Mayor says Metrolinx's Big Move is now 'Big Stall'

Frustration and concern Metrolinx's The Big Move plan continues to grow among regional councillors.

The plan— referred to by Halton Hills Mayor Rick Bonnette as "The Big Stall"was heavily debated at Halton Region's planning and public works meeting last Wednesday after regional staff presented a report detailing how recent changes would affect Halton.

Amendments to the plan include delaying the development and implementation of a two-way, all-day rail service along the Mil-

ton Line between Meadowvale and Milton and the Kitchener Line between Mount Pleasant and Georgetown from a 15year timeframe to a 16-to-25 vear timeframe.

"It's disappointing because we were always told when we got the other rail line that we would be getting all day 'It's disappointing because also concerned about the (train) service in Georgetown we were always told when by 2015," said Bonnette. "I'm we got the other rail line Metrolinx's announcement disappointed because I think that we would be getting that 25 per cent of the Next a lot of people in Halton Hills all day (train) service in were anticipating getting full- Georgetown by 2015. day train service.

The electrification of the Airport Rail Link is also being prioritized before electrifying the GO Lakeshore Line between Hamilton and Oshawa

Committee unanimously supported a number of staff recommendations that expressed the impact that will be felt in Halton should these transportation improvements be delayed.

to provide faster, more frequent service.

The recommendations, which include advising the Minister of Municipal Affairs and Housing it will be unable to meet the forecasts and targets of the Provincial Growth Plan for the Greater Golden Horseshoe because of the delay implementing the above projects, was to be before regional council yesterday (Wednesday) for final approval.

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Tim Dennis, the regional transportation services director, told committee members the delay of these Halton projects means they won't be funded within Metrolinx's investment strategy that will be funding the next wave of projects.

In fact, he said, only 24 out of the 62 projects slated under the plan would be delivered within the original \$50-billion plan to tackle gridlock and improve transportation access, integration and efficiency in the Greater Toronto and Hamilton Area (GTHA) over the next 25 years.

"If the Big Move projects benefiting Halton are delayed, Halton will not be able to meet provincial growth plan targets. The transportation system mode split and level of service objectives will not be met," he said.

Dennis said staff are lack of details surrounding Wave funding be allocated to support local transit proj-- Mayor Rick Bonnette ects, roads and highway improvements, as well as active transportation.

He said it's unclear how this money will be distributed.

Metrolinx has stated, "large projects generate benefits for all levels of government and therefore specific large projects and programs require support from all levels of government in addition to dedicated and predictable revenues."

The statement, Dennis said, implies that municipalities may be asked to pay for inter-regional projects that will cost about \$2 billion.

During discussion, committee members expressed their disappointment with the plan and the impact it will have on Halton communities.

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