

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 latter 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)

	<u>Region</u>	<u>Local</u>	<u>Total</u>
Toronto	\$ ---	\$ ---	\$ 3,257
Peel	1,155	770	1,925
Halton	1,317	996	2,313
Durham	1,552	724	2,276
York	<u>1,316</u>	<u>886</u>	<u>2,202</u>
<i>Weighted Average</i>	---	---	\$ 2,635

GTA - Major Regional vs. Local Responsibilities

	<u>Regional</u>	<u>Local</u>
Soc Serv/Social Housing	X	--
Fire	--	X
Police	X	--
Water/Sewer (split in York)	X	--
Solid waste (split in York)	X	--
Public Transit	X	X
Rec/Culture	--	X
Planning/Dev	X	X

Metro Van's Operating Exp.

(2008 per capita)

- Relatively limited spending responsibilities.

	Exp. Level	Growth rate 1989-08
Water	\$ 43	10.9%
Liquid Waste	51	4.0
Solid Waste	40	3.2
Regional Ser.	17	2.8
TOTAL	150	4.8

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)

	<u>Region</u>	<u>Local</u>	<u>Total</u>
Toronto	\$ ---	\$ ---	\$ 3,284
Peel	1,163	766	1,929
Halton	1,317	996	2,313
Durham	1,552	723	2,275
York	<u>1,316</u>	<u>840</u>	<u>2,156</u>
<i>Weighted Average</i>	---	---	\$ 2,640

GTA: Own Source Rev. & Grants

(per capita dollars - 2008)

	Prop	User	Uncond	<u>Cond Grants</u>	
	Tax	Fees	Grants	Fed.	Prov.
Toronto	1,212	671	41	72	593
Peel	1,000	364	36	20	260
Halton	1,184	458	9	12	251
Durham	1,268	396	7	21	286
York	1,127	478	2	11	180
<i>Weighted Average</i>	1,157	532	27	42	398

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.