Metropolitan Governance and Finance - Canada

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Canada

- Ten Provinces & 3 Territories
- Total Population = over 32 million
- 40% of pop live in 5 large metropolitan areas.
- Governing structure of Metropolitan areas is either single tier or two tier.
Greater Toronto Area

Number of municipalities:

- One single tier city – Toronto (2.7 million)
- Four regional governments (two tier):
  - Peel (1.26 million) and 3 area mun.
  - Halton (475,000) and 4 area mun.
  - Durham (600,000) and 8 area mun.
  - York (1 million) and 9 area mun.

Total = 6.1 million with 29 municipal govts.
Metro Vancouver

Metro Vancouver is made up of:

• 12 cities (from 18,000 to 630,000 pop)
• 3 villages (from 670 to 2,200)
• 5 district municipalities (from 43,000 to 120,000)
• 1 island municipality (3,600)
• 1 unincorporated mun. (22,000)
Role of Fed. Govt.

• No constitutional role for fed govt.
• Mun. are creatures of the prov.
• Most significant involvement of the Fed. Govt. over the past two decades has come in the form of conditional grants:
  - green infrastructure fund;
  - stimulus infrastructure fund;
  - federal-prov gas tax agreements.
Role of Prov. Govt.

- Every prov. has a *Municipal Act* & a prov. Ministry/dept. of Municipal Affairs.
- With few exceptions, prov. legislation is same for all municipalities.
- Exceptions - 11 charter cities – generally have more powers/responsibilities but not a lot more & possibly additional rev. tools, but none of the major taxes such as income and sales taxes.
GTA - Regional Governance

• Toronto – 44 councillors elected in 22 wards plus a mayor elected at large.
• Peel – 24 double directly elected including local mayors plus a Chair elected by reg. council.
• Halton – 20 double directly elected including local mayors and Chair elected by voters.
• Durham – 28 double directly elected including local mayors and Chair elected by reg. council.
• York – 20 double directly elected including local mayors plus a Chair elected by reg. council
GTA: Limitations on Governance

- Each municipality/city operates independently of the others – no political overlap.
- Not much reliance on inter-municipal agreements and no inter-municipal body for handling regional responsibilities.
- Prov. set up Metrolinx to plan for and advise the province on region-wide transportation and public transit – it is governed by a provincially appointed Board.
Metro Vancouver
Governing Structure

Made up of 3 Boards:

- **Greater Vancouver Regional District Board (GVRD)** - 37 directors from 21 municipalities, 1 electoral area, 1 treaty First Nation, and 1 mun. that is a member for parks functions only.

- **Greater Vancouver Sewerage and Drainage Board (GVS&DD)** - 30 members from 18 municipalities.

- **Greater Vancouver Water District Board (GVWD)** - 32 members from 20 municipalities.
Members of Board’s

- Directors appointed annually by their local council – # of members from each municipality is based on population.
- Each Board uses weighted voting - 1 vote for every 20,000 pop. to a max. of 5 votes per Board member.
- Chair & Vice-Chair of GVRD elected from appointed members - Chair appoints members to each of 22 committees. Committees consider priorities, policies, and activities and make recommendations to the Board.
- In the one electoral area where there is no local council, voters elect a Director to the Board for a three-year term.
Translink

- Metro Vancouver’s regional transportation authority.
- TransLink is responsible for planning, financing and managing public transit and major regional roads and bridges in twenty-one municipalities within Metro Vancouver.
- It is not part of Metro Vancouver’s responsibility, however.
Translink’s Governing Structure

• It is provided by the Mayor’s Council on Regional Transportation (made up of twenty-one mayors who choose their Chair), a Board of Directors (appointed by the Mayor’s Council) and the Regional Transportation Commissioner (also, appointed by the Mayor’s Council).

• TransLink’s only legislated connection with Metro Vancouver is through a requirement that the former seek input from the later on TransLink’s long range transportation plan and borrowing limit increases.
Metro Van: Limitations

• No directly elected member of governing council.
• Chair appoints all committee members.
• Split responsibility for water, sewer and solid waste creates efficiency problems.
• Translink is not integrated into Metro Van’s governing structure
GTA - Municipal Expenditures

- Gen govt.
- Protection – fire, police, bldg. inspection
- Transportation – roads, snow removal, street lighting, sidewalks, public transit
- Environment – water, sanitary and storm sewer, solid waste collection/disposal
- Recreation, libraries & culture.
- Social services & social housing.
- Land use planning/econ. dev.
- Land ambulance.

Comment on electricity, hospitals, education.
## GTA Operating Exp. Per Capita

*(2008 dollars)*

<table>
<thead>
<tr>
<th>Region</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toronto</td>
<td>$ ---</td>
<td>$ ---</td>
</tr>
<tr>
<td>Peel</td>
<td>1,155</td>
<td>770</td>
</tr>
<tr>
<td>Halton</td>
<td>1,317</td>
<td>996</td>
</tr>
<tr>
<td>Durham</td>
<td>1,552</td>
<td>724</td>
</tr>
<tr>
<td>York</td>
<td>1,316</td>
<td>886</td>
</tr>
</tbody>
</table>

**Weighted Average**

- **Average**
  - ---
  - ---
  - $ 2,635
# GTA - Major Regional vs. Local Responsibilities

<table>
<thead>
<tr>
<th></th>
<th>Regional</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soc Serv/Social Housing</td>
<td>X</td>
<td>--</td>
</tr>
<tr>
<td>Fire</td>
<td>--</td>
<td>X</td>
</tr>
<tr>
<td>Police</td>
<td>X</td>
<td>--</td>
</tr>
<tr>
<td>Water/Sewer (split in York)</td>
<td>X</td>
<td>--</td>
</tr>
<tr>
<td>Solid waste (split in York)</td>
<td>X</td>
<td>--</td>
</tr>
<tr>
<td>Public Transit</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Rec/Culture</td>
<td>--</td>
<td>X</td>
</tr>
<tr>
<td>Planning/Dev</td>
<td>X</td>
<td>X</td>
</tr>
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</table>
Metro Van’s Operating Exp.  
(2008 per capita)

- Relatively limited spending responsibilities.

<table>
<thead>
<tr>
<th>Service</th>
<th>Exp. Level</th>
<th>Growth rate 1989-08</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>$43</td>
<td>10.9%</td>
</tr>
<tr>
<td>Liquid Waste</td>
<td>51</td>
<td>4.0</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>40</td>
<td>3.2</td>
</tr>
<tr>
<td>Regional Ser.</td>
<td>17</td>
<td>2.8</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>150</strong></td>
<td><strong>4.8</strong></td>
</tr>
</tbody>
</table>
Central City/Suburban Comparison

• Central city spending is noticeably higher than the suburban municipalities - more money spent on police and fire protection, and social services and social housing in Ontario.

• Spending on public transit and recreation and culture are also generally higher in the central city.
# GTA - Operating Rev. Per Cap.

(2008 dollars)

<table>
<thead>
<tr>
<th>Region</th>
<th>Local</th>
<th>Total</th>
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<tbody>
<tr>
<td>Toronto</td>
<td>$ ---</td>
<td>$ 3,284</td>
</tr>
<tr>
<td>Peel</td>
<td>1,163</td>
<td>766</td>
</tr>
<tr>
<td>Halton</td>
<td>1,317</td>
<td>996</td>
</tr>
<tr>
<td>Durham</td>
<td>1,552</td>
<td>723</td>
</tr>
<tr>
<td>York</td>
<td>1,316</td>
<td>840</td>
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</tbody>
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**Weighted Average**  

**Average**  

$2,640
## GTA: Own Source Rev. & Grants

(Per capita dollars - 2008)

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<tr>
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</thead>
<tbody>
<tr>
<td>Toronto</td>
<td>1,212</td>
<td>671</td>
<td>41</td>
<td>72</td>
<td>593</td>
</tr>
<tr>
<td>Peel</td>
<td>1,000</td>
<td>364</td>
<td>36</td>
<td>20</td>
<td>260</td>
</tr>
<tr>
<td>Halton</td>
<td>1,184</td>
<td>458</td>
<td>9</td>
<td>12</td>
<td>251</td>
</tr>
<tr>
<td>Durham</td>
<td>1,268</td>
<td>396</td>
<td>7</td>
<td>21</td>
<td>286</td>
</tr>
<tr>
<td>York</td>
<td>1,127</td>
<td>478</td>
<td>2</td>
<td>11</td>
<td>180</td>
</tr>
</tbody>
</table>

**Weighted Average**

<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Average</td>
<td>1,157</td>
<td>532</td>
<td>27</td>
<td>42</td>
<td>398</td>
</tr>
</tbody>
</table>
Metro Van’s Operating Rev.

Change from 1989 to 2008 – per capita dollars:

• Sewerage and drainage user fee increased from $23 to $66.
• Metered water sales increased from $10 to $66.
• Tipping fees for solid waste disposal grew from $19 to $35.
• Property taxes for regional services increased from $8 to $17.
GTA Challenges

- Co-ordinating policies and programs across the GTA; eg. public transit, arterial roads.
- Sharing costs of intra-regional programs; eg. social services, social housing.
- Deteriorating/inadequate infrastructure.
- Limited revenue sources.
- GTA-wide governance
Metro Van Challenges

- Split expenditure responsibilities for water, sewer, & solid waste.
- Reluctance to migrate some service responsibilities to the metro level.
- Translink (transportation) operates independently of Metro council.
- No one speaks for the region
- No directly elected councillors.