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Standing Committee on Transport, Infrastructure
and Communities
House of Commons
Ottawa, ON
K1A 0A6

To the Clerk of the Standing Committee on Transport, Infrastructure and Communities,

Thank you for the opportunity to appear and speak at committee.

I am pleased to provide the below response to the written question you received in follow-up from the Member from Kitchener Centre.

Increasing service on the Kitchener GO Line is a priority and we are constantly monitoring ridership levels and travel patterns to offer services that make it easy for customers to choose transit first.

Since 2018, weekly trains to Kitchener Station have more than doubled, from 40 trips to 95 trips, with 100 trips to Guelph and Acton stations. Metrolinx construction works in the Kitchener and Guelph areas have led to trip time reductions averaging 15-minutes from Kitchener to Union since 2018. In December 2022, express train trips were reintroduced to the Kitchener Corridor, with additional express services added in April 2023.

We continue to work with CN on commercial and operational solutions to increase rail service along this route, however, significant infrastructure investments are required in the Halton Subdivision to enable any major increases in GO rail services.

Transforming the Kitchener Line into a two-way, all-day rapid transit line is a significant, multi-year undertaking and significant investments are required in the CN owned Halton Subdivision to fully realize increased frequency and capacity. A number of projects have already been completed or are underway to provide the track and station infrastructure needed to support such a future two-way service increase on the Kitchener corridor. All of these are complementary and add to the planned two-way, all-day outcome:

1. Construction works are underway on the Metrolinx-owned portions of the corridor, including the Weston Subdivision, where we are building out 2.4 km of fourth track

between Lansdowne Avenue and Dupont Street in the City of Toronto. When complete, this will provide two tracks for UP Express service and two tracks for two-way service to Brampton, Guelph, and Kitchener.

2. On the Guelph Subdivision, construction is ongoing on 2.6 km of second track which will enable trains to pass another up a 48 km segment of single track, as well as a second platform in Guelph. The double track will initially provide flexibility for GO service to pass around VIA and freight services to improve service reliability and support the introduction of two-way service to Kitchener once works on other portions of the corridor are complete.
3. Metrolinx is also advancing designs for an additional 8.7 km of track on the Weston Subdivision, 26.2 km of track on the Halton Subdivision and 6.5 km of track on the Guelph Subdivision. Construction on these segments will proceed once the designs are completed and tender-ready.
4. In partnership with the Region of Waterloo, Metrolinx is also progressing on design of the King-Victoria Transit Hub, which will relocate Kitchener GO station to King Street in downtown Kitchener and improve connections with the ION LRT, Grand River Transit, and intercity bus carriers. This project is in design and is preparing for tender later this year.

Looking ahead, Metrolinx will continue to work with CN to deliver increased service to Kitchener, and we will share more information as it becomes available.

Regards,



Phil Verster
President & CEO