling a 10.1% five-year growth rate, which is more significant than the growth in Metro Vancouver and the province as a whole. Most businesses in the FVRD that provide employment are located within the region's municipalities; however, there are over 550 employers located in electoral areas and First Nations communities.

96% of FVRD businesses with employees are classified as small businesses, as they have fewer than 50 employees. However, there are over 500 businesses with 50 or more employees within the region, which has increased by 14.8% since 2019.

### Growth Rates of Businesses with a Payroll (2019-2024)



### Number of FVRD Businesses with a Payroll (2014-2024)



#### What's being measured?

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

#### Why measure it?

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

<sup>7</sup>The state of business financing and debt in Canada, Q4 2024, Statistics Canada:

<https://bit.ly/3YqyAHP>

Source: Statistics Canada's Business Register.

## INDICATOR: FARM OPERATING REVENUES



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

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

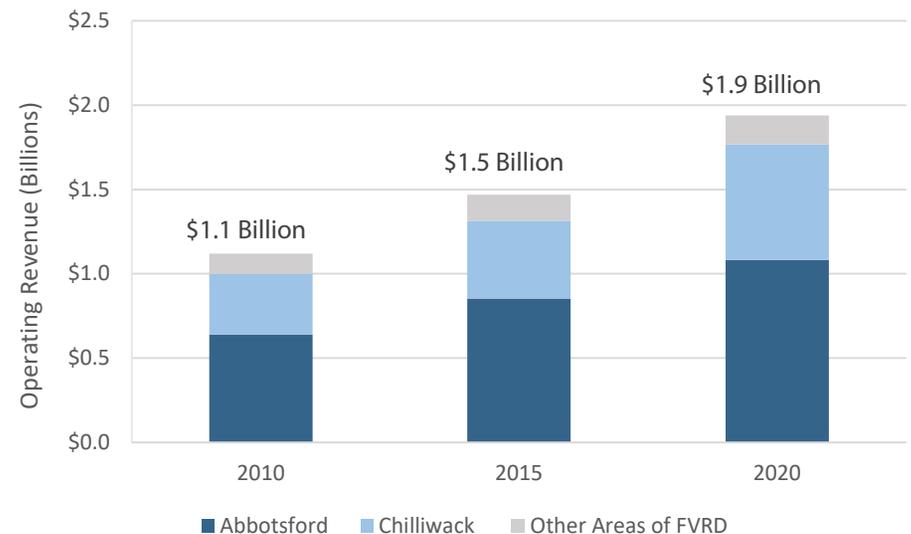
Individual farming revenues range significantly depending on farm size and commodity. However, the FVRD has the highest average revenue per farm in the province. 15% of B.C.'s farms are located in the region and these account for nearly half of the province's top revenue-producing farms.

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

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

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

### FVRD Farm Operating Revenues (2010-2020)



Source: Statistics Canada 2021 Census of Agriculture.

#### What's being measured?

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

#### Why measure it?

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

[Updated 2025]

## INDICATOR: ROOM REVENUE



**Desired outcome:**  
Increased total room revenue for the FVRD.

Since reporting began in 2010, revenues from hotel and other short-term stay accommodations have steadily increased in the region, reaching a peak of nearly \$110 million in 2023.

Compared to the previous year, 2024 room revenues were down by 2%; however, over a five year period, revenues from short-term accommodations in the region increased by 52%.

The FVRD is a leading destination for outdoor recreation in B.C. The region's tourism diversification and total economic value is expected to keep growing, particularly in relation to agri-tourism and Indigenous tourism.<sup>8</sup> That being said, reduced hotel occupancy so far in 2025, suggests lower revenues for the current year.<sup>9</sup>

The region's close proximity to significant tourism markets (Metro Vancouver and Washington State) contributes to the region's popularity as a destination for day trips and camping. Continued development of tourism offerings is needed to increase overnight stays by B.C. and U.S. residents, which has more direct economic benefit than shorter visits.

### 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 not available for all areas of the region.

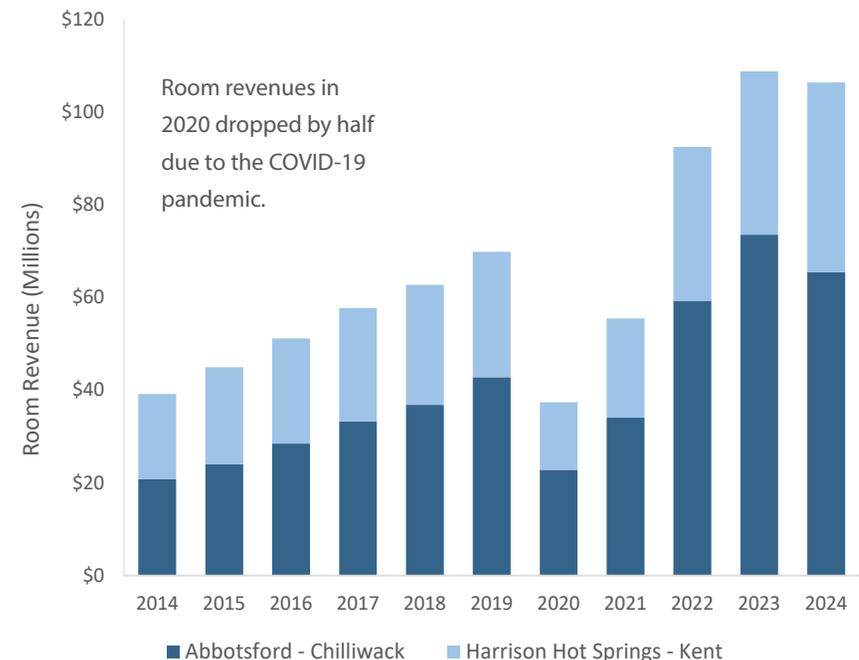
### Why measure it?

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 FVRD's status as a tourism destination.

### FVRD Room Revenue for Select Municipalities in Millions (2019-2024)

	2019	2020	2021	2022	2023	2024
Abbotsford-Chilliwack	\$42.8	\$22.9	\$34.0	\$59.3	\$73.5	\$65.5
Harrison Hot Springs-Kent	\$27.0	\$14.6	\$21.4	\$33.2	\$35.3	\$40.9
FVRD (Total)	\$69.8	\$37.4	\$55.4	\$92.4	\$108.7	\$106.3

### FVRD Room Revenue for Select Municipalities in Millions (2014-2024)



<sup>8</sup>Fraser Valley Destination Development Strategy, Destination BC, 2019: <https://bit.ly/3vO0vGB>

<sup>9</sup>Tourism BC Dashboard, Destination BC, Accessed April 15, 2025: <https://bit.ly/3YvXpSo>

# LIVING WELL

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



## INDICATOR: HOUSEHOLD INCOME



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

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

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

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

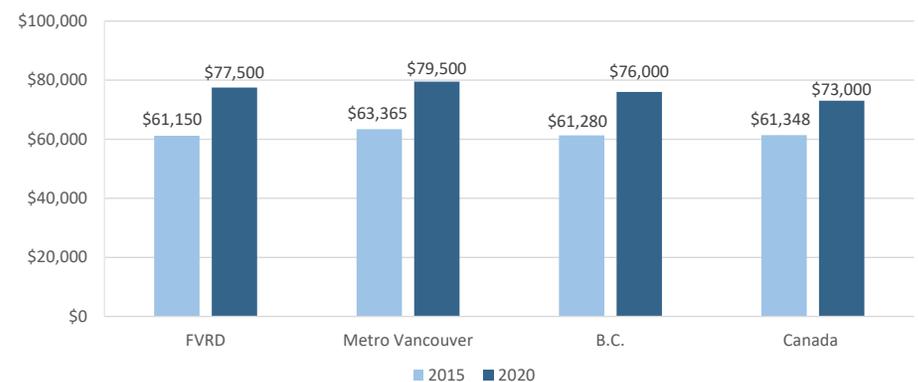
Despite varying levels of household income, all FVRD member municipalities and electoral areas showed an increase in household income during the last Census. It should be noted that increases in 2020 median household (after tax) income for lower-income individuals and families were largely due to income support programs designed to assist Canadians impacted by COVID-19 economic shutdowns.<sup>1</sup>

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

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

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

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



#### What's being measured?

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

#### Why measure it?

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

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

## INDICATOR: INDIVIDUAL INCOME



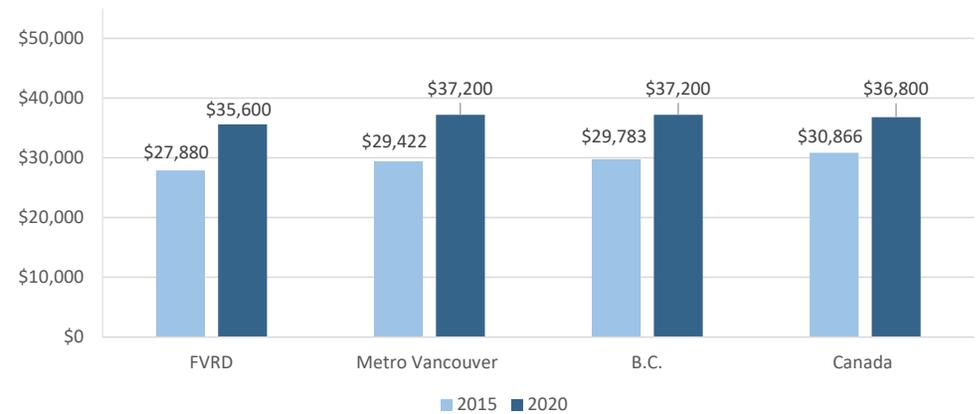
**Desired outcome:**  
Increased median individual incomes (after tax) within the FVRD.

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

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

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

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



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

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

#### What's being measured?

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

#### Why measure it?

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

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

# INDICATOR: EDUCATION RATES



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

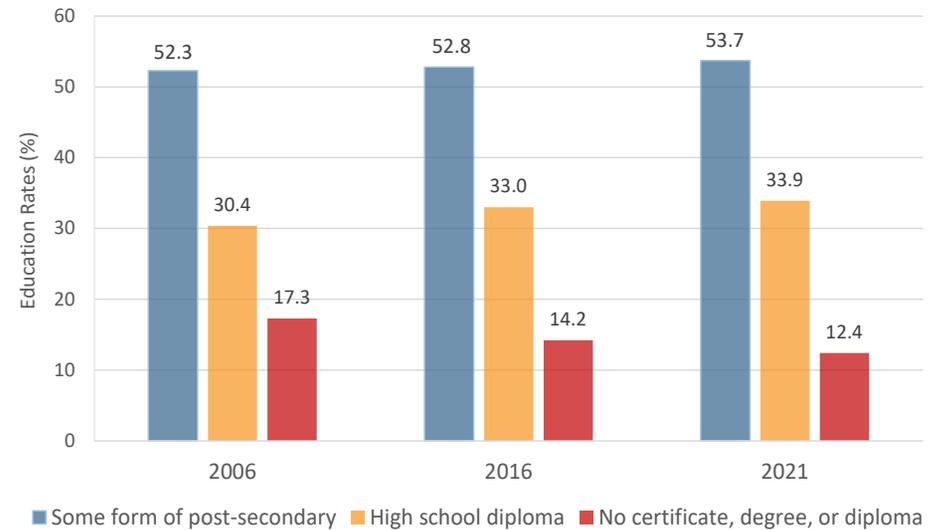
In 2021, 53.7% of residents in the FVRD had some form of post-secondary education. Post-secondary education rates for regional districts in B.C. range from 48.5% to 70.5%. The rate of post-secondary education in the FVRD is lower than Metro Vancouver and the province as a whole.

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

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.

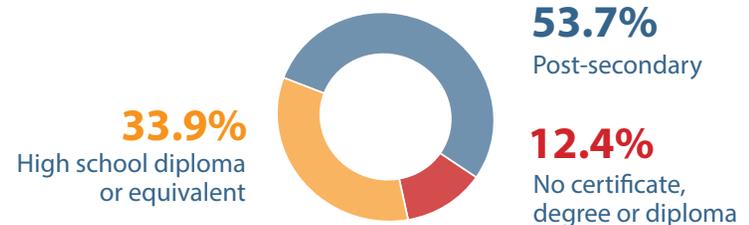
## FVRD Education Trends (2006-2021)



## Post-Secondary Education Rates (2006-2021)

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

## FVRD Education Rates (2021)



### What's being measured?

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

### Why measure it?

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

Sources: Statistics Canada 2021, 2016 and 2006 Census.



# COMMUNITY BUILDING

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

[Updated 2025]

## INDICATOR: RESIDENTIAL HOUSING PRICES



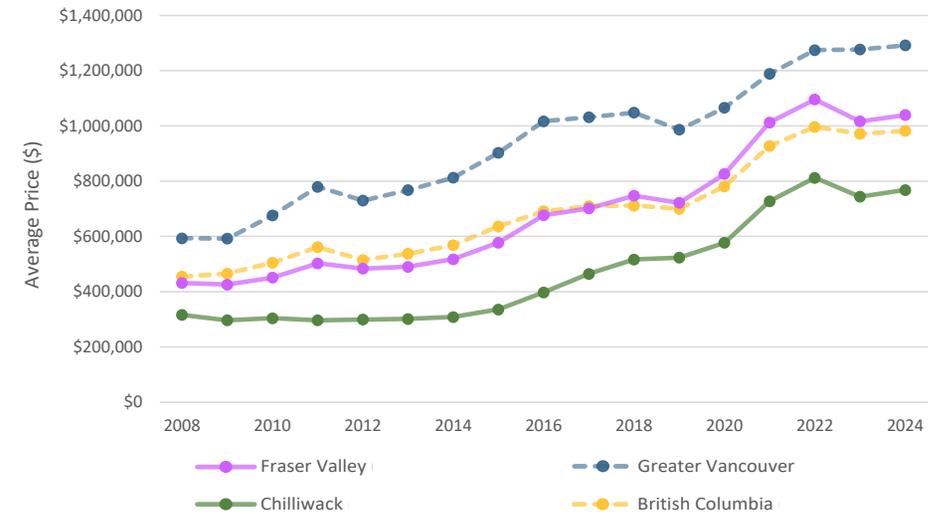
**Desired outcome:**  
Moderation in average housing prices in the FVRD.

After a slight decrease in 2023, average residential sale prices saw a modest increase in 2024, but remained below their 2022 peak. While lower interest rates typically support housing demand, many potential buyers have remained on the sidelines due to continued affordability challenges, economic uncertainty, and expectations of further rate cuts.<sup>1</sup> As a result, home prices leveled off in 2024 despite easing borrowing costs.

However, long-term trends show prices remain elevated. The Fraser Valley Real Estate Board (FVREB) and the Chilliwack and District Real Estate Board (CADREB) reported average residential sales prices of \$1,039,456 and \$768,380 in 2024, representing five year increases of 44% and 47% respectively. The average price of absorbed units in the FVRD (newly built single and semi-detached homes) also continued to increase in 2024.

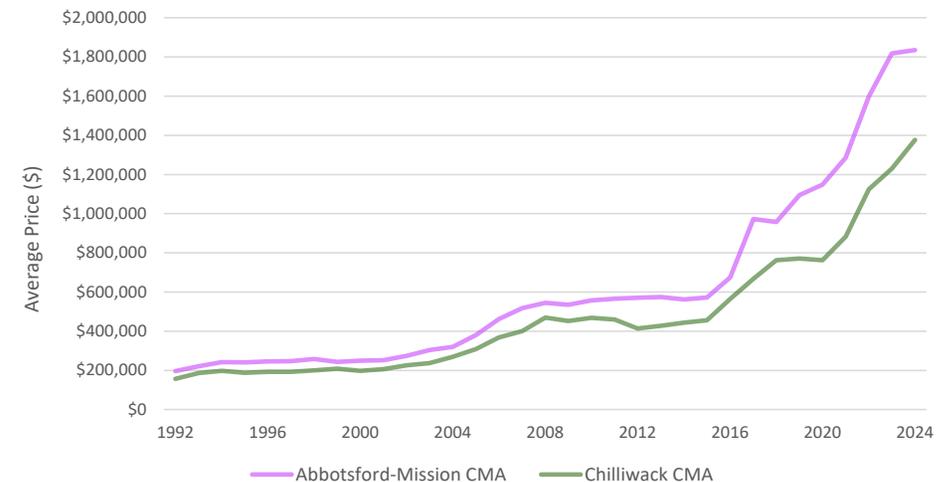
Canadian Mortgage and Housing Corporation (CMHC) notes that surges in house prices in nearby housing markets such as Metro Vancouver have resulted in increased migration to regions such as the FVRD, resulting in further pressure on housing supply and increases in price.<sup>2</sup>

### Average MLS Residential Sale Prices (2008-2024)



Source: BC Real Estate Association.

### Average Price of Absorbed Units, by CMAs (1992-2024)



Source: Canadian Mortgage and Housing Corporation.

#### What's being measured?

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

#### Why measure it?

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

<sup>1</sup> Canadian Press via BNN Bloomberg, December 30, 2024: <https://bit.ly/42W1M11>

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



[Updated 2025]

## SPOTLIGHT: HOUSING PRICES BY TYPE

### 2024 FVRD Average Home Costs



	Detached	Townhouse	Apartment
Abbotsford	\$1,209,234	\$686,334	\$453,396
Mission	\$1,039,989	\$689,363	\$441,270
Chilliwack	\$890,360	\$605,764	\$366,322
Hope & Area*	\$621,371	\$483,347	\$324,500
Kent*	\$878,215	\$594,654	\$213,655
Harrison Hot Springs*	\$969,569	\$682,917	\$619,691

\*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 (2019-2024)

Year	Change	DETACHED		TOWNHOUSE		APARTMENT	
		Value	%	Value	%	Value	%
2023-2024	Abbotsford	\$26,167	2.2%	\$31,831	4.9%	\$26,690	6.3%
	Mission	\$32,385	3.2%	\$19,680	2.9%	-\$24,844	-5.3%
	Chilliwack	\$32,040	3.7%	\$41,540	7.4%	\$24,911	7.3%
	Hope & Area*	\$60,851	10.9%	\$13,514	2.9%	\$9,500	3.0%
	Kent*	\$108,280	14.1%	\$86,783	17.1%	-\$6,345	-2.9%
	Harrison Hot Springs*	\$79,707	9.0%	\$72,452	11.9%	\$79,064	14.6%

Year	Change	DETACHED		TOWNHOUSE		APARTMENT	
		Value	%	Value	%	Value	%
2021-2024	Abbotsford	\$47,604	4.1%	\$71,501	11.6%	\$72,710	19.1%
	Mission	\$38,278	3.8%	\$96,974	16.4%	\$80,143	22.2%
	Chilliwack	\$24,713	2.9%	\$77,430	14.7%	\$77,247	26.7%
	Hope & Area*	\$23,220	3.9%	\$86,301	21.7%	-\$97,857	-23.2%
	Kent*	\$133,368	17.9%	\$54,935	10.2%	\$37,965	21.6%
	Harrison Hot Springs*	\$193,709	25.0%	\$47,629	7.5%	\$54,491	9.6%

Year	Change	DETACHED		TOWNHOUSE		APARTMENT	
		Value	%	Value	%	Value	%
2019-2024	Abbotsford	\$398,157	49.1%	\$227,339	49.5%	\$144,575	46.8%
	Mission	\$364,071	53.9%	\$209,311	43.6%	\$142,281	47.6%
	Chilliwack	\$301,529	51.2%	\$205,889	51.5%	\$134,044	57.7%
	Hope & Area*	\$209,604	50.9%	\$187,597	63.4%	\$124,500	62.3%
	Kent*	\$385,048	78.1%	\$198,307	50.0%	\$47,059	28.2%
	Harrison Hot Springs*	\$373,823	62.7%	\$273,433	66.8%	\$259,955	72.3%

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

[Updated 2025]

## INDICATOR: RENTAL HOUSING VACANCY



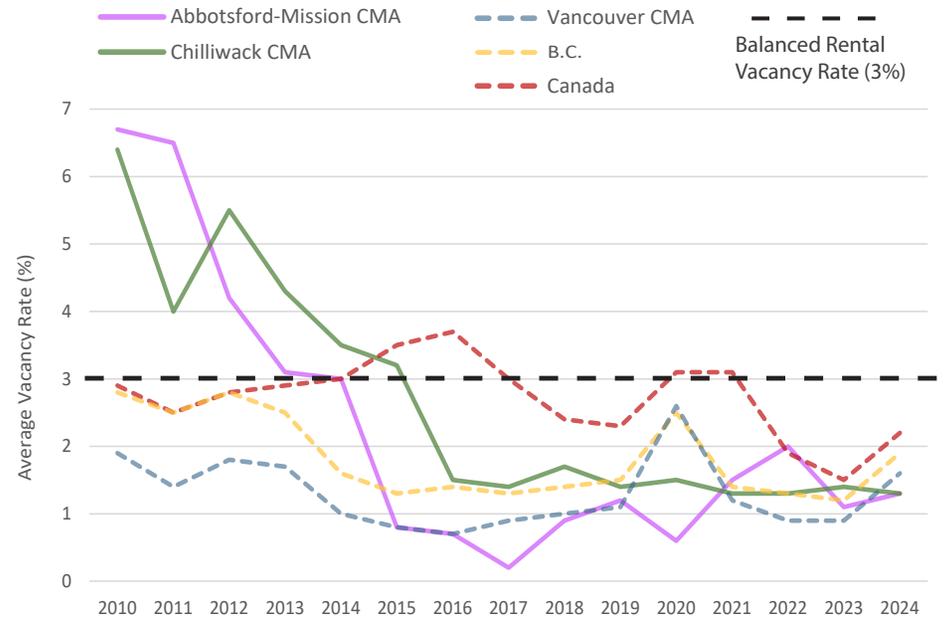
**Desired outcome:**  
Rental housing vacancy rates near or approaching a balanced rate of 3% within the FVRD.

While Metro Vancouver experienced a modest increase in purpose-built rental housing in 2024, the rental vacancy rate in the FVRD remained relatively unchanged and well below the 3% threshold that CMHC considers a balanced market. Persistently low vacancy rates in the FVRD reflect demands for rental housing that continue to outpace the supply, which contributes to unmet housing needs and reduced affordability.

In 2024, vacancy rates in the FVRD remained historically low at 1.3% for both the Abbotsford-Mission and Chilliwack CMAs. This marks a 0.1% decrease for Chilliwack and a 0.2% increase for Abbotsford-Mission. By comparison, the Vancouver CMA saw vacancy rates increase to 1.6%—a 0.7% increase—while the national average climbed to 2.2%, following the lowest recorded rate since 1988 the previous year. Increases to vacancy rates may be in part due to provincial housing legislation, such as restrictions on short-term housing rentals<sup>3</sup>.

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

### Average Rental Vacancy Rates, by CMAs (2010-2024)



### Average Rental Vacancy Rates by Bedroom Type (2024)

	Bachelor	1 BR	2 BR	3+ BR	Total
Abbotsford-Mission CMA	0.4	1.2	1.5	1.2	1.3
Chilliwack CMA	1.2	1.5	1.4	0.5	1.3
Vancouver CMA	1.8	1.6	1.6	1.9	1.6
B.C.	2.2	1.8	2.1	2.0	1.9
Canada	2.7	2.4	2.0	2.1	2.2

Source: Canadian 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 suggest a disconnect between local supply and demand for rental housing.

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

[Updated 2025]

## INDICATOR: RENTAL HOUSING COSTS



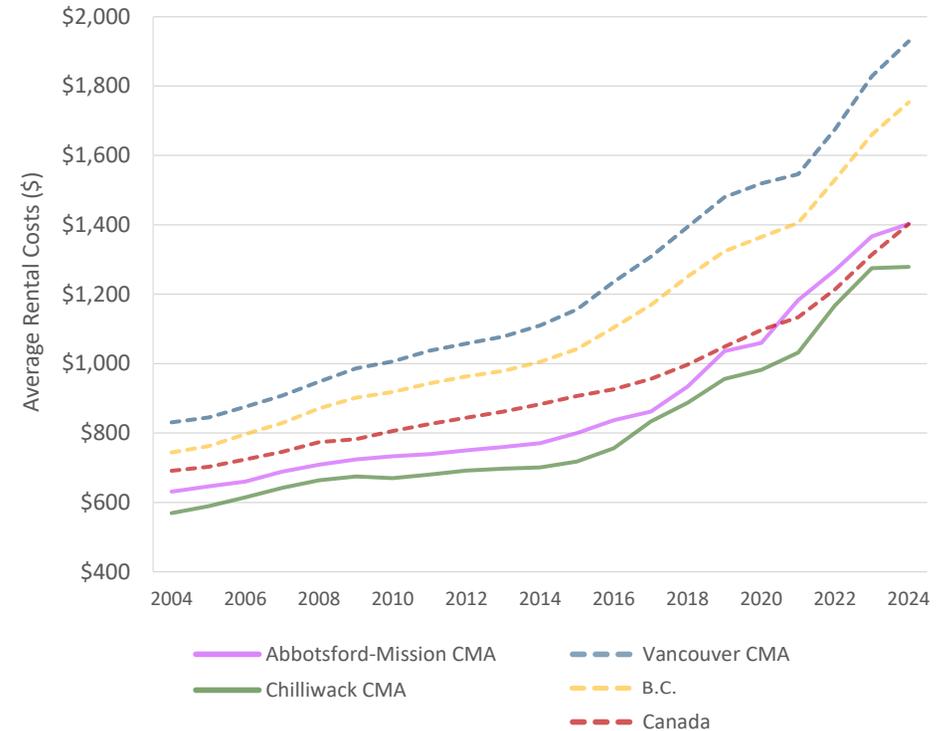
**Desired outcome:**  
Moderation in monthly rental housing costs within the FVRD.

The cost of rental housing has increased significantly in the FVRD reducing the affordability of housing in the region. In 2024, CMHC reported average monthly rental costs of \$1,403 in the Abbotsford-Mission CMA and \$1,279 in the Chilliwack CMA. Although not a considerable increase compared to 2023, longer term trends indicate a consistent reduction in rental housing affordability. Average rental costs in the FVRD have increased by about 35% in five years, 82% in ten years, and 125% in the last two decades.

Costs reported by CMHC are likely much less than current market rents for available units. For example, Rentals.ca reported an average market rent of \$1,819 for Abbotsford which is about \$400 more than what's reported by CMHC.<sup>3</sup>

Despite these increases, rental housing in the FVRD is still considered more affordable than in Metro Vancouver. Average rental costs are \$650 less in the Chilliwack CMA and \$526 cheaper in the Abbotsford-Mission CMA compared to the Vancouver CMA. Lower housing costs continue to attract Metro Vancouver residents to the Fraser Valley which increases demand for housing and reduces affordability.

### Average Rental Costs, by CMAs (2004-2024)



### Average Rental Housing Costs by Bedroom Type (2024)

	Bachelor	1 BR	2 BR	3+ BR	Total
Abbotsford-Mission CMA	\$1,104	\$1,264	\$1,507	\$2,216	\$1,403
Chilliwack CMA	\$828	\$1,141	\$1,401	\$2,072	\$1,279
Vancouver CMA	\$1,576	\$1,769	\$2,313	\$2,744	\$1,929
B.C.	\$1,454	\$1,624	\$1,969	\$2,291	\$1,753
Canada	\$1,089	\$1,323	\$1,447	\$1,608	\$1,402

#### 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 rental costs do not necessarily reflect market value since they report on household spending and not current market rents of vacant units. 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.

<sup>3</sup> Rentals.ca, Rent Guide for Abbotsford, Accessed April 16, 2025: [rentals.ca/abbotsford](https://rentals.ca/abbotsford)

Source: Canadian Mortgage and Housing Corporation.

## INDICATOR: SENIORS' RENTAL HOUSING VACANCY



### Desired outcome:

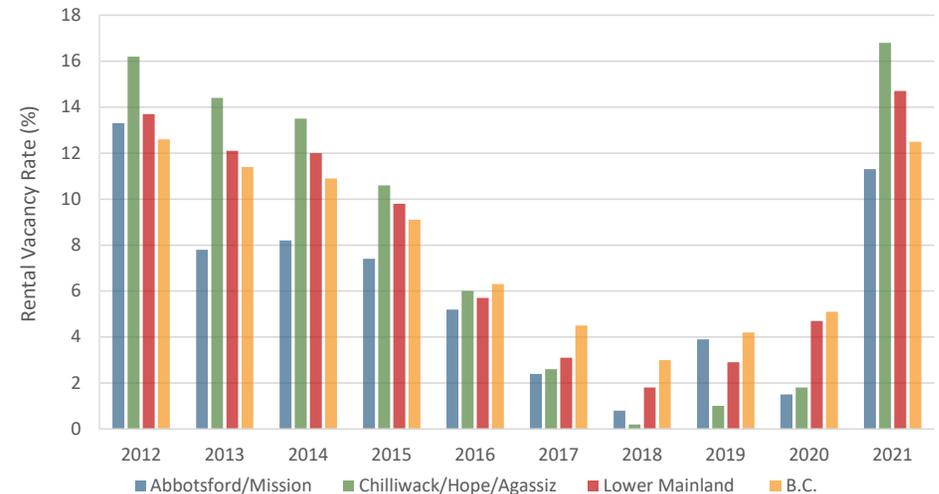
Seniors' rental housing vacancy rates near or approaching a balanced rate of 3% within the FVRD.

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

Then in 2021, vacancy rates for seniors' housing increased significantly, reaching as high as 16.8% in Chilliwack/Hope/Agassiz and 11.3% in Abbotsford/Mission. CMHC points to the COVID-19 pandemic as the cause of a sudden increase in housing unit supply and a decrease in demand.<sup>4</sup>

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

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



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

	Less than 1,900		\$1,900-\$2,399		\$2,400-\$2,899		\$2,900-\$4,999		Over \$5,000	
	2020	2021	2020	2021	2020	2021	2020	2021	2020	2021
Fraser East (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

#### 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.

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

\*Data not available.

Source: Canadian Mortgage and Housing Corporation.

## INDICATOR: SENIORS' RENTAL HOUSING COSTS



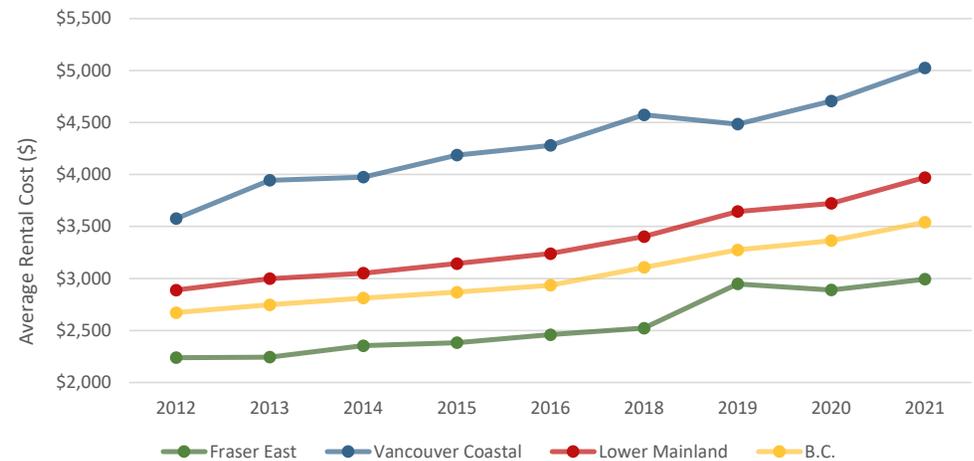
**Desired outcome:**  
Moderation in monthly seniors' rental housing costs within the FVRD.

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

Independent living spaces cost an average of \$2,993 a month in the Fraser Valley, which is approximately \$500-\$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: Canadian Mortgage and Housing Corporation.

#### What's being measured?

This indicator measures the average rental costs of independent rental units intended for seniors. Independent living (standard) spaces refers to units where residents receive less than 1.5 hours of care per day. This information comes from the Seniors' Housing Survey produced by CMHC on an annual basis. The 2021 survey was conducted in April and May of 2021. Residences included in the survey must have at least 50% of its residents aged 65 or older. The information required to continue monitoring this indicator may not be available in the future, as CMHC announced that the data collection for rents, vacancies and services for the Seniors' Housing Survey has been discontinued. 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 2025]

## INDICATOR: HOUSING STARTS



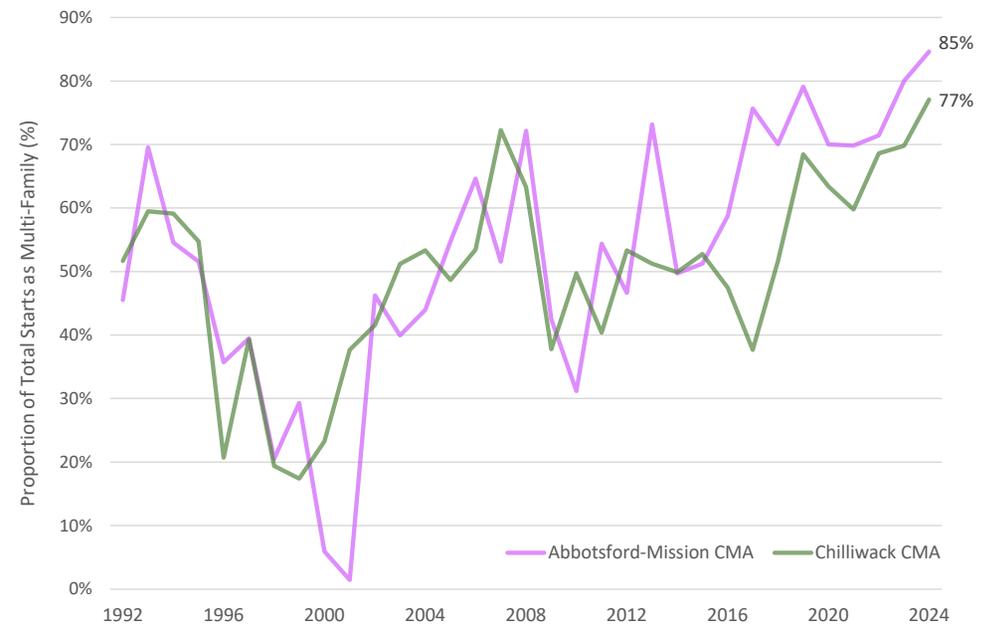
**Desired outcome:**  
Increased annual multi-family housing as a percentage of total starts in the FVRD.

In 2024, there were 1,833 housing starts in the FVRD's two CMAs (Abbotsford-Mission and Chilliwack). 82% of those starts were multi-family units as opposed to single-family dwellings, a 6% increase from the previous year. In the last 10 years, 67% of all housing starts were multi-family units, an 11% increase compared to the previous decade. Increasing the number of multi-family units as a proportion of all starts helps contribute to increased housing density and affordability.

Housing starts fluctuate year to year due to a variety of factors including market supply, demand and financing conditions. The FVRD's two CMAs saw a 3.2% increase in housing starts over the past year, aligning with Canada's 2% growth, but contrasting with a 9% decline in B.C. The slowdown in B.C. reflects ongoing challenges such as higher interest rates and a drop in condominium presales, which impacted starts in major urban centres like Vancouver.<sup>6,7</sup>

In the Chilliwack CMA there were 743 housing starts on First Nations land in the last 5 years, comprising roughly 16% of all starts. This is evidence of the considerable contributions from First Nations to the region's housing supply.

### Percentage of Multi-Family Starts, by CMAs (1992-2024)



### FVRD CMAs Housing Starts by Dwelling Type (2024)

	Abbotsford-Mission CMA		Chilliwack CMA		FVRD (CMAs Combined)	
	#	% Total	#	% Total	#	% Total
Single Family	182	15%	149	23%	331	18%
Multi-Family	1,001	85%	501	77%	1,502	82%
<i>Semi-detached</i>	50	4%	8	1%	58	3%
<i>Row</i>	263	22%	20	3%	283	15%
<i>Apartment</i>	688	58%	473	73%	1,161	63%
Total (All dwelling types)	1,183	65%	650	35%	1,833	100%

#### What's being measured?

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

#### Why measure it?

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

<sup>6</sup> CMHC News Release, January 16, 2025: <https://bit.ly/4lYqD6l>

<sup>7</sup> CBC B.C. Housing Starts, January 17, 2025: <https://bit.ly/4lWcPcX>

Source: Canadian Mortgage and Housing Corporation.

## 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.<sup>8</sup>

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.<sup>9</sup>

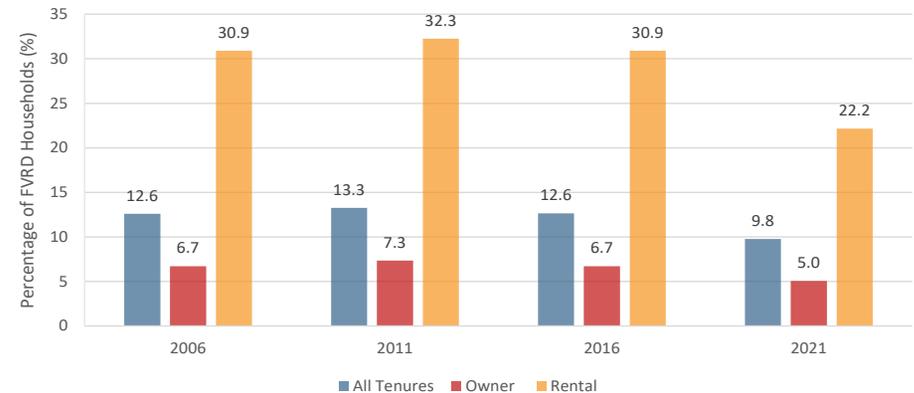
### What's being measured?

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.

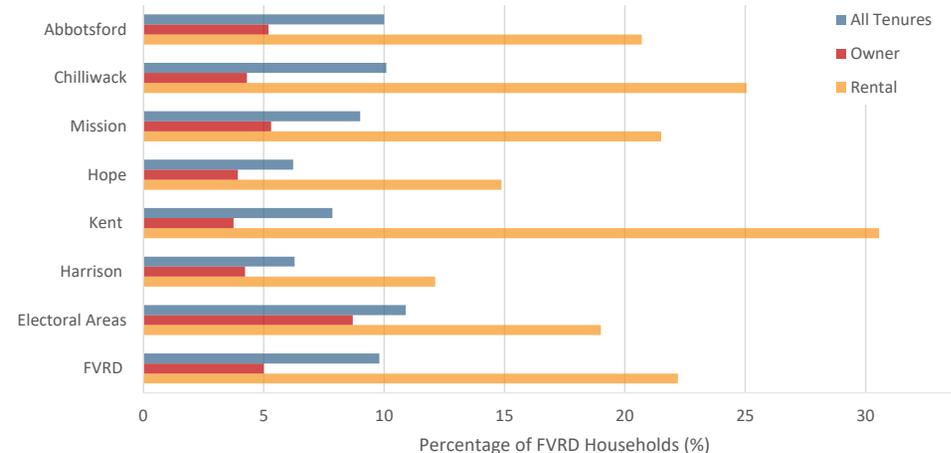
### Why measure it?

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)



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

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

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

# INDICATOR: INDIVIDUALS EXPERIENCING HOMELESSNESS



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

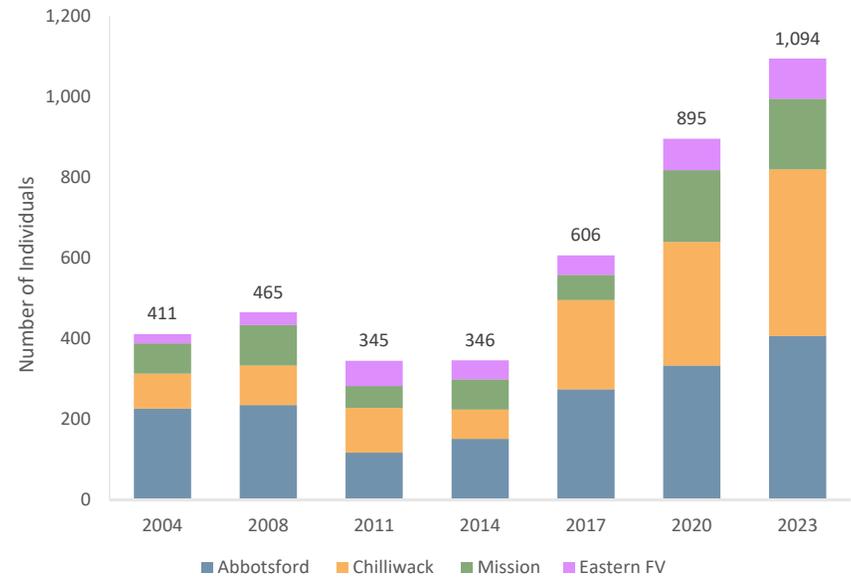
In 2023, almost 1,100 people identified themselves as experiencing homelessness in the FVRD. These figures come from the regional Point-in-Time (PiT) Count and Survey, which has taken place in the FVRD every three years since 2004.

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

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

PiT Counts can only capture a fraction of the total number of people experiencing homelessness in a given area and historically have been used only to measure how many people are unsheltered (sleeping rough) and staying in emergency shelters within a 24-hour period. The Canadian Observatory on Homelessness notes that those who are staying temporarily with friends or family, or those on the verge of losing their housing, are less likely to be included in the count as they may not be connected to homeless-serving agencies, and are less visible at the time of the PiT Count.<sup>10</sup>

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



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

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

Sources: FVRD Homeless Count and Survey Reports.

### What's being measured?

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

### Why measure it?

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

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

# ECOSYSTEM HEALTH

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



[Updated 2025]

# INDICATOR: REGIONAL PARK VISITS



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

In 2024, there were approximately 1.67 million visits to the FVRD's 12 regional parks and 4 regional trails, a 6% increase from 2023. Over the past five years, park visits have grown by 43%, reflecting a sustained upward trend in regional park usage.

A drop in park visits in 2022, relative to 2021, coincided with a return to pre-pandemic routines, while continued increases from 2022 to 2024 indicate a return to a more stable growth pattern in park usage.

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

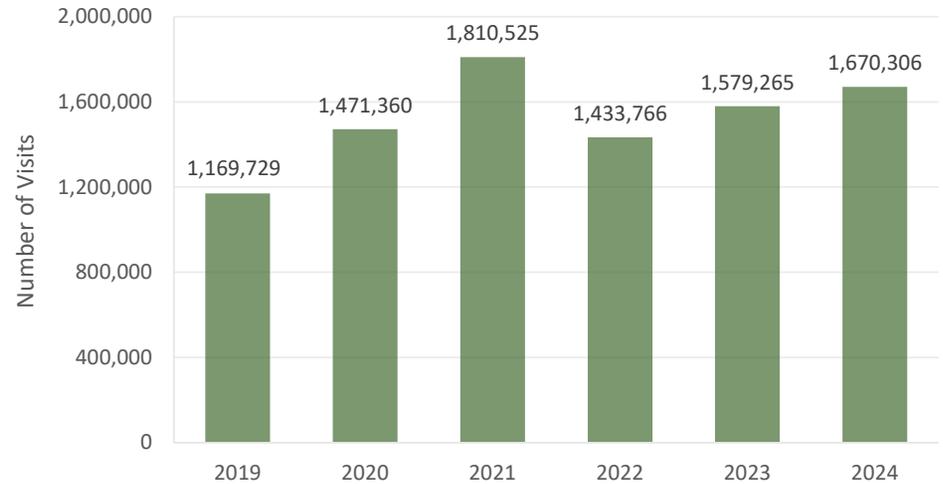
**6%** Increase in regional park visits over a 1-year period.

(2023-2024)

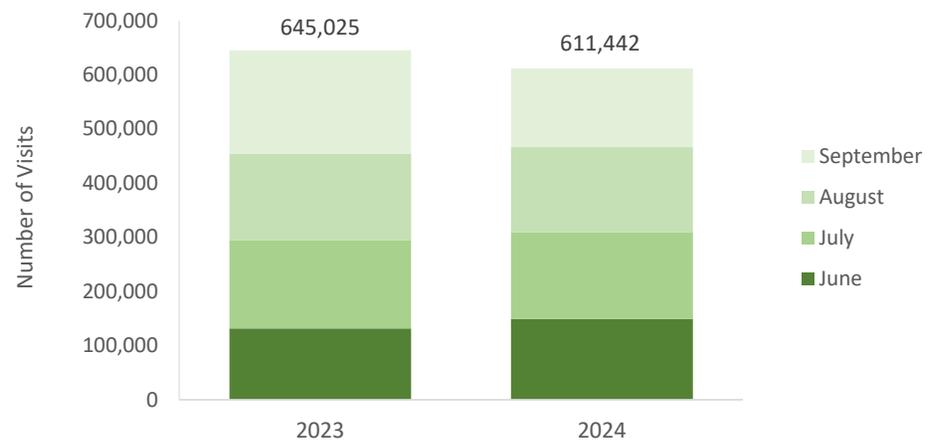
**43%** Increase in regional park visits over a 5-year period.

(2019-2024)

## Annual FVRD Regional Park Visits (2019-2024)



## FVRD Regional Park Visits in Peak Months (2023-2024)



### What's being measured?

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

### Why measure it?

Monitoring trends in annual park visits can help identify potential access and over-use issues, which have a considerable impact on surrounding natural areas, communities, and local residents. This information helps to inform the FVRD's 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 Reports.

[Updated 2025]

## INDICATOR: PROVINCIAL PARK VISITS



On Track

### Desired outcome:

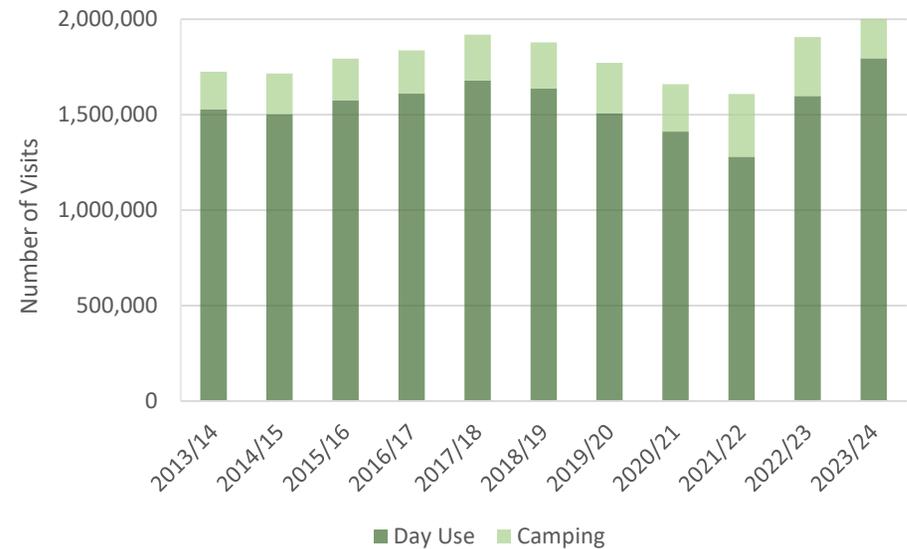
Stable or moderate trends in annual visits to provincial parks within the FVRD.

There has been a modest upward trend in provincial park visits, with more growth in day use visits than camping. In 2023/24, there were over 2 million recorded visits to provincial parks located within the FVRD. This is an increase of over 200,000 visits (11%) in one year, despite several parks being closed or operating at reduced capacity, due to impacts from climate-related events. This total reflects attendance at 7 of the 10 parks that consistently report data, out of 19 provincial parks within the region.

Notably, 96% of the increased visits were for day-use and only 4% for camping. The smaller increase in camping visits likely reflects limited campsite capacity as opposed to actual demands for camping in region.

Unlike regional park use, which reflects local population growth, provincial park visits are also driven by demand from Metro Vancouver residents and tourists. While provincial parks are outside the FVRD's jurisdiction, spending associated with provincial park visits likely benefits the region's economy. However, the growing popularity of these parks also presents a variety of risks and challenges that impact surrounding communities and natural areas, due to increased human activity both within and outside of park boundaries.

### Visits to Provincial Parks in the FVRD (2013 - 2024)



	Day Use	Camping	Total Visits
2013/14	1,527,036	196,902	1,723,938
2014/15	1,502,566	212,384	1,714,950
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

#### What's being measured?

This indicator tracks the annual number of visits to provincial parks within the FVRD using data from the BC Parks attendance system. Attendance is estimated through various methods, including online reservations, in-park and trailhead registrations, traffic counters, and visual counts. Not all provincial parks in the FVRD collect attendance data, with 10 of 19 reporting consistently. However, in 2023/2024, only 7 parks provided attendance figures due to ongoing closures and flood repair construction. Data for 2020/21 is based on information provided by BC Parks staff.

#### 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—factors that can significantly affect surrounding ecosystems, nearby communities, and local residents. Concerns include increased wildfire risk, pollution, parking issues etc.

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

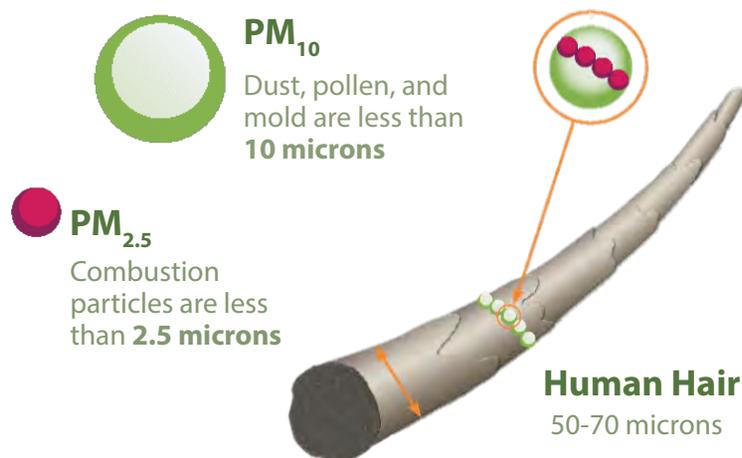


## SPOTLIGHT: VISUAL AIR QUALITY

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. Increased atmospheric fine particulate matter (PM<sub>2.5</sub>) and ground-level ozone (O<sub>3</sub>) pollution can impact VAQ and lead to photochemical smog.<sup>1</sup>

Key sources of fine particulate matter and ground-level ozone precursor pollutants are wildfires, vehicle exhaust, heating, and agricultural operations. When VAQ is diminished by pollution, PM<sub>2.5</sub> and O<sub>3</sub> may be elevated which can cause impacts to human and environmental health. Decreased VAQ can also have a negative impact on general well-being as it prevents time spent outside and reduces enjoyment of nature and scenery.

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



Source: FVRD 2021 Air Quality Management Plan.

### Ground-Level Ozone (O<sub>3</sub>)

- 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<sub>2.5</sub>)

- 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.

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

[Updated 2025]

## INDICATOR: FINE PARTICULATE MATTER



**Desired outcome:**  
Decreased levels of fine particulate matter (PM<sub>2.5</sub>) in the FVRD.

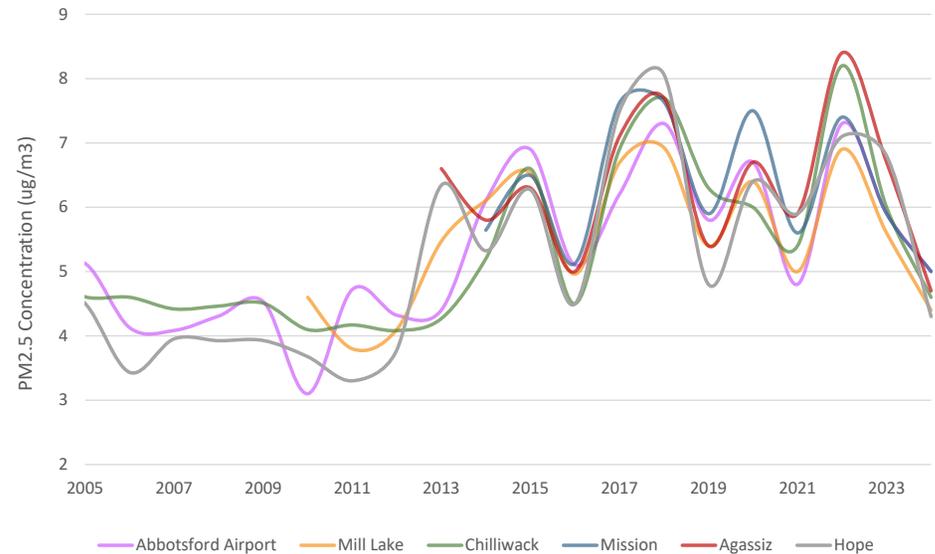
The annual average fine particulate matter (PM<sub>2.5</sub>) concentration across the FVRD’s six monitoring stations was 4.67 µg/m<sup>3</sup> in 2024, the lowest value recorded since 2012. While this appears to be an improvement from recent years, it is important to interpret this result with caution. Annual PM<sub>2.5</sub> levels can vary significantly from year to year, largely due to factors such as wildfire activity and weather conditions. In 2024, no air quality advisories were issued in the FVRD related to PM<sub>2.5</sub>, reflecting minimal local smoke impacts despite significant wildfire activity across the province.

Long-term data shows an overall upward trend in PM<sub>2.5</sub> 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<sub>2.5</sub> pollution include mobile emissions, heating and agriculture operations.<sup>2</sup>

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.

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<sub>2.5</sub> levels and protect air quality.

### Ambient PM<sub>2.5</sub> Per FVRD Air Quality Monitoring Station, Total Measured (2005-2024)



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

**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/m<sup>3</sup>). These figures are collected at six air quality-monitoring stations in partnership with the Metro Vancouver Regional District as part of air quality management for the Lower Fraser Valley. This data is provided by FVRD staff and is available on an annual basis.

**Why measure it?**  
Exposure to increased levels of PM<sub>2.5</sub> can cause significant health concerns for humans. Since human sources are often generated near population centres they can have a large impact on human health and are similarly important to keep track of. Trends in air quality can be used to evaluate the effectiveness of emission reduction actions.

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

[Updated 2025]

# INDICATOR: AIR QUALITY ADVISORIES



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

Air quality advisories inform the public when air pollution levels reach concentrations that may pose health risks and are issued when elevated levels of fine particulate matter, ground-level ozone, or both are detected. Advisories may apply to the entire region or to specific areas where exceedances are observed. Wildfires are a major contributor to elevated PM<sub>2.5</sub> concentrations, while higher temperatures can increase ground-level ozone formation.

In 2024, there were three air quality advisory days issued for ground-level ozone within the FVRD. Although this is fewer than seen in recent years, the number of air quality advisories has increased over the last decade. As the climate changes, the frequency, extent, and intensity of wildfires are increasing, likely contributing to the rise in air quality advisories.<sup>3</sup>

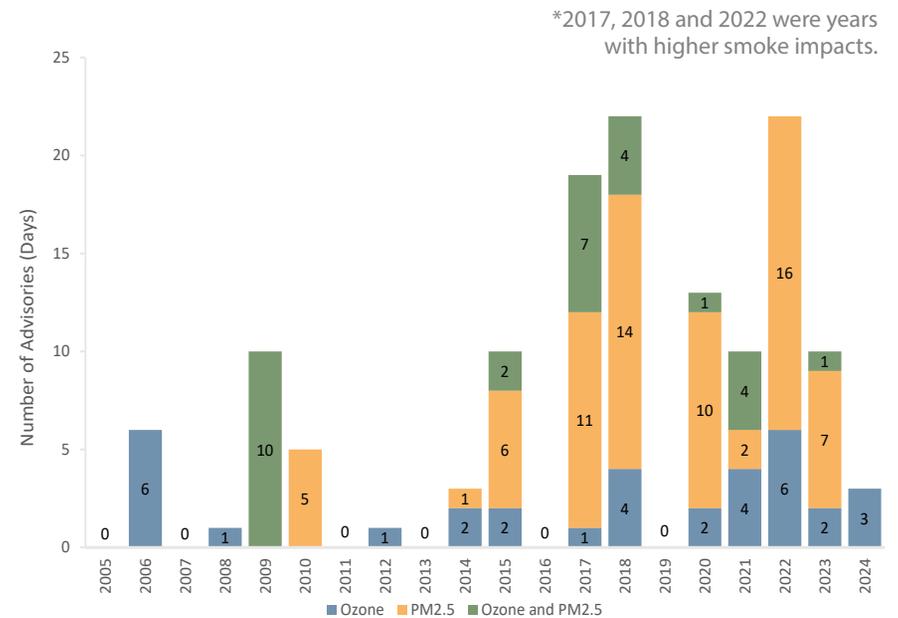
The timing and duration of air quality advisories are also shifting, with advisories starting earlier and extending later into the year. This has led to longer periods of time under advisory. In 2018, wildfire smoke in the region resulted in the longest recorded episode of degraded air quality, resulting in 14 consecutive days of advisories.

## Visual Air Quality Examples



(Views from Hillkeep Regional Park)

## Number of Air Quality Advisories (Days) in the FVRD (2005-2024)\*



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

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

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

<sup>3</sup>B.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.

## INDICATOR: TRAFFIC VOLUME



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

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

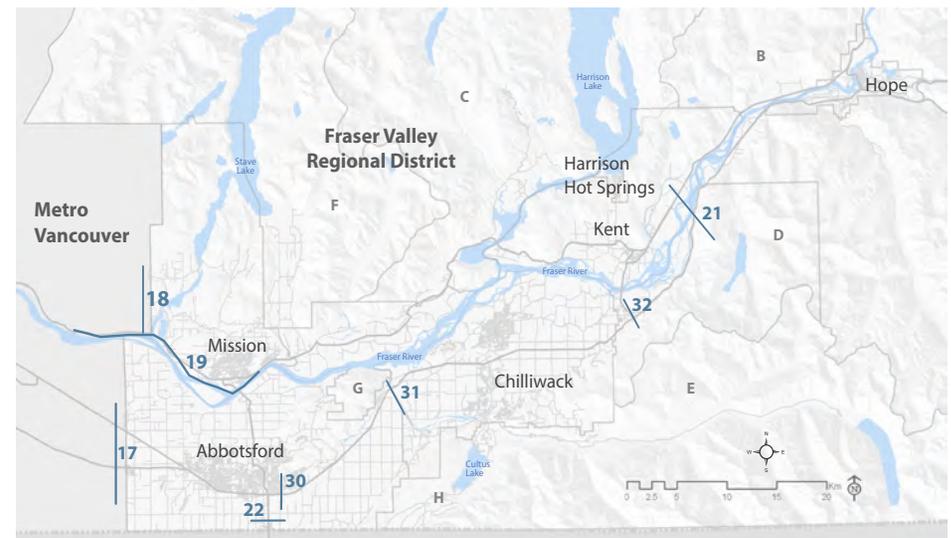
The screenline on Highway 1 outside of Hope recorded a traffic volume increase of 66.7%. Other notable increases were along Highway 1 between Abbotsford and Chilliwack, as well as on the Mission Bridge (Highway 11) which connects Mission and Abbotsford.

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

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

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

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



Source: TransLink Regional Screenline Survey 2017.

#### What's being measured?

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

#### Why measure it?

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

# INDICATOR: INTRAREGIONAL TRIPS



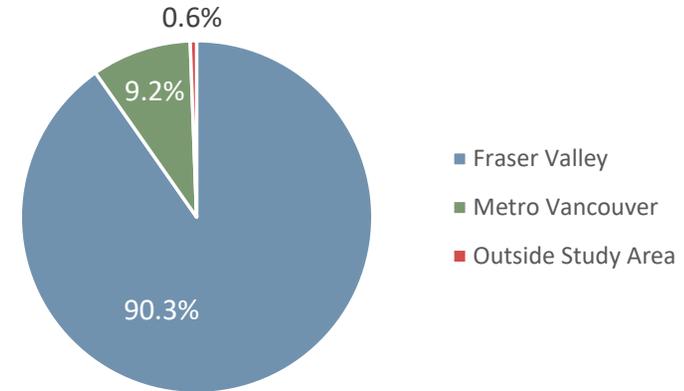
**Desired outcome:**  
Increased proportion  
of trips that stay within  
the FVRD.

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

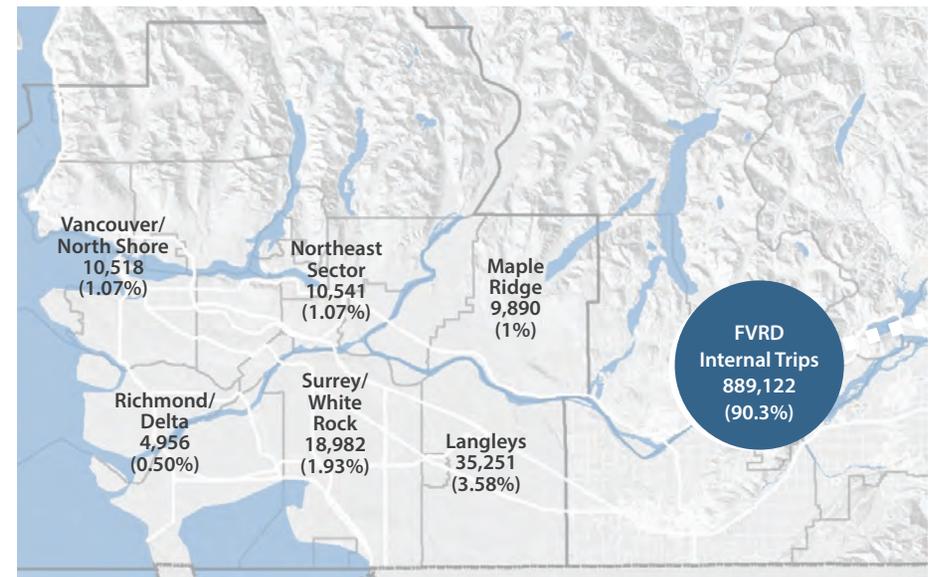
**90.3%** Of all trips stay within the FVRD (2017).

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

## Destination of Trips Originating within the FVRD (2017)



## FVRD Trip Destinations (2017)



### What's being measured?

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

### Why measure it?

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

<sup>1</sup> See page 15 of report for analysis of daily work commutes.

[Updated 2025]

## INDICATOR: PUBLIC TRANSIT RIDERSHIP



**Desired outcome:**  
Increased public transit ridership in the FVRD.

The COVID-19 pandemic and the 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, suggest that increases in ridership will resume.

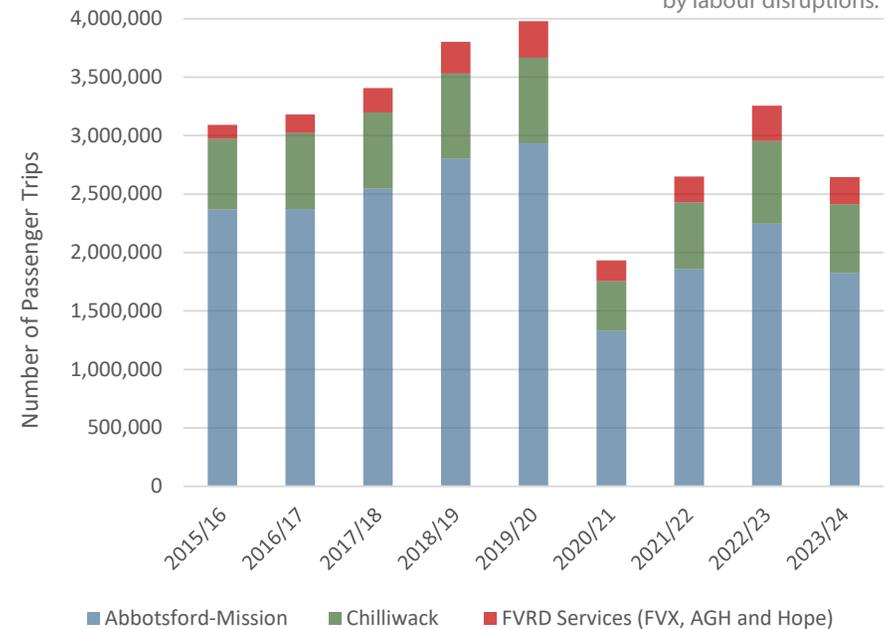
Transit service disruptions pose a real risk of permanently losing some transit users. Nevertheless, unlike other transit systems in the province—including TransLink in Metro Vancouver—the Fraser Valley experienced an unprecedentedly strong ridership recovery. By 2022/23, ridership in the region had nearly returned to pre-pandemic levels, highlighting a robust demand and reliance on transit services.

The 2023 transit strike, which began in March and lasted 124 days, significantly impacted 2023/24 ridership numbers; however, when ridership from the eight operational months is annualized, clear signs of growth emerge.

Ridership growth can be attributed in part to significant service expansions. A notable expansion is 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.

### Regional Public Transit Ridership (2015-2024)\*

\*2023/24 ridership was impacted by labour disruptions.



	Abbotsford-Mission	Chilliwack	FVRD	Total
2015/2016	2,369,000	604,000	119,000	3,092,000
2016/2017	2,373,000	650,000	158,000	3,181,000
2017/2018	2,547,000	652,000	207,000	3,406,000
2018/2019	2,802,000	729,000	271,000	3,802,000
2019/2020	2,933,000	733,000	313,140	3,979,140
2020/2021	1,331,000	425,000	175,760	1,931,760
2021/2022	1,858,490	571,860	219,410	2,649,760
2022/2023	2,246,890	708,170	301,306	3,256,366
2023/2024*	1,826,020	587,920	231,660	2,645,600

#### 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 are valuable long-range planning tool and can help inform strategic infrastructure investments.

[Updated 2025]

## 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 trends indicate a strong recovery and continued upward trends.

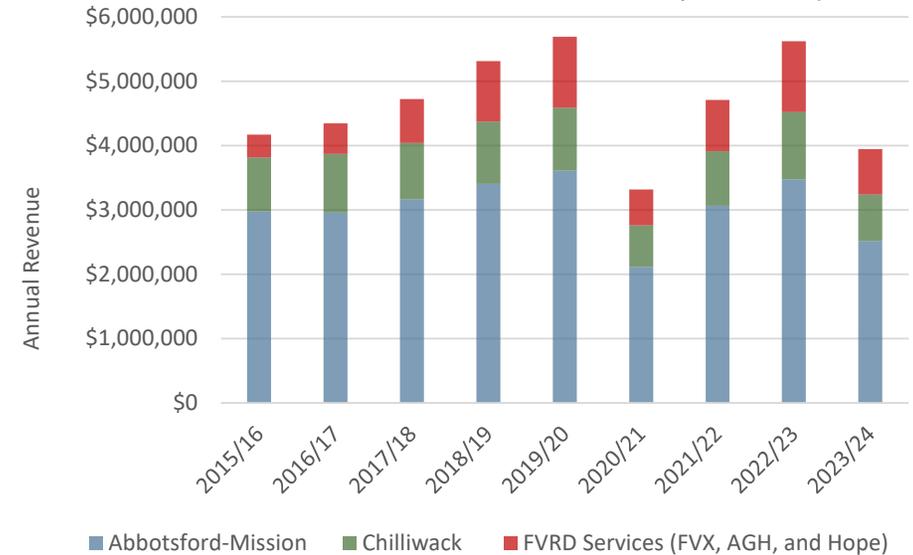
The four-month transit strike in 2023 significantly reduced transit revenues for the 2023/24 fiscal period. However, annualized revenues for 2023/24 based on eight months of transit operation suggest modest revenue growth.

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.

### Regional Public Transit Revenue (2015-2024)\*

\*2023/24 revenues were impacted by labour disruptions.



	Abbotsford-Mission	Chilliwack	FVRD	Total
2015/16	\$2,977,000	\$838,000	\$355,000	\$4,170,000
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

#### What's being measured?

This indicator measures the total revenue for each transit system in the region for the year, including fares and advertising revenue. As of 2024, transit services operating in the region include Central Fraser Valley (Abbotsford-Mission), Chilliwack, and FVRD Services (Agassiz-Harrison (AGH), Hope, and the Fraser Valley Express). Revenue data is provided each year by BC Transit and are based on BC Transit's fiscal year (April to March).

#### Why measure it?

Transit revenues are one measure of growth in transit ridership and the sustainability of public transit systems operating in the region. This data is collected and reported on by BC Transit. Revenue insights help inform decisions around fare structures, subsidies, and long-term transit planning which considers the viability of transit systems.

# 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<sup>2</sup> 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. The draft plan is expected later this year.

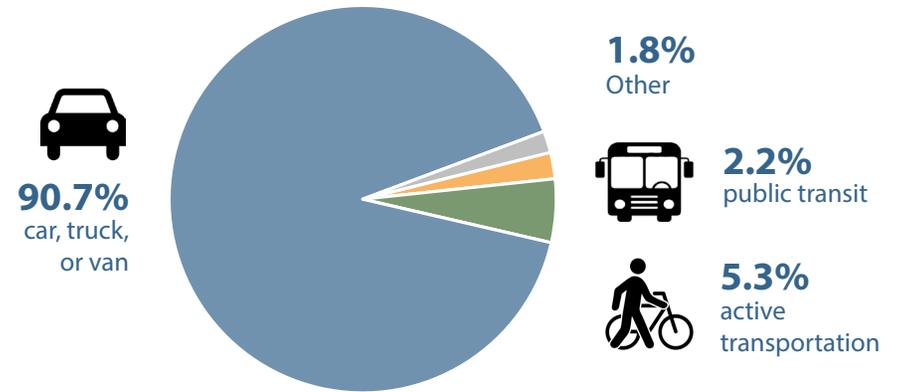
**What's being measured?**

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.

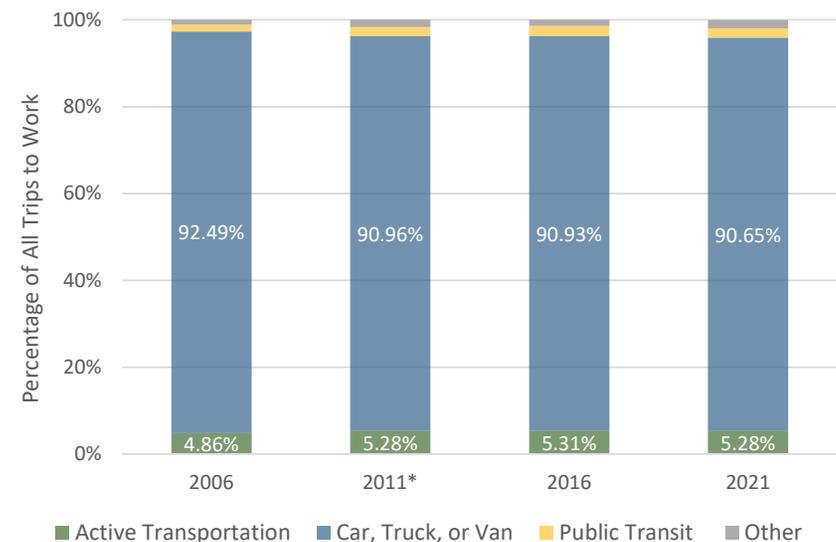
**Why measure it?**

Reducing car dependency decreases traffic congestion and minimizing 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.

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

[Updated 2025]

## 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 up to Mt. Lehman Road in Abbotsford, began construction in 2024. Major construction on Phase 3B (Mt. Lehman to Highway 11) is expected to start in 2026, while Phase 4 (Highway 11 to the Vedder Canal Bridge) is still in the planning stages.<sup>3</sup>

### Status of Transportation Priorities (May 2025)

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)	In Progress	2025
Hwy 7 Widening - Mission to Maple Ridge	In Progress	2025
Prest Road Upgrade - McGuire to Bailey	In Progress	2026
Hwy 7 Dewdney Bridge Replacement	In Progress	2026
Hwy 1 – Extension of HOV/Transit Lane	In Progress	TBD (To Whatcom Rd)
Hwy 1 – Park & Ride and Interchange Improvements	In Progress	TBD
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.

#### 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.

<sup>3</sup>Fraser 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 2025]

## SPOTLIGHT: FVRD SOLID WASTE MANAGEMENT INITIATIVES

The FVRD provides solid waste management as a regional service in collaboration with its member municipalities with the aim of reducing and better managing solid waste in the region. The FVRD continues to develop solid waste management initiatives and identify opportunities for partnerships and collaboration which support the FVRD's Solid Waste Management Plan<sup>1</sup> which will be updated in the near future.

### Waste Sorting Bylaw

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

### Waste Wise Program

Waste Wise is a waste diversion program by the FVRD to reduce solid waste disposal and is a key component of implementing the FVRD's Solid Waste Management Plan.

The program involves public education and outreach efforts which target single family and multi-family residents, businesses, and institutions in relation to solid waste diversion and recycling.



Free Printable Resources:  
[www.bewastewise.com](http://www.bewastewise.com)

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

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



### FVRD's Food Recovery Network

The FVRD has partnered with FoodMesh to build a food recovery network of Fraser Valley-based businesses, charities, and farmers to connect those with surplus food to those who need it.

The goal of the program is to work collaboratively to raise awareness and implement change by creating a more connected food system. There are 218 businesses in the region using the FoodMesh Network to sell, donate or rescue surplus food that would otherwise have gone to waste.<sup>2</sup>

To date, the Food Recovery Network has:

- Diverted **4.9 million** kg of food (edible and inedible) through the Retail Food Recovery Program and donated or sold through the FoodMesh Marketplace.
- Provided **6.5 million** meals (edible food donated and converted into meal-equivalents) from food which would have otherwise been discarded.



[Youtube: How Businesses in the FVRD can Reduce Food Waste](#)

[Updated 2025]

## INDICATOR: SOLID WASTE DISPOSAL RATES



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

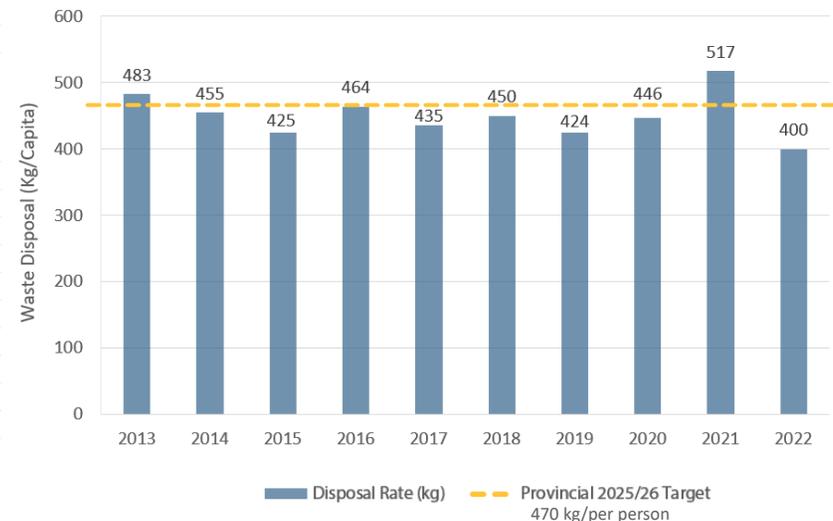
In 2022, the FVRD’s annual solid waste disposal rate was 400 kg per person, meeting the provincial target of less than 470 kg per person. This marks the lowest solid waste disposal rate ever recorded for the region and represents a significant decrease from the previous year. Additionally, the spike in solid waste disposal in 2021—largely due to debris from the catastrophic atmospheric river event<sup>3</sup>—exaggerates the year-over-year drop from 2021 to 2022.

Future reporting will help determine whether this reduction reflects a true downward trend, as the decrease may be partly due to inaccuracies in tonnage reporting by haulers and landfills.

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

### FVRD Solid Waste Disposal Rates Per Capita (2013-2022)

	FVRD	B.C.	MVRD
2013	483	535	542
2014	455	520	524
2015	425	497	485
2016	464	473	423
2017	435	506	477
2018	450	505	476
2019	424	501	483
2020	446	499	477
2021	517	506	469
2022	400	479	438



#### What’s being measured?

This indicator tracks the estimated amount of municipal solid waste disposed of annually in the FVRD. It is calculated by dividing the region’s total annual solid waste by its population. This includes waste from residential, institutional, commercial, and light industrial sources, as well as construction, demolition, and renovation activities. It excludes reused or recycled materials, hazardous or biomedical waste, agricultural waste, and waste from motor vehicles or heavy industry. Disposal rates are reported annually by Environmental Reporting BC using data from regional districts. Rates can vary due to factors like population density, economic activity, recycling access, stewardship programs, and waste infrastructure, making regional comparisons challenging.

#### Why measure it?

Solid waste disposal carries significant financial and environmental costs, especially as landfills approach capacity. With ongoing population growth, the monitoring of solid waste disposal helps track progress in reducing landfill use and related GHG emissions. Governments at all levels play a role in reducing waste through better policies, diversion initiatives, food waste prevention, and enhanced producer responsibility.

<sup>3</sup>Ministry of Environment and Climate Change Strategy: <https://bit.ly/3RZQ8XD>

[Updated 2025]

# INDICATOR: RECYCLABLE MATERIALS DIVERTED FROM DISPOSAL



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

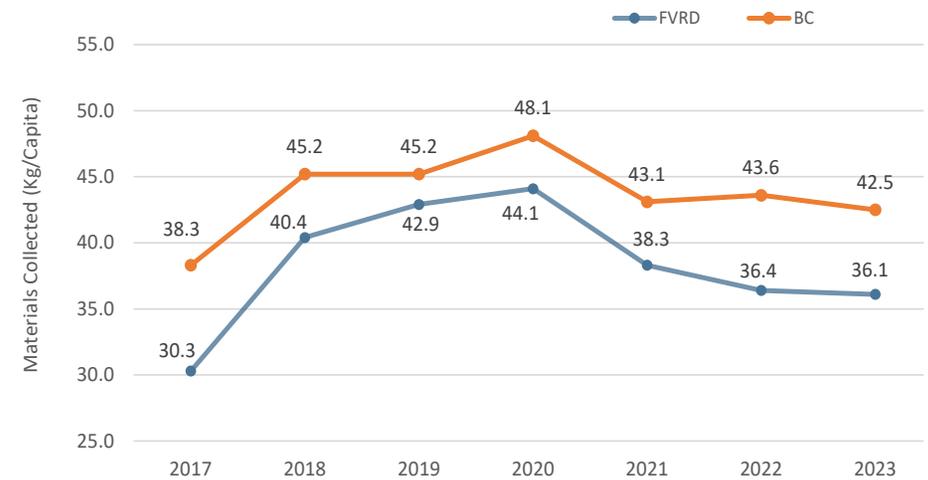
In 2023, the total amount of residential paper and packaging materials collected by Recycle BC was 36.1 kg per person in the FVRD. This is lower than the provincial average of 42.5 kg per person and similar to the previous year.

Since 2021, the collection of recyclable materials (by tonnes) in B.C. has steadily declined. Recycle BC reports this is due to a variety of factors, including reduced purchasing of non-essential goods, an increase in multi-family residences, more lightweight packaging, and fewer people working from home.<sup>4</sup>

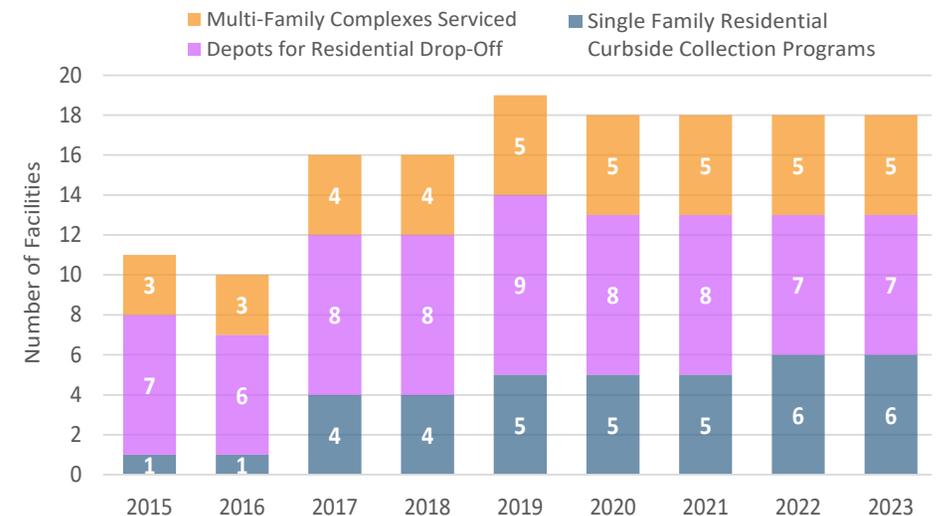
Improvements to the region's recycling programs (e.g., curbside pickup, multi-family building collection) and continued expansion of the types of materials accepted for recycling, will help increase waste diversion.

Additionally, continued education and future enforcement of the FVRD's Source Separation Bylaw, which came into effect in 2020, will aid in the reduction of unnecessary waste sent to landfills within the region.

## Residential Paper and Packaging Materials Collected in the FVRD by Recycle BC, Per Capita (2017-2023)



## Recycle BC Collection Programs in the FVRD (2015-2023)



### What's being measured?

This indicator measures the weight (kg) of paper and packaging materials collected for recycling per capita within the FVRD (excluding the District of Kent). This information is collected and reported annually by Recycle BC, a not-for-profit organization which provides residential recycling services within the province. Figures are based on the materials collected from single-family homes (curbside collection), multi-family buildings, and taken to recycle depots.

### Why measure it?

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

<sup>4</sup>Recycle BC 2023 Annual Report: [recyclebc.ca/about/annual-reports](https://recyclebc.ca/about/annual-reports)



## CLIMATE CHANGE

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

# INDICATOR: COMMUNITY GREENHOUSE GAS EMISSIONS



**Desired outcome:**  
Decreased GHG emissions that approach targets.

The *Fraser Valley Future 2050* RGS includes a per capita greenhouse gas emissions (GHG) reduction target of 50% below 2007 levels by 2050.

As part of the RGS implementation, the FVRD is working to update its GHG targets and methodology, as well as develop a Climate Change Resiliency Plan. A community GHG inventory is required to update targets and resiliency planning. The inventory is expected to be completed in Q2 of 2025.

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

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

### What's being measured?

The Province of B.C., through the Community Energy and Emissions Inventory (CEEI), collects data to determine each community's energy consumption and GHG emissions<sup>1</sup>. However, the FVRD is now in the process of updating its GHG monitoring methodology in order to create a more accurate GHG inventory and better align its reduction targets.

### Why measure it?

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

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

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

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



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

[Updated 2025]

## INDICATOR: REGISTERED ELECTRIC VEHICLES



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

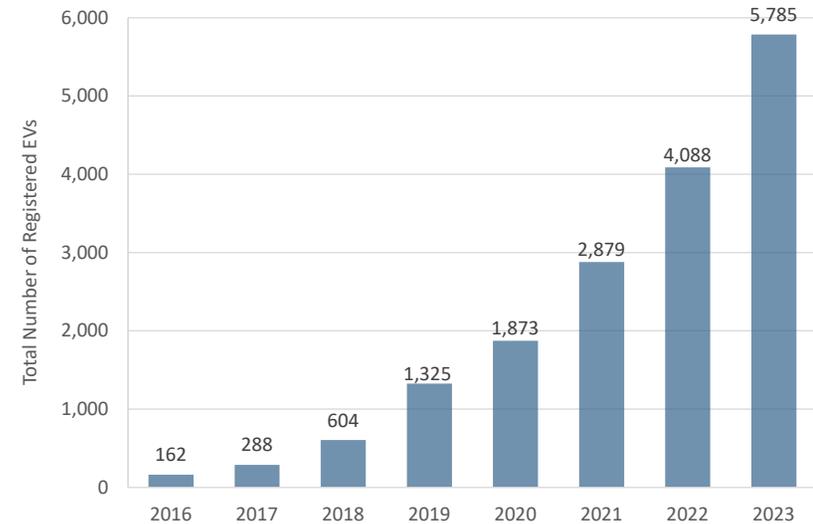
The adoption of electric vehicles (EVs) in the FVRD has steadily increased over the years. In 2023, there were 5,785 registered EVs in the region, a 42% increase in a 1-year period. Most of these vehicles are registered in Abbotsford, Chilliwack, and Mission, reflecting the region’s population distribution.

Despite continued growth, EVs still represent a small share of the total number of passenger vehicles registered in the FVRD, accounting for just 3.2%, compared to 2.3% the previous year, and 7% in Vancouver.

Improved access to charging infrastructure, lower purchasing costs, and government incentives will support trends in consumer behaviour associated with growth in EV adoption. In addition to residents, EV purchases by businesses, government, and non-profits further drive EV adoption rates in the FVRD.

In 2021, 53% of all respondents to the RGS Update survey, who did not already own or lease an EV, indicated they were at least somewhat likely to acquire an EV within the next 5-10 years.<sup>2</sup> This suggests that the demand and adoption rates for EVs in the FVRD are unlikely to slow down anytime soon.

### Registered EVs in the FVRD (2016-2023)



### Registered EVs in the FVRD (2019-2023)

	2019	2020	2021	2022	2023
Abbotsford	634	942	1,514	2,217	3,182
Chilliwack	381	509	761	1,070	1,495
Mission	181	251	372	505	694
Hope	18	26	37	41	59
Kent	30	43	48	68	97
Harrison Hot Springs	16	16	29	29	35
Electoral Areas	65	86	118	158	223
<b>Total</b>	<b>1,325</b>	<b>1,873</b>	<b>2,879</b>	<b>4,088</b>	<b>5,785</b>

#### What’s being measured?

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

#### Why measure it?

The adoption of sustainable transportation modes, such as public transportation and electric vehicles, is integral to reducing combustion energy consumption and total greenhouse gas (GHG) emissions. In 2021, transportation emissions accounted for approximately 35% of all GHG emissions in B.C.<sup>3</sup> As the adoption of EVs increases, there may be fewer gas-powered vehicles on the road, thus reducing the amount of GHG emissions.

<sup>2</sup> FVRD RGS Public Engagement Report, 2021: <https://bit.ly/4dhReHW>

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

Source: Insurance Corporation of British Columbia.

[Updated 2025]

## INDICATOR: ELECTRIC VEHICLE CHARGING STATIONS



On Track

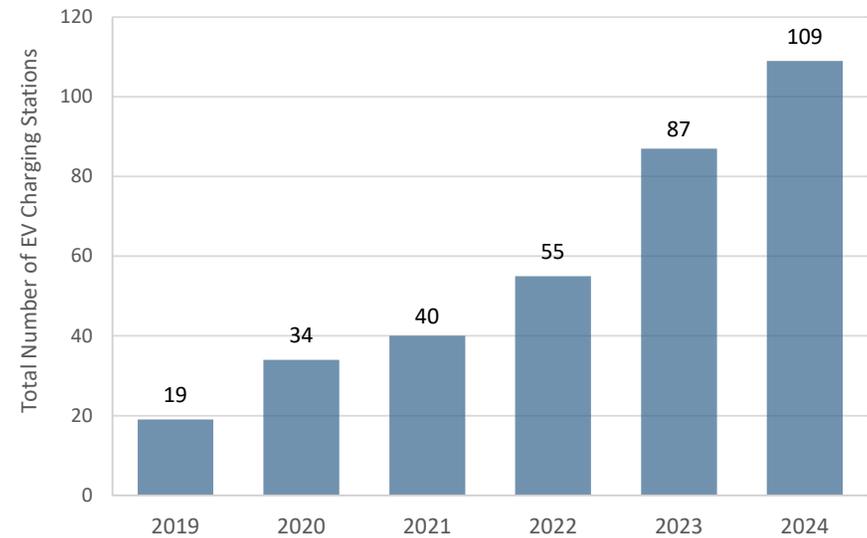
**Desired outcome:**  
Increased number of publicly accessible EV charging stations within the FVRD.

In 2024, there were 109 publicly accessible EV charging stations in the FVRD, identified through Natural Resources Canada and the PlugShare map. This represents a 25% increase compared to 2023, with most new stations located in Abbotsford. Each charging station has at least one charging port, though many have multiple ports and offer various types of EV chargers.

In 2024, the Province of B.C. completed its *Electric Highway* with 155 public charging stations equalling over 7,000 charging ports, further enabling EV travel across the province.<sup>4</sup> Despite this significant improvement to B.C.'s EV charging network, there remains a notable lack of EV charging infrastructure along Highway 1 between Hope and Chilliwack.

A strong public EV charging network supports increased EV adoption; however, improving at-home charging capabilities, particularly in multi-unit residential buildings (MURBs), is also essential. Local governments can implement policies to ensure new developments include EV charging infrastructure; while retrofitting existing buildings remains more complex and costly. Natural Resources Canada projects that by 2030, 1.6 million parking spaces in MURBs across Canada will require upgrades to accommodate EV charging.<sup>6</sup>

### EV Charging Stations in the FVRD (2019-2024)



	2019	2020	2021	2022	2023	2024
Abbotsford	7	14	17	21	30	42
Chilliwack	3	4	4	12	25	31
Mission	2	5	5	6	8	10
Hope	3	4	7	7	9	11
Kent	0	1	1	3	3	3
Harrison Hot Springs	2	2	2	2	4	4
Electoral Areas	2	4	4	4	8	8
<b>Total</b>	<b>19</b>	<b>34</b>	<b>40</b>	<b>55</b>	<b>87</b>	<b>109</b>

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

#### What's being measured?

This indicator measures the estimated number of publicly accessible EV charging stations located within the FVRD. This data does not include the number of charging ports available at each station and the number of actual charging stations may be higher than reported. These figures are sourced from Natural Resources Canada's *Alternative Fuelling Stations Locator*, which is updated as new charging stations and ports are added. PlugShare's EV map is then used to cross-reference station locations.

#### Why measure it?

The adoption of EVs is integral to reducing combustion-based energy consumption and overall GHG emissions in the region. Expanding the EV charging network helps build the consumer confidence needed for widespread EV adoption and improves charging accessibility for longer distance travel.

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

<sup>5</sup> BC Zero-Emission Vehicle Update, 2024 : <https://bit.ly/3SzuMAt>

<sup>6</sup> EV Charging Infrastructure for Canada, February, 2024: <https://bit.ly/4mjNoSU>

# SUMMARY OF INDICATORS



On track to meeting desired outcome.



Making Progress

Making progress towards desired outcome.



Not On Track

Not meeting or moving away from desired outcome.



Observing

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



Waiting for Data

Unable to evaluate progress due to a lack of data.

Indicator	What are we measuring?	Desired Outcome	Performance	Frequency	
<b>1.0 Collaboration</b>					
Building Relationships with First Nations	Number of projects and initiatives which involves collaboration or partnerships with First Nations communities or governments, as well as the education/training of FVRD staff and Board/Committee members.	<b>Increased or improved</b> First Nation's engagement, collaboration, and FVRD staff/Board training and education.	 On Track	This is a new indicator, thus there are no comparable figures; however, there has been a notable increase in Indigenous Cultural education and training.	1 year [Updated 2025]
<b>2.0 Economic Strength &amp; Resiliency</b>					
Unemployment Rate	Number of unemployed persons as a percentage of the total labour force (working population aged 15 and over).	<b>Decreased</b> unemployment rates or unemployment rates comparable to provincial averages in the FVRD.	 Observing	Unemployment rates in the FVRD have trended upwards since recent 2022 lows. Rates in both FVRD CMAs are above the provincial average but remain below national rates.	1 year [Updated 2025]
Labour Participation Rate	Number of people working or actively looking for work, as a percentage of the total labour force (working population aged 15 and over).	<b>Increased</b> labour participation rates within the FVRD.	 Not On Track	Labour participation rates in the FVRD have steadily declined since 2006.	5 years
Commute Flow	Percentage of the FVRD's employed labour force who commutes within the FVRD for work.	<b>Increased</b> percentage of FVRD commuters who remain in the FVRD for work.	 Making Progress	The percentage of residents that stay in the FVRD for work continues to increase.	5 years
Business Counts	Total number of registered businesses in the FVRD, with a focus on businesses that maintain a payroll.	<b>Increased</b> number of businesses in the FVRD that maintain a payroll.	 On Track	The number of registered businesses with a payroll in the FVRD has steadily increased year over year.	1 year [Updated 2025]
Farm Operating Revenues	Agriculture operating revenues, or farm income, before expenses are deducted.	<b>Increased</b> total farm operating revenues for the FVRD.	 On Track	Farm revenues in the FVRD have steadily increased.	5 years
Room Revenue	Total revenue generated through stays in hotels and short-term online accommodation providers, such as Airbnb, VRBO, etc.	<b>Increased</b> total room revenue for the FVRD.	 On Track	Room revenues have recovered since the COVID-19 pandemic and continue to trend upward.	1 year [Updated 2025]

Indicator	What are we measuring?	Desired Outcome		Performance	Frequency
<b>3.0 Living Well</b>					
Household Income	Median income (after tax) of households in the FVRD, including income support or government transfers.	<b>Increased</b> median household incomes (after tax) within the FVRD.	 On Track	Median household income (after tax) in the FVRD has steadily increased. However, parts of the region have significantly lower median household incomes than others.	5 years
Individual Income	Median income (after tax) of individuals in the FVRD, including taxable, non-taxable, regular, and recurring income.	<b>Increased</b> median individual incomes (after tax) within the FVRD.	 On Track	Median individual income (after tax) in the FVRD has steadily increased. However, parts of the region have significantly lower median individual incomes than others.	5 years
Education Rates	Proportion of FVRD residents between the ages of 25 and 64 that have attained post-secondary education.	<b>Increased</b> 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
<b>4.0 Community Building</b>					
Residential Housing Prices	Average sales price of residential units in the FVRD, including new homes and the price of all homes sold.	<b>Moderation</b> in average housing prices within the FVRD.	 Not On Track	Despite a slight drop in 2024, housing prices in the FVRD remain elevated and have increased at record rates in recent years.	1 year [Updated 2025]
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 <b>balanced</b> rate of 3% within the FVRD.	 Not On Track	Rental housing vacancy rates have remained below a balanced rate of 3%.	1 year [Updated 2025]
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.	<b>Moderation</b> in monthly rental housing costs within the FVRD.	 Not On Track	Average monthly rental housing costs in the FVRD have steadily increased, with record increases in recent years.	1 year [Updated 2025]
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 <b>balanced</b> rate of 3% within the FVRD.	 Observing	Seniors' rental housing vacancy rates in the FVRD have steadily decreased, however, rates jumped considerably in 2021.	TBD (CMHC no longer providing data)
Seniors' Rental Housing Costs	Average monthly rental costs of independent living rental units intended for seniors in the FVRD.	<b>Moderation</b> in monthly seniors' rental housing costs within the FVRD.	 Not On Track	The average monthly rental cost of seniors' rental units (independent living) has steadily increased in the FVRD.	TBD (CMHC no longer providing data)

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Housing Starts	Number and type of dwelling units beginning construction each year in the FVRD, with a focus on multi-family starts.	<b>Increased</b> annual multi-family housing as a percentage of total starts in the FVRD.	 On Track	Multi-family units have made up an increasing share of the annual number of housing starts in the FVRD.	1 year [Updated 2025]
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.	<b>Decreased</b> proportion of households in core housing need within the FVRD.	 Making Progress	The proportion of FVRD households in core housing need has steadily decreased. However, this contradicts other housing indicators and anecdotal reports of worsening housing affordability.	5 years
Individuals Experiencing Homelessness	An estimate of the number of individuals in the FVRD experiencing homelessness as a result of the tri-annual FVRD Point-in-Time (PiT) Homeless Count and Survey.	<b>Decreased</b> number of individuals identified as experiencing homelessness in the FVRD.	 Not On Track	There has been a steady increase in individuals experiencing homelessness in the region based on the FVRD's tri-annual point-in-time homeless count.	3 years
<b>5.0 Ecosystem Health</b>					
Regional Park Visits	Annual number of visits to regional parks in the FVRD.	<b>Stable or moderate</b> 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, returning to a more stable trend.	1 year [Updated 2025]
Provincial Park Visits	Annual number of visits to B.C. provincial parks located within the FVRD.	<b>Stable or moderate</b> trends to provincial parks within the FVRD.	 On Track	Visits to provincial parks in the FVRD have steadily increased at moderate rates; with more growth in day trips as opposed to camping, suggesting limited campsite capacity.	1 year [Updated 2025]
Fine Particulate Matter	Tiny solids and liquids in the air from combustion processes, measured in micrograms per cubic metre of air ( $\mu\text{g}/\text{m}^3$ ).	<b>Decreased</b> 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 severe wildfires.	1 year [Updated 2025]
Air Quality Advisories	Number of air quality advisories (days) issued each year in all or part of the FVRD.	<b>Decreased</b> 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 in recent years.	1 year [Updated 2025]
<b>6.0 Transportation &amp; Mobility</b>					
Traffic Volume	Average number of vehicles crossing screenlines in the FVRD each year. A screenline is an imaginary line used to track vehicle volume that cross between origin and destination.	<b>Decreased or moderation</b> of traffic volumes along major corridors in the FVRD.	 Not On Track	There has been a steady increase in traffic volume along the region's major highways.	5 years
Intraregional Trips	Proportion of daily trips (for all purposes and by all modes) originating in the FVRD that stay within the FVRD.	<b>Increased</b> proportion of trips which stay within the FVRD.	 Making Progress	The proportion of all daily trips that remain in the FVRD continues to increase.	5 years

Indicator	What are we measuring?	Desired Outcome	Performance		Frequency
Public Transit Ridership	Total passenger trips for the year in the FVRD as an estimated measure of system ridership.	<b>Increased</b> public transit ridership in the FVRD.		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 2025]
Public Transit Revenue	Total revenue for each transit system in the FVRD for the year, including fares and advertising revenue.	<b>Increased</b> total public transit revenue in the FVRD.		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 2025]
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.	<b>Increased</b> percentage of all work trips taken by active transportation in the FVRD.		The percentage of all work trips taken by active transportation has improved only marginally within the FVRD.	5 years
Completed Transportation Priorities	The status of transportation infrastructure projects as identified in the FVRD RGS.	<b>Increased</b> number of completed transportation priorities as identified in the FVRD RGS.		Multiple infrastructure projects identified as priorities in the RGS have been completed or are in progress.	1 year [Updated 2025]
<b>7.0 Infrastructure &amp; Services</b>					
Solid Waste Disposal Rates	Estimated amount of municipal solid waste each person in the FVRD disposes each year.	<b>Decreased</b> solid waste disposal rates in the FVRD.		Solid waste disposal rates in the FVRD decreased below the provincial target in 2022; however, it is unknown if this is indicative of a longer-term downward trend.	1 year [Updated 2025]
Recyclable Materials Diverted from Disposal	The weight (kg) of paper and packaging materials collected for recycling per capita within the FVRD.	<b>Increased</b> recyclable paper and packaging materials diverted from disposal in the FVRD.		The FVRD's diversion of residential recyclable paper and packaging materials from disposal has remained below pre-pandemic levels and is lower than provincial averages.	1 year [Updated 2025]
<b>8.0 Climate Change</b>					
Community GHG Emissions	Tonnes of GHGs emitted annually in the region.	<b>Decreased</b> GHG emissions that approach targets.		The FVRD is working to update its GHG targets and methodology, as well as develop a Climate Change Resiliency Plan.	TBD
Registered Electric Vehicles	Total number of electric passenger vehicles (battery and plug-in hybrids) registered within the FVRD.	<b>Increased</b> number of registered EVs within the FVRD.		The number of EVs registered in the FVRD has steadily increased, with considerable increases in recent years.	1 year [Updated 2025]
Electric Vehicle Charging Stations	The number of publicly accessible EV charging stations located within the FVRD. The number of ports available are not captured in this data.	<b>Increased</b> number of publicly accessible EV charging stations within the FVRD.		The number of publicly accessible EV charging stations in the FVRD has steadily increased, with considerable increases in recent years.	1 year [Updated 2025]

# 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).<sup>1</sup>

Unlike some regional districts in B.C., the FVsRD 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 Used

### Census Division (CD)

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

**Fraser Valley  
Regional District**

### Census Metropolitan Area (CMA)

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

**Abbotsford-  
Mission CMA**

City of Abbotsford  
City of Mission  
First Nations

### Chilliwack CMA

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

### Census Subdivisions (CSD)

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

**Municipalities  
Electoral Areas  
First Nations**

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

Source: Statistics Canada Dictionary, 2021 Census of Population.



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