

REFORM METRO

REMEMBER!!

DELEGATE ASSEMBLY

THEME: TAKING OVER METRO - THE NEXT FIFTEEN MONTHS!!

- The Issues
- The Process

TIME: Saturday, October 15, 1977 - 9:30 - 5:00 p.m.

PLACE: 519 Church Street Community Centre, 519 Church St. (just above Wellesley)

Please! Don't bring your car. Be good Metro neighbours. The North Jarvis area has some of our most active members and is inundated by thoughtless drivers. The Wellesley Subway Stop is feet away from 519.

Agenda

- 9:30 - 11:00 - General Discussion of Issue Actions (see enclosed proposals)
- 11:00 - 11:15 - Coffee
- 11:15 - 12:30 - General Discussion on the Process (Detailed Schedule and Job Descriptions will be available shortly)
- 12:30 - 2:00 - Lunch
- 2:00 - 3:30 - Smaller Discussion Groups (Geographically determined)
Discussion of both issues and process - resolutions
- 3:30 - 5:00 - Approval of Submission on the Robarts' Report
 - Plenary Session - Voting on the Proposal
 - Nomination of the Organizing Committee

All members and their reform friends welcome!

Inside Pollution: Smoking will be restricted to the lobby area.

Further Information:

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762-4820
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REFORM METRO

TAKING OVER METRO - THE NEXT FIFTEEN MONTHS!

People in Metro Toronto want reforms - tax reform, political accountability, decentralization of services, community control of planning, improved transit, and affordable housing. In the past two years, Reform Metro has articulated these reforms clearly in its policies. And we have gone through a municipal election. Yet we are still far from a majority of reformers on our boards and councils even though the majority of the public is clearly with us.

WE MUST CEASE POLICY DISCUSSIONS AND BECOME EXCLUSIVELY CONCERNED WITH ACTIONS ON MUNICIPAL ISSUES.

General Action Proposal on All Issue Organizing:

We must systematically contact all reform-minded groups at the local, borough, Metro, provincial and federal levels in all our efforts at municipal organizing. We should not, for example, present a response to the Robarts' Report without liaising with the NDP, Labour Council and other local-oriented groups. Our essential task is to link reformers and reform groups who are presently working in isolation from one another. It is the isolation which is the cause of the failure to achieve a reform majority municipally and to build a strong, on-going reform movement. It is clear that no other group will build this reform coalition. The task is solely ours.

The enclosed document provides a) an outline for discussion on proposed Reform Metro issues and action strategies and b) the Reform Metro fifteen-month schedule and internal process to effect these actions to improve the political accountability of municipal government.

Further Information:
Mrs White 567-7902
762-4820
Sue Ackinson
364-1486/232-7137

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THE ISSUES

1. Municipal Government Economics and Unemployment

a) Economics - Although major economic reforms cannot immediately be made at the municipal level, we can take significant initiatives that will result in modest improvements and will force senior levels of government to make changes that will in the long run be even more significant. Metro, however, will not re-order its budget without pressure at the community level. If Reform Metro could place pressure on Metro, three major benefits could result: i) achieve modest but immediate reforms; ii) involve more people in the actions that bring about this pressure; and iii) set in motion far-reaching changes.

Action: i) Have Reform Metro aldermen/trustees move motions to pressure Councils/Boards to regain authority for property assessment, to tax profit-making land users at higher rates for municipal services (garbage, water, sewage, etc.), etc. Reform Metro would simultaneously organize, lobby, issue press releases, etc.

ii) The People's Reform Commission - The Commission would act as a public forum to discuss such topics as taxation, employment, government grants. The Robarts and Blair recommendations virtually ignored the major progressive suggestions which were made at the hearings. It is time for progressive people to have their own commission. A standing panel would hold hearings in conjunction with reform groups all across Metro. The final recommendations would be submitted to the press and appropriate levels of government. Sufficient pressure through publicity might stimulate the government into progressive action.

iii) Publication of a booklet for wide Metro distribution to ordinary people, dramatizing Reform Metro's municipal economic policy and other views on reforming Metro. Rassemblement des Citoyens de Montreal has a similar popularized booklet which could be used as a model.

b) Unemployment - Little is being done about the 130,000 Metro unemployed. Reform Metro must demand municipal government action on unemployment.

Action: i) The Reform Metro Employment Programme - RM should design an employment programme for Metro Toronto. These proposals should be labour intensive and should begin to eliminate some of the severe unemployment in the construction trades. The programme should be detailed, including such items as capital and operating budgets, number of people employed, type of labour needed. The programme should also include employment proposals for unskilled labourers (better cleaning of lanes, streets, parks, garbage recycling, source separation, sidewalk snow removal).

ii) Reforming Sewers! - This is one issue that could mobilize a lot of people and pressure provincial and federal government into supporting the proposed economic programme. There have already been 500 angry people at City Hall on the issue. Perhaps these people should be organized to come to Queen's Park to urge support for an immediate sewer improvement programme. Reform Metro should organize this demonstration as the initial pressure to support the employment programme.

iii) Reform Metro should present a brief to the Ontario Federation of Labour's Forum for Full Employment on October 21st and 22nd with specific employment proposals.

iv) Reform Metro should work with energy conservation groups to discuss job creation in relation to energy-efficient programmes.

b) Unemployment - Action

- v) A comprehensive housing programme throughout Metro would be the most effective means of reducing unemployment (see below).
- vi) Reform Metro trustees should initiate Board action on unemployment among the young (eg. apprenticeship programmes, programmes to help students handle prolonged unemployment, courses which are more relevant to the existing job market).

2. Housing - The lack of reasonable accommodation for low and lower-middle income families is potentially the best issue for mobilizing support for reform programmes. The waiting list for City Non-Profit, for OHC and for Senior Citizens' Housing is six months to one year.

- Action:
- i) That the Boroughs encourage the Labour Council to build more non-profit housing in their areas.
 - ii) That the Boroughs set up non-profit housing departments to provide a wide range of affordable housing in each of the boroughs.
 - iii) That Reform Metro encourage the increased production of non-profit housing in the City.
 - iv) That committees such as the City Tenant Management Committee be established within each of the housing departments.
 - v) That Reform Metro continue to support rent controls and urge that buildings not under the guidelines be included.
 - vi) That Reform Metro initiate an advertising campaign to inform people of the housing provided.

3. Transportation and Urban Planning - Over the past five years there has been a marked deterioration in local public transportation facilities. Sam Cass' dream of an expressway in everyone's neighbourhood is still with us, and actively supported by borough road's departments. What has caused the deterioration is an urban design that encourages the use of the automobile for local trips in the suburbs and automobiles or expensive commuter facilities for commuting to the core. Reform Metro's policy clearly opposes such design a) because people spend much of their time getting to and from work, b) because there is little diversity in the suburban environment, c) because the transportation system necessary to support such a design can only provide good long distance service at rush hours, and d) because such a transportation system continually operates at a deficit and ensures either dependence on the provincial government to subsidize it or continued fare increases.

- Action:
- i) Reform Metro should begin an origin-and-destination campaign to establish who rides the TTC, where they come from, and where they are going. With this material Reform Metro can make recommendations on how local transit can be improved.
 - ii) Reform Metro's transportation committee should examine changes in the transit routes over the past two or three years to assess the extent of service cutbacks. This should be used as a local-organizing tool.
 - iii) Reform Metro should approach transit unions to discuss the changes in service and how that affects working conditions.
 - iv) Reform Metro should work at the political level to change some of the rigid residential by-laws in an attempt to gradually change the densities in the suburbs.
 - v) Reform Metro should work with other progressive transportation groups (FEET) to implement alternatives to the automobile.
 - vi) Reform Metro should make much of the fact that many poor, working suburban people must spend high portions of their low incomes to maintain an automobile. The Reform Metro campaign should work to make the automobile unnecessary in Metro. People are paying heavily to destroy their communities and their environment.

Taking Over Metro - The Next Fifteen Months! (cont'd)

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4. Social Services (Education, Health, Daycare, etc.) - The Province has drastically cut educational and social service funding. We should mount a campaign to illustrate how these cutbacks have affected crucial municipal services.
- Action:
- i) Reform Metro should be working with communities to prevent the closing of neighbourhood schools with declining enrolment. Schools, particularly in suburban areas, should have strong community-service functions.
 - ii) Reform Metro Community Control Plan - a specific programme that would give communities local control over schools, health, daycare centres, recreation facilities, hospitals, etc. Centralization of social service facilities of all kinds should be consistently opposed.
 - iii) As a function of community control, Reform Metro should monitor and publicize the activities of all community service controlling bodies (school and hospital boards, etc.).
 - iv) Environmentally-caused health hazards and hospitalization (81 cases per 100,000 in '74 compared with 28 in '61) have increased phenomenally in the last decade (automobile accidents, cancer, heart disease are our chief causes of death). Reform Metro should design a programme for municipally-controlled health care with a strong emphasis on neighbourhood control and involvement in crucial environmental-health issues.
 - v) Reform Metro should capitalize on the growing opposition to property tax and use this issue to illustrate that tax increases are a result of provincial cutbacks.
 - vi) Reform Metro should insist that Reform Metro aldermen, trustees and appointees to other bodies co-ordinate their activities in areas of common concern (family housing, community use of schools, social service cutbacks, etc.).
5. Accountability - Reform Metro has failed to hold existing Reform aldermen and trustees to a full-scale, on-going accountability process. Yet this is the very essence of reform politics. We must take immediate steps to change this situation.
- Action:
- i) Reform Metro must embark on a Metro-wide political campaign to alter the present composition of the Metro and municipal governments.
 - ii) Effective, dramatic voting records of all elected and appointed municipal bodies must be developed and publicized by Reform Metro as organizing and election tools.
 - iii) Reform Metro elected officials should hold regular meetings with their constituents to discuss ward and borough and Metro wide issues. Open agenda review meetings of reform aldermen and trustees might be excellent ways to achieve this. It would not only allow people to understand the process but also they could participate in the decision making and do any community organizing on items coming up. Reform Metro should devise a method of disciplining Reform politicians who fail to support Reform Metro policies.

THE PROCESS IN THE NEXT FIFTEEN MONTHS

Reform Metro members have, as a group, been through one election. We found that our major problems have been maintaining a) an accountability process, b) an issue, action-oriented structure, and c) support for Reform alderpersons and trustees. The following proposed structure is designed to involve reform-minded people from across Metro in solving crucial Metro issues, in electing more accountable politicians in 1978, and, most importantly, an on-going permanent movement which demands accountability after the election of reform people. If the proposed fifteen-month process operates successfully, many people will remain involved in this accountability mechanism and in issue organizing through the Organizing Committee.

The Organizing Committee

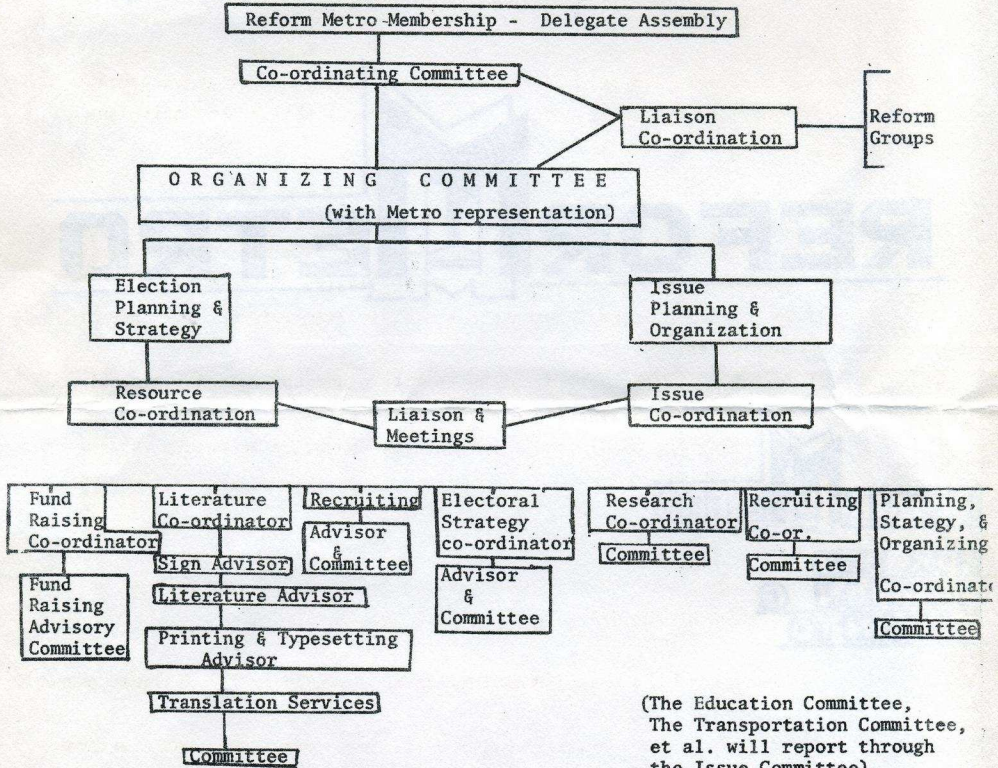
- Goals:
- 1) To use the issues within the proposed structure to elect a reform government at the municipal and Metro levels.
 - 2) To act as an issue information and organizing resource for endorsed candidates.
 - 3) To report to the co-ordinating committee and the delegate assembly on the issue organizing and election activities.
 - 4) To follow the candidates throughout the campaign to ensure their accountability

Functions:

- 1) To co-ordinate the five major issues and their related actions as voted on by the delegate assembly.
- 2) To organize the election activities as directed by the delegate assembly.
- 3) To co-ordinate activities between the issue organizing and election strategies.
- 4) To ensure internal communications between the issues committee and each group organizing around an issue.
- 5) To maintain an active committee after the election to ensure accountability of and support for elected politicians and to similarly continue issue organizing as decided by the delegate assembly and co-ordinating committee.

THE PROCESS

THE PROPOSED STRUCTURE - THE ORGANIZATIONAL CHART



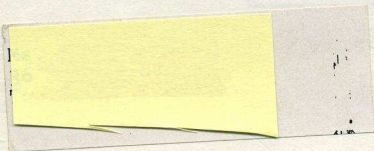
ON DEC 4, 1978 - ELECT A REFORM COUNCIL

START NOW !

REFORM  METRO

REFORM  METRO

**BOX 258
STATION C
TORONTO**



HAVE YOU RENEWED YOUR MEMBERSHIP ?