

FRASER VALLEY REGIONAL DISTRICT

REGIONAL AND CORPORATE SERVICES COMMITTEE

OPEN MEETING AGENDA

Thursday, September 4, 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 September 4, 2025 be approved;

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

- 4. MINUTES/MATTERS ARISING
 - 4.1 Draft Regional and Corporate Services Committee Open Meeting Minutes July 10, 2025

5 - 10

MOTION FOR CONSIDERATION

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

- 5. REGIONAL SERVICES
 - 5.1 ENVIRONMENTAL SERVICES
 - 5.1.1 Overview of Air Quality Committees Represented by FVRD Staff

11 - 13

FOR INFORMATION ONLY

 Staff report dated September 4, 2025 by Elias Ross, Environmental Services Coordinator

			 Staff report dated September 4, 2025 by Elias Ross, Environmental Services Coordinator 	
		5.1.3	Monitoring of Air Quality in Small Communities using Low-Cost Sensors	17 - 23
			 Staff report dated September 4, 2025 by Lance Lilley, Manager of Environmental Services and Kim Nguyen, Environmental Services Technician 	
			MOTION FOR CONSIDERATION THAT the Fraser Valley Regional District Board support the continuation of the small community air quality monitoring program within the region.	
	5.2	STRATEG	IC PLANNING AND INITIATIVES	
		5.2.1	North of Fraser Transit Engagement Summary and Feasibility Study - Phase 2 Report	24 - 79
			FOR INFORMATION ONLY	
			 Staff report dated September 4, 2025 by Theresa Alexander, Planner I 	
			 Feasibility Study Phase 2 Report (July 2025) 	
			• Engagement Summary (June 2025)	
6.	OTHER	MATTERS		
	6.1	Future of	Fraser Valley Regional District X (formerly known as Twitter) Account	80 - 82
		•	Staff report dated September 4, 2025 by Kyler Garza, Communications and Engagement Officer	
		THAT the	FOR CONSIDERATION Fraser Valley Regional District Board discontinue the use of X (formerly s Twitter), while maintaining ownership of the social media account handle.	
	6.2	Quarterly	/ Update (Q2) April 1, 2025 - June 30, 2025	83 - 83
		FOR INFO	DRMATION ONLY	
7.	ADDE	NDA ITEMS	/LATE ITEMS	
8.	ITEMS	FOR CORR	ESPONDENCE	
	8.1	Letter fro	om CN RE Rail Safety Week across Canada- September 15 to 21, 2025 (July	84 - 86
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2024 Corporate Greenhouse Gas Emission Reporting

FOR INFORMATION ONLY

5.1.2

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14, 2025	14.	2025
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8.2	Letter from Mayor Dan Ruimy, City of Maple Ridge & Mayor Paul Horn, City of Mission RE Urgent Call for the Restoration and Expansion of a Derelict Vessel Removal Program (July 22, 2025)	87 - 89
8.3	Letter from Councillor Trish Mandewo, UBCM President re: UBCM board governance review (August 7, 2025)	90 - 90
8.4	Letter from Councillor Neville Abbott, Village of Lions Bay requesting support for UBCM resolution on emergency water treatment plants (August 8, 2025)	91 - 92
8.5	Letter from Mayor Paul Horn, City of Mission to Minister Farnworth RE Suicide Prevention and Community Safety on the Mission Bridge (August 22, 2025)	93 - 95

9. REPORTS BY STAFF

10. REPORTS BY DIRECTORS

11. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA

IN PERSON

FVRD Board Room

ONLINE PARTICIPATION

Questions can be emailed to info@fvrd.ca before 1 pm, September 3, 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.

12. 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

13. RECONVENE OPEN MEETING

14. RISE AND REPORT OUT OF CLOSED MEETING

15. ADJOURNMENT

MOTION FOR CONSIDERATION

THAT the Regional and Corporate Services Committee Open Meeting of September 4, 2025 be adjourned.



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

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

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, *left at 10:30am* Director Ross Siemens, City of Abbotsford, *arrived at 10:03am*

Director Mel Waardenburg, Electoral Area C

Regrets: Director Sylvia Pranger, District of Kent

Director Victor Smith, District of Hope

Also Present: Director Hugh Davidson, Electoral Area F

Director Peter Adamo, Electoral Area B (Zoom)

Staff Present: Jennifer Kinneman, Chief Administrative Officer

Stacey Barker, Deputy CAO/Director of Regional Services

Lauren Olynick, Deputy Corporate Officer

David Urban, Manager of Integrated Planning & Engagement (Zoom)

Beth Klein, Controller/Deputy CFO

Alison Stewart, Manager of Strategic Planning Sam Piper, Manager of Communications Lance Lilley, Manger of Environmental Services

Trina Douglas, Manager of Protective Services (Zoom)

Kinga Williams, Accountant Trevor Lucy, Accountant

Raphaela Gomes, Accounting Clerk III (Zoom) Kate Fenton, Planner I (Indigenous Relations) Carolynn Lane, Environmental Services Coordinator

Riley Smith, Planner I

Kim Nguyen, Environmental Services Technician (Zoom)

Lucas Thompson, Network Analyst III

Amanda Molloy, Administrative Manager (Recording secretary)

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 meeting to order at 10:02am.

3. APPROVAL OF AGENDA, ADDENDA AND LATE ITEMS

Moved By FACIO Seconded By MACAHONIC

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.

CARRIED

4. RESOLUTION TO CLOSE MEETING

Moved By KLOOT 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(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 10:04am.

5. RECONVENE OPEN MEETING

The open meeting reconvened at 10:32am.

6. RISE AND REPORT OUT OF CLOSED MEETING

No items.

7. DELEGATIONS AND PRESENTATIONS

7.1 Regional Industrial Lands Inventory Update

A PowerPoint presentation was provided by Riley Smith, Planner I, highlighting the ongoing work on the Regional Industrial Land Inventory within the regional district, set to be released early 2026.

Discussion ensued regarding the regional approach of the inventory data, and next steps of the project, which include engaging with member municipalities and reviewing draft results and preliminary findings.

8. MINUTES/MATTERS ARISING

8.1 <u>Draft Regional and Corporate Services Committee Meeting Minutes - June 5, 2025</u>

Moved By FACIO Seconded By WAARDENBURG

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

CARRIED

9. LEGISLATIVE SERVICES

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

Moved By KLOOT Seconded By MACAHONIC

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.*

CARRIED

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

Discussion ensued seeking further clarity on the funding process, and staff noted if the bylaw is approved at the Board meeting, the next step will be to obtain municipal consent from all participating municipalities, followed by approval from the inspector

of municipalities. Discussion also ensued regarding the close working partnerships and concessions between member municipalities.

Moved By HORN Seconded By SIEMENS

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.

CARRIED

10. FINANCE

10.1 <u>Treasury Update – 2025 Quarter 2</u>

The staff report dated July 10, 2025 by Trevor Lucy, Accountant, was provided for information.

11. REGIONAL SERVICES

11.1 ENVIRONMENTAL SERVICES

11.1.1 Launch of the Fraser Valley Agricultural Plastics Recycling Program

Discussion ensued regarding where nurseries can take plastic plant pots and other plastic commercial waste in the region. Staff noted these products may be accepted by your local municipality, or can be taken to local depots.

11.2 <u>INDIGENOUS RELATIONS</u>

11.2.1 <u>Indigenous Services Canada Referral - Shxw'ōwhámél First Nation's</u> Ohamil 1 Proposed Addition to Reserve, Electoral Area B

Moved By KLOOT Seconded By HORN

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.

CARRIED

11.3 STRATEGIC PLANNING AND INITIATIVES

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

Moved By DICKEY Seconded By MACAHONIC

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.

CARRIED

12. ADDENDA ITEMS/LATE ITEMS

No items.

13. REPORTS BY STAFF

No items.

14. REPORTS BY DIRECTORS

<u>Director Facio:</u> invited everyone to attend the Harrison Festival of the Arts, beginning Friday, July 11, and the event is 10 days long.

<u>Director MacAhonic:</u> provided an update on advocacy efforts for the Chilliwack River Valley residents affected by the 2021 atmospheric river events, and reported a successful recent Area E Stakeholders meeting with increased attendance by community groups.

15. PUBLIC QUESTION PERIOD FOR ITEMS RELEVANT TO AGENDA

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

16. ADJOURNMENT

Moved By FACIO Seconded By KLOOT

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

CARRIED

The Fraser Valley Regional District Regional and Corporate Services Committee Open meeting of July 10, 2025 adjourned at 11:13am.

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To: Regional and Corporate Services Committee Date: 2025-09-04

From: Elias Ross, Environmental Services Coordinator

Subject: Overview of Air Quality Committees Represented by FVRD Staff

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

RECOMMENDATION

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

BACKGROUND

The Fraser Valley Regional District (FVRD) is part of the sensitive Lower Fraser Valley Airshed (Figure 1). Since pollution is often constrained in the airshed, and actions in the neighbouring jurisdictions of Metro Vancouver and Whatcom County can significantly impact the FVRD, staff work closely with staff from our neighbouring jurisdictions. FVRD staff sit on several air quality related committees and working groups that align with the FVRD's Air Quality Management Plan goals of improving community health impacted by exposure to air contaminants, having excellent visual air quality, and reducing community greenhouse gas emissions. These engagement and collaborative efforts make up an important function for FVRD staff working on air quality.



Figure 1: The Lower Fraser Valley Airshed.

DISCUSSION

As many contaminants spread and come from a variety of sources, airshed management is complex and involves numerous agencies and experts working together. The FVRD is a key contributor to several air quality groups that provide staff with the opportunity to highlight the FVRD's efforts, learn from other professionals, be made aware of airshed issues or trends, and collaborate on efforts that improve the health of the Lower Fraser Valley Airshed. While these groups are dynamic and can evolve as issues or projects emerge, an overview of three current collaborative efforts is provided below.

Lower Fraser Valley Air Quality Coordinator Committee

Representatives from Environment and Climate Change Canada, BC Ministry of Environment, the Fraser Port Authority, Metro Vancouver, three health authorities, multiple Washington State agencies, and the FVRD meet quarterly to discuss air quality concerns, major projects, and successes in the air quality field. This committee is hosted and chaired by the FVRD once every two years.

This committee is crucial for gaining knowledge and understanding of the work being done by other agencies, for understanding major sources of pollution, and for maintaining critical multi-jurisdictional partnerships.

Ground Level Ozone Working Group

In 2013, the FVRD helped form a working group with regional partners to create a Regional Ground Level-Ozone Strategy to mitigate the impacts of ozone on the airshed. Ozone continues to be one of the most impactful air quality contaminates leading to air quality warnings, degraded visual air quality, and harm to plants impairing growth, productivity, and resilience to environmental stressors.

In 2025, this group has been working to update the strategy with new data to help better address and understand the impacts of ozone on the airshed. It is expected that the new strategy will influence ozone management regionally and function as an educational aid for air quality professionals, residents, and decision makers.

BC Lower Mainland Peer Network

The FVRD is part of the Province-led Lower Mainland Climate Mitigation and Adaptation Peer Network. This network, which includes Squamish, Metro Vancouver, and the Fraser Valley, focuses on information and initiative sharing about emissions and on collaborative climate adaptation planning. This group meets regularly throughout the year and also allows for additional opportunities to meet with Peer Networks from the rest of the province to discuss greenhouse gas emissions, climate initiatives, and funding opportunities.

COST

n/a

CONCLUSION

The FVRD's air quality program is deeply collaborative and connected with many of our partner agencies that have the shared goal of improving the health of our airshed. Staff participate on several committees and working groups to achieve this goal, which allows the FVRD to learn from others, collaborate on research and planning efforts, raise awareness of FVRD interests, and to share knowledge. Collaborating on these committees constitutes an important function for air quality staff.



STAFF REPORT

To: Regional and Corporate Services Committee Date: 2025-09-04

From: Elias Ross, Environmental Services Coordinator

Subject: FVRD Corporate Greenhouse Gas Emissions Reporting from 2024

Reviewed by: Lance Lilley, Manager of Environmental Services

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

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

BACKGROUND

The Fraser Valley Regional District (FVRD), as a signatory of the Climate Action Charter, is eligible for funding through the Local Government Climate Action Program (LGCAP), which supports efforts to reduce greenhouse gas (GHG) emissions and to advance climate action initiatives. In 2024, the FVRD received three years of funding totaling \$331,338 for 2024 to 2026. These funds have been allocated to energy efficiency upgrades at the Hope and Area Recreation Centre, specifically as part of a heat recovery initiative.

As a condition of receiving LGCAP funding, the FVRD is required to calculate and report its annual corporate GHG emissions. The corporate GHG emissions for 2024 have been compiled and are summarized below.

DISCUSSION

The FVRD generates GHG emissions through the consumption of natural gas, diesel, propane, gasoline, and electricity. Gasoline and diesel use is typically associated with vehicle operations, while natural gas, electricity, and propane usage is mainly associated with building or facility operations. Table 1 provides a summary of the GHG emissions associated with each fuel type.

Table 1: FVRD Greenhouse Gas emission for 2024.

Energy Source	Energy used by FVRD (gigajoules)	Emission per unit of energy (KgCO2/GJ)	Total tonnes of CO2 equivalent
Natural Gas	6,052	55.4	335.4
Electricity	9,865	2.8	27.1
Gasoline	2,803	67.8	189.9
Diesel	460	71.3	32.8
Propane	1,150	61.2	70.4
		Total	655.6

The FVRD's total GHG emissions for 2024 was calculated to be 656 tonnes of carbon dioxide equivalent (tCO2e). Figure 1 outlines the percentage of GHG emissions from each energy source for the FVRD from 2024. Over 50% of the FVRD's GHG emissions are from natural gas, primarily associated with heating for FVRD buildings and facilities. The next largest contributor (29%) is from gasoline associated with fleet vehicle usage.

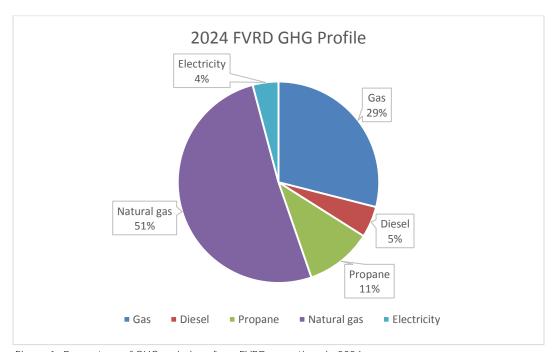


Figure 1. Percentage of GHG emissions from FVRD operations in 2024.

The FVRD's 2024 GHG emissions remain below levels between 2017 and 2020 but were slightly higher than 2023 levels. The increase is, in part, due to a malfunctioning pool heater at the Hope and Area Recreation Centre that resulted in an increase in natural gas use at the facility in 2024. This heater has since been replaced however, which appears to have lowered natural gas usage for 2025.

Figure 2 shows the GHG emissions associated with the FVRD's corporate activities from 2017 to 2024. Through a combination of initiatives, including facility upgrades and the introduction of electric vehicles, there continues to be a general downward trend in corporate GHG emissions, despite expansion of FVRD services and facilities over the same time period. With continued efforts, such as the recent energy upgrades at the Hope and Area Recreation Centre, the downward trend in GHG emissions is expected to continue in the coming years.

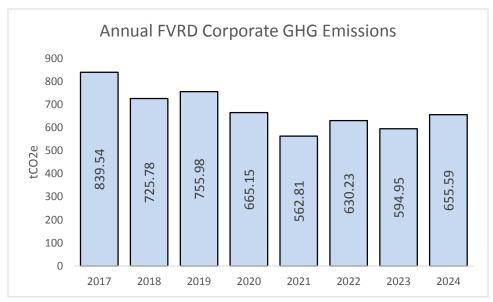


Figure 2: FVRD corporate GHG emissions from 2017 to 2024.

COST

The FVRD received \$331,338 in LGCAP funding for 2024-2026, all of which was allocated to the Hope and Area Recreation Centre heat recovery initiative. The LGCAP program is being reviewed by the Province and no update has yet been provided with funding for 2027 and beyond.

CONCLUSION

The FVRD's total GHG emissions for 2024 was calculated to be 656 tonnes of carbon dioxide equivalent (tCO2e). While slightly higher than 2023 due to a malfunctioning pool heater that has since been replaced, GHG emissions are expected to decline in the future due to recent upgrades to the Hope and Area Recreation Centre - the FVRD's largest corporate source of GHG emissions.



STAFF RFPORT

To: Regional and Corporate Services Committee Date: 2025-09-04

From: Lance Lilley, Manager of Environmental Services and Kim Nguyen, Environmental Services

Technician

Subject: Monitoring of Air Quality in Small Communities using Low-Cost Sensors

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 support the continuation of the small community air quality monitoring program within the region.

BACKGROUND

The Fraser Valley Regional District (FVRD) operates a series of air quality monitoring stations within the region that collect long-term and continuous data on a broad suite of air pollutants. These stations, some of which have been collecting data for the past three decades, determine air quality conditions and trends and are critical for scientifically assessing airshed health as well as for issuing air quality warnings. The FVRD's six current air quality monitoring stations, located in areas to reflect ambient air quality conditions experienced by the greatest number of residents, are in Abbotsford (2), Mission, Chilliwack, Kent, and Hope. Due to the high costs associated with operating and maintaining these stations however, they cannot be housed in every community in the region.

While the FVRD's air quality monitoring stations measure ambient air quality experienced by most residents in the region, air quality conditions in smaller or more remote communities may have unique or local conditions that can potentially differ from measurements taken at the air quality stations. This could be due to the community's local topography or microclimate, local pollution sources, or just proximity to the nearest air quality station. In recognition of this potential information gap, and the emergence of affordable and reliable air quality monitoring equipment, the FVRD's Air Quality Management Plan included a recommendation to "investigate and employ new evolving technologies for air quality testing, such as small and portable sensors, to amend and complement its existing air quality monitoring network".

In 2023, to deliver on this action item, staff initiated a pilot project to assess the use of low-cost air quality sensors to improve understanding of local air pollution distribution patterns within the region. The primary type of sensor used was Purple Air (Figure 1). These sensors were chosen for their cost, the

accessibility of their data¹, and their ability to measure fine particulate matter (PM2.5) – one of the key pollutants of concern in the airshed due to its impact on human health, the environment, and visibility. PM2.5 is also the leading cause of air quality advisories issued within the region, largely due to the frequency and magnitude of smoke from wildfires often affecting the airshed.



Figure 1. A Purple Air sensor installed in Electoral Area E to measure local concentrations of fine particulate matter.

Sensor locations were selected based on several criteria, including:

- Geographic distribution within the region
- Sited in an area of residential development
- Public ownership of the facility or building
- Permission from site owner/manager
- Access to external electrical outlet, and
- Access to host Wi-Fi.

A total of 13 Purple Air sensors were installed as part of this pilot project (Figure 2). PM2.5 data from the sensors was then captured throughout 2024. Data was collected and compared to the nearest air quality monitoring station to observe local differences as well as consistency with regional ambient trends measured over the same period.

¹ Real-time measures of fine particulate matter from the sensors can be viewed at: https://aqmap.ca/aqmap/#11/49.1887/-121.8830/B31/L38/L40/L41

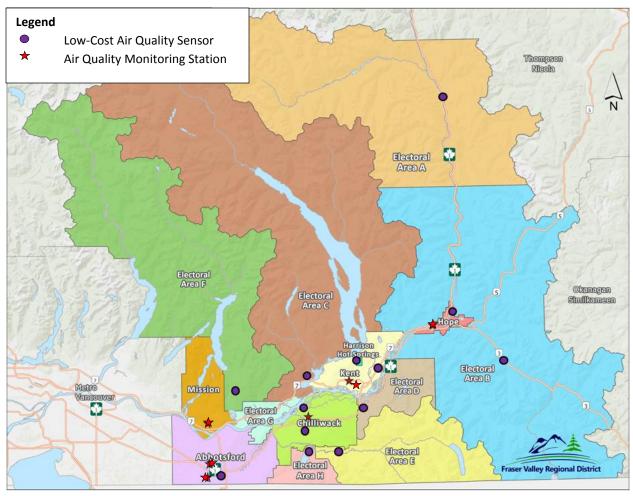


Figure 2. Locations of air quality monitoring stations within the FVRD as well as low-cost sensors installed for this study.

DISCUSSION

The low-cost air quality sensors were shown to provide effective real-time measures of fine particulate matter. While there were some site-specific challenges encountered with power sources and Wi-Fi connectivity, the sensors were shown to be dependable and stood up to quality control measures.

The PM2.5 data collected from these sensors showed that during this pilot project, localized conditions did not significantly differ from ambient conditions measured from the monitoring stations. They demonstrated similar peaks and drops throughout the year as was measured by the nearest monitoring station. Overall, there was strong alignment shown in air quality between communities tested and the air quality monitoring stations (e.g., Figures 3-5).

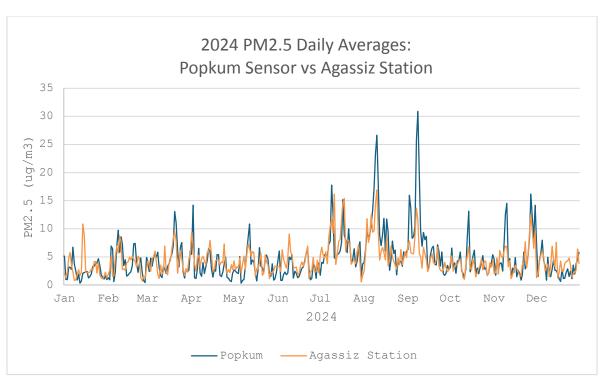


Figure 3. Daily average PM2.5 from the Popkum Purple Air sensor and from the Agassiz air quality monitoring station. The data showed very consistent air quality measurements from both sources over the same period. Note: the threshold for issuing an Air Quality Warning is based on a 24-hr average of PM2.5 exceeding 25 ug/m3 from more than one monitoring station.

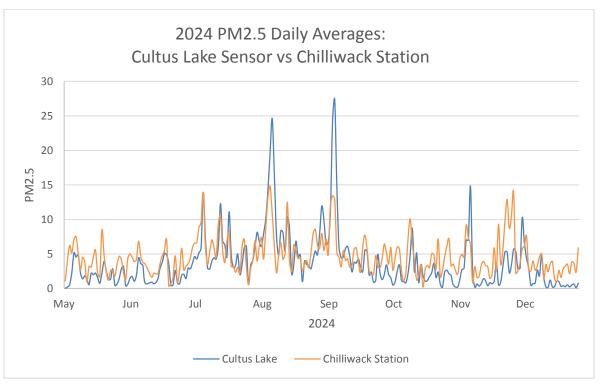


Figure 4. Daily average PM2.5 from the Cultus Lake Purple Air sensor and from the Chilliwack air quality monitoring station.

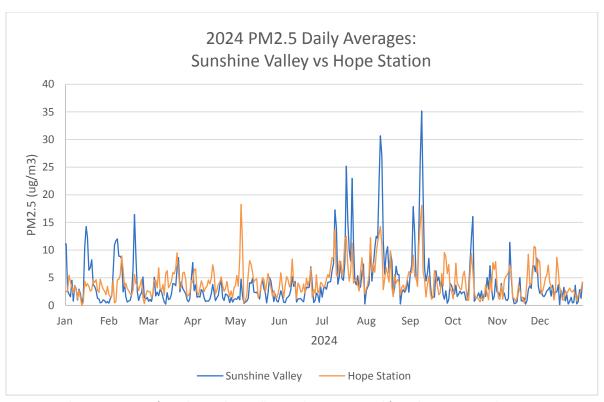


Figure 5. Daily average PM2.5 from the Sunshine Valley Purple Air sensor and from the Hope air quality monitoring station.

Although the Purple Air sensors measured similar air quality conditions for most of the year compared to the nearest monitoring station, there were preliminary seasonal differences that were also observed. For example, some of the Purple Air sensors measured higher short-term spikes in PM2.5 in the summer that were not picked up by the nearest monitoring station. These peaks were typically short in duration however and likely due to either wildfire smoke temporarily being distributed within portions of the airshed or to corrections made to the data from the monitoring stations.

A second preliminary difference showed that some communities (e.g., Boston Bar, Figure 6) may have higher particulate matter concentrations during the winter months compared to what is measured at the nearest monitoring station. While more data is needed, these winter levels are possibly attributed to an increased prevalence of residential wood burning for heating in these communities.

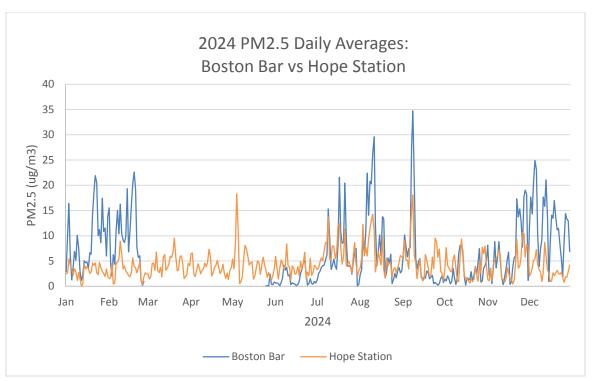


Figure 6. Daily average PM2.5 from the Boston Bar Purple Air sensor and from the Hope air quality monitoring station. Note that data was not recorded in April and May in Boston Bar due to equipment malfunction. Boston Bar is approximately 55 km from the Hope station, the largest distance in this study between a sensor and a station.

While Air Quality Warnings are issued for the airshed out to Hope, the Fraser Canyon and areas around Sunshine Valley receive Smoky Skies Bulletins (SSBs) instead. SSBs, which are issued by the Province, are used to inform the public of deteriorating air quality in regions lacking nearby air quality monitoring stations. These bulletins are based on a combination of satellite imagery, air quality forecasts, and information available from sensors in the area, including Purple Air sensors. The presence of low-cost sensors in those areas not only helps to monitor air quality trends or local issues that could be present but also ensures that real-time air quality from those communities is helping to inform the issuing of timely and accurate Smoky Skies Bulletins.

Despite some seasonal variations, all communities tested showed a strong correlation to ambient conditions and trends as measured by the air quality monitoring stations. This suggests that the air quality monitoring stations in the region are providing an effective service at monitoring ambient conditions throughout the airshed, even for communities that do not host a station. Local air quality conditions can occur however, and the use of low-cost sensors offers the ability and flexibility to observe community-specific trends or issues. Continued and expanded use of the low-cost air quality sensors, particularly in locations furthest from a monitoring station such as the Fraser Canyon or Sunshine Valley, will allow for ongoing monitoring of local air quality that supplements data from the main air quality stations.

COST

The cost for the two-year pilot project, for monitoring equipment and supplies, was approximately \$23,000, and was budgeted for within the 2023 and 2024 Air Quality budgets. The cost for maintaining the equipment, including replacement of sensors and adding new host locations as opportunities arise, is estimated to be \$3,000 per year, which is budgeted for in the annual Air Quality budget.

CONCLUSION

A network of low-cost PM2.5 sensors were installed within the FVRD as part of a pilot project to assess their use and to identify if there were differences noted in fine particulate matter in smaller or more remote communities compared to data from the region's air quality monitoring stations. From a PM2.5 perspective, all communities included in this project experienced conditions comparable to their nearest air quality monitoring station. Seasonal variations do suggest that more rural communities may experience higher levels of PM2.5 during certain times of year, but additional monitoring is needed to verify. Overall, the sensors were shown to be useful tools can supplement the region's network of air quality monitoring stations and promote public engagement.



STAFF RFPORT

To: Regional and Corporate Services Committee Date: 2025-09-04

From: Theresa Alexander, Planner I

Subject: North of Fraser Transit Engagement Summary and Feasibility Study - Phase 2 Report

Reviewed by: Alison Stewart, Manager of Strategic Planning

David Urban, Deputy Director of Regional Services

Beth Klein, Controller/Deputy CFO

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. There is no staff recommendation.

BACKGROUND

Transit services between the District of Kent (Agassiz) and the City of Mission via Highway 7, has been under consideration by BC Transit and the FVRD for some time. Initial planning began in late 2018; however, delays largely due to the COVID-19 pandemic resulted in significant delays. Planning work resumed in 2024 and based on public interest generated by the recently completed engagement process, support for the proposed route has never been stronger.

In November 2024, Phase 1 of the Feasibility Study¹ was presented to the Board. This phase included an exploration of transit service options along the Highway 7 corridor, a review of employment and population data, an analysis of travel patterns, and the identification of high-level service options. The Board directed staff to implement Phase 2 of the North of Fraser Transit Feasibility Study to provide updated costing, determine infrastructure requirements, determine participants in the service and undertake engagement with local governments, First Nations, the general public and stakeholders.

Phase 2 of the North of Fraser feasibility study took place between January and July 2025. The attached BC Transit *North of Fraser Transit Feasibility Study, Phase 2* final report and supporting material summarizes local government, First Nations, stakeholder engagement and other planning activities undertaken as the project moves forward.

Despite this initiative being supported by the Fraser Valley Regional District (FVRD) Board and included in the 2024-2027 Transit Improvement Program Initiatives (TIPs), the FVRD was informed in May 2025 that the proposed transit route would not receive provincial funding to support

¹ FVRD Staff Report, <u>North of Fraser Transit Service Feasibility Study Update</u>, November 14, 2024 <u>FVRD North of Fraser Transit Feasibility Study, Phase 1, Updated October 2024</u>

implementation in January 2026². While this outcome was disappointing for the FVRD Board, staff, and residents, it has not affected the project's momentum or delayed the planning process.

Work on the feasibility study and service planning has continued and staff are hopeful that a renewed funding request, as part of BC Transit's annual TIPs request,³ will lead to the successful allocation of provincial funds by BC Transit, which would result in the introduction of transit services as early as January 2027.

DISCUSSION

The attached BC Transit *North of Fraser Transit Feasibility Study, Phase 2* final report and engagement summary provides an overview of the progress to date and key findings from recent public engagement, consultation with Indigenous communities, and collaboration with key stakeholders, including the Ministry of Transportation and Transit (MoTT).

Public engagement and consultation with Indigenous communities has confirmed strong support and significant need for the proposed service.

Work completed as part of this phase has helped identify current transit usage patterns, potential user preferences, including preferred bus stop locations and service design features, such as bike racks. The identification of important travel destinations and transit connections, such as the West Coast Express, has further informed and refined the proposed service.

Key infrastructure requirements, safety considerations, and the need to explore opportunities to connect communities located a significant distance from the planned route were identified and will continue to be explored and inform service plan refinement. Access to communities located away from the route will be explored separately as part of the FVRD's Rural Transit Needs Assessment and Action Plan, which will begin later this year.

Additionally, both long-term and interim solutions to BC Transit's fleet storage capacity challenges have been addressed with the new transit facility in Chilliwack. This will further improve conditions for implementing the proposed transit service.

Engagement Summary

Broad engagement during Phase 2 of the North of Fraser Transit Feasibility Study provided critical insights into the transit needs and priorities of communities located along the Highway 7 corridor and within Agassiz, Mission, and other nearby communities. As set out in the engagement strategy implemented by BC Transit, with support from FVRD staff⁴, engagement activities included a public survey and three open houses, which were promoted using social media, newspaper advertisements,

²FVRD Staff Report, BC Transit 2025-2026 Expansion Funding, May 2025

³ BC Transits' Transit Improvement Program communicates and supports the provincial funding allocation process and results of proposed expansion priorities over a three-year period. Local governments must show commitment to the proposed expansions to allow BC Transit to proceed with securing sufficient funding within the Provincial Budget. https://www.bctransit.com/about/funding-and-governance/regional/

⁴ FVRD Staff Report, <u>BC Transit - North of Fraser Public Engagement</u>, March 3, 2025

posters placed at key community locations, and digital signage along the corridor. **BC Transit's media** release also prompted local news articles, which helped to reach the targeted audience.

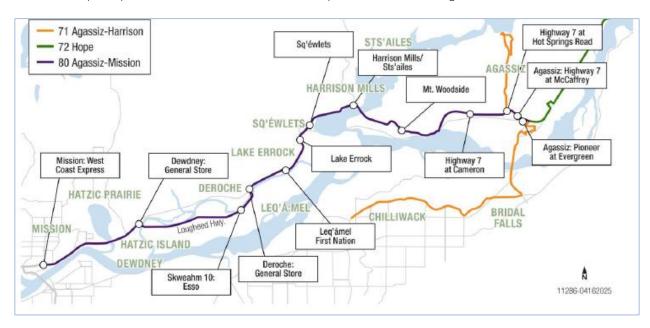


Figure 1 Proposed and existing transit routes

The survey, conducted from April 25 to May 16, 2025, received 316 responses (292 online and 24 paper-based), reflecting a high level of community interest in the proposed service. 19% of survey respondents identified as Indigenous and 13% identified as having a disability and/or living with mental illness. Approximately 7% of the respondents were between the ages of eighteen and twenty-four. As a group, the majority (43%) were between twenty-five and forty-four, 28% were between forty-five and sixty-four and the remaining 24% were over the age of sixty-five.

Open houses, from May 5-7, in Harrison Mills, Deroche, and Agassiz, were attended by a total of 33 residents. Although attendance was lower than anticipated, these events allowed for valuable indepth conversations with potential users of the proposed route. Together, the survey and open houses offered both quantitative data and qualitative insights to help inform the proposed service design.

Consultation with Indigenous communities included preliminary meetings, as well as a well-attended community meeting hosted by Leq'á:mel First Nation (January 16, 2025), which drew approximately 50 attendees from Leq'á:mel, Sq'éwlets, Sts'ailes, and other communities along the corridor.

In April 2025, BC Transit presented information about the proposed route at the Lets'emot Community to Community Forum, which was attended by representatives from Cheam First Nation, Sq'éwqel (Seabird Island Band), Sq'éwlets (Scowlitz First Nation), Sts'ailes, Stó:lō Tribal Council, the Village of Harrison Hot Springs, the District of Kent and provincial agencies.

Highlighted Findings:

- Strong overall support for the proposed Agassiz–Mission (Route 80) service.
- Preferences for service on both weekdays and weekends, with support for an equal distribution of trips across all days rather than concentrated services on weekdays or weekends.
- Interest in trips in both eastbound and westbound direction, depending on trip purpose
- High interest in transit connections located in Mission, particularly the West Coast Express.
- Key travel purposes included shopping, commuting, social activities, recreation, visiting family and friends, attending medical appointments, cultural activities, and community events.
- Importance of bike racks, safe and accessible stop locations, and improved access to essential amenities, such as grocery stores and healthcare services.

Conversations between BC Transit and with St'sailes, whose community is located approximately eight kilometres north of Highway 7, led to an understanding that direct transit service to the area is not feasible. However, there may be opportunities for BC Transit to coordinate with the band's existing shuttle with this future route, facilitating transfers between the two at Highway 7. This will be explored in further detail as implementation draws nearer.

Input received during Phase 2 directly informed adjustments to the proposed service design, including stop locations, service days, and target trip times. Feedback will also be used to support future funding applications and continued planning efforts.

Feasibility Study, Phase 2 - Final Report

The findings of the engagement have been incorporated in the *North of Fraser Transit Feasibility Study - Phase 2*, final report.

Three service options were presented for public review and comment. The options with most support consist of two round trips that would operate seven days a week. Preferred trip windows are outlined in the table below.

Service Day	Trip Time Leaving Agassiz	Trip Time Leaving Mission
Weekday	Morning (7-9 AM)	Early Evening (4-6 PM)
Saturday	Late Morning (9-11 AM)	Early Evening (4-6 PM)
Sunday	Late Morning (9-11 AM)	Early Evening (4-6 PM)

Table 1 - Preferred trip windows for Agassiz-Mission service, identified through public engagement

Other considerations discussed include potential bus stop locations and related infrastructure requirements. Highway 7 between Mission and Agassiz is a narrow and winding road, which accommodates high traffic volumes and at times high speeds, creating challenges for finding safe and accessible stop locations.

As noted in the report, BC Transit has been in regular contact with Ministry of Transportation and Transit (MoTT) representatives "to ensure there is awareness of this work, and to identify any opportunities for coordinating of planning or capital projects. The Ministry is currently carrying out a study focused on school bus stops along Highway 7 and has indicated that there may be potential synergies between these projects for capital improvements." Minor infrastructure improvements may be facilitated through MoTT's Transit Minor Betterments program which can be used to fund capital works required to create safe bus stops along the corridor.

To advance the project, the following next steps have been identified:

- BC Transit will continue to work with MoTT, First Nations, and local governments to plan required infrastructure improvements along Highway 7. This includes safe bus stop locations and potential alignment with ongoing school bus stop planning.
- With technical and administrative support from BC Transit, local governments and First Nations will submit applications to MoTT's Transit Minor Betterments program⁵ to help fund minor transit-supportive costs not covered under the BC Transit Shelter Program⁶.
- **BC Transit will work with Leq'á:mel First Nation, MoT**T, and the FVRD to finalize a safe and functional stop location near Holachten 8.
- The FVRD will initiate a Service Area Establishment Bylaw for the proposed transit service, outlining the scope of the service, the boundaries of the area, participants in the service, and how costs will be recovered. Separately, Transit Service Agreements will be established with participating First Nations.
- BC Transit will submit a funding request to the province for service implementation in the 2026/2027 fiscal year, which could result in service implementation as early as January 2027.
- BC Transit, supported by BC Transit staff will continue working with municipal, electoral area, and First Nations representatives to support service implementation planning and identify opportunities for service coordination, such as a shuttle service to connect communities located a significant distance from the route.

COST

Based on 2,500 hours and two vehicles (one for service and one in reserve as a spare bus), the estimated total annual cost for the proposed service is \$638,385. Applying the BC Transit cost share formula, the net local government share of the service will be \$353,385. This cost is approximately \$53,000 higher than the earlier estimates identified in **last year's TIP's** due to inflation and increased operating costs. The updated costing will allow for discussions on service participation and will be used to finalize a North of Fraser service area establishment bylaw and inform transit service agreements with First Nations.

⁵ BC Ministry of Transportation and Transit, <u>Transit Minor Betterments program website</u>

⁶ BC Transit, **Bus Shelter Program**

CONCLUSION

Engagement and consultation have demonstrated strong community and stakeholder support for the proposed Agassiz–Mission transit service. Phase 2 of BC Transit's Feasibility Study helped identify important service design features, including preferred travel times, key destinations, and stop locations. The study also confirmed community interest and identified operational needs, infrastructure requirements, and opportunities for coordination.

In addition to confirming community interest and need, the study also identified operational requirements, infrastructure needs, and opportunities for coordination. The findings from Phase 2 provide a strong foundation for moving the project forward. As a result, BC Transit has refined the proposed route, stop locations, and service plan. Subject to provincial funding, the earliest possible launch is January 2027. In the meantime, BC Transit, FVRD staff and partners will continue working together to address outstanding requirements and prepare for implementation, ensuring the service meets community needs.

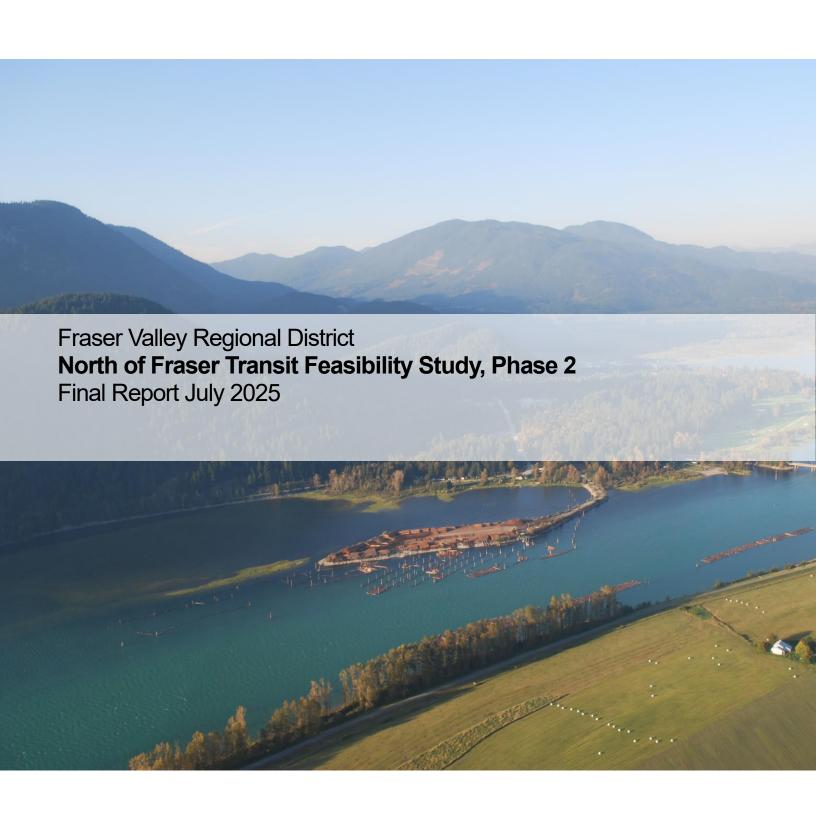






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1. Introduction

The purpose of this report is to lay out the recommended service option and resources required to implement a transit route between the District of Kent (Agassiz) and City of Mission.

The idea of establishing transit service between these two communities was identified as a priority in both the Chilliwack Area (2012) and Abbotsford-Mission (2013) Transit Future Plans. The specific action item is to complete a feasibility study to determine the most appropriate type, level of service, and cost to provide service along 50 kilometres of Highway 7 between Kent and Mission.

This work builds upon a previous planning study that assessed the suitability of Highway 7 for transit service. The Phase 1 report provided a high-level review of ridership demand, transit service options and resources needed. The intention of this Phase 2 report is to provide updated costing, infrastructure requirements, the recommended transit service option and resources required to implement it.

2. Service Design and Costing

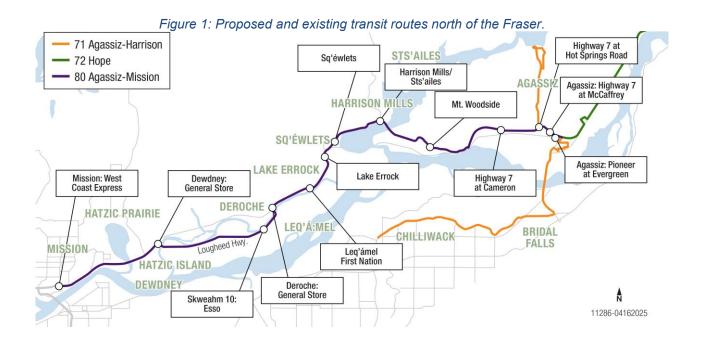
2.1 Proposed Agassiz-Mission Route

The future transit route will connect from the Pioneer and Park exchange in downtown Agassiz to the downtown Mission exchange, via Highway 7 as outlined in Figure 1 below. Connections to local service will also be available in Mission. Figure 1 also outlines proposed bus stops and existing connecting services in Kent. Note that some of the proposed bus stops in Figure 1 would be more suitable in the long term, and would depend on future development patterns.

The one-way trip length is approximately 50 kilometres with a cycle time of approximately 60 minutes, inclusive of recovery time. Service will operate bidirectionally along the Highway 7 corridor, meaning that both east and westbound service will be provided.

Following the implementation of this route, BC Transit will continue to work with all relevant stakeholders, First Nations and local government partners on potential future extensions or adjustments.

1



2.2 Service Options

Three transit service options were presented during public engagement; these options are detailed in Table 1 below. These options are designed to meet passenger needs, and were informed by what was heard during the pre-engagement period. With 2500 hours and one in-service vehicle¹ currently allocated for this new route, the service will be introduced at an introductory level to begin with. Over time, and as demand develops further, it is recommended that additional service be layered in, improving opportunities to travel along the corridor.

Table 1: Service options presented during public engagement

Option	# trips/day	Trip Duration	Trip Length
Α	Two round trips, seven days a week		
В	Three round trips, weekdays only	60 minutes one way	50 km one way
С	Two round trips on weekdays, three round trips on Saturdays, and one round trip on Sundays	120 minute round trip	100 km round trip

¹ One bus has been allocated for service, and a second will be held as a spare.

2.3 Costing

Based on the 2500 hours and two vehicles (one for service, one in reserve as a spare bus), the estimated annual cost for this future service is \$638,385. Once BC Transit's cost-sharing model has been applied, the annual net municipal share is \$353,693.

3. Consultation

Consultation for this project was carried out in two phases. Prior to the broader public engagement campaign, BC Transit contacted representatives from Leq'á:mel, Sq'éwlets and Sts'ailes First Nations, and ultimately had discussions with Leq'á:mel and Sts'ailes First Nations.

These conversations helped shape an understanding of travel demand to and from First Nations communities along Highway 7, as well as illuminated any potential challenges with accessing this future transit service. Engagement with First Nations communities along the highway corridor will continue as this work progresses towards implementation.

Of particular note was a consideration raised during conversations with St'sailes First Nation. The community is located approximately eight kilometres north of Highway 7, meaning that direct transit service to the area is not feasible. However, there may be opportunities to coordinate the band's existing shuttle with this future route, facilitating transfers between the two at Highway 7. This will be explored in further detail as implementation draws nearer.

Following these conversations, a community meeting was hosted by Leq'á:mel First Nation. This served as an opportunity for residents, including those who live elsewhere along Highway 7, to learn more about this work and provide feedback before service options were finalized for public engagement. Approximately 50 attendees were present, sharing their thoughts on potential stop locations, important destinations, trip times and service days.

Sq'éwlets First Nation provided transit-related feedback through engagement for the FVRD's Area C Official Community Plan. Through this engagement, there was a stated interest in transit stops at Moses Drive, Harrison Bay Road and Squawkum Park and campground, along with requests for improved pedestrian crossing infrastructure along Highway 7.

Shortly before the public engagement campaign launched, BC Transit and FVRD staff attended the Lets'emot Community to Community (C2C) meeting on April 2 to present a project update. Lets'emot C2C is comprised of the leadership of various Upper Fraser Valley communities including the Cheam First Nation, Seabird Island Band, Sq'éwlets First Nation, Stó:lō Tribal Council, the Sts'ailes Nation, the District of Kent and the Village of Harrison Hot Springs.

The second phase of consultation consisted of a broader public engagement campaign. Engagement results related to service options are highlighted below, with the full results detailed in a separate Engagement Summary.

The three service options detailed in Section 2.2, Table 1 were presented for public review and comment. While all options were supported to some degree, Option A was ultimately supported by

most. This option consists of two round trips that would operate seven days a week. Preferred trip windows are outlined in the table below.

Table 2: Preferred trip windows for Agassiz-Mission service, identified through public engagement

Service Day	Trip Time Leaving Agassiz	Trip Time Leaving Mission
Weekday	Morning (7-9 AM)	Early Evening (4-6 PM)
Saturday	Late Morning (9-11 AM)	Early Evening (4-6 PM)
Sunday	Late Morning (9-11 AM)	Early Evening (4-6 PM)

Exact trip times will be further refined through conversations with BC Transit's Scheduling team. In addition to helping determine appropriate times for trips at the outset of this service, the results of this engagement will also help inform future trip times, when additional resources are available. It is recommended that a post-implementation review also be conducted at least a year after the service launches, so that more up to date feedback is available prior to making adjustments.

4. Infrastructure Requirements

4.1 Bus Stops

A significant consideration with any highway transit service is the placement of bus stops. Given the narrow, winding nature of this segment of Highway 7, there are many constrained areas that are not appropriate for stopping, and would require substantial infrastructure upgrades in order to be safely used as bus stops. These upgrades may include expanding of road shoulders, implementing crosswalks, pull-outs, deceleration lanes and other infrastructure improvements. Close collaboration with the Ministry of Transportation and Transit will be required for this work. Opportunities for improvements to pedestrian infrastructure along the highway corridor should also be monitored, as safe access to bus stops is another important consideration.

In a route that is 50 kilometres in length, bus stops will be spaced further apart than in a more urban context, with locations based on nearby residential areas and other destinations. Passenger amenities such as shelters, benches and schedule information will be recommended at key stops to improve passenger comfort and safety. Proposed bus stops are indicated on the map in Figure 2.



Figure 2: Proposed Agassiz-Mission bus stop locations along Highway 7

BC Transit Safety and Training has undertaken a review of the proposed bus stop locations and has determined that upgrades will be required in many areas in order to allow the bus to safely pull off the highway. Another area for further examination is the proposed bus stop at Leq'á:mel Way, where the ability to safely turn around in order to re-enter the highway was flagged. BC Transit will continue to work with Leq'á:mel First Nation, the Fraser Valley Regional District and the Ministry of Transportation and Transit (MoTT) to determine an appropriate stop in this area.

Given that much of the corridor is along MoTT right of way, BC Transit has been in regular contact with Ministry representatives to ensure there is awareness of this work, and to identify any opportunities for coordinating of planning or capital projects. The Ministry is currently carrying out a study focused on school bus stops along Highway 7, and has indicated that there may be potential synergies between these projects for capital improvements.

4.2 Operations and Maintenance Facility

The current Chilliwack transit operations and maintenance facility is at capacity, and land for a new facility has been secured. As an interim step prior to the new facility's full implementation, parking has been secured for additional buses associated with the Agassiz-Harrison route. Buses for this future service can therefore be stored in Chilliwack, reducing deadhead² that would be required had the vehicles been temporarily stored in the Abbotsford-Mission facility.

² Deadhead refers to the non-revenue service time required for the bus to get to or from its start or end point.

5. Next Steps

There are several next steps required to continue advancing this work, outlined below:

- BC Transit and FVRD staff to share the engagement results and service design to the Regional and Corporate Services Committee, FVRD Board, local governments, First Nations and the public for information.
- BC Transit, the FVRD and MoTT to identify synergies between bus stops identified by BC Transit and those identified for school bus service through MoTT's ongoing work on the Highway 7 corridor.
- BC Transit to work with the FVRD, MoTT, municipal and First Nations partners to coordinate
 applications to the Transit Minor Betterments fund as appropriate, to support capital work
 required for safe bus stops along Highway 7.
- BC Transit to work with Leq'á:mel First Nation, MoTT and the FVRD to identify an appropriate location for a bus stop proximal to Holachten 8.
- BC Transit to continue working with Sts'ailes to improve connections to the future Agassiz-Mission route.
- BC Transit to continue working with First Nations along Highway 7 before and after the launch
 of future transit service.
- On behalf of the FVRD, BC Transit to submit a funding request to the Province for 2026/27 service implementation.



North of Fraser Transit Service

ENGAGEMENT SUMMARY

JUNE 2025



Introduction

- BC Transit, in partnership with the Fraser Valley Regional District, sought feedback on a new bus route that will operate along Highway 7 between Mission and Agassiz. The proposed route aims to connect people along the corridor to key destinations, enhancing access to education, recreation, and employment opportunities, while providing an alternative to personal vehicle use.
- The public survey asked respondents a number of questions about the future service, including how often they would use it, which days of the week they would travel, and if they had thoughts on the proposed bus stop locations.
- In addition to the public survey, three open houses were held in May 2025.
- Prior to the launch of the broader public engagement campaign,
 Leq'a:mel First Nation hosted a community meeting in January 2025.

Background

- This project began with a feasibility study exploring transit service options along the Highway 7 corridor. The study reviewed employment and population data, examined travel patterns, and highlighted several high-level options for future service.
- This project is currently in Phase 2, which includes public engagement to help shape the schedule and service design. The service will launch at an introductory level, with plans to expand over time. Trip times and service days will be informed by the feedback gathered during this phase.

Engagement Purpose

- The purpose of this engagement was to gather public feedback on service options for the new North of Fraser transit service along Highway 7 between Mission and Agassiz. Through this process, BC Transit:
 - Gathered input on the desired frequency of service.
 - Identified the most preferred trip times, service span, and days of operation.
 - Developed an understanding of key travel patterns and destinations.
 - Learned more about why people would use the transit service.

The engagement process for the proposed North of Fraser transit service gathered valuable feedback from participants.

A target of 30 survey respondents was established at the outset of the project, based on population and similar BC Transit-led engagements in other communities. This target was surpassed, with a total of 316 completed surveys received. The feedback provided was valuable and demonstrated strong public interest in this future service. A total of 895 people visited the project website, highlighting a high level of community awareness and engagement.

Comparing engagement rates to the population living along the proposed route indicates that 8.3% of the population completed a survey, and 23.6% visited the project website.

Key takeaways from engagement include:

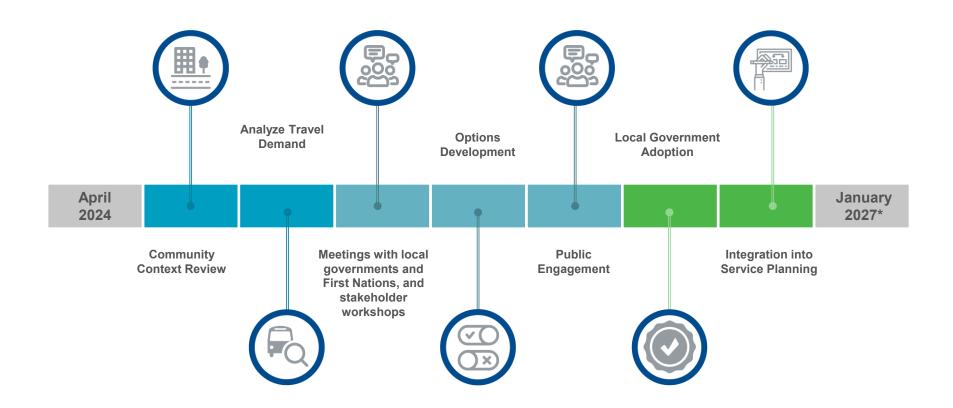
- In the public survey, service frequency preferences were varied:
 - 49% of respondents preferred two round trips, seven days a week.
 - 40% preferred two round trips on weekdays, three on Saturdays, and one on Sundays.
 - 11% preferred three round trips on weekdays only.
- During the open houses, results were less divided:
 - 66% of participants preferred two round trips, seven days a week.
 - 31% preferred two round trips on weekdays, three on Saturdays, and one on Sundays.
 - Less than 1% preferred three round trips on weekdays only.

Participants were also asked about their preferred trip windows for this future service.

- From the open houses and surveys, preferred trip times were as follows:
 - Leaving Agassiz on weekdays:
 - Morning (7:00 a.m. 9:00 a.m.).
 - Late morning (9:00 a.m. 11:00 a.m.).
 - Early evening (4:00 p.m. 6:00 p.m.).
 - Leaving Mission on weekdays:
 - Early evening (4:00 p.m. 6:00 p.m.).
 - Evening (6:00 p.m. 8:00 p.m.).
 - Late morning (9:00 a.m. 11:00 a.m.).
- Attendees at the Leq'a:mel First Nation community meeting expressed interest in trip times that were slightly earlier, departing at 6 or 6:30 AM.

- From the open houses and surveys, preferred trip times were as follows:
 - Leaving Agassiz on weekends:
 - Late morning (9:00 a.m. 11:00 a.m.).
 - Morning (7:00a.m. 9:00 a.m.).
 - Early evening (4:00 p.m. 6:00 p.m.)
 - Leaving Mission on weekends:
 - Early evening (4:00 p.m. 6:00 p.m.).
 - Late morning (9:00 a.m. 11:00 a.m.).
 - Evening (6:00 p.m. 8:00 p.m.).
- Attendees at the Leq'a:mel First Nation community meeting expressed interest in service from 8 AM to 10 PM on weekends, indicating desire for a wider service span than what was heard in the other engagement initiatives.

Phase 2 Timeline



*contingent on Provincial funding availability.

Promotion and Awareness



Project Website

Hub for project information and tools: engage.bctransit.com/nof2025



Social Media

Facebook and X posts were used to raise awareness of the project. Posts were also shared by the FVRD and municipal partners.



Media Release

Raise media awareness on BC Transit's website, leading to local news coverage of the work being done.



Newspaper Ads

Ads were placed in the local newspaper, advertising the plan and ways to participate.



Engagement Posters

Posters advertising the engagement were placed at key locations along Highway 7, including municipal halls, First Nations and community centres.

Engagement Strategy

Indigenous Consultation

- Consult: Seek input from Indigenous communities through direct engagement to incorporate their concerns, perspectives, and recommendations into the planning process.
- Inform: Provide project updates, outlining how their feedback has been incorporated.
- Public Engagement (Project Website, Survey, In-Person Open Houses)
 - Consult: Gather public feedback on the North of Fraser route.
 - Inform: Communicate how feedback will be used and provide timelines for implementation.

	INFORM	CONSULT
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions	To obtain public feedback on analysis, alternatives and/or decision
PROMISE TO THE PUBLIC	We will keep you informed	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision

Engagement Overview

Leq'a:mel First Nation Community Meeting: January 16th, 2025

Open Houses: May 5th, 6th, and 7th, 2025

Survey: April 25th - May 16th, 2025



895 Page Visitors



292 Online Survey Responses



33 Open House Participants



24 Paper Survey Respondents



50 Community Meeting Participants

Engagement Overview

What We Asked

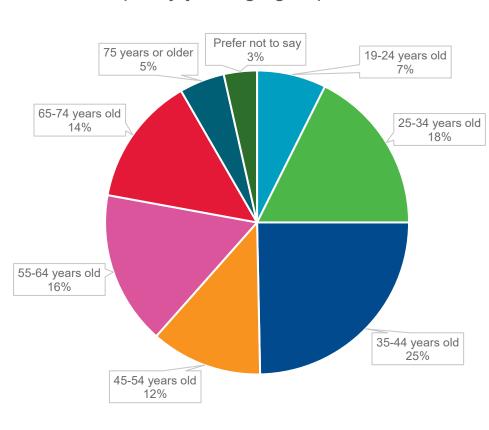
- Current transit usage patterns, including:
 - Frequency of transit use within the Fraser Valley Regional District
 - Specific transit routes currently used
 - Purpose of transit use
- Preferred service design
 - Anticipated frequency of use for the proposed North of Fraser route
 - Preferred service span and travel times
 - Key travel destinations
- Demographic information

Who We Heard From

Which city or community do you live in?

Community	Number of Respondents
Agassiz (Kent)	46
Chilliwack	17
Deroche	63
Dewdney	3
Electoral Area C	9
Electoral Area F	3
Electoral Area G	1
Lake Errock	12
Harrison Hot Springs	15
Harrison Mills	19
Hope	6
Leq'á:mel First Nation	2
Mission	72
Sq'éwlets First Nation	1
Sts'ailes First Nation	3
Other (please specify)*	38

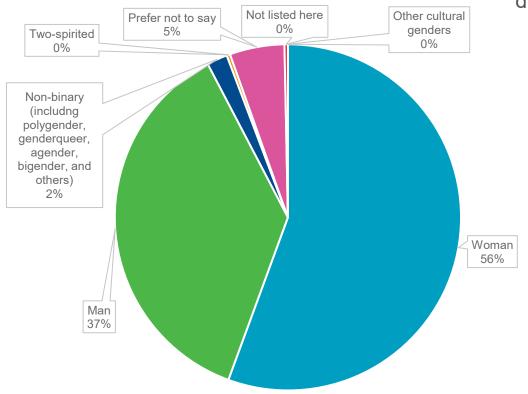
Please specify your age group:



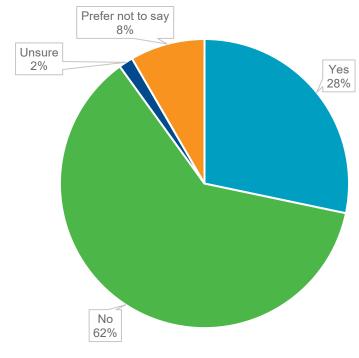
^{*}Respondents who selected "Other" primarily lived in Abbotsford or Vancouver.

Who We Heard From

How do you identify?

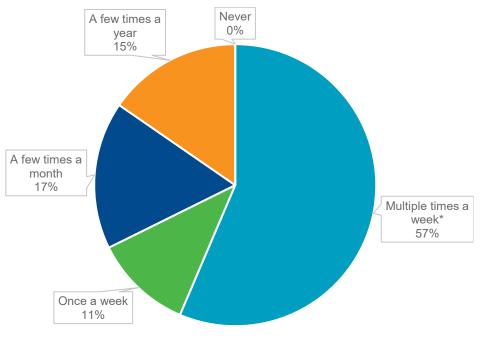


Do you identify as a person with a disability?

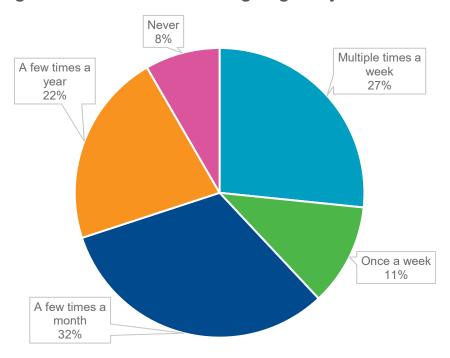


What We Heard

How often do you take transit?



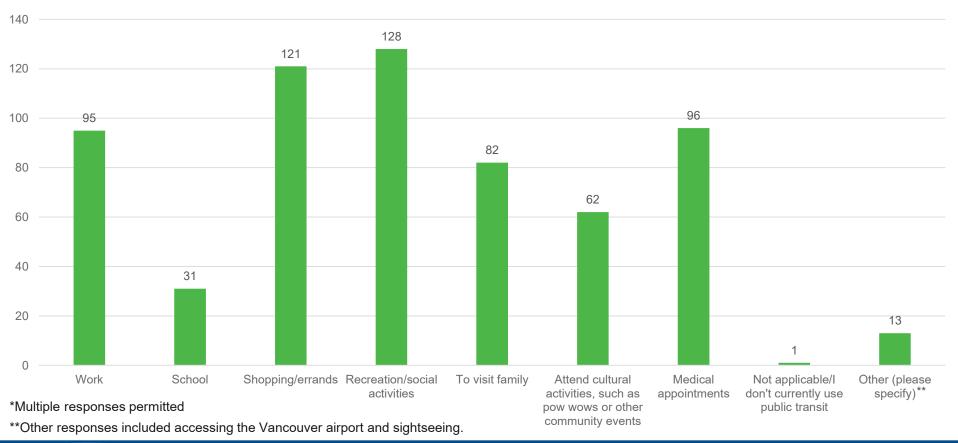
Once introduced, how often would you use this new transit service between Agassiz and Mission along Highway 7?



*Most respondents who indicated that they take transit multiple times a week reported living within the service area for the Central Fraser Valley, Chilliwack, Hope or Agassiz-Harrison transit systems.

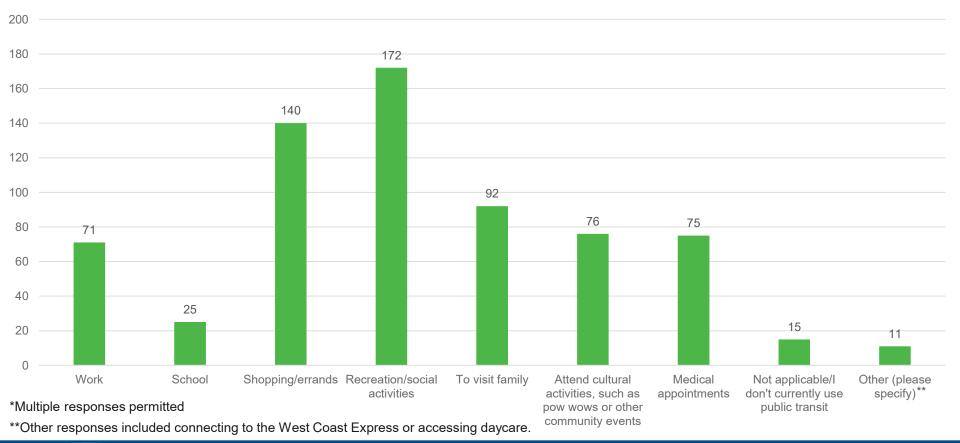
By the Numbers (Public survey responses)

What do you currently use public transit service for?*



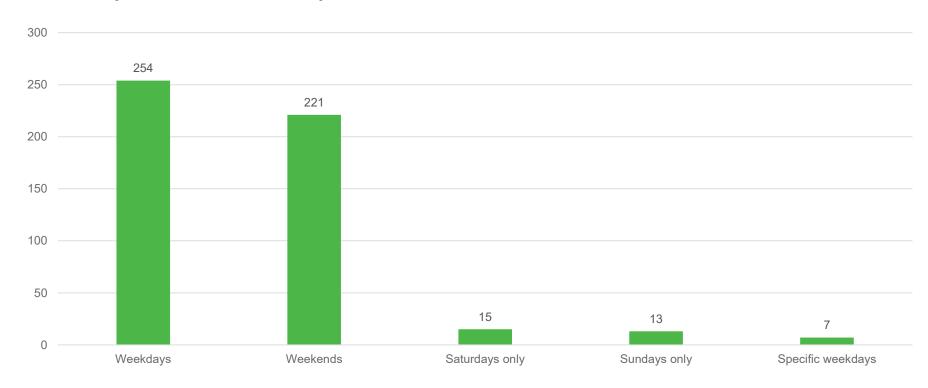
What We Heard

What would you use this future transit service for?*



What We Heard

Which days of the week would you use this service?*



^{*}Multiple responses permitted

^{**}Specific weekdays mentioned were Mondays, Tuesdays, Thursdays and Fridays.

What We Heard

Which days of the week would you use this service? (Filtered by community)*

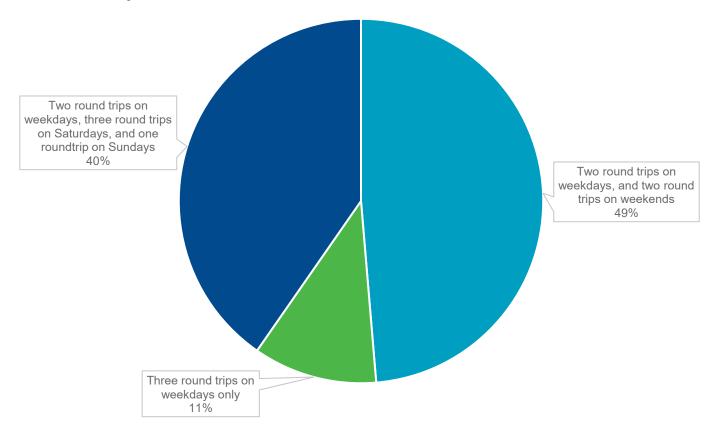
Community	Weekdays	Weekends	Saturdays Only	Sundays Only	Specific Weekdays**
Agassiz (Kent)	39	33	2	1	1
Chilliwack	11	13	1	1	1
Deroche	57	44	1	0	1
Dewdney	2	2	0	0	0
Electoral Area C	8	6	0	0	0
Electoral Area F	1	3	0	0	0
Electoral Area G	1	1	0	0	0
Harrison Mills	17	12	0	0	0
Hope	5	5	1	1	0
Lake Errock	9	8	0	0	0
Leq'a:mel	1	2	0	0	0
Mission	56	49	5	5	1
Sq'ewlets	2	3	0	0	0
Sts'ailes	4	5	0	0	0

^{*}Multiple responses permitted

^{**}Specific weekdays mentioned were Mondays, Tuesdays, Thursdays and Fridays.

By the Numbers

How often would you like the bus to run?



By the Numbers

How often would you like the bus to run? (Filtered by community)*

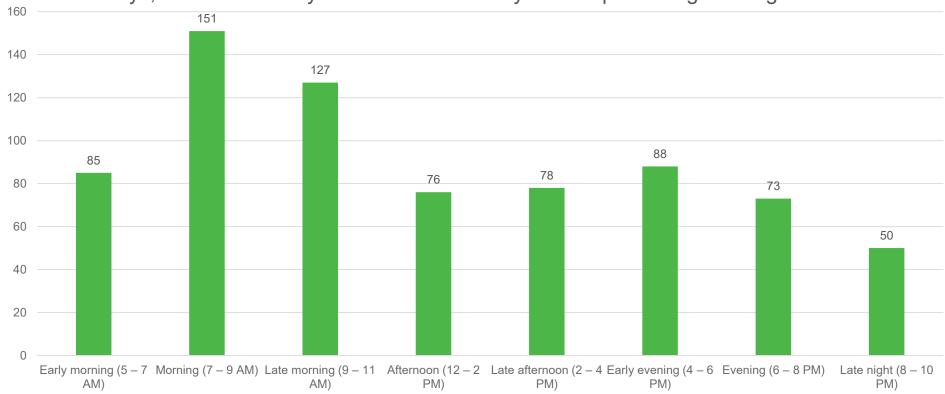
Community	Two round trips on weekdays, two round trips on weekends.	Three round trips, weekdays only.	Two round trips on weekdays, three round trips on Saturdays, one round trip on Sundays.
Agassiz (Kent)	23	5	18
Chilliwack	8	1	8
Deroche	31	11	19
Dewdney	2	11	1
Electoral Area C	7	0	1
Electoral Area F	1	0	2
Electoral Area G	1	0	0
Harrison Mills	6	2	10
Hope	3	1	2
Lake Errock	6	1	4
Leq'a:mel	1	1	0
Mission	33	5	32
Sq'ewlets	1	1	1
Sts'ailes	3	2	1

^{*}Multiple responses permitted

⁵⁹ 21

By the Numbers

A one-way trip on this route is expected to take approximately one hour. For travel on weekdays, what time of day would work best for you for trips leaving from Agassiz?*



*Multiple responses permitted

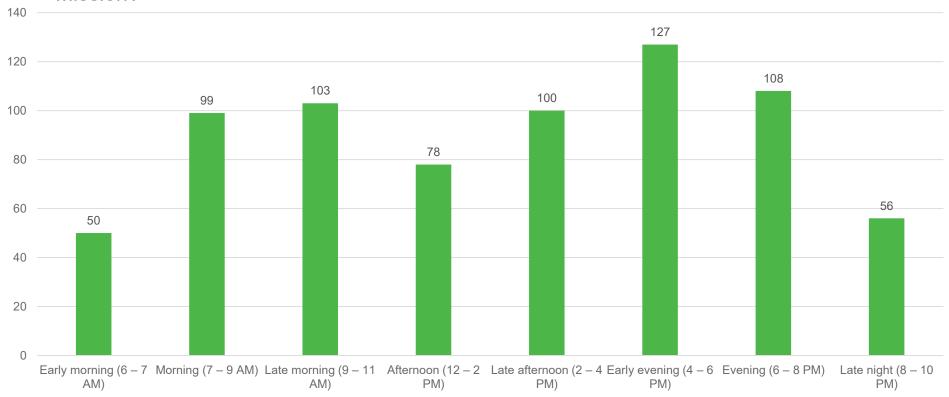
By the Numbers

A one-way trip on this route is expected to take approximately one hour. For travel on weekdays, what time of day would work best for you for trips leaving from Agassiz? (Filtered by community)*

Community	Early Morning (5:00 a.m 7:00 a.m.)	Morning (7:00 a.m 9:00 a.m.)	Late Morning (9:00 a.m 11:00 a.m.)	Afternoon (12:00 p.m 2:00 p.m.)	Late Afternoon (2:00 p.m 4:00 p.m.)	Early Evening (4:00 p.m 6:00 p.m.)	Evening (6:00 p.m 8:00 p.m.)	Late Night (8:00 p.m 10:00 p.m.)
Agassiz (Kent)	13	22	22	6	5	6	6	1
Chilliwack	2	12	8	3	3	6	4	3
Deroche	17	36	32	15	17	18	17	10
Dewdney	0	2	1	0	0	0	0	0
Electoral Area C	2	2	4	1	2	0	0	0
Electoral Area F	1	0	0	0	1	1	0	0
Electoral Area G	1	0	0	1	1	0	0	0
Harrison Mills	5	12	10	3	3	2	1	1
Hope	2	4	6	2	1	1	1	1
Lake Errock	5	6	5	3	3	4	1	1
Leq'a:mel	0	0	1	0	0	1	0	0
Mission	14	34	19	17	22	23	24	15
Sq'ewlets	0	0	2	1	0	1	0	0
Sts'ailes	1	1	2	2	0	2	0	0

By the Numbers

For travel on weekdays, what times would work best for you for trips leaving from Mission?*



*Multiple responses permitted

By the Numbers

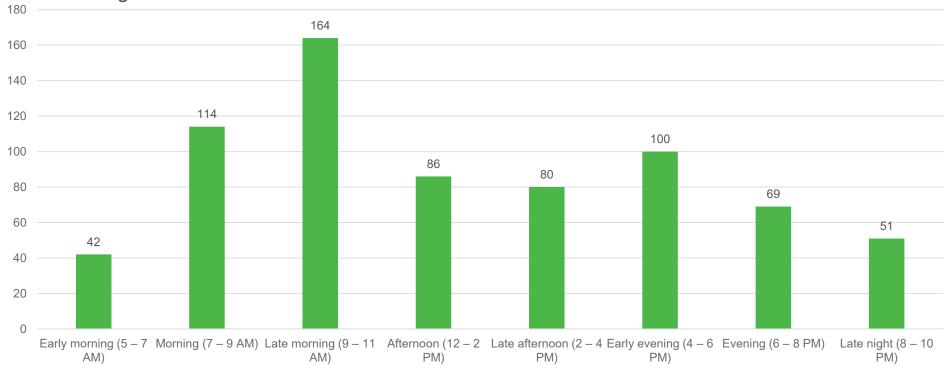
For travel on weekdays, what times would work best for you for trips leaving from Mission? (**Filtered by community**)*

Community	Early Morning (5:00 a.m 7:00 a.m.)	Morning (7:00 a.m 9:00 a.m.)	Late Morning (9:00 a.m 11:00 a.m.)	Afternoon (12:00 p.m 2:00 p.m.)	Late Afternoon (2:00 p.m 4:00 p.m.)		Evening (6:00 p.m 8:00 p.m.)	Late Night (8:00 p.m 10:00 p.m.)
Agassiz (Kent)	3	7	7	5	11	24	21	8
Chilliwack	4	8	5	3	3	5	6	3
Deroche	8	17	18	17	20	25	26	17
Dewdney	1	0	0	1	1	0	0	0
Electoral Area C	0	2	2	2	2	4	2	0
Electoral Area F	0	0	1	0	0	1	0	0
Electoral Area G	0	0	1	1	1	0	0	0
Harrison Mills	1	2	2	2	9	12	4	0
Hope	1	1	2	2	3	4	4	2
Lake Errock	3	3	5	3	6	5	1	2
Leq'a:mel	0	0	1	1	0	0	1	1
Mission	14	32	35	18	20	21	19	10
Sq'ewlets	0	1	1	1	1	1	0	0
Sts'ailes	1	1	1	1	1	1	2	3

^{*}Multiple responses permitted

By the Numbers

For travel on weekends, what time of day would work best for you for trips leaving from Agassiz?*



*Multiple responses permitted

By the Numbers

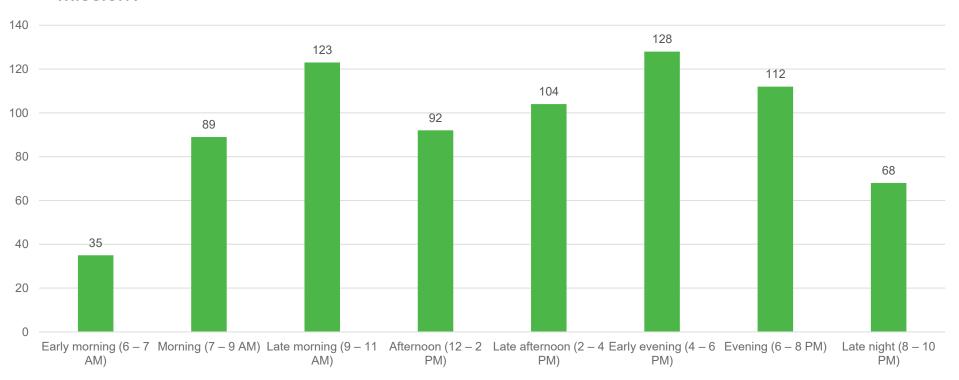
For travel on weekends, what time of day would work best for you for trips leaving from Agassiz? (**Filtered by community**)*

Community	Early Morning (5:00 a.m 7:00 a.m.)	Morning (7:00 a.m 9:00 a.m.)	Late Morning (9:00 a.m 11:00 a.m.)	Afternoon (12:00 p.m 2:00 p.m.)	Late Afternoon (2:00 p.m 4:00 p.m.)		Evening (6:00 p.m 8:00 p.m.)	Late Night (8:00 p.m 10:00 p.m.)
Agassiz (Kent)	8	19	29	11	7	5	5	3
Chilliwack	2	8	9	2	1	7	5	3
Deroche	8	23	35	17	15	19	15	7
Dewdney	0	3	6	1	1	1	1	1
Electoral Area C	0	3	6	1	1	1	1	1
Electoral Area F	0	1	1	0	0	1	0	0
Electoral Area G	1	1	0	0	0	1	0	1
Harrison Mills	2	6	14	6	5	3	1	0
Hope	2	3	6	3	1	1	1	1
Lake Errock	1	6	4	3	3	4	1	1
Leq'a:mel	0	0	2	2	1	1	0	0
Mission	6	21	29	19	20	34	19	15
Sq'ewlets	0	0	3	2	1	1	0	0
Sts'ailes	0	2	3	3	2	1	0	0

^{*}Multiple responses permitted

By the Numbers

For travel on weekends, what times would work best for you for trips leaving from Mission?*



*Multiple responses permitted

By the Numbers

For travel on weekends, what times would work best for you for trips leaving from Mission? (**Filtered by community**)*

Community	Early Morning (5:00 a.m 7:00 a.m.)	Morning (7:00 a.m 9:00 a.m.)	Late Morning (9:00 a.m 11:00 a.m.)	Afternoon (12:00 p.m 2:00 p.m.)	Late Afternoon (2:00 p.m 4:00 p.m.)		Evening (6:00 p.m 8:00 p.m.)	Late Night (8:00 p.m 10:00 p.m.)
Agassiz (Kent)	2	4	6	5	13	22	30	15
Chilliwack	2	6	3	4	5	6	7	2
Deroche	5	20	22	16	22	28	27	13
Dewdney	0	0	1	1	0	1	0	0
Electoral Area C	0	1	2	1	3	6	2	1
Electoral Area F	0	0	1	0	1	1	0	0
Electoral Area G	0	0	1	1	1	0	0	1
Harrison Mills	0	2	5	6	8	11	6	3
Hope	1	1	2	2	3	4	4	2
Lake Errock	2	4	4	3	5	5	2	1
Leq'a:mel	0	0	1	2	2	2	1	0
Mission	10	31	42	27	18	17	15	14
Sq'ewlets	0	1	1	2	2	2	1	0
Sts'ailes	0	1	2	2	2	3	2	1

^{*}Multiple responses permitted

Key Themes: Leq'a:mel First Nation Community Meeting

In addition to the open houses, Leq'a:mel First Nation also hosted a community meeting prior to the broader, public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Proposed Bus Stop Additions	Requested bus stops along Highway 7 include: Mission Hospital. Junction Mall, Mission Mission Leisure Centre West Coast Express Walmart, Mission Skweahm 10 Deroche Sasquatch Inn/Sts'ailes Health Centre
Service Days and Times for Consideration	 Weekday service: Early morning (6 – 6:30 AM) All day service (6 AM – 10 PM) General interest in aligning trip times with the West Coast Express schedule, consistent with what was heard at other engagement events and through the public survey. Weekend service: All day service (8 AM – 8 PM) General interest in late night service to access special events

Key Themes: Leq'a:mel First Nation Community Meeting

In addition to the open houses, Leq'a:mel First Nation also hosted a community meeting prior to the broader, public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Transit Accessibility	Attendees requested that access to transit for those using wheelchairs, bikes and scooters be considered during the planning process. Ensuring seniors and those with disabilities can access the service was also mentioned by attendees.
Access to Employment, Education, Health Care Services, Recreation and Leisure	Access to employment, education, health care services, recreation and leisure were commonly heard themes at the community meeting. Attendees noted that this route can help residents along Highway 7 access employment opportunities, UFV campuses, doctor's appointments and groceries. The ability for youth to access employment, recreation and leisure opportunities was also a common theme at the community meeting.
Safety Improvements	Attendees recommended that controlled crossings be installed at the highway near bus stop locations. Ensuring deceleration lanes are provided were also suggested safety improvements. The lack of lighting along Highway 7 was raised as a concern, with participants requesting both improved lighting along the highway itself and at proposed bus stop locations.

Key themes: Open houses

Open houses at the Deroche Community Hall, Harrison Mills Community Hall and Kent Community Recreation and Cultural Centre were held during the public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Access for Youth and Seniors and People with Diverse Needs	Some open house attendees noted that members of their community currently do a lot of driving due to their roles as caregivers. This future transit service could help reduce the amount of driving by providing transit options for children and those with diverse needs. Another theme heard during the open houses was from seniors residents who moved east to more rural areas, but still wanted to be able to access more urban areas. Once they are
	no longer able to drive, some seniors expressed interest in the future transit service to maintain access to places like Mission.
Access to the West Coast Express	Throughout the public engagement campaign, participants expressed interest in access to the West Coast Express via this future route. Early morning connections to the Vancouverbound trains, as well as later trip times to meet the last arrivals in Mission were of interest to attendees.
	While outside BC Transit's jurisdiction, there were also several comments requesting additional service on the West Coast Express, to improve connectivity between Metro Vancouver and the Fraser Valley.

Key themes: Open houses

Open houses at the Deroche Community Hall, Harrison Mills Community Hall and Kent Community Recreation and Cultural Centre were held during the public engagement campaign. Key themes that emerged are outlined below.

Category	Feedback Summary
Interest in Weekend and Weekday Service	Open house participants were primarily interested in the service option that would provide two round trips, seven days a week. This is consistent with what was seen in the public survey.
Proposed Bus Stop Additions	There were requests for additional stops at: • Junction Mall, Mission • Stave Lake at Highway 7 • Highway 7 at School Road or Kennedy Road • Highway 7 at Lennox • Highway 7 at Morris Valley • Highway 7 at Malcolm Road • Eagle Point Golf Course • Chevron, Lake Errock

Engagement Results

What We Heard: Public survey and open houses

Observation	Impact	Implication
There is a strong desire for improved connections to the West Coast Express and Vancouver.	Enhanced connections to the West Coast Express would provide communities along Highway 7 with more convenient access to Downtown Vancouver and the broader Metro Vancouver region.	Improving transit links to the West Coast Express would expand regional mobility, increase transit ridership, and offer more accessible and efficient travel options for residents commuting to Vancouver and other key destinations.
During engagement, there was strong support for both weekend and weekday service. The preferred service option in both the public survey and open houses was to provide the same level of service throughout the week (two round trips, seven days a week).	This indicates that there is demand for service across all days of the week, reflecting a mix of travel needs, including commuting, appointments, discretionary travel such as shopping or recreation, and social purposes.	Service planning should consider a balanced approach that accommodates both weekday commuters and weekend riders. The route's phased implementation means service will begin at an introductory level, with additional trips added over time.
There is strong support for transit service along the corridor in general. Open house attendees also noted the transit service gap that was created with Greyhound's withdrawal in 2018.	The loss of Greyhound bus service created a gap and loss of both regional and interregional mobility. Residents along the corridor are generally supportive of transit on Highway 7, and some see it as a replacement for service previously provided by Greyhound.	Introducing service along Highway 7 would help address this service gap by providing an alternative to vehicle travel. The strong support for this service will require ridership to be carefully monitored once implemented to ensure service levels are sufficient to meet demand. Additional service will require further local and Provincial funding.

Engagement Results

What We Heard: Public survey and open houses

Observation	Impact	Implication
The top two preferred final destinations for this transit service were Mission (110) and Agassiz (62). Both Harrison Mills and Harrison Hot Springs were also commonly cited destinations.	This highlights strong interest in both terminus points on the route, emphasizing the importance of ensuring the level of service is balanced in both directions.	Transit service design should prioritize direct, reliable connections between Mission and Agassiz. Consideration should be given to scheduling, stop placement, and frequency to reflect rider demand patterns and maximize ridership potential. Interest in accessing Harrison Hot Springs will require coordinating bus schedules between this future route and existing route 71 Agassiz-Harrison.
Open-ended survey responses revealed a strong desire for increased frequency on the North of Fraser route to enable better connections to Mission and other regional destinations.	Higher service frequency would reduce wait times, improve flexibility, and make the route more convenient for users making time-sensitive connections to Mission and beyond.	Increasing peak-period frequency could improve connectivity, boost ridership, and enhance efficiency. However, it would require additional resources and is subject to Provincial and local funding constraints.

Next Steps

Overall, the proposed North of Fraser service was well received.
 Input from the public will be used to help refine the proposed routing and schedule, ensuring the service better aligns with community needs and priorities.

Date	Milestone
Summer 2025	Service Design Recommendation: BC Transit will provide a final report to the Fraser Valley Regional District outlining recommended service days, approximate trip times, and bus stop locations.
Ongoing	Infrastructure Planning: BC Transit will continue working with the Ministry of Transportation and Infrastructure to identify and plan necessary infrastructure improvements for safe bus stops.
Fall 2025	Funding Request: Pending the signing of a Transit Expansion MOU, BC Transit will submit a funding request to the Province for implementation.
2027/2028	Service Implementation Target : Subject to funding approval, the new service is targeted for launch in January 2027.

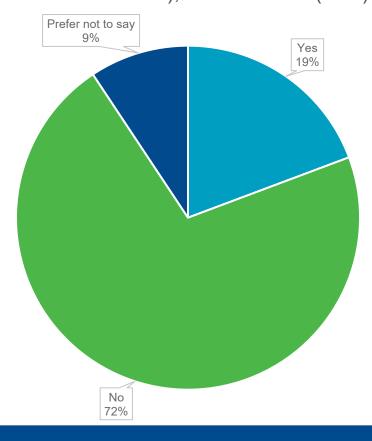
74

Appendix A

Demographics (Public survey responses)

Do you identify as an Indigenous Person, that is, a person who identifies with Aboriginal, First Nation (Status/Non-Status), Metis or Inuk (Inuit) cultural and/or

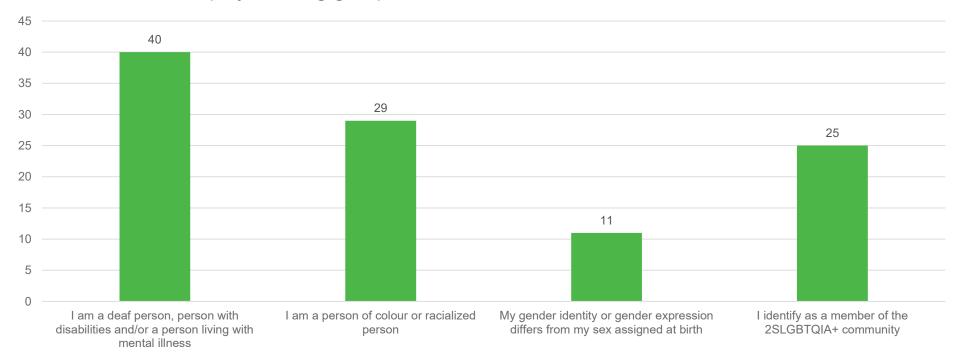
ancestral background?



Appendix A

Demographics (Public survey responses)

In addition to, or other than your gender identity and/or identifying as an Indigenous Person and/or identifying as a person with a disability, do you identify as belonging to ADDITIONAL equity-seeking groups?*



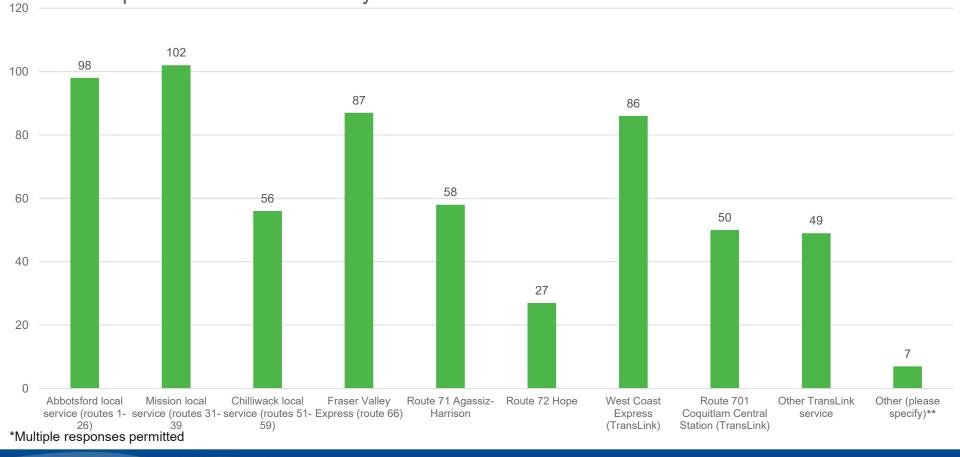
*Multiple responses permitted

76

Appendix A

By the Numbers (Public survey responses)

Which public transit services do you use?*



^{**}Other transit services listed include taxi services and Care Transit, a transit service for medical appointments.

Appendix B

Public Survey and Open House Comments

The table below highlights additional common themes and comments from the survey, open houses and community meeting.

Category	Feedback Summary
Proposed Bus Stop Additions	 The top five bus stop additions identified through engagement are: Sasquatch Inn Note: stops are proposed at this location. BC-7 and Sylvester Road (Husky Gas Station) North Fraser Fire Department - Hall 1 BC-7 and Woodside Boulevard (Woodside Inn) Note: stops are proposed at this location. Junction Mall, Mission
Most Selected Final Destinations on the North of Fraser Route	In the public survey, frequently stated final destinations for the North of Fraser route include: • Mission: 110 • Agassiz: 62 • Abbotsford: 13 • Vancouver: 15

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Appendix B

Survey Comments

The table below highlights additional common themes and comments from the survey, open houses and community meeting.

Category	Feedback Summary
Improved Access to Amenities	Many respondents expressed a general desire for the North of Fraser route to provide access to key amenities such as grocery stores, pharmacies, banks, medical clinics, and recreational facilities (e.g., recreation centers, fitness centers, sports complexes, and the zoo).
Bike Racks	Given the distance some riders may need to travel to access the service, there was interest in ensuring sufficient bike rack capacity on buses.
Positive Feedback	Overall, the North of Fraser route has received a strong positive response. Respondents expressed excitement about gaining access to various destinations along Highway 7 and appreciation for the proposed new service.



STAFF REPORT

Date: 2025-09-04

To: Regional and Corporate Services Committee

From: Kyler Garza, Communications and Engagement Officer

Subject: Future of Fraser Valley Regional District X (formerly known as Twitter) Account

Reviewed by: Samantha Piper, Manager of Communications

Jennifer Kinneman, Chief Administrative Officer

RECOMMENDATION

THAT the Fraser Valley Regional District Board discontinue the use of X (formerly known as Twitter), while maintaining ownership of the social media account handle.

BACKGROUND

The Fraser Valley Regional District joined Twitter in October 2013. In July 2023, Twitter was rebranded to X. In February 2025, the account limited the content posted due to repeated instances of the platform being unreliable. From March 2025 to now, the account has only published automatic Alertable posts and reshared posts from relevant government partners.

After Twitter became a private company and rebranded to X, many local governments have discontinued their use of the platform. Local governments in British Columbia that have taken this step include Capital Regional District, City of Mission, City of Victoria, Comox Valley Regional District, District of Hope, District of North Vancouver, Town of Comox, and Town of Ladysmith.

DISCUSSION

At the April 10, 2025, Regional and Corporate Services Committee, Staff was directed to prepare a report including recommendations on social media platforms that provide the best message integrity and civic engagement value. Staff intends to prepare a social media strategy to achieve this. Prior to developing this strategy, it must be determined if **the FVRD's X account** is a part of that future. With numerous local governments across BC and Canada leaving the platform due to low engagement, unreliability, and political implications, there is uncertainty about whether the FVRD should continue to maintain a presence on X.

Social media is an essential tool for delivering information quickly and effectively to FVRD residents. The online landscape is constantly changing, with new platforms emerging and fading, and audiences

shifting. The FVRD needs to stay aligned with the social media platforms residents frequent to ensure Staff time is effectively used.

Relative to Facebook, X has low impressions and growth among the FVRD audience. Continuing to use X limits the time Staff can spend reaching residents via Facebook or growing the Instagram account. Analytics show that FVRD followers began to leave X in November 2024, causing the account's follower growth to decline and continue decreasing to the present. From August 1, 2024, to July 31, 2025, the account decreased 3.8% in followers, from August 1, 2023, to July 31, 2024, the account increased 6.8% in followers. In the same time frame where X decreased 3.8% in followers, the FVRD Facebook account follower count increased by 1.4%. Based on this data, it is evident that the audience on X has changed, and the platform has become less effective at reaching residents. Due to the negative growth of the audience on X, it is not currently the best social media platform for delivering the FVRD's message and promoting civic engagement.

Chart: Social Media Platform Performance

Platform	Impressions (January 1, 2024, to January 1, 2025)	Post Shares (January 1, 2024, to January 1, 2025)	New Followers (January 1, 2024, to January 1, 2025)	Followers (August 19, 2025)
Facebook	547,389	913	364	6,170
Χ	12,298	60	30	3,749
Instagram	8,077	37	318	2,221

Regarding emergency alerts, the FVRD Facebook account has been configured to automatically post Alertable alerts on the Facebook page, as X has done. The FVRD X account has dealt with spam on recent Alertable posts, where a bot references the emergency in the post to appear credible and mislead users. This can create confusion for residents during a stressful period, who may be unsure whether the comments are genuine or spam. If X were to be discontinued, it would still comply with 0340-31- Public Alerting System Use Policy, which does not mandate the use of X as one of the FVRD's Public Alerting Systems.

If the Board discontinues X, Staff recommends keeping the account active rather than terminating it to maintain ownership of the @FraserValleyRD handle. This prevents the FVRD handle from transferring ownership, which could allow someone else to pose as the FVRD. Additionally, keeping the account active would allow for a final pinned post to inform followers that the account is no longer actively posting or monitored and where up-to-date information from the FVRD can be found.

COST

There is no financial implication associated with discontinuing the FVRD X account.

CONCLUSION

Staff recommends discontinuing the FVRD X account due to low impressions and declining followers. This will allow Staff to focus more on platforms that better reach FVRD residents. As Staff begin developing a social media strategy, this decision guides whether X will be included in the strategy.

2nd Quarter Update



ADMINISTRATION

- **68** sets of agendas and minutes issued
- **34** committee/board meetings
- 6 Bylaw adjudication packages reviewed
- **26** FOIs (2,280 pages reviewed)

ENGINEERING & UTILITIES

- Upgrades to the Sylvester Road Transfer Station completed
- Area B Garbage Contract RFP completed and published
- Boston Bar Water System leak detection and repair works completed
- Yale Water System well pump replaced
- CLNWWTP start-up process initiated
- North Bend Sewer System lagoon electrical box upgraded and infiltration basin cleaned

Q2 total waste produced 278,991 m3



water treated 41,055 m3

PLANNING & DEVELOPMENT

EA PLANNING

- **5** Development Permits
- 4 Development Variance **Permits**
- 2 Rezoning Applications
- 7 ALC referrals

EMERGENCY MANAGEMENT

- 29 individual FireSmart assessments
- 2 neighbourhood FireSmart assessments
- 3 critical infrastructure assessments
- **54 m3** vegetative debris from chipping event (Cultus Lake)
- 1 Training Session hosted ICS Canada Incident Command System 300 at the Canada Task Force 1 training base

PLANNING & DEVELOPMENT **BUILDING INSPECTION**

\$12.52M **Building Permits - Value**



(329 Inspections)

32

Building Permits

BYLAW





11 files from Q1

- **73** Inspections
- **80** File reviews
- **484** Active Bylaw files



REGIONAL SERVICES

PARKS & RECREATION

- Vedder River Campground welcomed back campers in April. The site has a renovated accessible shower building, and restored gatehouse (electrical, siding, paint, communication infrastructure
- Aviation fuel system replaced at Fraser Valley Regional Airpark
- 911.5 Public Swim hours
- 2.136 Fitness Class visits
- 14,274 POS transactions (rentals, admissions, registrations)
- **2,700** \$2 Admission Program usage:
 - 1,004 Seniors
 - 1.114 Adults
 - 319 Youth/Students
 - 263 Families

PROTECTIVE SERVICES



- 281 total calls FVRD Fire Departments
- **362** park patrols by Animal Control in Abbotsford, Chilliwack and Mission
- 116 dogs impounded with 96 of those being reunited with their
- **10** dogs placed into new homes

REGIONAL SERVICES

ENVIRONMENTAL SERVICES



- In partnership with FVRD, Cleanfarms and BC Ministry of Agriculture and Food, the Fraser Valley Agricultural Plastics Recycling Program was launched in May. The five-year program, designed to collect and recycle plastics from the dairy sector, such as bale and silage wrap, will build on the success of farmers in Agassiz to expand the program throughout the region
- Monitoring and treatment activities are underway for both the floodwater mosquito control program and the invasive weed control program.
- Air Quality in the Classroom program concluded for the school year. In total, educators provided air quality workshops to 49 classrooms in 2024/25, helping to inform students about airshed importance

PLANNING INITIATIVES



- Initiated update to FVRD Regional Parks Strategic Plan
- Provided cultural tours by Stó:lō Nation Bad Rock Tours through the Fraser Canyon and Sumas flats for FVRD staff and elected
- Community engagement process completed for the proposed North of Fraser transit service. Although provincial funding for the initiative has been delayed, planning for the service is continuing.
- Regional Growth Strategy (RGS) Monitoring Report for 2025 released - available at **fvrd.ca**



From: Janet Drysdale < ianet.drysdale@cn.ca >

Sent: Monday, July 14, 2025 10:59 AM

To: FVRD CAO < cao@fvrd.ca >

Subject: Rail Safety Week 2025 | Proclamation request

Dear Ms. Kinneman,

Rail Safety Week will take place across Canada from September 15 to 21, 2025.

For more than 20 years, CN has partnered with Operation Lifesaver Canada (OL) to raise public awareness about the dangers of crossing and trespassing on railway property. In recent years, we have seen disturbing spikes in deaths and serious injuries related to both. Inattention and distraction at crossings, risky behaviours on and around trains, the rise of homeless encampments along rail corridors, and mental health crises are all factors driving the recent, negative reversal in trendlines.

As valued neighbours and partners in promoting community safety, CN and OL together would like to ask your council to join us in raising awareness about the critical issue of rail safety by adopting the enclosed <u>proclamation</u>.

Your leadership plays a vital role in educating the public about the risks associated with inattention at railway crossings and trespassing on train tracks and other rail infastructure. Rail Safety is a shared responsibility, everyone has a role to play. By signing the proclamation and encouraging public engagement, your municipality will help foster a culture of safety and prevention and we would be honoured to publicly acknowledge your commitment to this cause.

If you have any questions or concerns, please contact Tyler Banick, your local CN Public Affairs representative, at tyler.banick@cn.ca.

For more information:

Questions or concerns about rail safety in your community, contact our Public Inquiry Line at 1-888-888-5909

- For additional information about Rail Safety Week 2025 visit <u>cn.ca/RailSafety</u> or <u>operationlifesaver.ca</u>
- Let us know how you promote rail safety in your community by posting on cn.ca/RSW2025
- For any questions about this proclamation, please email RSW@cn.ca

• Visit <u>cn.ca/RSW-toolkit</u> to access the Rail Safety Week toolkit which includes resources to help you further promote rail safety education in your community

Thank you in advance for your support.

Janet Drysdale

CN Senior Vice-President and

Lifesaver

Chief Stakeholder Relations Officer

Director

Shawn Will

CN Chief of Police and

Chief Security Officer

Chris Day

Operation

Interim National











RESOLUTION

IN SUPPORT OF RAIL SAFETY WEEK

WHEREAS Rail Safety Week is to be held across Canada from September 15 to 21, 2025;

WHEREAS, 261 railway crossing and trespassing incidents occurred in Canada in 2024; resulting in 68 avoidable fatalities and 58 avoidable serious injuries;

WHEREAS, educating and informing the public about rail safety (reminding the public that railway rights-of-way are private property, enhancing public awareness of the dangers associated with highway rail grade crossings, ensuring pedestrians and motorists are looking and listening while near railways, and obeying established traffic laws) will reduce the number of avoidable fatalities and injuries cause by incidents involving trains and citizens; and

WHEREAS Operation Lifesaver is a public/private partnership whose aim is to work with the public, rail industry, governments, indigenous communities, police services, media and others to raise rail safety awareness;

WHEREAS CN and Operation Lifesaver have requested City Council adopt this resolution in support of its ongoing efforts to raise awareness, save lives and prevent injuries in communities, including our municipality;

t is proposed by Councillor	
a a a m d a d h v Cavm a illam	
seconded by Councillor	

It is hereby **RESOLVED** to support national *Rail Safety Week* to be held from September 15 to 21, 2025.









OFFICE OF THE MAYOR

July 22, 2025

The Honourable Julie Dabrusin Minister of Environment and Climate Change Government of Canada c/o julie.dabrusin@parl.gc.ca

The Honourable Chrystia Freeland Minister of Transport Government of Canada c/o chrystia.freeland@parl.gc.ca

Mario Pelletier Commissioner, Canadian Coast Guard c/o ccgcc.gcccc@dfo-mpo.gc.ca The Honourable Tamara Davidson Minister of Environment and Parks Province of British Columbia c/o ENV.Minister@gov.bc.ca

The Honourable Joanne Thompson Minister of Fisheries, Oceans and the Canadian Coast Guard c/o <u>DFO.Minister-Ministre.MPO@dfo-mpo.gc.ca</u>

Dear Ministers and Commissioner,

Re: Urgent Call for the Restoration and Expansion of a Derelict Vessel Removal Program

As the Mayors of the City of Mission and the City of Maple Ridge, we write in the wake of two recent fires aboard derelict ferries in Mission and the sinking of the former McBarge in Maple Ridge. These incidents underscore the worsening crisis of abandoned and derelict vessels in our waterways, a challenge that increasingly burdens many coastal and inland communities across Canada.

These vessels pose growing threats to the environment, public safety, and economic development in both Indigenous and non-Indigenous communities. They remain indefinitely in rivers and moorage areas, often due to unclear jurisdiction, ineffective enforcement, and the absence of accessible funding for removal.

Until senior governments take coordinated and meaningful action, municipalities will continue to bear the costs of an unsolvable burden - responding to costly emergencies, securing sites, policing vandalism, trespassing, and squatting. For these reasons, we urge the Government of Canada and the Province of British Columbia to collaborate—alongside municipalities and First Nations—to restore and expand a robust **Derelict Vessel Removal Fund**, with the following key components:

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1. Reinstatement of a Dedicated Removal Fund

Many vessel owners are no longer financially capable of maintaining or removing their boats. Without a well-funded and accessible removal program, local governments are left to absorb the environmental, legal, and economic costs.

2. A Collaborative, Team-Based Approach to Enforcement

The current patchwork of authority creates confusion and inaction. We recommend establishing clear structures for **intergovernmental response teams**, including local, provincial, and federal officials, the Coast Guard, and Transport Canada, to coordinate and expedite removals.

3. Strengthened Enforcement and Accountability

We ask that you increase penalties for vessel owners who abandon or neglect their vessels and consider requiring bonding or insurance to ensure future removal costs can be covered. We ask also that you consider redirecting fine revenues to expand enforcement capacity and fund removals.

These vessels do more than degrade our shorelines. They obstruct navigable waters, limit development, deter tourism, and impact adjacent property owners and businesses. More and more communities are confronting these challenges without a clear path forward.

We believe that a renewed, well-resourced program—backed by clear policy, shared leadership, and a collaborative approach—will protect our waterways, support economic development, and uphold public safety.

We appreciate your attention to this matter and would welcome the opportunity to discuss it further. We encourage your ministries to work with the Union of BC Municipalities (UBCM), the Fraser Valley Regional District, Metro Vancouver, and local First Nations to bring more voices and solutions to the table.

Sincerely,

MAYOR DAN RUIMY CITY OF MAPLE RIDGE MAYOR PAUL HORN CITY OF MISSION

Cc. The Right Honourable Mark Carney, Prime Minister of Canada <u>mark.carney@parl.gc.ca</u>; <u>Media@pmo-cpm.gc.ca</u>; <u>pm@pm.gc.ca</u>

The Honourable David Eby, BC Premier and President of Executive Council premier@gov.bc.ca
Reann Gasper, MLA, Abbotsford – Mission reann.gasper.mla@leg.bc.ca
Lawrence Mok, MLA, Maple Ridge East lawrence.mok.mla@leg.bc.ca

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The Honourable Lisa Beare, Minister of Education and Child Care and MLA, Maple Ridge-Pitt Meadows Lisa.Beare.MLA@leg.bc.ca

Brad Vis, MP, Mission—Matsqui—Abbotsford brad.vis@parl.gc.ca

Marc Dalton, MP, Pitt Meadows—Maple Ridge marc.dalton@parl.gc.ca

BC Assembly of First Nations, c/o Suite 1090-1200 W. 73rd Avenue, Vancouver, BC V6P 6G5

Union of BC Municipalities (UBCM) ubcm@ubcm.ca

Fraser Valley Regional District, c/o jkinneman@fvrd.ca

Metro Vancouver icentre@metrovancouver.org

Sunshine Coast Regional District info@scrd.ca

Squamish-Lillooet Regional District info@slrd.bc.ca

Nanaimo Regional District inquiries@rdn.bc.ca

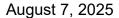
Capital Regional District crdreception@crd.bc.ca

Central Coast Regional District info@ccrd.ca

Cowichan Valley Regional District cvrd@cvrd.bc.ca

Alberni-Clayoquot Regional District mailbox@acrd.bc.ca

North Coast Regional District info@ncrdbc.com





Chair Patricia Ross Fraser Valley Regional District 45950 Cheam Avenue Chilliwack, BC V2P 1N6

Dear Chair Ross:

I am writing to follow up on correspondence from Chair Jason Lum requesting that UBCM conduct a board governance review.

The UBCM Executive met in July and approved the terms of reference for a governance review. The review will:

- Review the composition of the current UBCM Executive as set out in the bylaws to ensure that it effectively reflects all regions of the province;
- Review the history of the Executive structure and changes made over time;
- Review the correspondence requesting a governance review;
- Review Resolution NEB 2024 Union of British Columbia Municipalities Name Change, gauge membership support for a proposed name change and identify potential alternate name(s);
- Report back to the UBCM by July 2026 in order to allow for sufficient notice to the membership of any potential bylaw changes.

UBCM will be retaining a consultant to lead our governance review and provide recommendations to the UBCM Executive. As part of this work, we will be engaging our membership and reviewing all correspondence received on this matter, including your letter on behalf of the Fraser Valley Regional District. We will also be reviewing other ways to engage our membership such as Area Association conferences.

Thank you very much for your correspondence. I look forward to seeing the recommendations arising from this governance review.

Sincerely,

Councillor Trish Mandewo UBCM President



UBCM Member Municipalities
Via Email

August 8, 2025

Dear Mayors and Councillors,

Re: Request for Support and Endorsement – UBCM Resolution on Emergency Water Treatment Plants

On behalf of the Council of the Village of Lions Bay, we are seeking your support and endorsement for an important resolution that will be presented at the upcoming Union of British Columbia Municipalities (UBCM) Convention. This resolution advocates for provincial investment in emergency portable water treatment plants to safeguard the drinking water of small communities facing wildfire-related contamination.

Background

Communities adjacent to forests, that rely on a watershed for drinking water, such as Lions Bay are particularly vulnerable to the increasing frequency and severity of wildfires. These fires introduce ash, sediment, and other pollutants into watersheds, often rendering drinking water sources unsafe for extended periods. Unfortunately, the infrastructure required to address such contamination—advanced filtration and treatment systems—is prohibitively expensive for small municipalities to construct and maintain. As a result, small communities affected by wildfires may face prolonged disruptions to their water supply, posing serious public health and sustainability risks.

To mitigate this growing threat, the Village of Lions Bay is calling on the Province of British Columbia to acquire and maintain one to three skid-mounted, 500,000-gallon-per-day (GPD) portable potable water treatment plants. These units would be held in reserve and deployed as needed to communities experiencing significant water contamination following a wildfire or other disasters. This proactive measure would provide critical emergency response capacity and ensure that small communities are not left struggling to restore safe drinking water in the wake of a crisis.

UBCM Resolution

The following resolution will be presented at UBCM, and we respectfully request your Council's support and endorsement:



WHEREAS forested-watershed communities face increasing risks of wildfire-related contamination of their drinking water sources due to the increasing impacts associated with climate change, with wildfires introducing ash, sediment, and other pollutants that can render water supplies unusable for extended periods;

AND WHEREAS the cost of advanced water treatment infrastructure required to address such contamination far exceeds the financial capacity of small communities, leaving them vulnerable to prolonged water supply disruptions that pose significant public health and community sustainability risks:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities (UBCM) request that the Province of British Columbia acquire and maintain one to three skid-mounted, 500,000-gallon-per-day (GPD) portable water treatment plants to be held in reserve for emergency deployment to communities experiencing significant wildfire-related water contamination, ensuring rapid response and long-term water security for vulnerable communities.

Request for Support

We kindly ask your municipality to consider endorsing this resolution and lending your voice to this urgent issue. Your formal support will strengthen our collective advocacy efforts and help demonstrate to the Province the widespread need for proactive emergency water treatment solutions in British Columbia.

If your Council passes a resolution of endorsement, please notify us at office@lionsbay.ca so we can include your municipality in our advocacy efforts leading up to the UBCM Convention.

Thank you for your time and consideration. We appreciate your support in ensuring that small communities across B.C. have the resources necessary to maintain safe drinking water in the face of growing wildfire risks.

Sincerely,
Councillor Neville Abbott, Infrastructure Committee Chair,
On behalf of Village of Lions Bay Council
council@lionsbay.ca
(604) 921-9333



OFFICE OF THE MAYOR

FILE: 01-0410-12

August 22, 2025

The Honourable Mike Farnworth
Minister of Transportation and Transit
Province of British Columbia
Via Email: TT.Minister@gov.bc.ca

Dear Minister Farnworth:

Re: Suicide Prevention and Community Safety on the Mission Bridge

On behalf of the City of Mission Council, I am writing to express our continuing concern regarding the safety of the Abbotsford – Mission Highway 11 Bridge (Bridge) and the urgent need for suicide prevention measures.

We acknowledge the Province's recent consideration of crisis line call boxes on the Bridge. While these would be a valuable addition, they cannot substitute for a physical barrier or equivalent intervention. International evidence shows that barriers—including fencing, netting, and other lightweight systems—are the most effective means of preventing suicides at bridge sites.

In response to our previous requests, the Ministry indicated that no further action could be taken because of the Bridge's weight limitations. However, other jurisdictions have implemented innovative, lightweight solutions such as stainless-steel mesh fencing, cantilevered netting, and fiber-reinforced polymer rail extensions on older structures with similar constraints. We, therefore, request that the Ministry consider other options for feasible barrier approaches for the Bridge, and that it collaborate with our engineering staff.

We also emphasize that suicide prevention cannot rely solely on improving infrastructure. Mission Memorial Hospital serves the wider North Fraser region, including the Katzie, Kwantlen, Leq'á:mel, Máthxwi, Semá:th, Sq'éwlets, Sts'ailes, and Sq'éwqel (Seabird Island) First Nations, as well as FVRD Electoral Areas C, F, and G., yet the hospital does not have a mental health or observation unit. Individuals in crisis—whether seeking emergency help voluntarily under Section 20 or when apprehended by police under Section 28 of the *Mental Health Act*—must be transported to Abbotsford. This creates a serious service gap. People

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in crisis must cross the Bridge in order to access help and, when they learn that there are few options for them, they return across the Bridge without hope or help. It has proven to be a recipe for disaster.

As a regional hub for the North Fraser, Mission desperately needs locally accessible mental health services.

As our community grows and invests in waterfront and active transportation connections, it is essential that the Bridge remain both safe and functional. The burden of responding to suicide attempts and tragedies has largely fallen on our community—on families, as well as police, fire, and search and rescue personnel. We cannot rely on hope alone. Evidence shows that barriers combined with improved health services save lives.

We, therefore, respectfully ask the Province to:

- 1. Direct the Ministry of Transportation and Transit to evaluate lightweight barrier systems for the Bridge and provide options for collaborative review with City staff.
- 2. Work with the Ministry of Health to enhance mental health and crisis response services at Mission Memorial Hospital.
- 3. Support a coordinated, interdisciplinary approach involving municipal governments, health authorities, local First Nations, and community partners.

We recognize the challenges of working across ministries, but a comprehensive approach is essential. These issues affect our neighbours, our families, and especially our young people. As Mission grows, it is critical that we maintain safe infrastructure, strong connectivity, and accessible mental health care.

We would welcome the opportunity to meet with Ministry staff and regional partners to advance this discussion. The City's staff contact for this matter is Jenny Tough, Director of Engineering and Public Works (jenny.tough@mission.ca or 604-820-3739). Thank you for considering this request.

Sincerely,

PAUL HORN
MAYOR
On Behalf of Mission City Council

Cc. The Honourable Josie Osborne, Minister of Health Reann Gasper, MLA, Abbotsford – Mission Lawrence Mok, MLA, Maple Ridge East Brad Vis, MP, Mission-Matsqui-Abbotsford Chief George Grace, Katzie First Nation

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Chief Marilyn Gabriel, Kwantlen First Nation

Chief Stacey Goulding, Leg'á:mel First Nation

Chief Alice McKay, Máthxwi First Nation

Chief Dalton Silver, Semá:th First Nation

Chief Joseph Chapman, Sq'éwlets First Nation

Chief Chad Paul, Sts'ailes First Nation

Chief Jim Harris, Sg'éwgel (Seabird Island) First Nation

Mayor Sylvia Pranger and Council, District of Kent

Fraser Valley Regional District Board

Dr. Lynn Stevenson, Interim President and Chief Executive Officer, Fraser Health Authority c/o

Opreet Kang, Interim Board Chair, Fraser Health Authority

Yogita Grover, Senior Consultant, Government and Community Relations, Fraser Health Authority

Mission RCMP

Mission Fire Rescue Service

Mission Search and Rescue

Jenny Tough, Director of Engineering and Public Works, City of Mission

City of Mission Council

City of Mission - Regular Council Agenda Correspondence