



BMR

NEWS BRIEFS

32 ISABELLA STREET, TORONTO 5

President - I. W. Lang, Q.C.

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Director - Frank J. McGilly

METRO COUNCIL REVIEWS TTC QUESTION

In October of 1960 the Metropolitan Council, after long and fierce debate, reached agreement on a series of recommendations for the re-constitution of the Toronto Transit Commission. Briefly, Council's recommendations were:

to remove the incumbent commissioners from office as of December 31, 1960

to appoint a 5-member commission to hold office for a period of three years - one of the five to be a member of the Metro Council

that commissioners should be appointed by the Metro Council and could be removed on the recommendation of the Executive Committee and a 3/4 vote of the full Council

that the Metropolitan Corporation be permitted to make capital grants to TTC

that Metro Auditors be given access to the books of the TTC and report back to Metro Council.

A request for provincial legislation to this effect was made on October 18, 1960,

The Province, however, failed to act on the recommendation and the issue was re-opened last Friday at a special meeting of the Metropolitan Council. The degree and manner of control the Council should exercise over the Commission were discussed in relation to the possibility of the introduction of a single fare structure and/or Metropolitan subsidies to the system. In this light, several Councillors felt the problem could be more properly discussed when Council is considering the whole realm of metropolitan responsibilities and the Metro structure.

Out of this meeting came only one request - that the Metropolitan Corporation be allowed to contribute to the current as well as capital costs of the TTC. Significant as this request may be, it is only one aspect of the whole picture.

It is obvious that we have not heard the last of the TTC. The Bureau has already expressed its views in its bulletin of September 20, 1960 and does not feel the situation has changed sufficiently to justify a second study at this time. We would suggest that our readers review our statement on "The Future of the TTC" when giving consideration to the subject in the months to come. Also relevant is our bulletin "Terms of Reference for Appointed Members of Local Boards and Commissions",

PEEL COUNTY LOOKS AHEAD

In the last few years Ontario's county system of local government has come in for searching reappraisal. Many observers insist that serious changes are inevitable.

Peel County, western neighbour of Metropolitan Toronto, has undertaken a preliminary self-examination. The municipalities in the southern part of Peel County, namely Toronto Township, Port Credit, Streetsville, Brampton and the Townships of Toronto Gore and Chinguacousy, are all becoming relatively heavily populated. Various proposals have come forth for reorganization of the southern municipalities; some of the proposals envisage the withdrawal from the County of all or part of the south. But the secession of many of the urban municipalities would wreck the County's financial structure. 62% of Peel's "Assessment for General Purposes" (1960) is located in Toronto Township, and another 16% in the Town of Brampton. If Peel County is to remain in existence, the southern municipalities must continue as constituent members.

In this frame of reference, the Peel County Council has decided to take an exploratory look this summer at the future.

Whatever happens in Peel County will doubtless influence future reorganizations of local government in Ontario. Peel's problems are bound to recur elsewhere. Peel's situation is perhaps more acute than most at present; to give one example, Toronto Township is now the most populous township in Ontario outside of Metro. Sooner or later, however, other areas will have to face the same difficulties.

The scale of Peel County's problem is not nearly so great as that of the problems that led to the creation of the Municipality of Metropolitan Toronto eight years ago, but there is a kinship. Last autumn this office studied in some depth the affairs of Toronto Township. In the ensuing report we emphasized the concept of the Lake Ontario Shore Urban Belt, an area that begins on the east around Bowmanville and extends through Metro to the south and west of Hamilton. Throughout this lake-based region industrial development and population growth are straining the absorptive capacity and the flexibility of our institutions of government.

The close relationships existing between Metro and Peel County are recognized by the inclusion in the Metropolitan Toronto Planning Area of four of the County's municipalities -- Port Credit, Streetsville and the Townships of Toronto and Toronto Gore.

For these reasons, the Bureau will be watching events in Peel County.