

FRASER VALLEY REGIONAL DISTRICT

REGIONAL AND CORPORATE SERVICES COMMITTEE

OPEN MEETING AGENDA

Thursday, July 10, 2025, 10:00 am

In person at FVRD Boardroom, 4th Floor, or by Zoom Conference Call

45950 Cheam Avenue, Chilliwack, BC V2P 1N6

Pages

1. LAND ACKNOWLEDGEMENT
2. CALL TO ORDER
3. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS

MOTION FOR CONSIDERATION

THAT the Agenda, Addenda and Late Items for the Regional and Corporate Services Committee Open Meeting of July 10, 2025 be approved;

AND THAT all delegations, reports, correspondence, and other information set to the Agenda be received for information.

4. RESOLUTION TO CLOSE MEETING

MOTION FOR CONSIDERATION

THAT the meeting be closed to the public, except for Senior Staff and the Executive Assistant, for the purpose of receiving and adopting Closed Meeting Minutes convened in accordance with Section 90 of the *Community Charter* and to consider matters pursuant to:

- Section 90(2)(b) of the *Community Charter* - the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

RECESS

5. RECONVENE OPEN MEETING
6. RISE AND REPORT OUT OF CLOSED MEETING

7. DELEGATIONS AND PRESENTATIONS

7.1 Regional Industrial Lands Inventory Update

5 - 8

FOR INFORMATION ONLY

- Staff presentation by Riley Smith, Planner I
- Staff report dated July 10, 2025 by Riley Smith, Planner I

8. MINUTES/MATTERS ARISING

8.1 Draft Regional and Corporate Services Committee Meeting Minutes - June 5, 2025

9 - 14

MOTION FOR CONSIDERATION

THAT the Minutes of the Regional and Corporate Services Committee Open Meeting of June 5, 2025 be adopted.

9. LEGISLATIVE SERVICES

9.1 Fraser Valley Regional District Indemnification Bylaw No. 1798, 2025

15 - 20

- Staff report dated July 10, 2025 by Jaime Van Nes, Director of Legislative Services
- Draft Bylaw No. 1798, 2025

MOTION FOR CONSIDERATION

THAT the Fraser Valley Regional District Board give three readings and adoption to the bylaw cited as *Fraser Valley Regional District Indemnification Bylaw No. 1798, 2025*.

9.2 Fraser Valley Regional District Sub-Regional Animal Control Service Area Amendment Bylaw No. 1797, 2025

21 - 25

- Staff report dated July 10, 2025 by Stacey Barker, Director of Regional Services
- Draft Bylaw No. 1797, 2025

MOTION FOR CONSIDERATION

THAT the Fraser Valley Regional District Board give three readings to the bylaw cited as Fraser Valley Regional District Sub-Regional Animal Control Service Area Amendment Bylaw No. 1797, 2025, which establishes standard assessed property value as the method of taxation;

AND THAT the Fraser Valley Regional District Board direct staff to bring the bylaw back every 5 years for its review of the taxation methodology.

10. FINANCE

FOR INFORMATION ONLY

- Staff report dated July 10, 2025 by Trevor Lucy, Accountant
- Dashboard
- Glossary

11. REGIONAL SERVICES**11.1 ENVIRONMENTAL SERVICES****11.1.1 Launch of the Fraser Valley Agricultural Plastics Recycling Program**

32 - 38

FOR INFORMATION ONLY

- Staff report dated July 10, 2025 by Carolynn Pegura, Environmental Services Coordinator
- Press Release (May 30, 2025)

11.2 INDIGENOUS RELATIONS**11.2.1 Indigenous Services Canada Referral - Shxw'ōwhámél First Nation's Ohamil 1 Proposed Addition to Reserve, Electoral Area B**

39 - 44

- Staff report dated July 10, 2025 by Kate Fenton, Planner I

MOTION FOR CONSIDERATION

THAT the Fraser Valley Regional District Board respond to the referral from Indigenous Services Canada by providing the technical comments outlined in the staff report dated July 10, 2025, related to the addition of land at 58970 Laidlaw Road (PID: 005-036-861) and St Elmo Road (PID: 008-919-411) to Ohamil 1 Indian Reserve.

11.3 STRATEGIC PLANNING AND INITIATIVES**11.3.1 BC Transit 2025 Fare Review – Agassiz-Harrison, Hope and FVX Services**

45 - 67

- Staff report dated July 10, 2025 by Alison Stewart, Manager of Strategic Planning
- Fare Review Report

MOTION FOR CONSIDERATION

THAT the Fraser Valley Regional District Board approve Fare Option 3 for the Agassiz-Harrison and Hope transit services to be implemented on October 1, 2025,

AND THAT the Fraser Valley Regional District Board approve the phase-

out of the existing DayPASS product and the current transfer policy, to be replaced with the implementation of DayPASS-on-Board and Fare Capping within the Agassiz-Harrison and Hope transit services,

AND FURTHER THAT the Fraser Valley Regional District Board approve Fare Option 3 for the Fraser Valley Express transit service to be implemented on October 1, 2025.

12. ADDENDA ITEMS/LATE ITEMS

13. REPORTS BY STAFF

14. REPORTS BY DIRECTORS

15. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA

FVRD Board Room

ONLINE PARTICIPATION

Questions can be emailed to info@fvrd.ca before 1 pm, July 9, 2025. Alternatively, you may participate in public question period live on Zoom, by phone or computer using the Zoom information provided on the FVRD website.

16. ADJOURNMENT

MOTION FOR CONSIDERATION

THAT the Regional and Corporate Services Committee Open Meeting of July 10, 2025 be adjourned.

To: Regional and Corporate Services Committee

Date: 2025-07-10

From: Riley Smith, Planner I

Subject: Regional Industrial Lands Inventory Update

Reviewed by: Alison Stewart, Manager of Strategic Planning

David Urban, Deputy Director of Regional Services

Stacey Barker, Director of Regional Services/Deputy CAO

Jennifer Kinneman, Chief Administrative Officer

RECOMMENDATION

This report is being brought forward for the Board's information and there is no staff recommendation.

BACKGROUND

This Regional Industrial Lands Inventory is part of a broader set of economic initiatives outlined in an April 2025 staff report¹, which together contribute to a deeper, more informed understanding of the **Fraser Valley Regional District's** (FVRD) economic landscape and highlight the importance of industrial land and the growing pressures it faces.

FVRD staff have been developing a comprehensive, high-level inventory of industrial lands across the **region's** member municipalities and electoral areas. This report updates the Board on the progress of this ongoing work, which provides a region-wide snapshot by identifying the location, supply, and current use of industrial lands, including where non-industrial activities may be occurring.

The Regional Industrial Lands Inventory aligns with the policies and implementation of the *Fraser Valley Future 2050* Regional Growth Strategy, relating to **Policy 2.1, "Protect and support employment lands"** under Goal 2.0, "Economic Strength and Resiliency". It was also identified in the *FVRD 2023-2026 Strategic Plan* as an action item. It is designed to complement existing plans, policies, and reports by member municipalities by providing a regional perspective.

¹ 2025 Regional Economic Review and Related Initiatives, April 10, 2025: <https://pub-fvrd.escribemeetings.com/filestream.ashx?DocumentId=30902>

DISCUSSION

Context

Industrial land is essential to the FVRD's economy, which is strongly rooted in goods-producing sectors like construction, manufacturing, transportation, and warehousing. These sectors, along with the region's growing agri-food and agri-tech industries, depend on access to suitable industrial land to operate and expand. As the region faces challenges such as population growth, affordability issues and a diminishing supply of suitable industrial land, protecting and expanding the industrial land base is critical to ensuring long-term economic resilience and growth.

The shortage of industrial land supply is a Lower Mainland issue. According to Metro Vancouver's *2020 Regional Industrial Lands Strategy*, the last of their effective industrial land supply is expected to be absorbed sometime between 2028 and 2035.² While some vacant land remains, much of it is less viable due to size, location, or servicing constraints, making it difficult to accommodate larger distribution or manufacturing facilities. As a result, businesses are increasingly looking beyond Metro Vancouver, with the Fraser Valley seen as a more viable and affordable option.

However, available industrial land is also becoming scarce in the Fraser Valley. Many of the region's industrial and business park locations are nearing build-out, with a noticeable decline in readily available land. Additional constraints including a large portion of land in the Agricultural Land Reserve, geographical and environmental limitations, and urban growth pressures, restrict the potential to expand the industrial land supply.

Approach

Industrial lands included in this inventory are those designated as industrial in local Official Community Plans (OCPs), zoned as industrial in local bylaws, or both. Lands that meet this definition are assessed on a parcel-by-parcel basis for site-specific OCP designation, zoning, actual land use, and area.

The analysis builds on previous FVRD work and draws on existing municipal and regional inventories to inform a consistent and repeatable methodology. **Categories describing a site's current or actual use draw from those used in the City of Abbotsford's *Industrial Land Capacity Analysis* (2017) and Metro Vancouver's *2020 Regional Industrial Lands Inventory*.** They include lands developed for industrial and quasi-industrial purposes as well as industrial lands used for non-industrial activities such as commercial, residential or agriculture. The inventory also identifies land that is completely vacant.

As part of this work, staff have developed a series of in-house GIS **models using Esri's ArcGIS software**. These semi-automated tools streamline data processing, significantly reduce manual effort, and ensure a consistent and repeatable approach. As a result, the inventory can be more efficiently

² Metro Vancouver Regional Industrial Lands Strategy, June 2020: <https://bit.ly/4ktoOhm>

updated with new information and will allow for future monitoring of lands and assessment of land use changes over time.

The scope of the inventory includes all FVRD jurisdictions, though industrial lands are not present in every member municipality or electoral area. Industrial lands located on First Nations reserves are not included due to data availability constraints. However, this inventory provides a foundation for work that may incorporate First Nations communities and lands at a future date.

Status

The bulk of spatial data processing is complete, with initial results currently under review. FVRD staff are reaching out to municipal staff to share inventory progress and confirm that the objectives, methodology, and preliminary findings accurately reflect each municipality.

Differences in OCP designations and zoning bylaws between municipalities present challenges for conducting a consistent inventory of industrial land across the region. Discussions with municipalities are key to helping determine the final scope of the inventory and assess how current municipal OCP work can inform and strengthen it moving forward.

The completed inventory report will provide a detailed regional snapshot of industrial lands and include municipal-level breakdowns. It will present total figures for developed and vacant lands, further categorized by designation and zoning, actual land use, and average parcel size. The report will also include a description of the methodology, highlight key findings, and feature detailed maps.

Once the baseline inventory is complete, there are a number of directions this initiative can go, including developing a broader employment lands inventory, identifying potential expansion opportunities, including an assessment of brownfield sites around the region, and undertaking further economic analysis, including land supply and demand forecasting. From a Regional Growth Strategy perspective, the inventory will allow for better monitoring of land use change over time.

COST

The costs of the Regional Industrial Lands Inventory are incorporated in the Regional Strategic Planning and Initiatives (601) budget.

CONCLUSION

The Regional Industrial Lands Inventory provides a high-level assessment of industrial land across the FVRD, building on previous work by FVRD staff and drawing from existing municipal and regional inventories to support a consistent and repeatable methodology. It is part of a broader set of economic initiatives undertaken by the FVRD **to develop a greater understanding of the region's economic landscape and the pressures facing industrial and employment lands.**

This inventory establishes a foundation for ongoing monitoring and supports future initiatives aimed at protecting and expanding **the region's** industrial land base. Future work may build on this foundation to include a broader employment lands inventory, land supply and demand forecasting, identification of potential expansion opportunities, or assessment of industrial brownfield sites.

Ultimately, this work strengthens long-term planning and policy development, offering a valuable resource for municipalities, enabling collaboration, and supporting advocacy when engaging with provincial agencies.

**FRASER VALLEY REGIONAL DISTRICT
REGIONAL AND CORPORATE SERVICES COMMITTEE
OPEN MEETING MINUTES**

Thursday, June 5, 2025
10:00 am

In person at FVRD Boardroom, 4th Floor, or by Zoom Conference Call
45950 Cheam Avenue, Chilliwack, BC V2P 1N6

Members Present: Director Patricia Ross, City of Abbotsford, Chair
Director Chris Kloot, City of Chilliwack, Vice Chair
Director Cory Cassel, Electoral Area G
Director Bill Dickey, Electoral Area D
Director Leo Facio, Village of Harrison Hot Springs
Director Paul Horn, City of Mission (*arrived at 10:03am*)
Director Patti MacAhonic, Electoral Area E
Director Ken Popove, City of Chilliwack
Director Ross Siemens, City of Abbotsford
Director Victor Smith, District of Hope (*arrived at 10:02am*)
Alt. Director Susan Spaeti, District of Kent
Director Mel Waardenburg, Electoral Area C

Regrets: Director Sylvia Pranger, District of Kent

Staff Present: Jennifer Kinneman, Chief Administrative Officer
Stacey Barker, Deputy CAO/Director of Regional Services
Jaime Van Nes, Director of Legislative Services/Corporate Officer
Lauren Olynick, Deputy Corporate Officer
David Urban, Deputy Director of Regional Services
Beth Klein, Controller/Deputy CFO
Mike Freimark, Manager of Recreation (*Zoom*)
Alison Stewart, Manager of Strategic Planning
Sam Piper, Manager of Communications
Kyler Garza, Communications and Engagement Officer
Lance Lilley, Manager of Environmental Services
Christina Vugteveen, Manager of Parks
Melissa Geddert, Manager of Integrated Planning and Engagement
Riley Smith, Planner I (*Zoom*)
Theresa Alexander, Planner I (*Zoom*)
Melanie Jones, Assistant Controller
Kinga Al-Mubarak, Accountant
Joel Niezen, Network Analyst I
Amanda Molloy, Administrative Manager (*Recording secretary*)

Also Present: Director Diane Johnson, Electoral Area A
Director Hugh Davidson, Electoral Area F (Zoom)
Director Taryn Dixon, Electoral Area H (Zoom)

1. LAND ACKNOWLEDGEMENT

Chair Ross provided introductory remarks recognizing the homeland of the 31 First Nations located within the Fraser Valley Regional District.

2. CALL TO ORDER

The Chair called the open meeting to order at 10:01am.

3. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS

Moved By FACIO
Seconded By SMITH

THAT the Agenda, Addenda and Late Items for the Regional and Corporate Services Committee Open Meeting of June 5, 2025 be approved;

AND THAT all delegations, reports, correspondence, and other information set to the Agenda be received for information.

CARRIED

4. MINUTES/MATTERS ARISING

4.1 Draft Regional and Corporate Services Committee Meeting Minutes - May 15, 2025

Moved By KLOOT
Seconded By MACAHONIC

THAT the Minutes of the Regional and Corporate Services Committee Open Meeting of May 15, 2025 be adopted.

CARRIED

Items 6.1 and 7.1.1 were heard at this time.

6. FINANCE

6.1 Financial Plan 2025-2029 Amendment - June

Moved By MACAHONIC
Seconded By WAARDENBURG

THAT the Fraser Valley Regional District Board direct Staff to prepare for the Board's consideration an amendment to the Fraser Valley Regional District Regional District 2025-2029 Financial Plan Bylaw No. 1769, 2025 to include an additional Electoral Area Service Amendment.

CARRIED

7. REGIONAL SERVICES

7.1 STRATEGIC PLANNING AND INITIATIVES

7.1.1 2025 Regional Growth Strategy (RGS) Monitoring Report

Discussion ensued regarding the current greenhouse gas inventory concluding, and the possible implementation of new targets consistent with provincial and national standards. Staff noted the results from the inventory will lead into a subsequent planning process for Climate Action Plan planning process, set to begin late 2025.

Item 5.1 was heard at this time.

5. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

5.1 Motion brought forward from Director Horn, City of Mission regarding animal control service area

Discussion ensued about review of the current funding methodology.

Moved By HORN
Seconded By

WHEREAS the sub-regional animal control service's proportional shared model was established based on the number of animal licences per community, but the usership data collected since the facility began operating in 2016, has shown disproportionate usage, resulting in some communities paying more than their fair share;

THAT the Fraser Valley Regional District Board direct staff to bring forward amendment to the FVRD's sub-regional animal control service area bylaw to reflect an equitable converted assessment funding methodology.

CARRIED

8. OTHER MATTERS

8.1 Hope & Area Recreation Centre Arena Equipment Replacements Contract Award

Moved By SMITH
Seconded By SPAETI

THAT the Fraser Valley Regional District Board authorize its signatories to enter into an agreement with Engo Equipment Sales Inc. for the supply and delivery of one new electric ice resurfacer for the Hope & Area Recreation Centre in the amount of \$164,777.00 (excluding taxes);

AND THAT the Fraser Valley Regional District Board authorize its signatories to enter into an agreement with CIMCO Refrigeration for the supply and installation of one outdoor natural gas desiccant dehumidifier system in the amount of \$176,886.83 (excluding taxes).

CARRIED

9. ADDENDA ITEMS/LATE ITEMS

No items.

10. ITEMS FOR INFORMATION AND CORRESPONDENCE

10.1 Letter from Wallace Mah, CAO, District of Kent to Jennifer Kinneman, CAO, FVRD RE: Building Inspection Services (March 28, 2025)

Moved By SPAETI
Seconded By KLOOT

THAT the Fraser Valley Regional District Board support the District of Kent's request to provide building inspection services to Cheam First Nation.

CARRIED

11. REPORTS BY STAFF

No items.

12. REPORTS BY DIRECTORS

Director MacAhonic reported ongoing efforts are being made to advocate for the residents of the Chilliwack River Valley who were affected by the 2021 Atmospheric River event. Director

MacAhonic received a letter back from the Ministry regarding the unhoused situation in Electoral Area E., and on June 22, Director MacAhonic will be speaking at the Goldcorp Centre for Performing Arts as part of a larger production on climate disaster stories.

13. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA

No questions were asked online or in person and no written correspondence was received.

14. RESOLUTION TO CLOSE MEETING

Moved By FACIO
Seconded By CASSEL

THAT the meeting be closed to the public, except for Senior Staff and the Executive Assistant, for the purpose of receiving and adopting Closed Meeting Minutes convened in accordance with Section 90 of the *Community Charter* and to consider matters pursuant to:

- Section 90(1)(b) of the *Community Charter* - personal information about an identifiable individual who is being considered for a regional award or honour, or who has offered to provide a gift to the regional district on condition of anonymity;
- Section 90(1)(c) of the *Community Charter* - labour relations or other employee relations;
- Section 90(1)(k) of the *Community Charter* - negotiations and related discussions respecting the proposed provision of a regional service that are at their preliminary stages and that, in the view of the board, could reasonably be expected to harm the interests of the regional district if they were held in public;
- Section 90(1)(l) of the *Community Charter* - discussions with regional officers and employees respecting regional objectives, measures and progress reports for the purposes of preparing an annual report under section 98 [*annual regional report*];
- Section 90(2)(b) of the *Community Charter* - the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party.

CARRIED

The open meeting recessed at 10:13am.

15. RECONVENE OPEN MEETING

The open meeting reconvened 11:00am.

16. RISE AND REPORT OUT OF CLOSED MEETING

No items.

17. ADJOURNMENT

Moved By FACIO
Seconded By CASSEL

THAT the Regional and Corporate Services Committee Open Meeting of June 5, 2025 be adjourned.

CARRIED

The Fraser Valley Regional District Regional and Corporate Services Committee Open meeting of June 5, 2025 adjourned at 11:00am.

MINUTES CERTIFIED CORRECT:

.....
Director Patricia Ross, Chair

.....
Corporate Officer/Deputy

To: Regional and Corporate Services Committee
From: Jaime Van Nes, Director of Legislative Services

Date: 2025-07-10
File No: 3920-20-1798, 2025

Subject: Fraser Valley Regional District Indemnification Bylaw No. 1798, 2025

Reviewed by: Jennifer Kinneman, Chief Administrative Officer

RECOMMENDATION

THAT the Fraser Valley Regional District Board give three readings and adoption to the bylaw cited as Fraser Valley Regional District Indemnification Bylaw No. 1798, 2025.

BACKGROUND

Indemnification is a legal concept that refers to the act of compensating someone for a loss or damage that they have suffered. Section 740 of the *Local Government Act* provides regional districts with the authority to pass bylaws to provide for the indemnification of regional district officials for any legal action brought against them in the honest exercise and performance of their powers, duties or functions. An indemnification bylaw provides for circumstances in which legal fees, as well as costs, fines and awards of damages incurred or made against a regional district official will be paid by the Fraser Valley Regional District (FVRD).

In 2003, the FVRD adopted the *Fraser Valley Regional District Indemnification Bylaw No. 0566, 2003*.

DISCUSSION

A recent BC Court of Appeal decision in *Anderson v. Strathcona Regional District* has underscored the need for local governments to have clear and precise language in their indemnification bylaws. In light of the recent court decision, staff are recommending that **the FVRD's indemnification bylaw** be updated to reflect current legislation and legal best practices.

The term 'regional district official' is defined by section 738(1) of the *Local Government Act* and includes the following in relation to the exercise of powers or the performance of duties or functions for, or on behalf of the FVRD:

- Current or former FVRD Board members;
- Current or former FVRD officers or employees;
- Volunteer fire department members;
- FVRD volunteer who participates in the delivery of FVRD services; and
- Board of Variance members appointed by the FVRD Board.

The draft bylaw includes the following provisions which require regional district officials who are seeking indemnity under the bylaw to:

- Promptly provide a copy of **the documents initiating any action to the FVRD's Corporate Officer**;
- Not admit or assume liability, not enter into a settlement or enter a guilty plea except with the approval of the FVRD;
- Consent in writing to the FVRD having the sole discretion to appoint and instruct legal counsel, to conduct all necessary investigations, negotiate or settle the action, prosecution or proceeding; and
- Co-operate with the FVRD and their appointed legal counsel in relation to the action, prosecution, inquiry or other proceeding, including to secure information, evidence and witnesses in the defence of an action or prosecution.

As a limit to indemnification, the draft indemnification bylaw would not apply in the following circumstances:

- Claims that do not arise in connection with a regional district **official's exercise or intended** exercise of their power or the performance or intended performance of their duties;
- Where a court has found the regional district official to have engaged in dishonesty, gross negligence or malicious or willful misconduct;
- Defamation claims made against a Board member;
- Proceedings to disqualify a Board member from office; and
- Any proceedings or complaints made under the FVRD Code of Responsible Conduct Policy which outlines its own separate process related to reimbursement of legal costs.

Notwithstanding the above, a regional district official may still seek indemnity by Board resolution on a case-by-case basis. For example, in the case of a defamation claim brought against a Board member, the Board may wish to consider the facts and circumstances of the claim on a case-by-case basis first, rather than having indemnification follow automatically.

COST

In cases where indemnification is required, the FVRD is insured with liability insurance through the Municipal Insurance Association of BC (MIABC) to cover the costs of any claims that may be brought against a regional district official in relation to the exercise of powers or performance of duties or functions for or on behalf of the FVRD.

CONCLUSION

Legislation provides regional districts with the authority to pass bylaws to provide for the indemnification of regional district officials for any legal action brought against them in the honest exercise and performance of their powers, duties or functions. The definition of regional district officials includes current and former Board members and employees, volunteer fire department

members, other volunteers who are participating in the delivery of FVRD services, as well as Board of Variance members appointed by the FVRD Board.

The draft indemnification bylaw outlines requirements for regional district officials seeking indemnification, and sets out certain circumstances in which the draft indemnification bylaw would not apply. However, a regional district official may still seek indemnity by Board resolution on a case-by-case basis.

**FRASER VALLEY REGIONAL DISTRICT
BYLAW NO. 1798, 2025**

A bylaw to indemnify Regional District Officials

WHEREAS Section 740 of the *Local Government Act* provides that a regional district may, by bylaw, indemnify Regional District Officials in respect of certain matters in accordance with the bylaw.

THEREFORE the Fraser Valley Regional District Board enacts as follows:

1) CITATION

This bylaw may be cited as *Fraser Valley Regional District Indemnification Bylaw No. 1798, 2025*.

2) INTERPRETATION

In this bylaw:

"Regional District Official" means a person as defined in Section 738(1) of the *Local Government Act*.

3) ENACTMENTS

- a) The regional district will indemnify Regional District Officials by paying all amounts required or incurred:
 - i. to defend an action or prosecution brought against a Regional District Official in connection with the exercise or intended exercise of the person's powers or the performance or intended performance of the person's duties or functions;
 - ii. to satisfy a judgment, award or penalty imposed in an action or prosecution referred to in paragraph (i);
 - iii. in relation to an inquiry under the *Public Inquiry Act*; or
 - iv. in relation to another proceeding that involves the administration of the regional district or the conduct of regional district business.
- b) Where a Regional District Official wishes to seek indemnity under this bylaw, the Regional District Official will;
 - i. as promptly as reasonably possible after being served with a document initiating an action, prosecution, inquiry or other proceeding involving regional district business, deliver a copy of such document to the regional district's Corporate Officer;

- ii. not admit or assume liability, enter into a settlement or enter a guilty plea except with the approval of the regional district;
 - iii. consent in writing to the regional district having sole discretion to appoint and instruct legal counsel, to conduct all the necessary investigations and to negotiate and settle the action, prosecution or proceeding; and
 - iv. co-operate with the regional district and appointed legal counsel in relation to the action, prosecution, inquiry or other proceeding, including to secure information, evidence and witnesses and in the defence of an action or prosecution.
- c) Despite Section 3)a), the regional district;
- i. will not pay a fine that is imposed as a result of a Regional District Official being convicted of an offence that is not a strict or absolute liability offence;
 - ii. will not indemnify a Regional District Official if a court of competent jurisdiction finds a Regional District Official has engaged in dishonesty, gross negligence or malicious or wilful misconduct; and
 - iii. may seek recovery of its costs against a Regional District Official in respect of any matter which results in a judgment for damages against the regional district if a court has found the Regional District Official has engaged in dishonesty, gross negligence, or malicious or wilful misconduct.
- d) This bylaw does not apply to:
- i. claims that do not arise in connection with a Regional District Official's exercise or intended exercise of their power or the performance or intended performance of their duties;
 - ii. any proceedings or complaints made under the regional district's Code of Responsible Conduct Policy;
 - iii. defamation claims made against a Board member; and
 - iv. proceedings to disqualify a Board member from office.
- e) Nothing in this bylaw prevents a Regional District Official from seeking indemnity by Board resolution in a specific case.

4) SEVERABILITY

If a portion of this bylaw is found invalid by a court, it will be severed and the remainder of the bylaw will remain in effect.

5) REPEAL

Fraser Valley Regional District Indemnification Bylaw No. 0566, 2003 is hereby repealed.

6) READINGS AND ADOPTION

READ A FIRST TIME THIS day of

READ A SECOND TIME THIS day of

READ A THIRD TIME THIS day of

ADOPTED THIS day of

Chair/Vice-Chair

Corporate Officer/Deputy

7) CERTIFICATION

I hereby certify that this is a true and correct copy of *Fraser Valley Regional District Indemnification Bylaw No. 1798, 2025* as adopted by the Board of Directors of the Fraser Valley Regional District on

Dated at Chilliwack, B.C. on

Corporate Officer/Deputy

To: Regional and Corporate Services Committee
From: Stacey Barker, Director of Regional Services

Date: 2025-07-10
File No: 2320-90

Subject: Municipal Tax Proportions – Animal Control Service

Reviewed by: Jaime Van Nes, Director of Legislative Services/Corporate Officer
Jennifer Kinneman, Chief Administrative Officer

RECOMMENDATION

THAT the Fraser Valley Regional District Board give three readings to the bylaw cited as Fraser Valley Regional District Sub-Regional Animal Control Service Area Amendment Bylaw No. 1797, 2025, which establishes standard assessed property value as the method of taxation;

AND THAT the Fraser Valley Regional District Board direct staff to bring the bylaw back every 5 years for its review of the taxation methodology.

BACKGROUND

The Fraser Valley Regional District (FVRD) provides full animal control services to the Cities of Abbotsford, Chilliwack, and Mission as well as the District of Kent and Village of Harrison Hot Springs. When each of these municipalities joined the program, their subsequent share of the annual net funding was negotiated with the membership at the time of entry. This resulted in a funding model whereby different rates of taxation exist in different municipalities. Many factors have changed since the origin of the current funding model, including anticipated future capital expenditures. These conditions warrant consideration to change how funding is currently allocated.

DISCUSSION

The vast majority of FVRD services that require funding through taxation do so through assessed value of land and improvements as provided annually by BC Assessment. This means that all residents in a service area are taxed at the same rate. The larger municipalities typically have a greater assessment base, so proportionally, they carry more, but the tax rate is equal for all residents. Staff would prefer to use the assessed value method of taxation for the regional animal control program due to its reliability, annual review by BC Assessment, and ease of administration, in comparison to the current approach.

Tables 1 and 2 use information from the 2025 Financial Plan and the most recent 2025 Revised BC Assessment data available. The information is comparing actual 2025 taxation to what taxation would

have been had the proposed methodology been utilized in 2025. The purpose is to give the Board an estimated value of financial impact for the recommended change.

Table 1: Estimated Residential Impact – Assessed Property Value Method Vs Current Method

Municipality	Current Methodology		Proposed Methodology		
	2025 Resid. Tax Rate /\$1,000 Assessment	2025 Average Residential Tax	Proposed Resid. Tax Rate /\$1,000 Assessment	Proposed Average Residential Tax*	\$ Change Average Residential Tax
Abbotsford	0.00464	\$4.41	0.00516	\$4.93	+\$0.52
Chilliwack	0.00304	\$2.47	0.00516	\$4.23	+\$1.76
Harrison Hot Springs	0.00114	\$0.89	0.00516	\$3.97	+\$3.08
Kent	0.00372	\$2.81	0.00516	\$3.83	+\$1.02
Mission	0.01228	\$14.08	0.00516	\$5.77	-\$8.31

*The average residential assessed value differs per municipality with Mission the highest and Kent the lowest.

Table 2: Estimated Municipal-Level Impact –Assessed Property Value Method Vs Current Method

Municipality	Proportional Per Municipality				
	Current Bylaw with Licence Fees Adjustment	2025 Financial Plan Taxation	Proposed Method	Taxation Using Proposed Method	\$ Change Per Muni
Abbotsford	47.81%	\$355,196	53.2%	\$395,672	+\$40,476
Chilliwack	17.65%	\$131,195	30%	\$223,183	+\$91,988
Harrison Hot Springs	0.21%	\$1,552	0.9%	\$7,015	+\$5,463
Kent	1.38%	\$10,288	1.9%	\$14,271	+\$3,983
Mission	32.95%	\$244,879	13.9%	\$102,969	-\$141,910

As discussed last month, the application of user data to ascertain distribution of effort per municipality may be applicable in some situations, but staff caution against its use as a means to establish tax distribution for the regional animal control program. While there are various data sets available, they are not all one-to-one comparisons in terms of their effect on staff time and impact on the facility. For example, while staff record the origin of a particular call, they do not record the length of time to resolve the issue. Some may be concluded quickly while another generates months of investigation.

For comparison purposes, a set of data has been provided in Table 3. Staff feel that the number of days a dog stays at the shelter is a good representation of effort. "Impound Days" represents both the number of dogs impounded and how long staff were required to care for them. However, even within this limited representation, the data fluctuates significantly each year data is available. There are also some errors due to lack of information or misreporting that tend to negatively impact Chilliwack due the location of the shelter which staff have attempted to adjust.

Table 3: Impound Days (yearly averages on available data)

Abbotsford	Chilliwack	Mission	Kent	Harrison
------------	------------	---------	------	----------

Impound Days	4571	2817	871	258	22
Proportion Per Muni	53.5%	33.0%	10.2%	3.0%	0.3%

Staff recommend that they begin to report on animal control statistics on a regular basis for the Board's information and to continue to make improvements to data collection practices for consideration the next time the Board reviews taxation methodology.

COST

Included in the draft bylaw in an increase to total rate tax which occurs from time to time and is a financial housekeeping issue. The draft bylaw deletes the maximum amount and updates it to a maximum property tax rate of \$0.015/1000. This is in keeping with recent updates to other Regional District bylaws.

CONCLUSION

Over the past decade there have been significant changes to the FVRD's regional animal control program as well as expected capital expenditures that have warranted a re-examination of taxation methodology. Staff are recommending an update to the current bylaw that allows for the standard method of taxation based on property assessment.

FRASER VALLEY REGIONAL DISTRICT
BYLAW NO. 1797, 2025

A Bylaw to amend the Sub-Regional Animal Control Service Area

WHEREAS *Fraser Valley Regional District Sub-Regional Animal Control Service Area Establishment Bylaw No. 1140, 2011* was adopted by the Fraser Valley Regional District Board of Directors ("the Board") on January 24, 2012;

AND WHEREAS the maximum annual requisition for the Sub-Regional Service Area is currently \$450,000 or a property value tax rate of \$0.0068/\$1000 applied to the net taxable value of the land and improvements within the service area, whichever is greater;

AND WHEREAS the Board wishes to increase the maximum amount that may be requisitioned under Bylaw 1140, 2011 by an amount greater than 25% of the baseline value and such an increase requires approval of the inspector;

AND WHEREAS the Board wishes to remove the maximum amount and instead only include the property value tax rate;

AND WHEREAS the Board wishes to remove the apportionment sections of the bylaw so that the apportionment among the participating areas is calculate on the basis of the converted value of land and improvements in those areas pursuant to Section 380 of the *Local Government Act*;

AND WHEREAS consent on behalf of municipal participating areas has been obtained;

THEREFORE the Board enacts as follows:

1) CITATION

This Bylaw may be cited as *Fraser Valley Regional District Sub-Regional Animal Control Service Area Amendment Bylaw No. 1797, 2025*.

2) ENACTMENTS

That *Fraser Valley Regional District Sub-Regional Animal Control Service Area Establishment Bylaw No. 1140, 2011*, as amended, is amended by:

2.1 deleting Section 2)e) and replacing it with the following:

"e) The maximum amount that may be requisitioned annually for the entire service established by this bylaw is an amount equal to that which could be raised by a property value tax rate of \$0.015/\$1000 applied to the net taxable value of the land and improvements within the service area."

2.2 deleting Section 2)f) in its entirety.

3) SEVERABILITY

If a portion of this bylaw is found invalid by a court, it will be severed and the remainder of the bylaw will remain in effect.

4) READINGS AND ADOPTION

READ A FIRST TIME THIS	day of
READ A SECOND TIME THIS	day of
READ A THIRD TIME THIS	day of
APPROVED BY THE INSPECTOR OF MUNICIPALITIES this	day of
ADOPTED THIS	day of

Chair/Vice-Chair

Corporate Officer/Deputy

5) CERTIFICATION

I hereby certify the foregoing to be a true and correct copy of *Fraser Valley Regional District Sub-Regional Animal Control Service Area Amendment Bylaw No. 1797, 2025* as read three times by the Board of Directors of the Fraser Valley Regional District on

Dated at Chilliwack, BC on

Corporate Officer/Deputy

To: Regional and Corporate Services Committee

Date: 2025-07-10

From: Trevor Lucy, Accountant

Subject: Treasury Update – 2025 Quarter 2

Reviewed by: Beth Klein, Controller/Deputy CFO
Jennifer Kinneman, Chief Administrative Officer

INTENT

This report is intended to advise the Fraser Valley Regional District Board of information pertaining to **the Fraser Valley Regional District's** treasury management. Staff is not looking for a recommendation and has forwarded this information should members want more clarification to discuss the item further.

BACKGROUND

Effective treasury management is important for the Fraser Valley Regional District (FVRD) to ensure fiscal sustainability to support the programs and services we operate. This report serves as an update **on the FVRD's investment activities, a key component of its treasury management practices.**

DISCUSSION

Throughout the second quarter, staff continued to monitor interest rates and collaborate with the **FVRD's investment portfolio managers in response to the evolving global economic landscape.** As a result, the FVRD focused on re-investing in longer-term fixed investments. In addition, staff continue to stagger investment maturities as we move through our five-year financial plan, ensuring funds will become liquid as required.

Since January 2025, the FVRD had four GIC maturities and three re-investments resulting in total investment activity of \$5.3 million. The interest rates secured for these investments ranged from 3.40% to 3.63%, and the GICs obtained were a mix of two-year and three-year fixed term to ensure staggering of maturities.

The interest rate for the FVRD's cash accounts is currently 4.95%, and as noted in the attached dashboard, **the FVRD's portfolio remains compliant with the Investment Policy** with a continued effort to diversify our portfolio.

The updated treasury dashboard (based on unaudited financial information), is included in Appendix 1, and a glossary is available in Appendix 2 (attached to this report).

COST

There are no costs associated with this report.

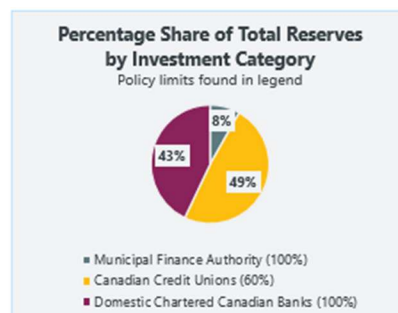
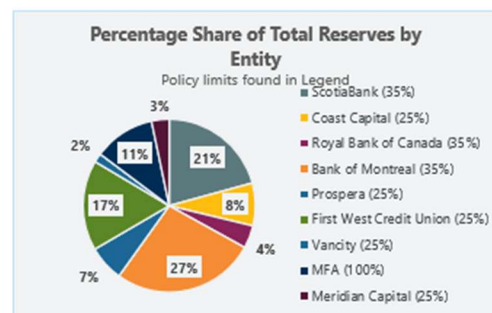
CONCLUSION

Staff continue to work with the FVRD portfolio managers ensuring alignment with the FVRD Investment Policy while monitoring economic impacts. As shown on the updated treasury dashboard, the FVRD re-invested GICs totalling \$5.3 million since the last Treasury Report for interest rates ranging from 3.40% to 3.63%.

Appendix 1

The Dashboard (Unaudited)

For the period ending June 30, 2025



Key Information		
Portfolio (Liquid)	\$15,993,579	24%
Portfolio (Fixed)	\$51,040,642	76%
Most Recent GIC	June 23, 2025	3.63%
Weighted average interest rate on portfolio		4.05%
Interest income earned as at	May 31, 2025	\$ 919,440

Investments next to mature		
VANCITY GIC 3.8% 02OCT25CA	October 2, 2025	\$1,000,000
Envision GIC 5.75% - Term 13 - 2 year	December 21, 2025	\$2,000,000
Envision GIC 5.75% - Term 12 - 2 year	December 22, 2025	\$3,000,000



Appendix 2

The Dashboard Glossary

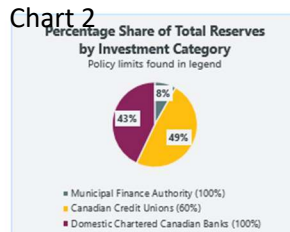
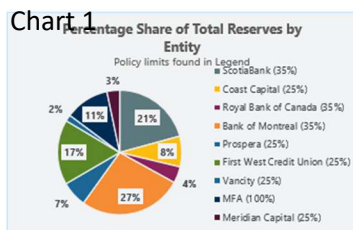


Chart 3

Key Information		
Portfolio (Liquid)	\$15,993,579	24%
Portfolio (Fixed)	\$51,040,642	76%
Most Recent GIC	June 23, 2025	3.63%
Weighted average interest rate on portfolio		4.05%
Interest income earned as at	May 31, 2025	\$ 919,440

Chart 4

Investments next to mature		
VANCITY GIC 3.8% 02OCT25CA	October 2, 2025	\$1,000,000
Envision GIC 5.75% - Term 13 - 2 year	December 21, 2025	\$2,000,000
Envision GIC 5.75% - Term 12 - 2 year	December 22, 2025	\$3,000,000



Chart 1 – Percentage Share of Total Reserves by Entity

- **Policy Guidance:** The FVRD Investment policy includes a maximum percentage of total reserves that can be invested in any one entity (i.e. within Envision Financial, Scotiabank, BMO etc). An excerpt from the investment policy is below (page 5).

Type of Entity	Maximum % Share of Total Reserves
Municipal Finance Authority Pooled Investment Funds	Up to 100%
Financial Institutions	Up to 35%
Canadian Credit Unions	Up to 25%

- **Dashboard Visualization:** Chart 1 indicates what percentage each single entity makes up in the portfolio. In the Chart Legend, on the right, you see the policy limits for each entity.

Chart 2 – Percentage Share of Total Reserves by Investment Category

- **Policy Guidance:** The policy also limits the percentage of total reserves that can be invested in any one investment category (i.e. Financial Institutions, Canadian Credit Unions or MFA).

Investment Category	Maximum % Share of Total Reserves
Municipal Finance Authority Pooled Investment Funds	Up to 100%
Financial Institutions	Up to 75%
Canadian Credit Unions	Up to 60%

- **Dashboard Visualization:** Chart 2 indicates what percentage each category makes up in our portfolio. In the Chart Legend, at the bottom, you see the policy limits for each category.

Chart 3 - Key Information

- **Portfolio (Liquid)** is the balance of cash available if needed and is split between an Envision Chequing Account and MFA High-Interest Savings Account.
- **Portfolio (Fixed)** is the proportion of funds invested in fixed-term GICs, term deposits and bonds (all legislatively compliant).
- **Most Recent GIC** is used when making investment decisions to know if the market rates are increasing or decreasing.
- **Weighted average interest rate of the portfolio** is an average of the entire portfolio rate of interest. This can be used to calculate the interest expected for the entire year.
- **Interest income earned** is the amount of interest income earned as of the reporting date indicated.

Chart 4 – Investments next to mature

This section is used to help visualize which investments are next to mature so their reinvestment strategy can be planned.

Chart 5 – Portfolio Maturity Dates



The aim is to stagger the maturities of investments evenly over time to ensure reliable opportunities for cash to become available. This section of the Dashboard is used to help identify any potential gaps in time that don't have an investment maturing.

To: Regional and Corporate Services Committee

Date: 2025-07-10

From:Carolynn Pegura, Environmental Services Coordinator

Subject: Launch of the Fraser Valley Agricultural Plastics Recycling Program

Reviewed by: Lance Lilley, Manager of Environmental Services
David Urban, Deputy Director of Regional Services
Stacey Barker, Director of Regional Services/Deputy CAO
Jennifer Kinneman, Chief Administrative Officer

INTENT

This report is intended to update the Fraser Valley Regional District Board of information pertaining to the launch of the Fraser Valley Agricultural Plastics Recycling Program. Staff is not looking for a recommendation and has forwarded this information should members want more clarification or to discuss the item further.

BACKGROUND

Dairy farmers use agricultural plastics such as bale and silage wrap, bags, films, and twine to store animal feed safely. Without a provincially regulated extended producer recycling program in place, these plastics often end up at the landfill.

The Fraser Valley Regional District (FVRD) Board approved a five-year pilot program for recycling agricultural plastics in the FVRD. In collaboration with the BC Ministry of Agriculture and Food (MoAF) and Cleanfarms, this program was launched this year and will support farmers in the FVRD in recycling bale wrap and silage plastics, which **will increase the region's diversion rate and reduce the volume** of waste sent to landfills.

The program expands on the work of farmers in Agassiz who have been recycling agricultural plastics in partnership with Cleanfarms for more than a decade. Additional farms throughout the region will be added each year to eventually reach up to 62 participating farms by the fourth year.

DISCUSSION

The Fraser Valley Agricultural Plastics Recycling Program was launched on May 30, 2025, through a joint press release with Cleanfarms, MoAF, and the FVRD (attached). The FVRD and MoAF will be equally funding the pilot program, while Cleanfarms will undertake the majority of program operations and logistics.

On June 17, 2025, Cleanfarms hosted a Demonstration Day in Agassiz for interested farmers to observe how agricultural plastics are collected, baled, and stored, and to ask questions about the program. After materials are collected and compacted on-site, they are then transported to various locations for recycling into fence posts, composite lumber, or new agricultural film. The Demonstration Day included prospective participants from Chilliwack and Rosedale, as well as representatives from the FVRD, Cleanfarms, and MoAF. The event was held at an Agassiz farm already working with Cleanfarms to recycling agricultural plastic (see photos below).

The first year of the program will focus on continuing the program already established in Agassiz and to promote the program to interested dairy farmers in Rosedale and Chilliwack to join in the second year. Additional farms **in the remaining FVRD's electoral** areas and municipalities will be added in subsequent years.



Cleanfarms representative, Carly Fraser, demonstrates how an agricultural plastics baler functions.



Silage wrap being prepared for transport.



Bales of agricultural plastic are collected for transport to a recycling processor in Alberta.

COST

The Fraser Valley Regional District is providing \$249,600 towards the 5-year pilot program, with funding coming from the regional solid waste budget (402).

CONCLUSION

Throughout the Fraser Valley Agricultural Plastic Recycling Program, the FVRD, in collaboration with MoAF and Cleanfarms, plan to onboard interested farmers, test logistics, develop relationships with key players, and support the case for a province-wide recycling program for agricultural plastics. One of the goals for this pilot program is to pave the way for an extended producer responsibility program that will include all agricultural plastics in the province.



For Immediate Release

Cleanfarms Launches New Pilot Program to Help Fraser Valley Farmers Recycle Ag Plastics

Lethbridge, AB – May 30, 2025 – Cleanfarms, in collaboration with the Fraser Valley Regional District (FVRD), is launching a five-year pilot program (2025-2029) to support farmers in the Fraser Valley in recycling bale wrap and silage plastics. Financial support for this program is provided by the governments of Canada and British Columbia through the Sustainable Canadian Agricultural Partnership, under the Environmental Sustainability & Climate Change program.

This pilot builds on experience from similar pilots in Northern BC and expands on the work of farmers in Agassiz who have been recycling plastics for several years, recently with expertise and logistical support from Cleanfarms and financial support from the Dairy Farmers of Canada. It aims to reduce ag plastic waste while improving on-farm recycling efficiency.

Leveraging experience in preparation and collection of agricultural plastics for recycling, Cleanfarms is launching this pilot to develop sustainable long-term solutions relevant to BC agriculture. As BC's largest dairy region, the Fraser Valley pilot will provide valuable learnings to inform programming for farmers across the province.

“Our producers are always looking for ways to take better care of the land,” said the Honourable Heath MacDonald, federal Minister of Agriculture and Agri-Food. “Programs like this will help farmers in the Fraser Valley make their operations more sustainable and protect their livelihoods and landscapes for generations to come.

“B.C. farmers know taking care of the land and environment is a key part of preserving our food security, and minimizing production waste and maximizing recycling helps everyone,” said Lana Popham, B.C.’s Minister of Agriculture and Food. “This pilot program will help plastics used on-farm end up where they should, the recycling depot, and also help our farmers continue to put food on our tables through sustainable practices and food production.”

“The FVRD is proud to be involved in the new five-year pilot program of collecting and recycling used agricultural plastic,” said Patricia Ross, FVRD Board Chair. “The

collaboration with Cleanfarms is creating an opportunity with practical solutions to help farmers reduce their environmental footprint in the region,” she said.

Cleanfarms will host a **demonstration day in Agassiz on June 17th, 2025**, where farmers can test different compactors and learn about how to participate in this pilot project. Farmers will store baled plastics on their farms, and drop-off events will be held twice per year. Additional details are available on our [BC pilot webpage](#).

“Pilot projects like this allow us to test and refine programs, making it easier to establish permanent recycling solutions,” said Barry Friesen, Executive Director. Furthermore, farmers can recycle other ag plastics through Cleanfarms’ existing collection programs for used ag plastic containers, totes, drums, and Unwanted Pesticides & Livestock Medications (UPLM) which has its next collection in BC’s Peace Region in 2025.

For more information on how to participate in this pilot, visit our [BC Pilot webpage](#), or contact Carly Fraser at fraserc@cleanfarms.ca.

-30-

About Cleanfarms

Cleanfarms is an agricultural industry stewardship organization that contributes to a healthier environment and a sustainable future by recovering and recycling agricultural and related industry plastics, packaging and products. It is funded by its members in the crop protection, seed, fertilizer, animal health medication, peat moss, animal bedding, feed, ag plastics, and maple tubing industries. Its team members are located in British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec and the Maritimes.

About the Sustainable Canadian Agricultural Partnership (Sustainable CAP)

Sustainable CAP is a five-year, \$3.5-billion investment by federal, provincial and territorial governments to strengthen competitiveness, innovation, and resiliency of Canada’s agriculture, agri-food and agri-based products sector. This includes \$1 billion in federal programs and activities and a \$2.5-billion commitment that is cost-shared 60

per cent federally and 40 per cent provincially/territorially for programs that are designed and delivered by provinces and territories.

Media Contact

Catherine Lecomte, Media Relations and Digital Communications Coordinator |
lecomtec@cleanfarms.ca | (236) 202-3580 Ext. 2249



Photo title: Farmers Learning About Ag Plastic Compactors for Efficient Handling

Photo caption: Farmers witnessing firsthand how ag plastic compactors can streamline transport and on-farm storage. This practical knowledge will be valuable for participants in the upcoming Fraser Valley pilot program.

To: Regional and Corporate Services Committee

Date: 2025-07-10

From: Kate Fenton, Planner I

Subject: Indigenous Services Canada Referral - Shxw'owhámél First Nation's Ohamil 1 Proposed Addition to Reserve, Electoral Area B

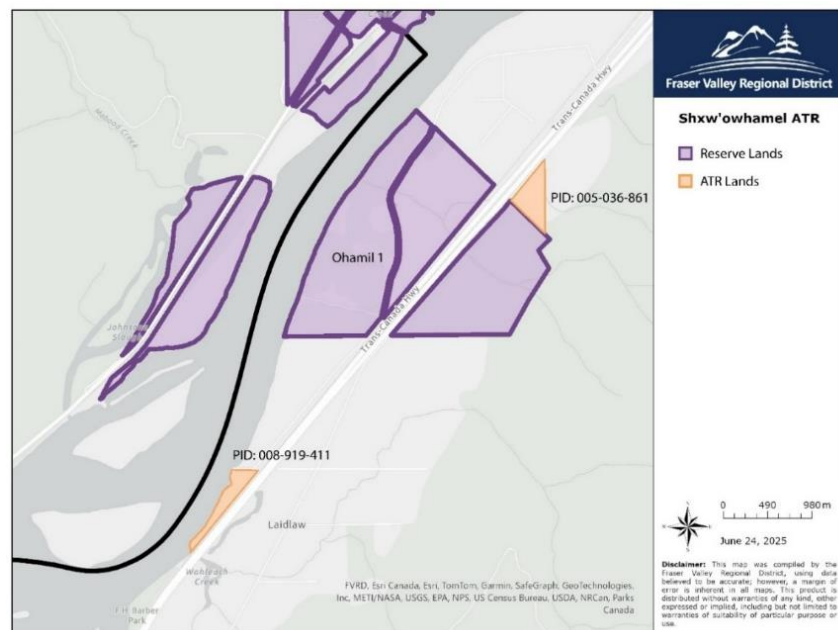
Reviewed by: Melissa Geddert, Acting Manager of Integrated Planning & Engagement
Stacey Barker, Director of Regional Services/Deputy CAO
Jennifer Kinneman, Chief Administrative Officer

RECOMMENDATION

THAT the Fraser Valley Regional District Board respond to the referral from Indigenous Services Canada by providing the technical comments outlined in the staff report dated July 10, 2025, related to the addition of land at 58970 Laidlaw Road (PID: 005-036-861) and St Elmo Road (PID: 008-919-411) to Ohamil 1 Indian Reserve.

BACKGROUND

On June 9, 2025, Indigenous Services Canada (ISC) sent a letter to the Fraser Valley Regional District (FVRD) requesting comments by September 7, 2025, regarding a proposed Addition to Reserve (ATR) involving 11.73 hectares (29 acres) of land. The application includes two separate parcels: one adjacent to the Shxw'owhámél First Nation reserve, Ohamil 1, and another located nearby. Both parcels are situated along the Trans-Canada Highway in Electoral Area B, approximately 2.5 kilometres from the District of Hope boundary, see the attached maps.



Map 1: Location



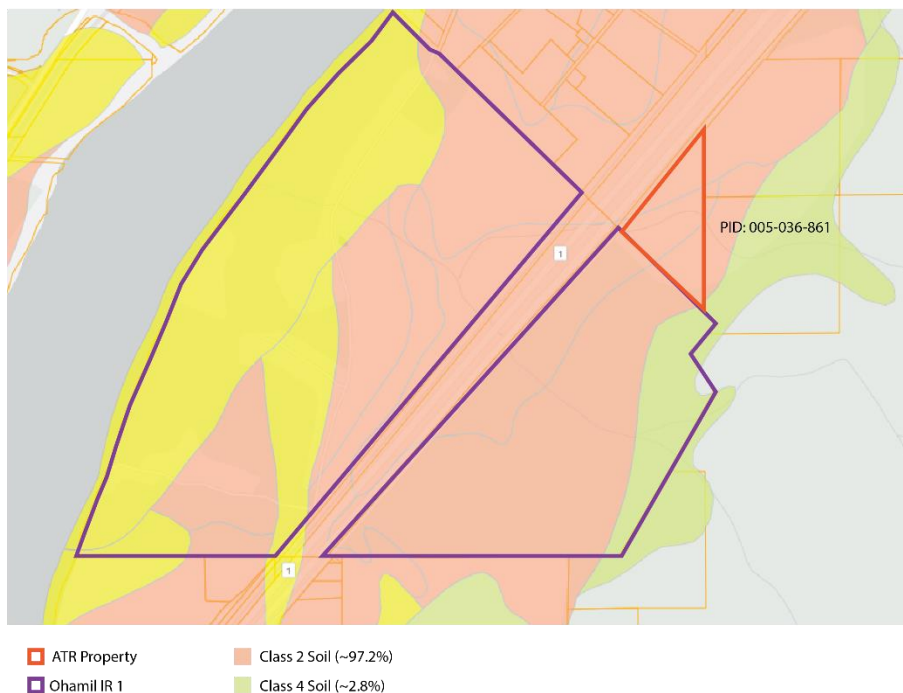
Map 2: Aerial imagery of 58970 Laidlaw Road (PID: 005-036-861)



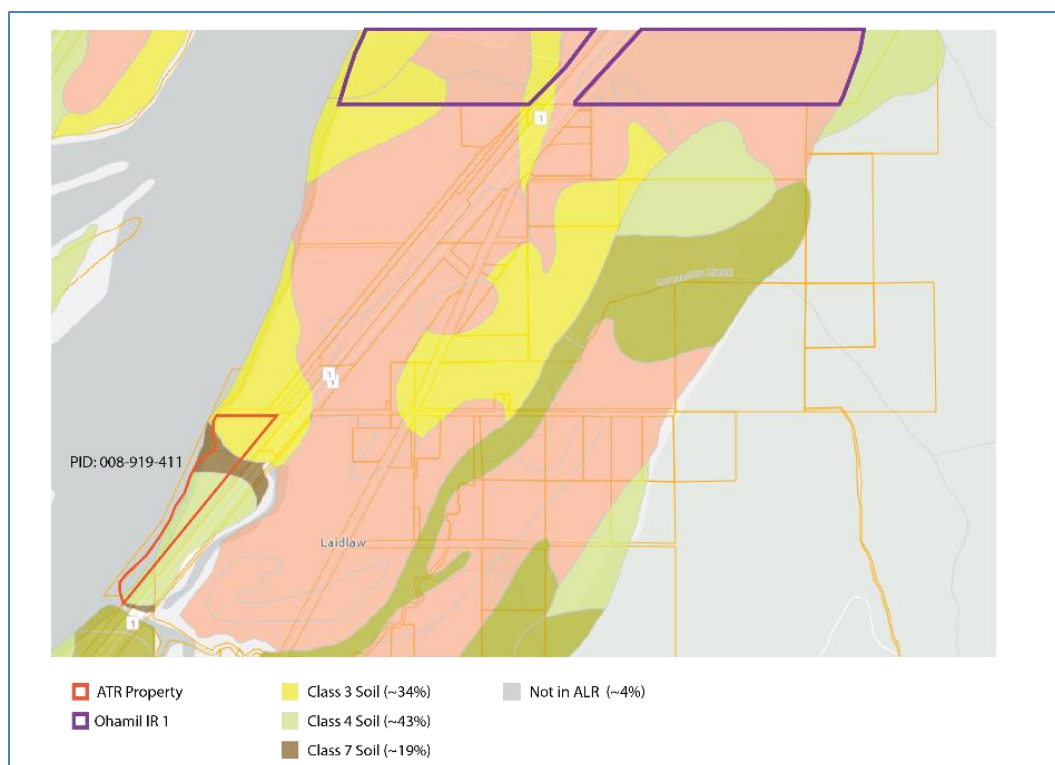
Map 3: Aerial imagery of the south end of St Elmo Road (PID: 008-919-411)

Based on the aerial imagery and FVRD property records, the property at 58970 Laidlaw Road has been used for residential purposes, and the property at the south end of St Elmo Road appears to be naturally vegetated. In the past, the latter property was used as an angler's walk-in site to access the Fraser River. Both properties are zoned Agricultural 3 (AG-3) and are located within the Agricultural Land Reserve (ALR), see below. Should the ATR process be successful, the properties will no longer be subject to ALR and FVRD regulations.

Civic	PID	Size	BC Assessment	Zoning	ALR	Plan
58970 Laidlaw Road	005-036-861	7.13 hectares (17.6 acres)	060 – 2 acres or more (SFD, Duplex)	Agricultural 3 (AG-3)	Yes	NWP 52509
St Elmo Road	008-919-411	4.60 hectares (11.37 acres)	061 – 2 Acres or More (vacant)	Agricultural 3 (AG-3)	Yes	NWP 27967



Map 4: Soil Classification for 58970 Laidlaw Road (PID: 005-036-861) - The soil classification for 58970 Laidlaw Road (PID: 005-0360-861) is comprised of mostly Class 2 soil, with just under 3% of the land area classified as Class 4



Map 5: Soil Classification for the south end of St Elmo Road (PID: 008-919-411) is comprised of Class 3 (34%), 4 (43%), 7 (19%), and 4% is not within the ALR

Both properties are not protected by a dike, and are within the Fraser River floodplain. Neither properties have any known geotechnical hazards, see below.

	58970 Laidlaw Road PID: 005-036-861	St Elmo Road PID: 008-919-411
Fraser River Floodplain	Yes	Yes
Fraser River Floodplain Setback	No	Yes, 60 m from natural boundary of Fraser River
Flood Construction Levels	32.2 m GSC*	29.4 – 29.6 m GSC
Alluvial Fan Hazard	No	No
Geological Hazard Area - 4-BC	No	No

**GSC is the Geodetic Survey of Canada, and is the measurement of height in reference to the coastal mean sea level of North America.*

DISCUSSION

The ATR referral received from ISC notes that the Government of Canada has the discretion to create reserves and add land to existing reserves in accordance with Canada's [Additions to Reserve/Reserve Creation Policy Directive](#), which Shxw'ōwhámél is applying under. The referral asks for technical

comments and if the FVRD is in agreement with the proposed addition to Ohamil 1, a letter confirming its support of the proposed addition reserve.

The referral package received from ISC however, did not outline the future intended use of these lands. **Therefore, providing a letter confirming the Board's support for the ATR is difficult since the future land uses are unknown, and may not align with the Official Community Plan land use designations.**

It is important to note that provincial and local governments do not have decision-making authority over ATR proposals; the ATR application is referred for comment only. Final decisions on reserve creation and land additions are made by the Minister of Crown-Indigenous Relations, in accordance with the *Addition of Lands to Reserves and Reserve Creation Act*.

Once these lands are added to reserve, FVRD land use bylaws will no longer apply, and the laws under **Shxw'ōwhámél's** Land Code will come into force.

This referral was distributed to various FVRD departments for comment. The following technical comments were raised:

Electoral Area Planning

- » Flood risk
 - › Both properties lie fully within the Fraser River floodplain.
 - › The St Elmo property is fully within the Fraser River floodplain setback area.
 - › Properties located in the floodplain setback area and within FVRD jurisdiction may not be issued building permits unless a site-specific exemption application is received and approved by the FVRD Board.
- » Covenants
 - › There are two covenants registered to the property title for the parcel located at 58970 Laidlaw Road
 1. BK317299 – (1996) BC Hydro/BC Tel right-of-way through this property
 2. BE321924 – (1991) Section 56 covenant, with geotechnical report, for the placement of a mobile home on the property.
- » Riparian assessment
 - › There is a watercourse running through the property at 58970 Laidlaw Road, the FVRD does not have record of a riparian assessment on file for this property.
- » Access to the property at 59020 Laidlaw Road
 - › A title search confirmed that there is an easement agreement, ensuring legal access to the otherwise land-locked property at 59020 Laidlaw Road.

Finance

- » Tax and individual service area roll implications for parcels incorporated into reserve.
- » Opportunities for service area agreements.

58970 Laidlaw Road PID: 005-036-861	St Elmo Road PID: 008-919-411
Area B Fraser Valley	Area B Fraser Valley
FVRD Fire - Laidlaw	FVRD Fire - Laidlaw
FVRD Building Inspection	FVRD Building Inspection
Fraser Valley Hospital District	Fraser Valley Hospital District
BC Assessment	BC Assessment
Municipal Finance Authority	Municipal Finance Authority
Total Taxation: \$1,457.36	Total Taxation: \$536.95

COST

Responding to ISC's request for comment does not carry any immediate cost implications. If the ATR application is approved and **Shxw'ōwhámél** chooses not to continue receiving services from the FVRD for these properties, this could result in a reduction in tax revenue for the FVRD.

CONCLUSION

This report is in response to a referral from ISC regarding an ATR application from **Shxw'ōwhámél** First Nation, proposing to add two properties located in FVRD Electoral Area B to Ohamil 1 Indian Reserve. Several FVRD departments have provided technical comments. Both properties are located within the ALR, though they are not currently used for intensive agricultural purposes. The future intended use of these lands is not known, so future land uses may not align with the Official Community Plan land use designations. It is recommended that the FVRD formally respond to ISC with technical comments before the September 7, 2025 deadline.

To: Regional and Corporate Services Committee

Date: 2025-07-10

From: Alison Stewart, Manager of Strategic Planning

Subject: BC Transit 2025 Fare Review – Agassiz-Harrison, Hope and FVX Services

Reviewed by: David Urban, Deputy Director of Regional Services
Stacey Barker, Director of Regional Services/Deputy CAO
Beth Klein, Controller/Deputy CFO
Jennifer Kinneman, Chief Administrative Officer

RECOMMENDATION

THAT the Fraser Valley Regional District Board approve Fare Option 3 for the Agassiz-Harrison and Hope transit services to be implemented on October 1, 2025,

AND THAT the Fraser Valley Regional District Board approve the phase-out of the existing DayPASS product and the current transfer policy, to be replaced with the implementation of DayPASS-on-Board and Fare Capping within the Agassiz-Harrison and Hope transit services,

AND FURTHER THAT the Fraser Valley Regional District Board approve Fare Option 3 for the Fraser Valley Express transit service to be implemented on October 1, 2025.

BACKGROUND

BC Transit has been undertaking a review of transit fares on the Central Fraser Valley (Abbotsford-Mission), Chilliwack, and Fraser Valley Regional District (FVRD) transit systems. The goal was to assess and implement transit fare adjustments that will meet the objectives of addressing inflation and increased operational costs being experienced across all three transit systems. Of relevance to the FVRD are recommendations on the Agassiz-Harrison (AGH), Hope and Fraser Valley Express (FVX) services.

BC Transit has been engaging partner municipalities and First Nations on the proposed changes. BC Transit's final FVRD Fare Review Report is recommending that AGH-Hope Option 3 and FVX Option 3 be implemented. Full descriptions of the options considered can be found in the Fare Review Report, see Appendix A.

DISCUSSION

A fare review was previously initiated by BC Transit in 2020, but was suspended as the impact of the COVID-19 pandemic became clear and related provincial and federal supports were implemented. The federal/provincial Safe Restart funding included a freeze on fare increases until this year. In addition to general inflation, a new collective agreement has resulted in significantly higher operating costs. Looking forward, a new transit facility in Chilliwack will become operational in 2027/28 with, at this time, unknown final costs. With these cost pressures, the timing was appropriate for a review of **fares on the FVRD's transit services**. The last fare review for the AGH was in 2017 when the Hope service was introduced. The FVX fares have not been reviewed since the service was initiated in 2015.

According to BC Transit, the purpose of the fare review process is to review and implement transit fare adjustments, balancing the goals of maximizing revenue, attracting and retaining ridership, reducing fare complexity, and ensuring affordability, with the ultimate goal of aligning fares across the region, where applicable. The Fraser Valley Express (FVX) has a separate fare structure that reflects the greater distances travelled, however reviewing the types of products available and fares were also part of the review process.

The 2025 fare review objectives are to:

- Simplify the product offerings
- Align across the region
- Increase ease for passengers
- Boost ridership
- Get the most out of existing electronic fare collecting technology (Umo):
 - Use of stored value.
 - **Use of the 'Open Loop feature' to enable use of debit and credit cards without an app.**
 - Simplify to support ease of use.
 - Introduce fare capping to boost ridership.
 - **Equity focused so people don't overpay accidentally.**

The **review aligns with BC Transit's Fare Strategy**, as described in the Fare Review Report (page 3), which aims to balance revenue generation, ridership growth and retention, and affordability, while **ensuring consistency with BC Transit's Fare guidelines**.

FVRD Service Performance

According to **BC Transit's Review Report**, AGH and Hope ridership and revenues have fluctuated in recent years but have been trending upward since the pandemic low-point in 2020, almost reaching pre-pandemic levels despite a four-month labour disruption in 2023. The FVX has seen consistent ridership and revenue growth since its inception in 2015 with 10% more ridership than pre-pandemic levels. Since its extension to the Lougheed Town Centre Skytrain Station high ridership levels have led to several service expansions to address over-crowding and pass-ups on some runs, with a further expansion scheduled for January 2026, see Table 1.

Table 1 – Conventional Key Performance Measures 2024 (page 9)

Measure	Agassiz-Harrison	Hope	FVX
Ridership	42,900	12,281	426,730
Ridership Growth (5-year Compound Annual Growth Rate)	-2%	-1%	+10%
Revenue*	\$128,981	\$20,582	\$1,757,438
Revenue Growth (5-year Compound Annual Growth Rate)	+4%	+5%	+12%
Revenue From Fare Sources**	\$107,034	\$19,826	\$1,692,410
Fare Revenue from Pre-paid Sources	14%	43%	28%
Cost Recovery	16%	3%	46%

*Includes BCBP revenues and Youth 12&Under Funding

**Revenue from fare sources represents the revenue that can be influenced by the changes discussed in this report and do not include BCBP revenues or Youth 12& Under Funding

While ridership and revenues have increased to levels reaching and, in some cases, exceeding pre-COVID levels, the systems have also been experiencing significantly higher operating costs from inflation, the new collective agreement and other factors. A new transit facility in Chilliwack, which is critical to support long-term growth of the Chilliwack and FVRD transit systems, will be operational in 2027/28, and will add further to annual costs.

As noted in the Fare Review Report:

“Looking ahead, operating costs are expected to continue rising due to inflationary pressures and increasing service demands. Without additional revenue streams, the ability to sustain and expand transit services will be limited. To maintain financial sustainability and meet growing community needs, it will be essential to explore revenue-generating measures such as fare adjustments and service innovations.” (page 10)

AGH and Hope BC Transit Proposals

For the purposes of BC Transit’s Fare Review Report, the AGH and Hope services are discussed together, however it is important to recognize that beyond a common fare structure, the two services are separate and have their own budgets, costs and revenues.

BC Transit is recommending implementing fare capping through Umo, which will ensure passengers using Umo stored value, or soon to be introduced, Open-Loop (credit/debit card) payments never pay more than the equivalent of two single fares per day. This will allow riders to receive a DayPASS automatically after tapping twice in a day, making daily travel more affordable and convenient. Cash users will be able to take advantage of this product by purchasing a DayPASS from the bus driver when they board the bus (DayPASS-on-Board).

To implement this change, it is proposed that the 90-minute transfer policy, the pre-purchased digital DayPASS, and the 10-ride digital pass be discontinued, streamlining the fare product offering and encouraging the use of Umo. Fare capping and the DayPASS-on-Board will only be available on the AGH, Hope and City of Chilliwack transit services.

Fare capping and DayPASS-on-Board has been implemented in eleven other major transit systems in the province and has demonstrated significant benefits.

Table 2 – AGH/Hope Recommended Fares (Option 3)

Fare Product		Current Fares	Fares		
			25/26	26/27	27/28
Single Ride	All	\$2.50	\$2.50	\$2.50	\$2.75
DayPASS*	All	\$5.00	\$5.00	\$5.00	\$5.50
10-Rides	All	22.50	Discontinued		
30-Day Pass	Adult	\$44	\$50	\$50	\$59
	Concession Student/Senior	\$35	\$43	\$43	\$49

*DayPASS-on-Board and Fare Capping to generate automatic DayPASS.

As shown in Table 2, single-ride and cash fare products will remain at current levels until 2027/28. The 30-day Adult and Concession products will increase in 2025/26 and again in 2027/28. The 10-ride product will be discontinued.

FVX BC Transit Proposals

For the FVX, BC Transit is recommending expanding eligibility for the 30-Day Concession Pass to include post-secondary students, who to this point have not been eligible. The 10-ride pass will continue as it is a popular product on this service.

Table 3 – FVX Recommended Fares (Option 3)

Fare Product		Current Fares	Fares		
			25/26	26/27	27/28
Single Ride	All	\$5.00	\$5.00	\$5.00	\$5.50
10-Rides	All	\$45.00	\$45.00	\$45.00	\$49.50
30-Day Pass	Adult	\$100	\$100	\$100	\$110
	Concession Student/Senior/College	\$85	\$85	\$85	\$95

As shown in Table 3, the price of all FVX fare products will remain at current levels until 2027/28. The extension of the 30-Day Concession Pass to post-secondary students will be implemented in October 2025.

COST

Fare changes will be implemented over a three-year period and will generate estimated increased revenues as follows in Table 4.

Table 4 – Estimated Impact on Revenue (Option 3)

Transit Service	Estimated Revenues		
	25/26	26/27	27/28
AGH-Hope Option 3	+\$22,834 (18%)	\$0 (0%)	+\$12,784 (8%)
FVX Option 3	+\$19,727 (1%)	\$0 (0%)	\$133,580 (8%)

CONCLUSION

While ridership and revenues in the FVRD services have increased to levels reaching, and in some cases exceeding, pre-COVID levels, the services have been experiencing significantly higher operating costs from inflation, the new collective agreement and other factors. A new transit facility in Chilliwack, which will be operational in 2027/c28, will add further to annual costs. The proposed fare adjustments will help offset some of these increases and, in the case of the AGH and Hope services, will simplify fare structures; ensuring affordability and promoting ridership while aligning fares across the Central Fraser Valley (Abbotsford-Mission), Chilliwack, and FVRD transit systems by 2027.

BC Transit is recommending that AGH-Hope Option 3 and FVX Option 3 be implemented.



Fare Review Report

Fraser Valley Regional District

May 2025



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1.1 Overview

BC Transit has prepared this Fare Review Report for the Fraser Valley Regional District (FVRD) to support the optimization of fare structures and revenues across the Hope, Agassiz-Harrison, and Fraser Valley Express (FVX) transit systems. This review aligns with BC Transit's Fare Strategy, which aims to balance revenue generation, ridership growth and retention, and affordability, while ensuring consistency with BC Transit's Fare guidelines. A key goal is to explore opportunities for fare alignment across the Fraser Valley systems, while also preparing for future advancements through Phase Two of the Electronic Fare Collection System (Umo), which will introduce open-loop payment, allowing debit and credit card tap payments.

In the Agassiz-Harrison and Hope transit systems, BC Transit recommends the introduction of the DayPASS-on-Board fare product for cash-paying riders, along with the activation of automatic fare capping for Umo users. This would allow riders to receive a DayPASS automatically after tapping twice in a day, making daily travel more affordable and convenient. To implement this change, it is proposed that the 90-minute transfer policy, the pre-purchased digital DayPASS, and the 10-ride digital pass be discontinued, streamlining the fare product offering and encouraging use of Umo.

For the Fraser Valley Express, BC Transit recommends expanding eligibility for the concession monthly pass to include post-secondary students, further supporting affordability for those most in need.

This report outlines updated fare pricing options for both the Agassiz-Harrison/Hope and FVX systems, assessing their alignment with BC Transit's Fare Strategy and forecasting potential impacts on revenue and ridership. It also reflects local context and considerations, such as the current transfer policies, the shift toward fare capping and DayPASS-on-Board, preparations for open-loop payment, and existing supportive programs including free rides for children 12 and under and the discounted BC Bus Pass for low-income seniors.

Developed in collaboration with FVRD staff, this report reflects shared regional and provincial priorities. It presents recommendations that provide a clear, coordinated, and sustainable direction for fare policy across the Fraser Valley's transit systems.

Please note that all financial estimates in this report are based on budgeted figures and observed outcomes in other communities. Any changes to the Annual Operating Agreement (AOA), ridership levels, or financial assumptions may affect the results presented.

A glossary of transit terms can be found in Appendix A.

2.1 BC Transit Fare Strategy

Since its introduction, BC Transit's Fare Strategy has guided decision making in transit systems towards improving the net yield of fare revenues. That is, the revenue collected after the costs of revenue collection are deducted. The fare strategy was developed through collaboration with local government partners and accounts for both local considerations and BC Transit corporate priorities. To improve the net yield of fare revenues, fare structure decisions are made considering the following four key objectives:

1. The fare structure is attractive to customers and encourages ridership.
2. The fare structure is marketable and is easy to produce and sell.
3. The fare structure has low costs of operation and debt service.
4. The fare structure is secure.

With these objectives in mind, any changes to the fare structure should be made with the intent of simplification. This is to make it easier for customers to comprehend and purchase the correct fare and is easier and less costly to administer. To help accomplish these objectives, BC Transit developed the fare structure guidelines found in **Table 1** below. For reference, the adult cash fare is the base from which other fares are calculated.

Table 1 BC Transit Fare Structure Guidelines

Fare Product	Audience	BC Transit Fare Guideline
Single-Ride	All	Base
10-Rides	All	9 Times Base Fare
Adult 30-Day Pass	All	20 to 30 Times Base Fare
Discounted 30-Day Pass	Senior/ Student/ College Student	Adult 30-Day Pass less 15%
Semester Pass (4 Month)	Student	4 times discounted monthly pass less 20%
No Fare Transfers, No Zones		

The BC Transit Fare Strategy has been used to guide fare reviews in several BC Transit systems to increase revenue from ridership. While outcomes are unique to each transit system, the results observed in systems that have implemented aligned fare structures indicate the positive benefits that can be anticipated when making similar changes.

3.1 Fare Collection Technology

BC Transit launched phase one of its digital fare payment platform 'Umo' in the Agassiz-Harrison and Hope and Fraser Valley Express (FVX) Transit Systems in January 2024, to enable transit customers to pay for and access their fares in an account-based environment using their mobile phones or reloadable Umo cards for contactless payments. This new technology has the following benefits:

1. Improved user experience
2. Decreased need for physical fare products.
3. Increased revenue security
4. Improved data on fares and travel behaviours
5. Increased ability for BC Transit to support fare programs in regional transit systems.

Through the digital fare payment technology, monthly passes and tickets products can be purchased directly and effortlessly from the online store or reloaded at vendor locations. In **Figure 1** below, revenue by product type is displayed with rider's payment method, highlighting that while single ride cash is still predominantly utilized as fare payment in both the Agassiz-Harrison and Hope and Fraser Valley Express Systems, Umo is beginning to see greater adoption in longer term pass products over a single ride or DayPASS product.

It should be noted that in October 2024, all legacy pre-purchased paper products (DayPASS, tickets, monthly passes) were phased out from vendor point of sale to streamline fare product sales and are only available with Umo card or the Umo mobility app. Cash is still accepted on board for single ride fares and remains the most popular payment method. Additionally, the convenience of purchasing a monthly pass via Umo, and the flexibility in buying a 30-day pass that can begin at any time during a month has led to an increase in 30-Day Pass sales.

Figure 1 Revenue by Product Type Agassiz-Harrison & Hope Transit System (Oct-Dec 2024)

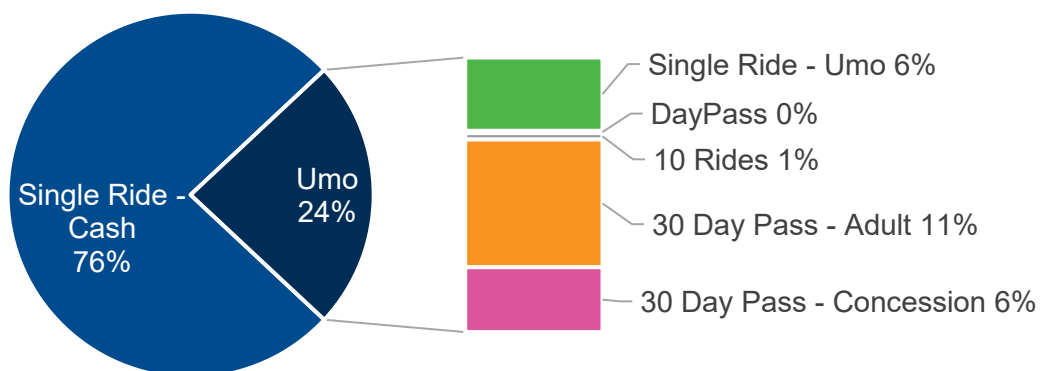
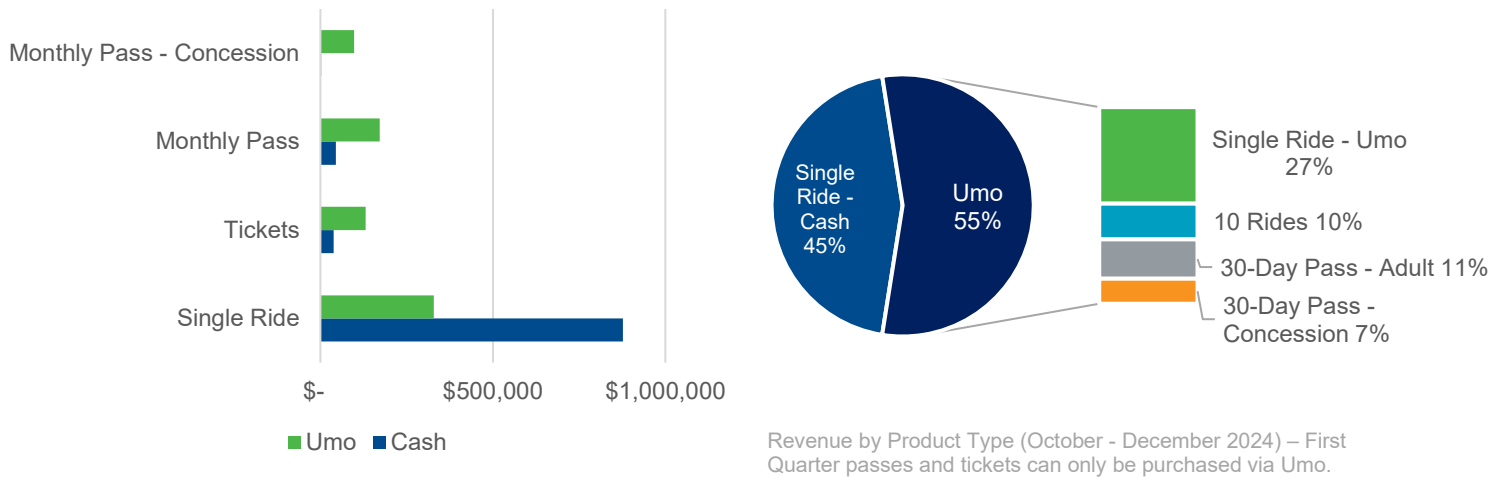


Figure 2 Transit Revenue by Product Type Fraser Valley Express



2024 Annual Revenues by Product Type and Payment Method

Phase 2 of the Electronic Fare Collection System project will enable fare payment with debit or credit card for a single ride or DayPASS, anticipating launch in Summer 2025.

4.1 DayPASS-On-Board and Fare Capping

As a part of its fare guidelines, BC Transit recommends the removal of transfers on account of issues that stem from the subjective nature of their use. This subjectivity creates the potential for fare evasion by users who attempt to use an expired or invalid transfer as a valid fare. In escalated circumstances, this can lead to conflict between customers and operators. Currently, the Agassiz-Harrison and Hope Transit System allows for travel within 90 minutes of trip departure on the next connecting bus within or between Agassiz-Harrison or Hope without incurring an additional fare, however the transfer does not include travel in the Chilliwack Transit System, or vice versa. The Fraser Valley Express does not accept transfers, which is in line with BC Transit's policy.

DayPASS-On-Board

To replace transfers in Agassiz-Harrison and Hope, BC Transit proposes the implementation of the DayPASS-on-Board program for cash users. Under this model, passengers pay twice the base fare in cash and receive a dated paper DayPASS from the operator, granting unlimited travel for the remainder of the calendar day by presenting the DayPASS to the operator when boarding. This change simplifies fare payment, enhances system efficiency, and eliminates transfer-related disputes.



Fare Capping to enable Automatic DayPASS

To further streamline fare payment, BC Transit recommends implementing fare capping through Umo, which ensures passengers using Umo stored value or Open-Loop payments never pay more than the equivalent of two single fares per day. Instead of requiring riders to pre-purchase a DayPASS, which generated less than \$800 in the previous year, the system automatically tracks payments and provides unlimited travel once the fare cap is reached. This model improves affordability and encourages transit use.

To enable fare capping, the following changes are required in the Agassiz-Harrison and Hope System:

- Elimination of transfers to simplify fare structures and reduce fare disputes.
- Discontinuation of 10-Ride, and DayPASS pre-purchased products, as fare capping replaces the need for upfront fare product purchases and simplifies the rider experience.

Anticipated Benefits

The DayPASS-on-Board program is currently in place in over 11 BC Transit systems. In systems that have implemented the DayPASS-on-Board, it has proven effective in reducing transfer-related conflicts with operators to the point of being non-existent. Additionally, transit ridership has been observed to increase in two ways. First, users of the DayPASS-on-Board are more inclined to take additional transit trips in a calendar day given the added convenience of the product. Second, there has been a marked increase in the purchase and use of monthly pass products in systems after the introduction of the DayPASS-on-Board program that also correlates to increased transit ridership. The final observable impact of the DayPASS-on-Board is an increase in revenue as a result of the removal of transit users' ability to use fraudulent or expired transfers. Systems implementing the DayPASS-on-Board program with higher use of fraudulent transfers exhibit larger impacts to revenue and ridership.

5.1 Current Conventional Fare Structure, History and Performance

Agassiz-Harrison and Hope

The current conventional fare structure for Hope and Agassiz-Harrison, as outlined in **Table 2**, has been in effect for eight years, since September 2017, when the Hope to Agassiz route was launched. As a part of the September 2017 fare change, the two-zone system was removed, audiences for cash and ticket products became universal, the monthly pass rate decreased from \$55 to \$44, and the DayPASS product was introduced, which could be pre-purchased at vendor locations along with Tickets and Monthly Passes.

Table 2 Current Fares, Hope & Agassiz-Harrison Transit System

Fare Product	Riders	Current Fares
Cash / Umo Stored Value*	All	\$2.50
Tickets / 10-Rides	All	\$22.50
DayPASS	All	\$5.00
30-Day Pass	Adult	\$44.00
	Student/Senior	\$35.00

*Children aged 12 or under ride free

When referring to the BC Transit Fare Guidelines, the Hope and Agassiz-Harrison transit system's fare structure could be better aligned by addressing the following:

- The price of the adult 30-Day pass is below the recommended 20 to 30 times the base cash fare (currently 17.6 times)
- The discount provided on the conventional senior and student 30-Day passes is more than the recommended 15% off the adult 30-Day pass (20% discount currently).
- The system allows the use of transfers, while the Guidelines recommend implementing the DayPASS-On-Board system as an alternative.

Accordingly, recommendations on potential new fare structures will consider the discrepancies outlined above in order to simplify the fare structure with the intent of increasing revenue and ridership in the Hope and Agassiz-Harrison transit system.

Fraser Valley Express

The current conventional fare structure for Fraser Valley Express, outlined in **Table 3**, has been in effect for ten years since the service launched in 2015. It is a 65-kilometre express service with stops in Chilliwack (3), Abbotsford (2), Langley (1), and Burnaby (1). Transfers and DayPASS are not issued or valid on this route.

Table 3 Current Fares, Fraser Valley Express

Fare Product	Audience	Current Fares
Cash / Umo Stored Value*	All	\$5
Tickets / 10-Rides	All	\$45
30-Day Pass	Adult	\$100
	Student/Senior	\$85

*Children aged 12 or under ride free

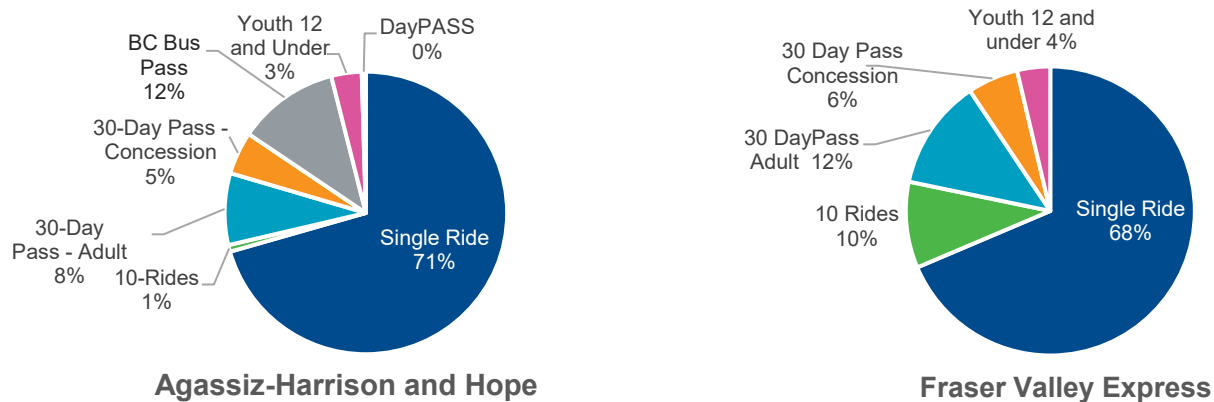
When referring to the BC Transit Fare Guidelines, the Fraser Valley Express’s fare structure is aligned.

- The price of the adult monthly pass is within the recommended 20 to 30 times the base cash fare (currently 20 times)
- The discount provided on the conventional senior and student monthly passes is the recommended 15% off the adult monthly pass.
- The route does not accept transfers which is aligned with BC Transit’s policy.

Performance

Figure 3 illustrates the revenue sources by product type for the Agassiz-Harrison, Hope, and Fraser Valley Express transit services in 2024. While single-ride fares remain the most popular, the introduction of the Umo fare payment system has likely contributed to a shift in behavior—making it easier for riders to purchase 30-day passes and resulting in increased pass revenue.

Figure 3 Proportion of Revenue by Product Type per Transit System 2024



Sources: Hubble (revenue, actual data)

Generally speaking, cash fares make up a smaller portion of total ridership as compared to total revenue, with the opposite being true of monthly and semester passes. This is directly tied to the average fare per ride as riders move from cash fares (where each ride costs \$2.50 in Agassiz-Harrison and Hope, and \$5 on the Fraser Valley Express) to prepaid products like monthly passes that offer unlimited rides for a set price, thus lowering the fare per ride and promoting ridership. As more riders transition from single ride fares to prepaid options, overall ridership is expected to grow.

Table highlights key performance statistics for the Agassiz-Harrison, Hope, and FVX transit systems for the calendar year 2024.

Table 4 Conventional Key Performance Measures 2024

Measure	Agassiz-Harrison	Hope	FVX
Ridership	42,900	12,281	426,730
Ridership Growth (5-year Compound Annual Growth Rate)	-2%	-1%	+10%
Revenue*	\$128,981	\$20,582	\$1,757,438
Revenue Growth (5-year Compound Annual Growth Rate)	+4%	+5%	+12%
Revenue From Fare Sources**	\$107,034	\$19,826	\$1,692,410
Fare Revenue from Pre-paid Sources	14%	43%	28%
Cost Recovery	16%	3%	46%

*Includes BCBP revenues and Youth 12&Under Funding

**Revenue from fare sources represents the revenue that can be influenced by the changes discussed in this report and do not include BCBP revenues or Youth 12& Under Funding

Ridership – Trend analysis of **annual** ridership in the Agassiz-Harrison and Hope transit systems shows ridership has fluctuated over the last 5 years and has gotten remarkably close to returning to pre-pandemic highs despite a 124-day strike in 2023. The FVX has grown its ridership considerably since its launch ten years ago and has 10% more ridership than pre-pandemic levels.

Revenue – Revenue in Agassiz-Harrison, Hope, and the FVX each have increased over the past five years (between 4-12%), with 2024 setting an all-time high, generating a cumulation of \$1.9M, with 95% coming from fare sources. The FVX performed exceptionally well, contributing to one of the highest cost recovery rates in the BC Transit systems in 2024.

Figures 4 and 5 present an analysis of the Fraser Valley Express and the Agassiz-Harrison and Hope Transit System's financial performance over the past six years, along with projections for the next three years. While revenues have reached historic highs, even surpassing pre-pandemic levels, the systems are also experiencing record-breaking expenses due to rising operational costs.

Operating cost recovery (the ratio of revenues to total operating costs), illustrates how effectively a system covers its expenses without relying on taxation or provincial funding. Although revenue performance has been strong, expenses are growing at a faster rate, placing increased financial strain on the systems. Higher cost recovery is typically desirable to reduce reliance on subsidies, though decisions around targets and strategies remain at the discretion of local governments.

One opportunity to enhance cost recovery in the Agassiz-Harrison and Hope system is the implementation of DayPASS-on-Board fare options, which have demonstrated positive impacts on both revenue and ridership in other transit systems.

Figure 4 Agassiz-Harrison Cost Recovery

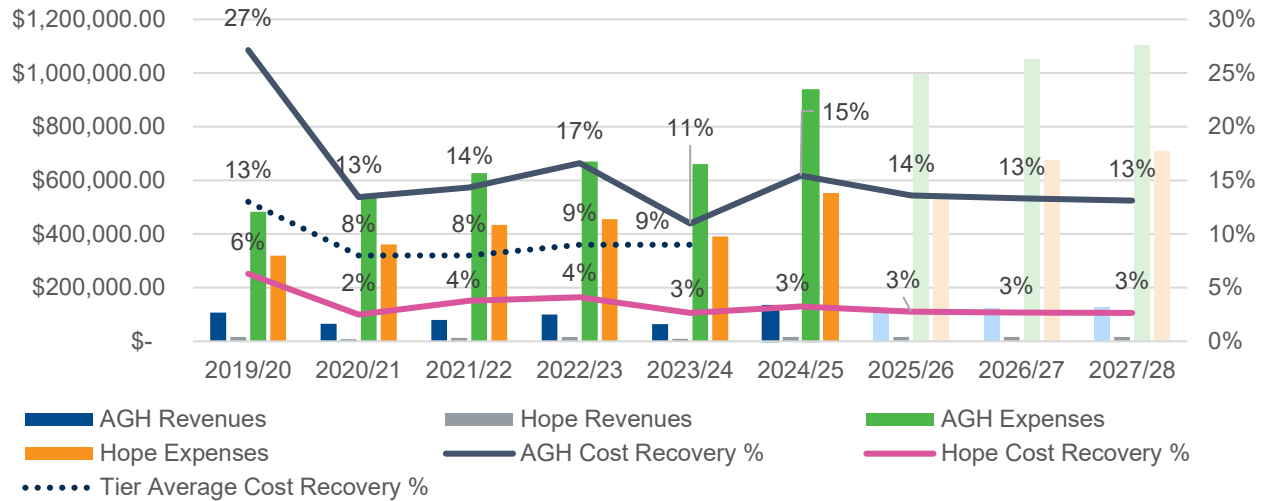
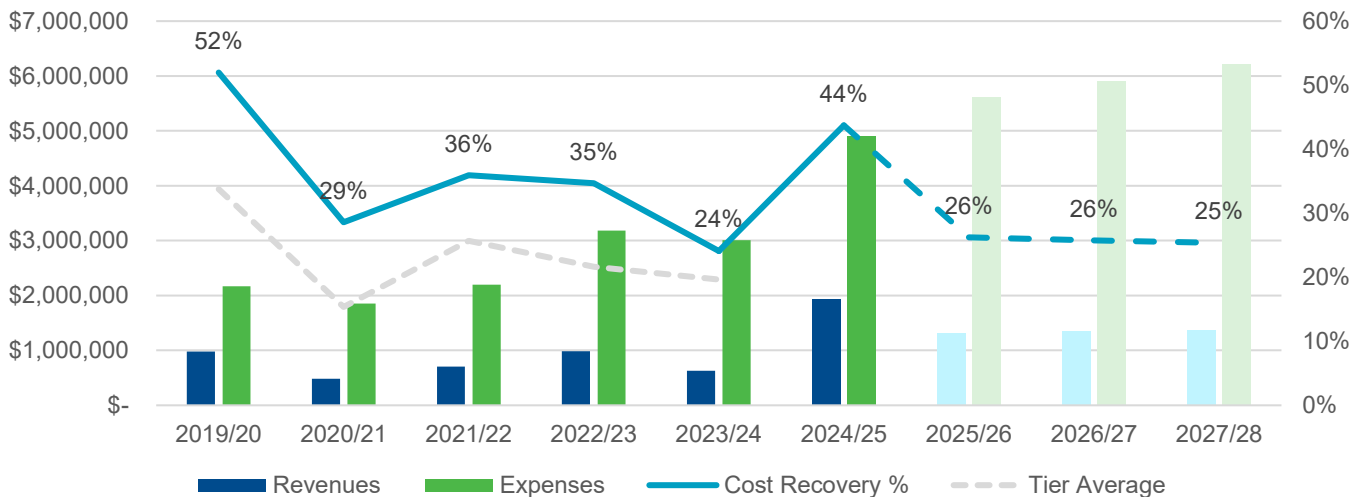


Figure 5 Fraser Valley Express Cost Recovery



Sources: Hubble (revenue, actual data) and 3 Year Budgets (estimated revenue and expenses)

Looking ahead, operating costs are expected to continue rising due to inflationary pressures and increasing service demands. Without additional revenue streams, the ability to sustain and expand transit services will be limited. To maintain financial sustainability and meet growing community needs, it will be essential to explore revenue-generating measures such as fare adjustments and service innovations.

6.1 Fare-Related Considerations

Along with BC Transit's priorities, the following considerations specific to the Hope and Agassiz-Harrison transit system warrant acknowledgement as a part of the fare review process.

Current Transfer Policy and DayPASS-on-Board for Agassiz-Harrison and Hope

As of January 2024, a new electronic DayPASS was introduced through Umo, allowing unlimited travel across the Chilliwack, Agassiz-Harrison, and Hope transit systems for a single day. This initiative builds on past efforts to align transfer policies across the three systems.

Historically, the transfer policy has evolved as follows:

- 2000–2017: Free transfers were offered from Agassiz-Harrison to Chilliwack, while a top-up fare was required for the reverse direction
- 2017–2024: A one-way, two-hour transfer window was implemented between the three systems for a single fare. A DayPASS product was created for unlimited travel in Agassiz-Harrison and Hope routes in a single day.
- Since January 2024: A 90-minute transfer window is now available within the Agassiz-Harrison and Hope systems only. The DayPASS product changed to allow unlimited travel between Agassiz-Harrison, Hope, as well as Chilliwack in a single day.

Initial uptake of the DayPASS has been limited. In all of 2024, less than 100 people purchased a DayPASS for use between the systems, for a total of 187 times. Umo data indicates that a transfer was used within the Agassiz-Harrison and Hope system by 181 people through Umo, whereas a larger number of people paid for additional trips outside of the transfer window. Data confirms that removing the transfer policy will have minimal effect on amount paid per day for most people, however it may encourage additional ridership on transit for the casual rider. For context, total ridership in the Agassiz-Harrison and Hope Transit System in 2024 exceeded 55,000 rides.

The Fraser Valley Express (FVX) does not offer a transfer policy and has never had a DayPASS product. Since it is a regional route, there are different travel behaviors and as such, Fare Capping or DayPASS on board are not recommended for the FVX.

Preparing for Open-Loop

As part of Umo Phase 2, open-loop payment technology will be introduced, allowing riders to pay their fare by tapping a debit or credit card. In systems where fare capping has been approved, the technology will automatically apply daily caps after a rider's second tap in a day, making travel more seamless and cost-effective. To support this transition, fare structures are being reviewed to ensure they are simple and compatible with the new system. The Agassiz-Harrison and Hope transit system has already streamlined its fare structures in the last fare review, positioning it well

for the adoption of open-loop payments once the technology is deployed. The final changes required will be the discontinuation of the pre-purchased DayPASS and other exhaustible products, such as the 10-ride product.

Supportive Transit Programs

To ensure that transit is accessible to all, a range of supportive programs have been implemented to assist individuals facing financial or mobility challenges. The following initiatives, available in the Agassiz-Harrison and Hope Transit System and across British Columbia, are designed to help those in need access essential services and stay connected to their communities. These programs aim to make public transit more inclusive and equitable. Please note, these programs are shared for your awareness, and no changes will be made as part of this fare review.

Get on Board Program - Free Transit for Youth 12 and Under

The Get on Board program was introduced in 2022 across the province and allows children aged 12 and under to ride conventional and handyDART buses for free. The program is designed to make public transit more accessible to young people, encouraging them to use the system independently and confidently. Eligibility includes:

- **Children aged 6 to 12:** Can ride unaccompanied without requiring a fare product or ID.
- **Children aged 5 and under:** Must be accompanied by someone 12 years or older and must board and depart at the same stop as their guardian.

This initiative is funded by the BC Ministry of Transportation and Transit, generating 3% of fare revenue for Agassiz-Harrison and Hope Transit System, and 4% for the Fraser Valley Express in 2024, with the goal of not only increasing ridership but also fostering a sense of independence and familiarity with public transit among youth. By making transit free for children, the program aims to instill lifelong habits of sustainable transportation use.

BC Bus Pass

The BC Bus Pass Program provides unlimited transit access to low-income seniors (\$45/year) and individuals on disability assistance (free). Designed to ensure affordable and accessible transportation, it helps participants stay connected to their communities. Registration is available online, by phone, email, mail, or fax. The program is funded by the BC Ministry of Social Development and Poverty Reduction, is available across all BC transit systems, and has generated 12% of fare revenue for the Agassiz-Harrison and Hope system in 2024.

7.1 Proposed Fare Options

Agassiz-Harrison and Hope

BC Transit is considering several fare adjustment options for implementation between 2025 and 2028. These changes aim to align fares with inflation and service costs while maintaining affordability for riders. Key changes across the options identified in **Table 5** include:

- **Single Ride Fares:**
 - The four options presented show fares increasing by 25 cents (if at all), varying by the speed in which to raise single ride fares.
 - Transfers are to be removed, with riders traveling with a single ride fare are encouraged to use the new DayPASS-on-Board or automatic DayPASS via fare capping through Umo.
 - The current fare structure has remained unchanged since 2017.
 - Staff from Chilliwack, Abbotsford, Mission, and the Fraser Valley met to review options across the systems and have recommended Option 2, Option 3 or 4 as aligned across the Central Fraser Valley, Chilliwack, and Agassiz-Harrison and Hope systems by 2027/28.
- **DayPASS:**
 - The traditional pre-purchased DayPASS product will be replaced by DayPASS-on-Board for cash users.
 - Fare Capping will be introduced, automatically generating a DayPASS when a rider pays twice the single fare using Umo.
- **10-Ride Product:** This product is discontinued in all options to simplify fare structures and allow for the use of fare capping technology.
- **30-Day Passes:**
 - Adult passes will increase from \$44 to \$55–\$59 by 2027/28.
 - High School Student and Senior passes will be combined and increase from \$35 to \$45 – \$49 by 2027/28.

Observations from other systems that have implemented DayPASS-on-Board show increases in cash and monthly pass revenues alongside a decline in ticket sales. The introduction of DayPASS-on-Board and fare capping in the Agassiz-Harrison and Hope Transit System is expected to encourage higher transit usage by making monthly passes more cost-effective compared to purchasing multiple single fares. While these changes are anticipated to have a positive impact on both revenue and ridership, the exact scale of the effect of the proposed non-price related changes is uncertain and not captured in the elasticity model's ridership loss projections outlined below.

Table 5 Proposed Fare Options – Agassiz Harrison and Hope.

Fare Products		Current Fares	Option 1			Option 2**			Option 3**			Option 4**		
			25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28
Single Ride	All	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.75	\$2.75	\$2.50	\$2.50	\$2.75	\$2.75	\$2.75	\$2.75
DayPASS*	All	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.50	\$5.50	\$5.00	\$5.00	\$5.50	\$5.50	\$5.50	\$5.50
10-Rides	All	\$22.50	Discontinued											
30-Day Pass	Adult	\$44	\$50	\$52	\$55	\$55	\$59	\$59	\$50	\$50	\$59	\$57	\$57	\$59
	Student/Senior	\$35	\$40	\$42	\$45	\$42	\$49	\$49	\$43	\$43	\$49	\$47	\$47	\$49

*DayPASS-on-Board and Fare Capping to generate automatic DayPASS.

**Option 2, 3, and 4 are in alignment with options presented for neighbouring systems Chilliwack & Central Fraser Valley by 2027/28.

Ridership in 2024 was estimated to be 55,181. Revenue from fare sources was \$126,860. The estimated quantitative impacts the proposed fare structures would have on annual budgeted revenue and ridership can be found in **Table 6** below.

Table 6 Estimated Qualitative Impacts

	Option 1			Option 2**			Option 3**			Option 4**		
	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28
Forecasted Impact on Revenue	+\$22,333 (17%)	+\$760 (1%)	+\$1,125 (1%)	+\$23,625 (19%)	\$11,973 (8%)	0 (0%)	+\$22,834 (18%)	0 (0%)	+\$12,784 (8%)	+\$33,893 (27%)	0 (0%)	+\$734 (0%)
Forecasted Impact on # of Rides	-1,918 (-4%)	-117 (-0%)	-166 (-0%)	-2,143 (-5%)	-926 (-2%)	0 (0%)	-2,021 (-5%)	0 (0%)	-1,042 (-2%)	-3,157 (-7%)	0 (0%)	-100 (-0%)

Fraser Valley Express

BC Transit is considering several fare adjustment options for implementation between 2025 and 2028. These changes aim to align fares with inflation and service costs while maintaining affordability for riders.

A consistent feature across all options identified in **Table 7** is the expansion of the 30-Day Concession Pass to include post-secondary students, enhancing accessibility for this demographic. Previously, the concession 30-day pass was available for seniors age 65+ and students aged 13-18. The fare options under consideration include the following scenarios:

- Option 1 proposes no fare changes over the three-year period.
- Option 2 maintains current fares in the first year, with a \$0.50 increase to single ride fares and a \$10 increase to monthly passes in the second year.
- Option 3 holds fares steady for the first two years, with the same increases—\$0.50 for single ride fares and \$10 for monthly passes—introduced in the third year.

Table 7 Proposed Fare Options – Fraser Valley Express

Fare Products		Current Fares	Option 1			Option 2			Option 3		
			25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28
Single Ride	All	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.50	\$5.50	\$5.00	\$5.00	\$5.50
10-Rides	All	\$45	\$45	\$45	\$45	\$45	\$49.5	\$49.5	\$45	\$45	\$49.5
30-Day Pass	Adult	\$100	\$100	\$100	\$100	\$100	\$110	\$110	\$100	\$100	\$110
	Student/ Senior/ College	\$85	\$85	\$85	\$85	\$85	\$95	\$95	\$85	\$85	\$95

The estimated quantitative impacts the proposed fare structures would have on annual budgeted revenue and ridership can be found in **Table 8** below. Ridership in 2024 was estimated to be 426,730. Revenue from fare sources was \$1,692,410.

Table 8 Estimated Quantitative Impacts - FVX

	Option 1			Option 2			Option 3		
	25/26	26/27	27/28	25/26	26/27	27/28	25/26	26/27	27/28
Forecasted Impact on Revenue	+\$19,727 (1%)	0 (0%)	0 (0%)	+\$19,727 (1%)	\$133,580 (8%)	0 (0%)	+\$19,727 (1%)	0 (0%)	\$133,580 (8%)
Forecasted Impact on # of Rides	+24,220 (17%)	0 (0%)	0 (0%)	+24,220 (17%)	-8,445 (-2%)	0 (0%)	+24,220 (17%)	0 (0%)	-8,445 (-2%)

8.1 Implementation

As with any notable change associated with transit service, BC Transit will provide a full-scale marketing and communications plan to inform the public on how their transit experience will change. This would include a mix of digital, print and radio advertising, media advisories, social media promotion and on-bus information as best suited for transit audiences in Hope and Agassiz-Harrison transit systems. In addition to this, BC Transit staff will collaborate with the local operating companies to ensure that all operations staff are aware of the changes to policies and practices involved with the introduction of the DayPASS-on-Board program.

9.1 Recommendations

It is recommended that the Fraser Valley Regional District:

1. Receive this report as information.
2. Approve Option 3 for Agassiz-Harrison and Hope for implementation October 1, 2025.
3. Approve Option 3 for Fraser Valley Express for implementation October 1, 2025.
4. Approve the phase-out of the existing DayPASS product and the current transfer policy, to be replaced with the implementation of DayPASS-on-Board and Fare Capping within the Agassiz-Harrison transit system.
5. Direct staff to work with BC Transit to implement the fare change.

Please note that fare changes should be scheduled for the 1st of a given month. BC Transit requires at least sixteen weeks' notice after Board's approval to implement any fare changes.

Appendix A: Glossary of Transit Terms

Adult fare: A regular fare must be paid by all passengers who do not qualify for a discount or cannot prove eligibility.

BC Bus Pass: Universal annual bus pass for low-income seniors and persons receiving disability assistance, providing unlimited access on any scheduled BC Transit bus.

Cash fare: A single ride cash fare allows one person to use transit. No change is given on the bus so exact fare must be used.

College student: Adult students in full-time attendance at a recognized post-secondary institution who are eligible to receive a discount monthly or semester pass.

Concession fare: Discount on cash fares and pre-paid products are applicable to seniors (aged 65+), students in full-time attendance to Grade 12 and full-time college students.

Conventional transit: Serves the general population in urban settings using mid-sized or large buses. The buses are accessible and low-floor and run on fixed routes and fixed schedules.

Cost recovery: Reflects annual total revenue divided by total operating costs. This ratio indicates the proportion of costs recovered from total revenue. A strong cost recovery is desirable, as it reduces the subsidy from the taxpayer. However, this is a municipal policy decision.

DayPASS: A DayPASS offers a discount for unlimited travel throughout the day. The DayPASS-on-Board program provides customers with a convenient way to purchase their DayPASS on the bus.

Fare Structure: The fares and products available to purchase and use transit and the policies associated with their use.

Monthly pass: For users taking transit regularly throughout the month, a monthly pass offers a discount for unlimited travel for 30 days.

Net yield: The total yield of fare revenues once the costs of revenue collection have been deducted. Improving the net yield of fare revenues is the goal of BC Transit's fare strategy.

Pre-paid fare: Fare products that provide a discount for pre-purchase. This includes ticket, DayPASS, monthly and semester pass fares.

Semester pass: A 120-day discounted transit pass for students, valid from the first day of use and available for purchase at any time.

Student: A person in full-time attendance in school to Grade 12.

Ticket: Each ticket allows one person to use transit. When purchasing a package of ten tickets, a user will receive a discount. Using tickets has the advantage of not requiring exact change to be used on the bus.

Total revenue: Includes passenger and advertising revenue and excludes property tax.

Transfer: A complimentary pass for cash or ticket users needing multiple buses to complete a trip, valid for the next connecting bus but not for return travel.

Youth 12 and Under: Individuals 12 years old or younger, who can ride the bus for free.