

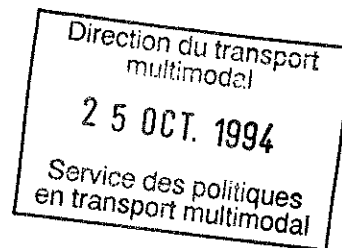


Memo

To	D. Beange, D. Courtemanche	Date	October 24, 1994
From	Lee Sims	Steno	ss
cc:	P. Asselin/C.A. Baillargeon, R. Ledoux	File No.	TO-3437

Subject ***Logsum Consumer Surplus***

Roger Ledoux has asked me to transmit to you the calculations of consumer surplus using the logsum approach. Attached are two descriptive memos and the actual tables.



A handwritten signature in black ink, appearing to be "R. Ledoux", written in a cursive style.

COMPARISON OF NET CONSUMER SURPLUS ESTIMATES, BY YEAR AND SCENARIO:

SCENARIO :	\$/HSR RIDER		\$/CAPITA	
	2005	2025	2005	2025
1 Québec - Windsor 200 km/h (CRA)	\$65.3	\$73.2	\$11.2	\$12.1
2 Québec - Windsor 300 km/h (CRA)	\$70.3	\$79.2	\$12.4	\$13.5
3 Québec - Windsor 300 km/h via Dorval (CRA)	\$68.6	\$76.6	\$12.8	\$13.9
4 Montréal - Toronto 200 km/h (CRA)	\$67.2	\$76.4	\$7.0	\$7.9
5 Montréal - Toronto 300 km/h (CRA)	\$73.0	\$83.5	\$7.8	\$8.8
6 Montréal - Toronto 300 km/h via Dorval (CRA)	\$71.0	\$80.6	\$8.2	\$9.3



Memo

To	R. Ledoux, P.Asselin/ C.Baillargeon	Date	October 11, 1994
From	Blair Smith	Steno	bkss
cc:	L.Sims	File No.	TO-3437

Subject **Preliminary Logsum Consumer Surplus Results**

The first set of estimated consumer benefits from High Speed Rail, as derived using the so-called "Logsum Method", are attached for your comments. The following discussion is meant to consolidate the arguments we have presented about this method since February. The first part of the discussion explains the link between the functioning of the CRA model and its relation to the calculation of consumer surplus. The second section describes the calculation of generalized costs, including all the variables and parameters that were used. The third part of the discussion explains how the consumer surplus results were obtained and how to interpret the results we have provided.

The CRA Model:

The CRA model has several characteristics which dictate the rules of determining consumer surplus. These are:

- its treatment of each original mode as a separate market for each city-pair. The values of time and other parameters are specific to each original mode of travel, and can only be used in reference to potential diversions from that mode to High Speed Rail. Thus, we have to determine a separate cost of travel (for both the "old mode" and HSR) for each interchange, trip purpose, and "modal market". For example, air travellers have a higher value of time than bus travellers. In addition, we have to treat the three types of auto travellers differently because their degrees of auto-captivity are reflected in the model. En-route captive auto trips are not eligible for the consumer surplus calculation because the use of the car during the trip (other than for travelling) precludes diversion to High Speed Rail. Destination captive auto trips can divert to HSR but there is less incentive due to the fact that an automobile would have to be rented in the destination city, which adds a cost to the potential HSR trip. Similarly, the local air and connect air markets are also treated differently;
- the model forecasts diversions to High Speed Rail on an aggregate basis, using a probabilistic formula to determine the percentage of riders that would switch. If

the average impedance to travel (GC, generalized cost) is equal for the original mode and HSR, then the model predicts 50% diversion, since on the average, there is no advantage to taking one mode over the other. (This is of course a steady-state solution after people adjust their travel patterns.) If the original mode has a lower cost than HSR, it will retain most of the travel market, but if HSR has a lower cost, it will attract a majority of trips. This approach does not lend itself to a deterministic method of calculating benefits. If we simply assume that the average benefit is equal to the cost of the old mode minus the cost of the new, we produce suspect results. Take the 50% diversion case, for example. The distribution of individual costs about the average costs is such that half the market perceives some benefit in switching to the new mode. Yet this cannot be measured using the two modal costs directly because they only tell us about the average person. The zero cost difference creates the false impression that there must be no benefit, contrary to what 50% of the market feels. However, the logsum approach allows a composite utility term to be converted into a cost of travel that is based on the offer of two modes.

The composite utility term (calculated by the logsum approach) is used in the CRA model to forecast diversions to HSR (as the denominator of the modal share function), and to determine the number of induced trips. When it is converted to a cost, it has the following properties:

- the composite cost will always be lower than one or both of the costs for HSR and the original mode. For example, if the GC for HSR is \$350 and the GC for Air is \$330, the composite cost would probably be somewhere in the order of \$310. There would be less than a 50% diversion to HSR, given the average cost for Air was lower. The composite cost reveals the new average cost of travel across the market. While it is true that the benefits are really obtained by the people diverting to HSR, it is also feasible for the average Air cost to drop because the people that remain are those that perceive the Air cost to be lower than that of HSR. (For instance, the people diverting to HSR might perceive it as having a cost of \$280, which is why they switch. The people remaining in the Air market are those that still prefer it, and the new average GC for air might be \$320, since the people with less preference for Air have diverted.);
- if there is no diversion to HSR, the composite cost will be equal to the cost of the original mode. Thus with no diversions (due to too little incentive to divert) there would be no user benefit;
- if there is complete diversion to HSR, the new composite cost will be that of HSR. As diversion approaches 100%, the solution approaches the deterministic result.

Calculation of Original Mode and HSR Costs:

In order to carry out a consumer surplus calculation that is consistent with the model assumptions, the following components were included in the Generalized Cost calculations:

- fare (or auto travel costs);
- value of line-haul time (original mode) $\times$ line-haul time (original mode OR HSR);
- value of access/egress time (original mode) $\times$ (access/egress time + terminal processing time). The exceptions to this are during calculation of costs for Connect Air and HSR diversions from Connect Air, where terminal processing is ignored, and access/egress is modified to exclude the trip end at an Airport.
- value of wait time (frequency) $\times$ half the average headway. This would not strictly be wait time, but the value of time was calibrated based on this assumption;
- access/egress costs. Again, these are modified only for Connect Air and diversions from Connect Air to HSR;
- modal constant. This is the "advantage" of HSR over the original mode, measured in dollar terms. It reflects the tendency for people to choose HSR if all time and financial considerations cancelled out. These numbers were small positives for Bus and Rail, and large negatives for Auto, Local Air and Connect Air. These numbers were subtracted from the HSR diversion costs only, with the effect of increasing HSR costs relative to Auto and Air and decreasing them relative the Rail and Bus;
- transfer penalty. This is a penalty added to the cost of travel to reflect the resistance to transferring between modes, and is only applicable to HSR diversions from Connect Air;
- auto rental charges. These charges are added to the travel cost for diversions from Destination Captive Auto to account for the need to have an auto at the destination. The values used were \$51.61 for business trips, and \$44.76 for non-business trips. These were derived from average daily rental charges of \$45 and \$33.75, average lengths of stay of 1.6 and 2.91 days, and average auto occupancies of 1.4 and 2.19, respectively. In addition, it was assumed that an additional 20 minutes of access/egress time would be needed to obtain the rental car.

The "value of time" parameters for each original mode were also applied to the calculation of generalized costs for diversions to HSR. The costs of both the original mode and the corresponding HSR diversion cost are attached to this memo. The "before" costs for the

original modes are constant across all scenarios, while the HSR diversion costs are dependent on the variable HSR fares, times, etc. in each of the six analysis scenarios. The composite (two-mode) costs are calculated based on the old mode cost, the HSR cost, and the specific cost coefficient (beta) for each original mode.

Consumer Surplus Calculation:

The calculations are done separately for diverted and induced riders, although they are shown together in the results.

1. Diverted Riders

The consumer surplus for diverted riders is calculated by multiplying the difference between the old mode cost and the (two-mode) composite cost, by the total number of travellers within that particular "modal" market. The difference in costs is an average for the diverters *and* the non-diverters; therefore, all trips must be included even though it is only the diverted travellers that actually experience the benefits of High Speed Rail. This has already been discussed at some length earlier in this memo. En-Route Captive Auto is not included because it is not possible for these travellers to divert to HSR, therefore it is redundant to include these markets where there is no difference between "before" and "after" costs.

The calculation is carried out separately for each "modal market", each trip purpose, and each interchange. The markets could not be aggregated together in the calculations due to the nature of CRA's forecasting model. Ideally, we would have liked to produce one "before" composite cost and one "after" cost *across all modes* for each interchange and trip purpose, but the different values of time and the modal constants precluded this option.

The "composite costs" used for the conventional rail market are actually the HSR costs calculated for diversions from conventional rail. This was done because there would be no real choice between VIA and HSR as the former would cease to exist. Also, the percentage of VIA traffic diverted is close to 100%, so this exception makes little difference to the results. The diversions were modelled as if there were a choice between VIA and HSR to determine how many VIA passengers would be willing to take HSR. The residual VIA passengers are assumed to be price-sensitive, and would shift over to intercity bus (75%) and auto (25%). These forced diversions should probably be assigned some sort of "consumer deficit", but as they will have little impact on the results obtained, they have been neglected in the current calculation.

2. Induced Traffic

The consumer surplus per person for induced traffic has been calculated as half the average consumer surplus for diverted trips. It is reasonable to use the weighted average of modal

surpluses because the induced ridership was calculated from the utilities found in the diversion model.

Results:

The average benefit per High Speed Rail rider, by original mode and trip purpose, is shown in the bottom summary line of the Total Consumer Surplus table. This amounts to approximately \$70 per HSR rider, for the Québec-Windsor 300 km/h service in 2005. The non-captive and destination-captive auto markets have been averaged together in the bottom line for now, although the last page suggests that diverters from DC Auto experience less benefit due to the additional auto rental costs. The final attached page shows the average consumer surplus per in-scope trip (i.e. potential diverters and induced traffic). This has an average value of \$12 per trip.

**2005 BETA COEFFICIENTS
AS USED TO FORECAST DIVERSIONS
SCENARIO # 2**

	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (nc)	Des.Cap. AUTO	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (nc)	Des.Cap. AUTO
MODEL VALUES OF BETA	-0.012	-0.021	-0.070	-0.115	-0.011	-0.011	-0.010	-0.022	-0.095	-0.107	-0.014	-0.014

* I used 4 sig. digits at the decimal.

$\beta < 0$ DUE TO AVERSION
TO GREATER COST (IMPEDANCE).

$$\text{Composite Cost} = \left[\frac{\ln(\exp(\beta * GC_{HSR}) + \exp(\beta * GC_{OLD}))}{\beta} \right]$$

$$\% \text{ Diverted} = \frac{\exp(\beta GC_{HSR})}{\exp(\beta GC_{HSR}) + \exp(\beta GC_{OLD})} = \frac{\text{HSR UTILITY}}{\text{OVERALL UTILITY}}$$



Memo

To	R. Ledoux, P.Asselin/ C.Baillargeon	Date	October 12, 1994
From	Blair Smith	Steno	bkss
cc:	L.Sims	File No.	TO-3437

Subject **Some Simulation Results re: Diversions and Consumer Surplus**

The memo that I sent out yesterday laid out the theory behind using the logsum approach for estimating consumer surplus. Some of the statements about average travel costs in the market may have been difficult to follow. To augment my arguments from yesterday, I have developed a fairly simple simulation model that examines the behaviour of 10 individuals in the travel market at a time, using their generalized costs for the old (existing) mode and the corresponding cost of High Speed Rail. These costs have been developed using a random number generator. *Four scenarios have been examined.*

The costs are assumed to be uniformly distributed about the mean value within plus or minus \$100 of the mean. I have always used an average marketplace GC of \$330 for the existing mode, and varied the average HSR cost in order to examine trends. I have included some sample output with this memo to show what the simulation does. The individual values of GC for the old and new (HSR) mode are shown in the left half of the table. The centre part shows what logical choice each individual would make based on their values of GC for the old mode and HSR. The boxed line shows the average travel costs for this particular group of ten people. The values underneath the columns labelled "choice" indicate the average travel cost for only the people that remain on / switch to that particular mode. There are also two figures below this line indicating the average travel cost for all ten people; the first is just the average cost on the existing mode, while the second is the average cost once the choice between modes has been made. The new average travel cost is always lower except when nobody diverts, because the people in the market are self-optimizing. They will either remain in or switch to the better mode, without any consideration of the *market's average* generalized costs.

I varied the mean value of the generalized cost of HSR and ran the random simulation from 500 to 2000 times in order to approximate the mean benefits and develop some histograms to show the resulting distribution of benefits to individuals. The results can be summarized as follows:

SIMULATED VALUES OF CONSUMER SURPLUS

GC _{old}	GC _{HSR}	Mean "Savings" (10 trips)	P _B ("Before Cost")	P _A ("After Cost")
\$330	\$430	\$40.75	\$330	\$326
\$330	\$370	\$170.98	\$330	\$313
\$330	\$330	\$331.21	\$330	\$297
\$330	\$310	\$448.18	\$330	\$285

These simulated results tend to substantiate our claims that the composite (two-mode) cost should be lower than both the cost for the existing mode and for the new offer of High Speed Rail. They also exhibit the expected trend; the after cost is not much different from the before cost when the incentive to switch to HSR is minimal (i.e. the average GC is much higher than the existing), but the savings per traveller grows as the HSR cost drops relative to the existing mode cost. This is a completely logical result; the better the new mode, the more benefit it imparts to the market.

You will notice on the attached pages that the average cost of travel on the old mode tends to be lower when we consider only the travellers that remain on the old mode. This occurs because the people with a high GC_{old} are often more likely to divert to the new mode. This will not always be true, but it is a possibility. The simulation may exaggerate this effect somewhat because the costs are allowed to be fairly random. This randomness is meant to capture the effects of individual values of time, a personal "modal constant" and the individual access/egress characteristics. Thus it is possible for individual choices to be contrary to the market average.

Although this model does not work in the same way as the CRA model, it does reflect the general principles behind their forecasts. Simulations tend to have the property that their results begin to resemble the theoretical approximations after a significant number of data points have been established. If we were to simulate the modal choice enough times, using a normal distribution of generalized costs (based on the travel database), we would tend to approach the solution calculated using the logit model.

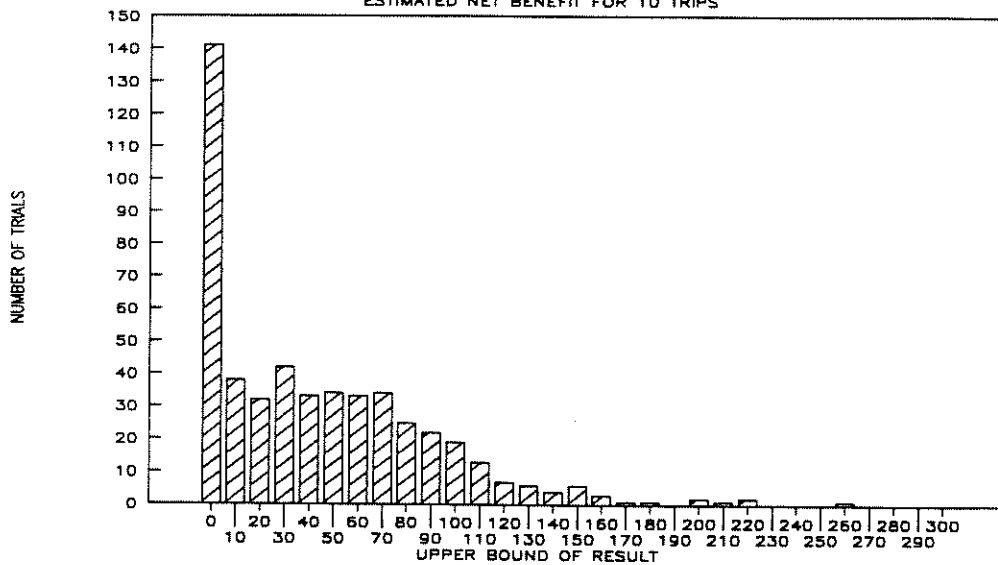
Hopefully, this material we have prepared, in conjunction with what was done yesterday, will prove to be useful in resolving this challenging issue.

DISTRIBUTION OF RESULTS :

MEAN = \$ 40.75

FREQUENCY HISTOGRAM

ESTIMATED NET BENEFIT FOR 10 TRIPS



500 Trials.

$GC_{old} \rightarrow \$230 \text{ to } \430 $\overline{GC}_{old} = \$330$

$GC_{HSE} \rightarrow \$330 \text{ to } \530 $\overline{GC}_{HSE} = \$430.$

$\overline{P}_B = \$330$

$\overline{P}_A = \$330 - \$4.08 \approx \$326.$

HSR DIVERSION SIMULATOR:

person	GC (old)	GC(hsr)	choice:		Travellers:	
			old	hsr	old	hsr
1	\$429	\$376		\$376	0	1
2	\$232	\$363	\$232		1	0
3	\$313	\$510	\$313		1	0
4	\$330	\$430	\$330		1	0
5	\$365	\$454	\$365		1	0
6	\$315	\$401	\$315		1	0
7	\$324	\$527	\$324		1	0
8	\$281	\$437	\$281		1	0
9	\$398	\$338		\$338	0	1
10	\$307	\$494	\$307		1	0
average	\$329	\$433	\$309	\$357	8	2

overall \$329.49 \$318.22

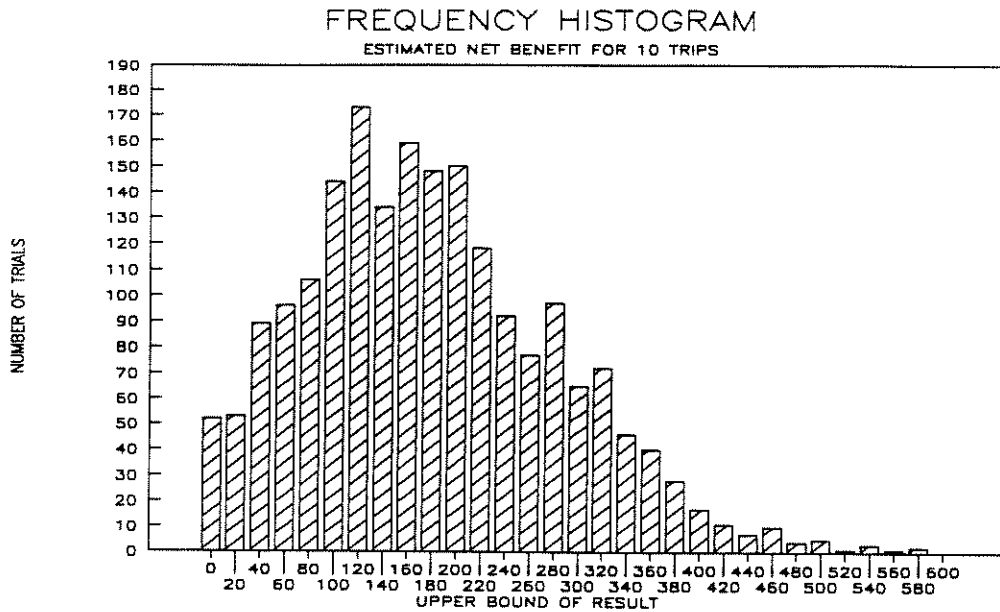
change per person \$11.27 Random Generator : Old Mode Costs vary between \$230 and \$430.

change per diverter \$56.37 HSR costs vary between \$330 and \$530.

total consumer surplus \$113

DISTRIBUTION OF RESULTS :

MEAN = \$ 170.98



2000 Trials.

$$GC_{old} = \$230 \rightarrow \$430$$

$$\overline{GC}_{old} = \$330$$

$$GC_{usr} = \$270 \rightarrow \$470$$

$$\overline{GC}_{usr} = \$370$$

$$\overline{P}_A = \$330$$

$$\overline{P}_A \approx \$330 - \frac{170.98}{10} \approx \underline{\underline{\$312.90}}$$

HSR DIVERSION SIMULATOR:

person	GC (old)	GC(hsr)	choice:		Travellers:	
			old	hsr	old	hsr
1	\$387	\$358		\$358	0	1
2	\$299	\$409	\$299		1	0
3	\$268	\$465	\$268		1	0
4	\$261	\$360	\$261		1	0
5	\$351	\$296		\$296	0	1
6	\$268	\$315	\$268		1	0
7	\$373	\$417	\$373		1	0
8	\$383	\$421	\$383		1	0
9	\$389	\$408	\$389		1	0
10	\$397	\$440	\$397		1	0
average	\$337	\$389	\$330	\$327	8	2

overall \$337.48 \$329.16

change per person \$8.33 Random Generator : Old Mode Costs vary between \$230 and \$430.

HSR costs vary between \$270 and \$470.

change per diverter \$41.63

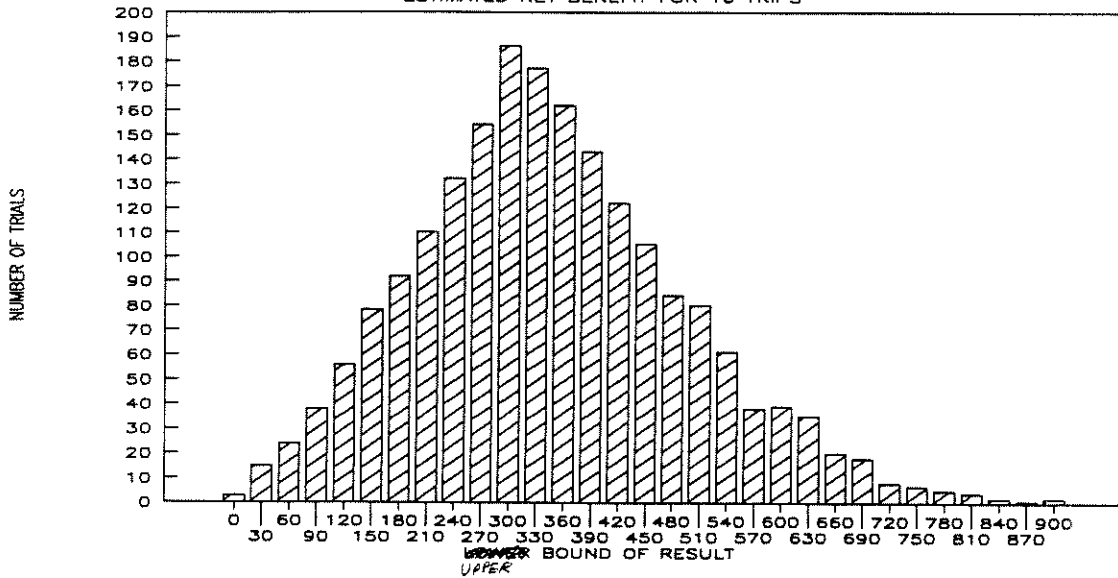
total consumer surplus \$83

DISTRIBUTION OF RESULTS :

MEAN = \$ 331.21

FREQUENCY HISTOGRAM

ESTIMATED NET BENEFIT FOR 10 TRIPS



2000 Trials

$$GC_{OLD} = \$230 \rightarrow \$430$$

$$\overline{GC}_{OLD} = \$330$$

$$GC_{NEW} = \$230 \rightarrow \$430$$

$$\overline{GC}_{NEW} = \$330$$

$$\overline{P}_B = \$330$$

$$\overline{P}_A = \$330 - \$33.12 = \$296.88$$

HSR DIVERSION SIMULATOR:

person	GC (old)	GC(hsr)	choice:		Travellers:	
			old	hsr	old	hsr
1	\$423	\$331		\$331	0	1
2	\$430	\$300		\$300	0	1
3	\$297	\$329	\$297		1	0
4	\$312	\$367	\$312		1	0
5	\$414	\$354		\$354	0	1
6	\$339	\$259		\$259	0	1
7	\$372	\$358		\$358	0	1
8	\$369	\$301		\$301	0	1
9	\$303	\$411	\$303		1	0
10	\$385	\$348		\$348	0	1
average	\$364	\$336	\$304	\$322	3	7

overall \$364.39 \$316.26

change per person \$48.13 Random Generator : Old and HSR Costs vary between \$230 and \$430.

change per diverter \$68.75

total consumer surplus \$481

HSR DIVERSION SIMULATOR:

person	GC (old)	GC(hsr)	choice:		Travellers:	
			old	hsr	old	hsr
1	\$241	\$249	\$241		1	0
2	\$306	\$364	\$306		1	0
3	\$309	\$366	\$309		1	0
4	\$338	\$261		\$261	0	1
5	\$313	\$354	\$313		1	0
6	\$395	\$268		\$268	0	1
7	\$381	\$425	\$381		1	0
8	\$321	\$285		\$285	0	1
9	\$320	\$319		\$319	0	1
10	\$310	\$385	\$310		1	0
average	\$323	\$328	\$310	\$283	6	4

overall \$323.50 \$299.30

change per person \$24.19 Random Generator : Old and HSR Costs vary between \$230 and \$430.

change per diverter \$60.48

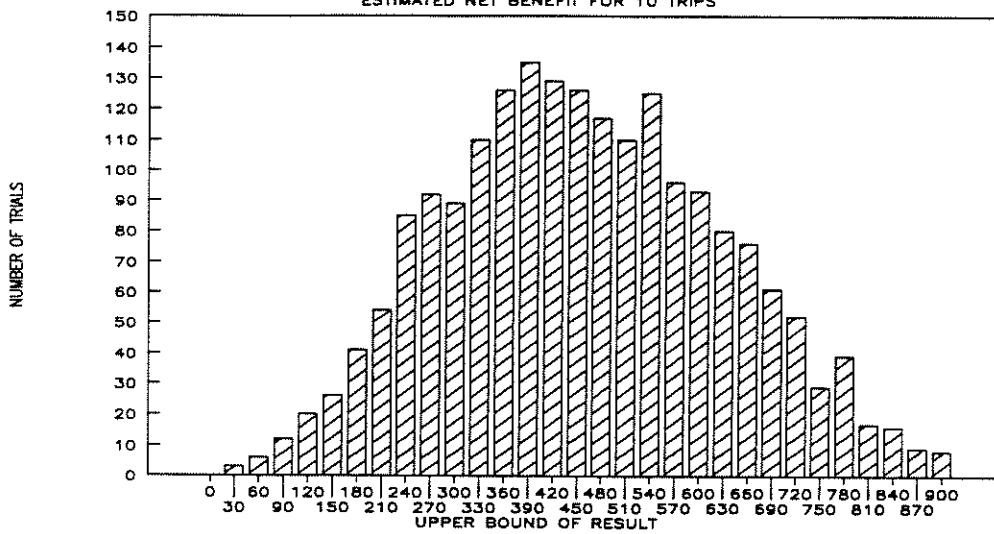
total consumer surplus \$242

DISTRIBUTION OF RESULTS :

MEAN = \$ 448.18

FREQUENCY HISTOGRAM

ESTIMATED NET BENEFIT FOR 10 TRIPS



2000 TRIALS.

$$\overline{GC}_{old} = \$ 330$$

$$\overline{GC}_{usr} = \$ 310.$$

$$\therefore \overline{P}_B \approx \$ 330$$

$$\begin{aligned} \overline{P}_A &= \$ 330 - \$ 44.82 \\ &= \$ 285.18 \end{aligned}$$

HSR DIVERSION SIMULATOR:

person	GC (old)	GC(hsr)	choice:		Travellers:	
			old	hsr	old	hsr
1	\$390	\$371		\$371	0	1
2	\$392	\$267		\$267	0	1
3	\$396	\$238		\$238	0	1
4	\$387	\$279		\$279	0	1
5	\$388	\$387		\$387	0	1
6	\$237	\$362	\$237		1	0
7	\$330	\$364	\$330		1	0
8	\$429	\$351		\$351	0	1
9	\$300	\$242		\$242	0	1
10	\$312	\$251		\$251	0	1
average	\$356	\$311	\$284	\$298	2	8

overall \$356.02 \$295.45

change per person \$60.57 Random Generator : Old Mode Costs vary between \$230 and \$430.

change per diverter \$75.72 HSR costs vary between \$210 and \$410.

total consumer surplus \$606



Memo

To	R. Ledoux, P.Asselin/ C.Baillargeon	Date	October 17, 1994
From	Blair Smith	Steno	bkss
cc:	L.Sims	File No.	TO-3437

Subject ***Consumer Surplus Estimates for 6 HSR Scenarios (2005)***

I have completed the process of developing consumer surplus estimates using the so-called "logsum" method. Attached are 25 pages of output, including the pre-HSR "before" cost (P_B), the associated average HSR costs, and the resulting composite "after" costs (P_A) which are derived using the logsum method. The "before" costs are uniform across all scenarios, while the HSR costs and composite costs vary due to line-haul time and fare differences. Also included for each scenario is a summary of the average savings *per traveller* for each mode and each city-pair. Lastly, there is the page showing the actual estimates of consumer surplus, which is simply the average savings per traveller multiplied by the market size. Across the bottom of the page are the implied savings per diverted traveller across each of the original modes.

Several aspects of the work require some clarification:

- all "after" costs are composite costs developed using the logsum formula, except in the case of conventional rail diversions. Here, the VIA trip cost is the "before" cost while the HSR trip cost is used as the "after". We do not use a composite cost because the VIA service would be replaced by HSR;
- some of the former rail passengers diverted to HSR experience a small "consumer deficit" when the HSR service runs between Montréal and Toronto only. For example, Québec-Toronto and Montréal-Windsor non-business rail diverters experience drops in consumer surplus. This is feasible because part of the trip is on conventional VIA service, while part is on HSR. The resulting generalized cost of the new trip would be higher for a few of these pairs that extend beyond the HSR corridor. Because the choice of "all VIA" is taken away by HSR, it is fair to allow small negatives *in these special cases*. The overall effects of this are not substantial, but it is important to understand why these counter-intuitive results exist in Scenarios 4, 5 and 6;
- the average benefit per traveller is much lower for the Montréal-Toronto scenarios because the denominator used is still the total number of travellers in the corridor. However, the benefit per diverted/induced HSR passenger is higher for the short corridor scenarios;

- the auto markets for Toronto-Kitchener [and Kitchener-London] were excluded from the CRA modelling effort because the high proportion of commuting trips was causing poor results. For example, the non-business auto (non-captive) market had an estimated benefit of about \$9 per traveller, which resulted in a \$72 Million consumer surplus. In reality, this estimate is unreasonable because many of the commuter trips to/from Kitchener would not be well served by HSR. A large proportion of these trips are destined to suburban areas that are really only accessible by auto (within a reasonable amount of travel time). Because there are no diversions in the forecast, it would not be consistent to show a consumer benefit for these particular auto markets.

We can proceed with the 2025 cases in near future, but it would be appropriate if you had the opportunity to peruse all the tables that we have sent along recently. You will probably notice that the logsum consumer benefit (\$65 to \$73 per HSR passenger) is more comparable to the Sofrerail results (from \$40 to \$66 per HSR passenger) than those from the deterministic "modified KPMG" method (\$21 - \$31, with wait time; \$13 - \$26, without wait).

Comparison of Methodologies:

It is my feeling that the application of the logsum as we have done it has the potential to slightly overcalculate the benefits of HSR because we could not develop a composite cost for all modes together. On the other hand, the Sofrerail method has the potential to underestimate benefits because it is a deterministic approach being coupled with a method that "proportions out" traffic according to relative utilities. Put simply, the Sofrerail model is also affected to some degree by the trouble we had applying the "modified KPMG" approach to the CRA results. The problem with the KPMG approach was that it treated the average costs as if they applied to all people in the travel market.

The Sofrerail results are subject to some error because average costs are used to represent a "time-slice" of the travel market. The Sofrerail model calculates modal shares and multiplies this by the number of trips within the "time-slice". This allows travel costs to be calculated as they vary with time, over the course of a day. However, it still treats individuals as if they all behave according to averages. This has resulted in the occasional negative consumer surplus result in the Sofrerail output. This problem does not occur as frequently as it did with the old CRA results ("wait"/"no wait") because of the disaggregation of the market. But the values of time are still averages, as are the modal constants and the access/egress characteristics. Thus, the Sofrerail results understate the benefits, but not to the same degree that the old CRA results did.

It is fortunate that the two methods seem to be defining upper and lower bounds for consumer surplus. It might be possible to use some sort of "average result" as was done to produce ridership forecasts.

2005 GENERALIZED COSTS (ORIGINAL TRAVEL MODES)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN.	LOCAL	RAIL	BUS	AUTO	D-C	CONN.	LOCAL	RAIL	BUS	AUTO	D-C
	AIR	AIR			N-C		AIR	AIR			N-C	
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	219	90	90	n/a	n/a	n/a	146	48	48
QUEBEC - MONTREAL	358	435	250	143	175	175	256	290	168	89	91	91
QUEBEC - OTTAWA	450	511	333	194	302	302	415	425	223	124	156	156
QUEBEC - TORONTO	529	606	407	313	511	511	390	408	272	203	260	260
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	153	90	90	n/a	n/a	n/a	100	48	48
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	210	216	216	n/a	n/a	n/a	140	112	112
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	322	425	425	n/a	n/a	n/a	213	215	215
MONTREAL - OTTAWA	372	445	236	130	133	133	271	297	148	84	69	69
MONTREAL - KINGSTON	n/a	570	220	207	193	193	n/a	362	147	136	100	100
MONTREAL - TORONTO	355	447	291	236	353	353	246	291	194	152	180	180
MONTREAL - KITCHENER	n/a	n/a	621	297	402	402	n/a	n/a	418	193	205	205
MONTREAL - LONDON	n/a	593	374	347	457	457	n/a	374	249	228	234	234
MONTREAL - WINDSOR	n/a	640	440	406	565	565	n/a	459	292	269	287	287
OTTAWA - KINGSTON	n/a	n/a	210	201	138	138	n/a	n/a	139	132	75	75
OTTAWA - TORONTO	353	442	294	219	301	301	259	301	199	137	156	156
OTTAWA - KITCHENER	n/a	n/a	598	253	333	333	n/a	n/a	403	167	170	170
OTTAWA - LONDON	480	540	350	282	379	379	339	343	232	188	192	192
OTTAWA - WINDSOR	n/a	693	491	344	499	499	n/a	506	329	225	253	253
KINGSTON - TORONTO	621	634	208	172	177	177	526	422	144	112	91	91
KINGSTON - KITCHENER	n/a	n/a	540	225	226	226	n/a	n/a	366	147	116	116
KINGSTON - LONDON	n/a	790	290	255	272	272	n/a	494	194	170	139	139
KINGSTON - WINDSOR	n/a	n/a	382	328	392	392	n/a	n/a	256	216	200	200
TORONTO - KITCHENER	n/a	n/a	296	117	78	78	n/a	n/a	194	71	41	41
TORONTO - LONDON	278	356	212	156	125	125	248	277	137	102	64	64
TORONTO - WINDSOR	414	478	284	229	240	240	295	302	189	148	122	122
KITCHENER - LONDON	n/a	n/a	277	193	71	71	n/a	n/a	182	125	39	39
KITCHENER - WINDSOR	n/a	n/a	358	276	188	188	n/a	n/a	237	179	97	97
LONDON - WINDSOR	n/a	n/a	230	169	124	124	n/a	n/a	150	107	64	64

"BEFORE" COSTS [P₆]
 (SCENARIOS 1-6, YEAR 2005)

**2005 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	AUTO D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	112	236	306	n/a	n/a	n/a	67	192	249
QUEBEC - MONTREAL	327	346	190	165	315	385	260	233	125	106	251	308
QUEBEC - OTTAWA	422	437	237	212	388	458	323	286	153	133	297	354
QUEBEC - TORONTO	584	625	324	292	530	600	437	407	212	182	394	451
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	122	253	323	n/a	n/a	n/a	71	202	259
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	186	344	413	n/a	n/a	n/a	132	282	340
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	264	484	554	n/a	n/a	n/a	142	340	397
MONTREAL - OTTAWA	264	287	164	138	276	346	197	182	93	75	211	268
MONTREAL - KINGSTON	n/a	341	179	151	311	381	n/a	229	116	96	248	305
MONTREAL - TORONTO	456	495	269	236	435	504	347	330	178	151	334	391
MONTREAL - KITCHENER	n/a	n/a	304	272	486	556	n/a	n/a	196	168	362	419
MONTREAL - LONDON	n/a	590	312	281	505	575	n/a	384	203	175	376	433
MONTREAL - WINDSOR	n/a	696	366	329	581	651	n/a	454	240	206	429	486
OTTAWA - KINGSTON	n/a	n/a	135	111	243	313	n/a	n/a	83	68	197	255
OTTAWA - TORONTO	354	393	223	193	364	434	273	267	150	127	287	345
OTTAWA - KITCHENER	n/a	n/a	272	244	427	497	n/a	n/a	174	151	321	378
OTTAWA - LONDON	490	508	279	253	447	516	370	331	181	158	335	393
OTTAWA - WINDSOR	n/a	606	326	293	515	585	n/a	396	212	183	383	440
KINGSTON - TORONTO	280	311	172	144	294	364	227	218	120	100	244	302
KINGSTON - KITCHENER	n/a	n/a	220	194	357	427	n/a	n/a	140	120	275	332
KINGSTON - LONDON	n/a	420	225	200	373	443	n/a	276	146	126	287	345
KINGSTON - WINDSOR	n/a	n/a	284	253	453	523	n/a	n/a	185	160	343	400
TORONTO - KITCHENER	n/a	n/a	136	110	239	309	n/a	n/a	80	62	191	249
TORONTO - LONDON	270	293	160	135	274	344	211	192	97	79	216	273
TORONTO - WINDSOR	395	418	230	199	364	434	311	281	151	127	285	342
KITCHENER - LONDON	n/a	n/a	121	98	220	290	n/a	n/a	71	56	179	236
KITCHENER - WINDSOR	n/a	n/a	198	170	318	388	n/a	n/a	123	102	247	304
LONDON - WINDSOR	n/a	n/a	162	138	269	339	n/a	n/a	100	83	214	272

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 1, Québec - Windsor 200 km/h (CRA)

**2005 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 1**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES				112	75	83				67	39	44
QUEBEC - MONTREAL	282	339	190	142	159	167	185	222	125	88	84	88
QUEBEC - OTTAWA	376	428	237	193	274	288	287	284	153	121	147	151
QUEBEC - TORONTO	493	581	324	291	458	483	338	376	212	181	250	256
TROIS RIVIERES - MONTREAL				122	77	84				71	40	44
TROIS RIVIERES - OTTAWA				185	197	207				129	106	109
TROIS RIVIERES - TORONTO				264	388	406				142	204	210
MONTREAL - OTTAWA	243	285	164	127	117	125	154	179	93	72	60	65
MONTREAL - KINGSTON		341	179	151	172	183		226	116	96	92	97
MONTREAL - TORONTO	332	432	269	230	323	338	212	275	178	145	173	177
MONTREAL - KITCHENER			304	271	373	388			196	168	198	202
MONTREAL - LONDON		558	312	281	417	437		348	203	175	225	230
MONTREAL - WINDSOR		627	366	329	511	536		425	240	206	278	283
OTTAWA - KINGSTON			135	111	115	127			83	68	63	69
OTTAWA - TORONTO	294	379	223	192	265	283	193	250	150	124	145	151
OTTAWA - KITCHENER			272	241	307	320			174	150	162	166
OTTAWA - LONDON	426	488	279	253	345	362	281	305	181	158	183	188
OTTAWA - WINDSOR		599	326	293	445	470		392	212	183	242	248
KINGSTON - TORONTO	279	311	172	144	156	167	221	217	120	98	83	87
KINGSTON - KITCHENER			220	194	208	217			140	120	109	113
KINGSTON - LONDON		420	225	200	248	260		276	146	126	131	136
KINGSTON - WINDSOR			284	253	356	374			185	159	191	196
TORONTO - KITCHENER			136	107	65	72			80	59	33	37
TORONTO - LONDON	215	282	160	134	110	117	155	186	97	78	56	60
TORONTO - WINDSOR	345	406	230	199	221	231	230	260	151	126	116	119
KITCHENER - LONDON			121	98	56	64			71	56	30	34
KITCHENER - WINDSOR			198	170	170	179			123	102	89	93
LONDON - WINDSOR			162	137	109	117			100	82	56	60

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 1 IS : Québec - Windsor 200 km/h (CRA)

"AFTER" COSTS [P]
Scenario # 1, 2005.

2005 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 1

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				106	16	7				79	9	4	9	8	\$16
QUEBEC - MONTREAL	76	95	60	1	17	8	71	68	43	1	7	3	9	3	\$10
QUEBEC - OTTAWA	74	83	97	1	28	14	129	141	70	3	9	4	25	6	\$20
QUEBEC - TORONTO	36	24	83	22	52	28	52	31	60	21	10	5	16	10	\$26
TROIS RIVIERES - MONTREAL				31	13	6				30	7	3	6	4	\$8
TROIS RIVIERES - OTTAWA				25	19	9				11	6	3	4	4	\$8
TROIS RIVIERES - TORONTO				59	37	19				71	11	5	0	7	\$5
MONTREAL - OTTAWA	130	160	72	3	16	8	117	118	55	11	9	4	17	6	\$16
MONTREAL - KINGSTON		229	41	55	21	10		135	30	40	8	4	13	6	\$13
MONTREAL - TORONTO	23	15	22	7	30	15	34	16	16	7	8	3	9	6	\$15
MONTREAL - KITCHENER			317	26	29	14			222	26	7	3	8	7	\$14
MONTREAL - LONDON		35	62	66	41	21		26	46	52	9	4	16	7	\$17
MONTREAL - WINDSOR		13	73	77	54	28		34	53	63	9	4	8	12	\$19
OTTAWA - KINGSTON			75	90	24	12			55	65	11	5	13	7	\$16
OTTAWA - TORONTO	59	64	72	27	35	18	66	52	50	13	10	5	26	10	\$33
OTTAWA - KITCHENER			326	12	26	13			229	18	8	4	7	5	\$10
OTTAWA - LONDON	55	52	71	30	34	17	59	38	52	31	9	4	22	7	\$23
OTTAWA - WINDSOR		93	165	51	54	28		114	117	42	10	5	44	12	\$30
KINGSTON - TORONTO	342	323	36	28	21	10	305	204	24	14	8	3	18	5	\$15
KINGSTON - KITCHENER			320	32	18	9			225	27	7	3	7	7	\$14
KINGSTON - LONDON		370	65	55	25	12		219	48	44	8	4	33	5	\$14
KINGSTON - WINDSOR			99	75	36	18			71	56	9	4	23	10	\$25
TORONTO - KITCHENER			160	11	n/a	n/a			114	12	n/a	n/a	0	0	\$0
TORONTO - LONDON	63	74	52	22	15	7	93	91	40	24	8	4	9	5	\$12
TORONTO - WINDSOR	69	72	54	30	19	9	65	43	38	22	7	3	19	5	\$18
KITCHENER - LONDON			156	95	n/a	n/a			112	69	n/a	n/a	0	1	\$2
KITCHENER - WINDSOR			161	106	18	9			114	77	8	4	8	4	\$10
LONDON - WINDSOR			68	31	16	7			50	25	8	4	7	4	\$9
AVERAGE/ TRAVELLER	\$65	\$38	\$52	\$10	\$11	\$8	\$67	\$33	\$39	\$16	\$5	\$3	\$17	\$5	\$11.2

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 1 IS : Québec - Windsor 200 km/h (CRA)

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2005 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 1

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				0.08	0.08	0.04				0.18	0.06	0.03	0.01	0.02	0.5
QUEBEC - MONTREAL	9.69	5.84	2.94	0.11	18.85	6.54	3.67	0.62	3.87	0.35	29.43	5.58	0.53	0.21	88.2
QUEBEC - OTTAWA	0.20	3.32	0.13	0.00	0.75	0.25	0.05	0.94	0.58	0.04	1.65	0.43	0.16	0.03	8.5
QUEBEC - TORONTO	1.46	2.21	0.64	0.01	0.46	0.37	1.18	0.54	1.12	0.10	0.37	0.34	0.06	0.07	8.9
TROIS RIVIERES - MONTREAL				0.49	3.60	0.35				1.64	11.03	1.10	0.05	0.15	18.4
TROIS RIVIERES - OTTAWA				0.05	0.09	0.00				0.15	0.08	0.00	0.00	0.00	0.4
TROIS RIVIERES - TORONTO				0.01	0.00	0.02				0.27	0.06	0.01	0.00	0.01	0.4
MONTREAL - OTTAWA	16.91	6.98	7.50	0.27	8.56	2.70	14.22	1.10	5.98	3.75	22.16	5.93	1.78	0.95	98.8
MONTREAL - KINGSTON		0.01	0.52	0.17	0.17	0.14		0.00	0.60	1.30	1.05	0.45	0.04	0.09	4.5
MONTREAL - TORONTO	7.07	21.98	2.21	0.08	4.80	2.65	11.79	4.24	4.52	0.71	4.33	2.10	0.23	0.27	67.0
MONTREAL - KITCHENER			0.47	0.00	0.46	0.24			1.00	0.04	0.45	0.12	0.01	0.03	2.8
MONTREAL - LONDON		0.77	0.02	0.01	0.02	0.17		0.15	0.55	0.09	0.69	0.07	0.01	0.02	2.6
MONTREAL - WINDSOR		0.76	0.14	0.00	0.08	0.01		0.42	0.38	0.01	0.17	0.02	0.01	0.02	2.0
OTTAWA - KINGSTON			1.01	0.63	3.13	0.78			1.00	3.75	6.81	1.23	0.20	0.45	19.0
OTTAWA - TORONTO	19.67	55.54	5.46	0.50	8.17	4.16	18.34	5.90	6.13	1.32	9.04	3.62	3.75	0.90	142.5
OTTAWA - KITCHENER			0.23	0.01	0.13	0.27			0.71	0.07	0.82	0.28	0.01	0.02	2.5
OTTAWA - LONDON	0.09	2.12	0.11	0.01	0.49	0.18	0.02	0.40	0.46	0.15	0.59	0.17	0.07	0.02	4.9
OTTAWA - WINDSOR		0.66	0.13	0.00	0.15	0.00		0.44	0.79	0.09	0.22	0.19	0.05	0.05	2.8
KINGSTON - TORONTO	7.39	2.85	2.47	0.21	6.11	1.62	4.03	1.03	2.95	1.41	10.65	2.29	0.84	0.27	44.1
KINGSTON - KITCHENER			0.00	0.02	0.19	0.10			0.50	0.07	0.28	0.06	0.00	0.02	1.2
KINGSTON - LONDON		0.31	0.07	0.00	0.13	0.01		0.00	0.27	0.09	0.52	0.10	0.03	0.01	1.5
KINGSTON - WINDSOR			0.13	0.00	0.07	0.02			0.25	0.05	0.06	0.03	0.01	0.01	0.6
TORONTO - KITCHENER			0.67	0.28	n/a	n/a			3.35	2.54	n/a	n/a	0.00	0.01	6.9
TORONTO - LONDON	5.36	1.68	3.55	0.28	14.07	3.09	9.30	0.99	5.50	3.39	22.66	3.59	0.45	0.73	74.6
TORONTO - WINDSOR	2.59	11.54	1.61	0.22	2.63	1.49	3.28	1.43	2.96	0.72	4.78	1.42	0.56	0.16	35.4
KITCHENER - LONDON			0.19	0.07	n/a	n/a			2.13	0.70	n/a	n/a	0.00	0.03	3.1
KITCHENER - WINDSOR			0.00	0.04	1.20	0.27			0.32	0.07	1.26	0.32	0.01	0.01	3.5
LONDON - WINDSOR			0.58	0.02	6.08	1.31			1.37	0.55	8.07	1.99	0.07	0.10	20.2
SUM	70.4	116.6	30.8	3.6	80.5	26.8	65.9	18.2	47.3	23.6	137.3	31.5	8.9	4.7	666.0
AVERAGE PER RIDER	\$138.93	\$82.58	\$55.41	\$25.65	>>>	\$97.59	\$153.54	\$74.73	\$41.55	\$23.47	>>>	\$74.29	\$17.11	\$5.38	\$65.33

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 1 IS : Québec – Windsor 200 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER **\$ 65.33**

**2005 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN.	LOCAL	RAIL	BUS	AUTO	D-C	CONN.	LOCAL	RAIL	BUS	AUTO	D-C
	AIR	AIR			N-C		AIR	AIR			N-C	
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	114	234	304	n/a	n/a	n/a	69	190	248
QUEBEC - MONTREAL	319	335	190	166	307	376	256	226	125	108	245	302
QUEBEC - OTTAWA	408	414	237	215	369	439	318	273	153	137	284	341
QUEBEC - TORONTO	545	575	319	290	493	563	415	377	208	184	369	426
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	124	250	319	n/a	n/a	n/a	72	199	256
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	190	330	400	n/a	n/a	n/a	137	274	331
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	263	452	522	n/a	n/a	n/a	143	318	375
MONTREAL - OTTAWA	274	296	169	143	281	351	205	188	97	79	214	272
MONTREAL - KINGSTON	n/a	335	179	152	308	378	n/a	225	117	97	246	303
MONTREAL - TORONTO	438	474	267	235	422	492	334	318	178	152	325	382
MONTREAL - KITCHENER	n/a	n/a	301	269	471	541	n/a	n/a	194	167	352	409
MONTREAL - LONDON	n/a	556	307	276	485	555	n/a	363	200	174	362	420
MONTREAL - WINDSOR	n/a	655	361	327	554	624	n/a	429	237	206	410	467
OTTAWA - KINGSTON	n/a	n/a	137	115	239	309	n/a	n/a	85	70	195	252
OTTAWA - TORONTO	333	369	219	190	349	419	258	252	148	127	277	335
OTTAWA - KITCHENER	n/a	n/a	267	240	410	480	n/a	n/a	171	150	309	367
OTTAWA - LONDON	454	470	273	248	424	494	343	308	176	156	320	377
OTTAWA - WINDSOR	n/a	562	319	290	485	555	n/a	369	208	183	362	420
KINGSTON - TORONTO	267	296	171	143	285	355	218	210	119	100	239	296
KINGSTON - KITCHENER	n/a	n/a	217	191	346	416	n/a	n/a	138	119	267	325
KINGSTON - LONDON	n/a	395	222	198	358	428	n/a	261	144	125	277	334
KINGSTON - WINDSOR	n/a	n/a	277	248	429	498	n/a	n/a	181	158	326	383
TORONTO - KITCHENER	n/a	n/a	134	107	236	306	n/a	n/a	79	60	190	247
TORONTO - LONDON	259	281	158	133	267	337	201	185	96	78	211	269
TORONTO - WINDSOR	374	395	226	196	350	419	296	267	148	126	275	332
KITCHENER - LONDON	n/a	n/a	119	96	215	285	n/a	n/a	69	55	176	233
KITCHENER - WINDSOR	n/a	n/a	194	167	305	374	n/a	n/a	120	101	238	295
LONDON - WINDSOR	n/a	n/a	160	136	261	330	n/a	n/a	99	82	209	266

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 2, Québec - Windsor 300 km/h (CRA)

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**2005 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 2**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES				114	74	83				69	39	44
QUEBEC - MONTREAL	277	329	190	142	157	167	183	216	125	88	84	88
QUEBEC - OTTAWA	367	408	237	193	268	285	283	271	153	122	145	151
QUEBEC - TORONTO	478	555	319	289	440	472	328	359	208	182	247	254
TROIS RIVIERES - MONTREAL				123	76	83				72	40	44
TROIS RIVIERES - OTTAWA				189	195	206				132	105	109
TROIS RIVIERES - TORONTO				263	376	399				143	201	208
MONTREAL - OTTAWA	251	294	169	128	118	126	160	184	97	74	60	65
MONTREAL - KINGSTON		335	179	152	172	183		223	117	97	92	96
MONTREAL - TORONTO	328	425	267	229	320	336	208	271	178	145	172	176
MONTREAL - KITCHENER			301	268	369	385			194	167	197	201
MONTREAL - LONDON		538	307	276	409	432		337	200	174	224	229
MONTREAL - WINDSOR		614	361	327	498	528		411	237	206	276	282
OTTAWA - KINGSTON			137	115	114	126			85	70	63	69
OTTAWA - TORONTO	283	360	219	190	260	280	186	239	148	124	144	150
OTTAWA - KITCHENER			267	238	302	318			171	148	161	166
OTTAWA - LONDON	407	460	273	248	338	358	268	291	176	156	181	187
OTTAWA - WINDSOR		559	319	290	430	461		367	208	183	239	246
KINGSTON - TORONTO	266	296	171	143	154	166	213	209	119	98	83	87
KINGSTON - KITCHENER			217	191	206	216			138	119	109	113
KINGSTON - LONDON		395	222	198	244	258		261	144	125	130	135
KINGSTON - WINDSOR			277	248	347	368			181	158	189	195
TORONTO - KITCHENER			134	105	65	72			79	58	33	37
TORONTO - LONDON	209	272	158	132	108	117	149	179	96	78	56	60
TORONTO - WINDSOR	332	387	226	196	218	229	223	250	148	126	115	119
KITCHENER - LONDON			119	96	56	64			69	55	29	34
KITCHENER - WINDSOR			194	167	167	178			120	101	88	93
LONDON - WINDSOR			160	136	107	116			99	82	56	60

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 2 IS : Québec - Windsor 300 km/h (CRA)

5-1-0

2005 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 2

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				104	16	8				77	9	4	9	8	\$15
QUEBEC - MONTREAL	81	106	60	1	18	9	73	73	43	1	8	3	10	4	\$11
QUEBEC - OTTAWA	83	103	96	1	34	17	132	154	69	2	11	5	30	6	\$24
QUEBEC - TORONTO	52	51	89	24	70	39	61	49	64	20	14	6	26	13	\$38
TROIS RIVIERES - MONTREAL				30	13	6				29	8	4	6	4	\$8
TROIS RIVIERES - OTTAWA				21	22	11				8	7	3	4	3	\$7
TROIS RIVIERES - TORONTO				59	49	26				70	15	7	0	7	\$5
MONTREAL - OTTAWA	122	152	67	2	15	7	111	113	52	9	8	4	16	5	\$15
MONTREAL - KINGSTON		235	41	55	21	10		139	30	39	8	4	13	6	\$13
MONTREAL - TORONTO	28	21	24	7	33	17	38	19	17	6	8	4	11	7	\$18
MONTREAL - KITCHENER			320	29	33	17			225	27	8	4	8	8	\$16
MONTREAL - LONDON		56	67	71	49	25		37	49	54	11	5	24	8	\$22
MONTREAL - WINDSOR		26	78	79	67	37		48	56	63	11	5	14	15	\$28
OTTAWA - KINGSTON			73	87	25	12			54	62	12	5	13	7	\$16
OTTAWA - TORONTO	70	83	75	29	41	21	73	62	51	13	11	5	33	11	\$40
OTTAWA - KITCHENER			331	15	31	15			232	19	9	4	8	5	\$12
OTTAWA - LONDON	73	80	77	35	42	21	71	52	56	33	11	5	31	8	\$31
OTTAWA - WINDSOR		134	172	54	69	38		139	121	42	13	6	60	13	\$37
KINGSTON - TORONTO	355	338	38	29	23	11	313	212	25	14	8	4	19	5	\$16
KINGSTON - KITCHENER			323	34	20	10			227	28	8	4	8	7	\$15
KINGSTON - LONDON		395	69	58	28	14		234	51	44	9	4	36	6	\$15
KINGSTON - WINDSOR			105	80	45	23			75	58	11	5	27	12	\$28
TORONTO - KITCHENER			162	13	n/a	n/a			115	13	n/a	n/a	6	4	\$9
TORONTO - LONDON	70	83	54	24	16	8	99	98	41	25	8	4	10	6	\$13
TORONTO - WINDSOR	82	91	58	33	23	11	72	52	41	23	8	3	23	6	\$21
KITCHENER - LONDON			158	98	n/a	n/a			113	71	n/a	n/a	7	5	\$12
KITCHENER - WINDSOR			165	109	21	10			117	78	9	4	9	4	\$11
LONDON - WINDSOR			70	33	17	8			52	25	9	4	7	4	\$10
AVERAGE/ TRAVELLER	\$71	\$50	\$53	\$9	\$18	\$10	\$71	\$40	\$39	\$15	\$8	\$4	\$22	\$6	\$14.7

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 2 IS : Québec - Windsor 300 km/h (CRA)

2005 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 2

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				0.08	0.08	0.04				0.17	0.07	0.03	0.01	0.02	0.5
QUEBEC - MONTREAL	10.35	6.48	2.94	0.09	20.55	7.16	3.78	0.67	3.84	0.30	31.70	6.02	0.50	0.22	94.6
QUEBEC - OTTAWA	0.22	4.11	0.13	0.00	0.90	0.30	0.05	1.03	0.58	0.03	1.96	0.51	0.26	0.05	10.1
QUEBEC - TORONTO	2.08	4.62	0.68	0.01	0.62	0.53	1.39	0.84	1.19	0.10	0.51	0.48	0.22	0.10	13.4
TROIS RIVIERES - MONTREAL				0.46	3.75	0.37				1.57	11.43	1.14	0.05	0.15	18.9
TROIS RIVIERES - OTTAWA				0.05	0.11	0.00				0.11	0.09	0.00	0.00	0.00	0.4
TROIS RIVIERES - TORONTO				0.01	0.00	0.03				0.27	0.08	0.01	0.00	0.01	0.4
MONTREAL - OTTAWA	15.89	6.61	6.95	0.16	8.08	2.54	13.53	1.05	5.61	3.01	21.12	5.64	0.97	0.58	91.7
MONTREAL - KINGSTON		0.01	0.52	0.16	0.17	0.15		0.00	0.60	1.27	1.08	0.46	0.04	0.09	4.5
MONTREAL - TORONTO	8.52	31.67	2.45	0.09	5.41	3.02	13.10	5.33	4.84	0.68	4.84	2.36	0.46	0.35	83.1
MONTREAL - KITCHENER			0.48	0.00	0.54	0.29			1.01	0.04	0.52	0.14	0.01	0.03	3.1
MONTREAL - LONDON		1.24	0.03	0.02	0.02	0.20		0.21	0.60	0.09	0.82	0.09	0.03	0.03	3.4
MONTREAL - WINDSOR		1.54	0.15	0.00	0.10	0.01		0.61	0.40	0.01	0.22	0.02	0.02	0.03	3.1
OTTAWA - KINGSTON			0.98	0.61	3.25	0.82			0.97	3.59	7.04	1.27	0.20	0.43	19.2
OTTAWA - TORONTO	23.51	72.19	5.72	0.54	9.40	4.85	20.39	7.07	6.36	1.33	10.30	4.15	8.22	1.18	175.2
OTTAWA - KITCHENER			0.26	0.01	0.15	0.33			0.72	0.07	0.96	0.33	0.01	0.02	2.9
OTTAWA - LONDON	0.12	3.25	0.12	0.01	0.60	0.22	0.02	0.56	0.49	0.16	0.72	0.21	0.18	0.04	6.7
OTTAWA - WINDSOR		0.94	0.14	0.00	0.19	0.00		0.53	0.81	0.10	0.29	0.26	0.10	0.06	3.4
KINGSTON - TORONTO	7.66	2.97	2.62	0.22	6.68	1.77	4.14	1.07	3.04	1.39	11.46	2.48	0.97	0.30	46.8
KINGSTON - KITCHENER			0.00	0.03	0.21	0.11			0.50	0.07	0.31	0.07	0.00	0.02	1.3
KINGSTON - LONDON		0.33	0.08	0.00	0.15	0.01		0.00	0.28	0.09	0.60	0.12	0.04	0.01	1.7
KINGSTON - WINDSOR			0.14	0.00	0.09	0.03			0.26	0.05	0.08	0.04	0.01	0.02	0.7
TORONTO - KITCHENER			0.68	0.33	n/a	n/a			3.39	2.78	n/a	n/a	0.00	0.02	7.2
TORONTO - LONDON	5.89	1.90	3.70	0.31	15.05	3.32	9.86	1.06	5.71	3.51	24.05	3.82	0.55	0.84	79.6
TORONTO - WINDSOR	3.05	14.62	1.74	0.24	3.05	1.75	3.64	1.74	3.15	0.74	5.46	1.63	0.92	0.21	41.9
KITCHENER - LONDON			0.19	0.08	n/a	n/a			2.16	0.72	n/a	n/a	0.00	0.03	3.2
KITCHENER - WINDSOR			0.00	0.04	1.38	0.31			0.33	0.07	1.42	0.36	0.02	0.02	3.9
LONDON - WINDSOR			0.60	0.02	6.64	1.44			1.41	0.57	8.72	2.16	0.09	0.12	21.8
SUM	77.3	152.5	31.3	3.6	87.1	29.6	69.9	21.8	48.2	22.9	145.9	33.8	13.9	5.0	742.7
AVERAGE PER RIDER	\$195.46	\$90.40	\$55.98	\$27.25	>>>	\$102.97	\$194.48	\$78.86	\$42.20	\$23.41	>>>	\$74.50	\$22.07	\$5.75	\$70.27

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 2 IS : Québec – Windsor 300 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER **\$ 70.27**

**2005 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	AUTO D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	114	234	304	n/a	n/a	n/a	69	190	248
QUEBEC - MONTREAL	319	335	190	166	307	376	256	226	125	108	245	302
QUEBEC - OTTAWA	396	400	234	212	360	430	310	264	151	135	278	335
QUEBEC - TORONTO	533	562	315	287	484	554	406	369	206	182	363	420
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	124	250	319	n/a	n/a	n/a	72	199	256
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	187	321	390	n/a	n/a	n/a	135	267	325
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	260	443	513	n/a	n/a	n/a	141	312	369
MONTREAL - OTTAWA	262	282	165	140	272	342	196	179	94	77	208	265
MONTREAL - KINGSTON	n/a	321	175	149	299	368	n/a	217	114	95	240	297
MONTREAL - TORONTO	426	461	264	232	413	483	325	309	175	150	319	376
MONTREAL - KITCHENER	n/a	n/a	297	266	462	531	n/a	n/a	191	166	345	403
MONTREAL - LONDON	n/a	542	303	273	476	545	n/a	355	197	172	356	413
MONTREAL - WINDSOR	n/a	642	358	324	545	614	n/a	421	234	205	404	461
OTTAWA - KINGSTON	n/a	n/a	137	115	239	309	n/a	n/a	85	70	195	252
OTTAWA - TORONTO	333	369	219	190	349	419	258	252	148	127	277	335
OTTAWA - KITCHENER	n/a	n/a	267	240	410	480	n/a	n/a	171	150	309	367
OTTAWA - LONDON	454	470	273	248	424	494	343	308	176	156	320	377
OTTAWA - WINDSOR	n/a	562	319	290	485	555	n/a	369	208	183	362	420
KINGSTON - TORONTO	267	296	171	143	285	355	218	210	119	100	239	296
KINGSTON - KITCHENER	n/a	n/a	217	191	346	416	n/a	n/a	138	119	267	325
KINGSTON - LONDON	n/a	395	222	198	358	428	n/a	261	144	125	277	334
KINGSTON - WINDSOR	n/a	n/a	277	248	429	498	n/a	n/a	181	158	326	383
TORONTO - KITCHENER	n/a	n/a	134	107	236	306	n/a	n/a	79	60	190	247
TORONTO - LONDON	259	281	158	133	267	337	201	185	96	78	211	269
TORONTO - WINDSOR	374	395	226	196	350	419	296	267	148	126	275	332
KITCHENER - LONDON	n/a	n/a	119	96	215	285	n/a	n/a	69	55	176	233
KITCHENER - WINDSOR	n/a	n/a	194	167	305	374	n/a	n/a	120	101	238	295
LONDON - WINDSOR	n/a	n/a	160	136	261	330	n/a	n/a	99	82	209	266

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 3, Québec - Windsor 300 km/h via Dorval (CRA)

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**2005 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 3**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES				114	74	83				69	39	44
QUEBEC - MONTREAL	277	329	190	142	157	167	183	216	125	88	84	88
QUEBEC - OTTAWA	360	396	234	193	265	283	277	263	151	121	144	150
QUEBEC - TORONTO	472	546	315	286	435	468	324	353	206	181	245	253
TROIS RIVIERES - MONTREAL				123	76	83				72	40	44
TROIS RIVIERES - OTTAWA				186	192	205				131	104	108
TROIS RIVIERES - TORONTO				260	372	397				141	199	208
MONTREAL - OTTAWA	241	281	165	128	116	125	154	176	94	73	59	64
MONTREAL - KINGSTON		321	175	149	170	182		215	114	95	91	96
MONTREAL - TORONTO	324	420	264	228	317	335	205	268	175	144	171	176
MONTREAL - KITCHENER			297	265	366	384			191	165	196	201
MONTREAL - LONDON		528	303	273	405	430		332	197	172	223	229
MONTREAL - WINDSOR		608	358	324	493	525		405	234	205	275	282
OTTAWA - KINGSTON			137	115	114	126			85	70	63	69
OTTAWA - TORONTO	283	360	219	190	260	280	186	239	148	124	144	150
OTTAWA - KITCHENER			267	238	302	318			171	148	161	166
OTTAWA - LONDON	407	460	273	248	338	358	268	291	176	156	181	187
OTTAWA - WINDSOR		559	319	290	430	461		367	208	183	239	246
KINGSTON - TORONTO	266	296	171	143	154	166	213	209	119	98	83	87
KINGSTON - KITCHENER			217	191	206	216			138	119	109	113
KINGSTON - LONDON		395	222	198	244	258		261	144	125	130	135
KINGSTON - WINDSOR			277	248	347	368			181	158	189	195
TORONTO - KITCHENER			134	105	65	72			79	58	33	37
TORONTO - LONDON	209	272	158	132	108	117	149	179	96	78	56	60
TORONTO - WINDSOR	332	387	226	196	218	229	223	250	148	126	115	119
KITCHENER - LONDON			119	96	56	64			69	55	29	34
KITCHENER - WINDSOR			194	167	167	178			120	101	88	93
LONDON - WINDSOR			160	136	107	116			99	82	56	60

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 3 IS : Québec - Windsor 300 km/h via Dorval (CRA)

5.3.1

2005 AVERAGE Change in Consumer Surplus (Logsum Method)

Difference in Composite Price

SCENARIO # 3

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				104	16	8				77	9	4	9	8	\$15
QUEBEC - MONTREAL	81	106	60	1	18	9	73	73	43	1	8	3	10	4	\$11
QUEBEC - OTTAWA	91	115	100	1	37	19	139	162	72	2	11	5	34	7	\$26
QUEBEC - TORONTO	57	60	92	27	76	42	65	55	66	22	15	7	30	14	\$42
TROIS RIVIERES - MONTREAL				30	13	6				29	8	4	6	4	\$8
TROIS RIVIERES - OTTAWA				24	24	12				9	7	3	5	4	\$8
TROIS RIVIERES - TORONTO				62	53	28				72	16	8	0	8	\$6
MONTREAL - OTTAWA	131	164	70	2	17	8	117	121	54	10	9	4	17	6	\$16
MONTREAL - KINGSTON		249	44	58	23	11		147	32	41	9	4	14	6	\$14
MONTREAL - TORONTO	31	27	27	9	36	18	41	23	19	7	9	4	14	8	\$21
MONTREAL - KITCHENER			324	32	36	18			227	28	9	4	9	8	\$16
MONTREAL - LONDON		65	71	74	53	28		41	52	56	11	5	28	8	\$25
MONTREAL - WINDSOR		32	82	82	72	40		54	58	64	12	6	17	16	\$33
OTTAWA - KINGSTON			73	87	25	12			54	62	12	5	13	7	\$16
OTTAWA - TORONTO	70	83	75	29	41	21	73	62	51	13	11	5	33	11	\$40
OTTAWA - KITCHENER			331	15	31	15			232	19	9	4	8	5	\$12
OTTAWA - LONDON	73	80	77	35	42	21	71	52	56	33	11	5	31	8	\$31
OTTAWA - WINDSOR		134	172	54	69	38		139	121	42	13	6	60	13	\$37
KINGSTON - TORONTO	355	338	38	29	23	11	313	212	25	14	8	4	19	5	\$16
KINGSTON - KITCHENER			323	34	20	10			227	28	8	4	8	7	\$15
KINGSTON - LONDON		395	69	58	28	14		234	51	44	9	4	36	6	\$15
KINGSTON - WINDSOR			105	80	45	23			75	58	11	5	27	12	\$28
TORONTO - KITCHENER			162	13	n/a	n/a			115	13	n/a	n/a	0	0	\$1
TORONTO - LONDON	70	83	54	24	16	8	99	98	41	25	8	4	10	6	\$13
TORONTO - WINDSOR	82	91	58	33	23	11	72	52	41	23	8	3	23	6	\$21
KITCHENER - LONDON			158	98	n/a	n/a			113	71	n/a	n/a	0	1	\$2
KITCHENER - WINDSOR			165	109	21	10			117	78	9	4	9	4	\$11
LONDON - WINDSOR			70	33	17	8			52	25	9	4	7	4	\$10
AVERAGE/ TRAVELLER	\$73	\$53	\$55	\$10	\$12	\$9	\$73	\$42	\$41	\$15	\$5	\$3	\$22	\$6	\$12.8

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 3 IS : Québec – Windsor 300 km/h via Dorval (CRA)

5.3.3

2005 Change in Consumer Surplus (Logsum Method)

Market Size * Difference in Composite Price

SCENARIO # 3

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				0.08	0.08	0.04				0.17	0.07	0.03	0.01	0.01	0.5
QUEBEC - MONTREAL	10.35	6.48	2.94	0.09	20.55	7.16	3.78	0.67	3.84	0.30	31.70	6.02	0.65	0.24	94.8
QUEBEC - OTTAWA	0.24	4.60	0.13	0.00	0.98	0.33	0.05	1.08	0.60	0.04	2.13	0.56	0.34	0.06	11.1
QUEBEC - TORONTO	2.31	5.45	0.71	0.01	0.66	0.57	1.48	0.94	1.24	0.11	0.55	0.52	0.30	0.12	15.0
TROIS RIVIERES - MONTREAL				0.46	3.75	0.37				1.57	11.43	1.14	0.05	0.14	18.9
TROIS RIVIERES - OTTAWA				0.05	0.12	0.00				0.12	0.10	0.01	0.00	0.00	0.4
TROIS RIVIERES - TORONTO				0.01	0.00	0.03				0.28	0.08	0.01	0.00	0.01	0.4
MONTREAL - OTTAWA	17.11	7.17	7.34	0.22	8.88	2.80	14.23	1.13	5.88	3.36	22.95	6.15	1.82	0.95	100.0
MONTREAL - KINGSTON		0.01	0.57	0.17	0.19	0.16		0.00	0.65	1.32	1.18	0.50	0.05	0.10	4.9
MONTREAL - TORONTO	9.62	39.50	2.93	0.11	5.89	3.31	14.04	6.18	5.73	0.77	5.26	2.57	0.75	0.45	97.1
MONTREAL - KITCHENER			0.49	0.00	0.58	0.31			1.02	0.04	0.57	0.15	0.02	0.03	3.2
MONTREAL - LONDON		1.45	0.03	0.02	0.03	0.22		0.24	0.62	0.10	0.90	0.09	0.05	0.03	3.8
MONTREAL - WINDSOR		1.90	0.16	0.00	0.11	0.01		0.68	0.42	0.01	0.24	0.02	0.03	0.04	3.6
OTTAWA - KINGSTON			0.98	0.61	3.25	0.82			0.97	3.59	7.04	1.27	0.20	0.43	19.2
OTTAWA - TORONTO	23.51	72.19	5.72	0.54	9.40	4.85	20.39	7.07	6.36	1.33	10.30	4.15	8.22	1.18	175.2
OTTAWA - KITCHENER			0.26	0.01	0.15	0.33			0.72	0.07	0.96	0.33	0.01	0.02	2.9
OTTAWA - LONDON	0.12	3.25	0.12	0.01	0.60	0.22	0.02	0.56	0.49	0.16	0.72	0.21	0.18	0.04	6.7
OTTAWA - WINDSOR		0.94	0.14	0.00	0.19	0.00		0.53	0.81	0.10	0.29	0.26	0.10	0.06	3.4
KINGSTON - TORONTO	7.66	2.97	2.62	0.22	6.68	1.77	4.14	1.07	3.04	1.39	11.46	2.48	0.97	0.30	46.8
KINGSTON - KITCHENER			0.00	0.03	0.21	0.11			0.50	0.07	0.31	0.07	0.00	0.02	1.3
KINGSTON - LONDON		0.33	0.08	0.00	0.15	0.01		0.00	0.28	0.09	0.60	0.12	0.04	0.01	1.7
KINGSTON - WINDSOR			0.14	0.00	0.09	0.03			0.26	0.05	0.08	0.04	0.01	0.02	0.7
TORONTO - KITCHENER			0.68	0.33	n/a	n/a			3.39	2.78	n/a	n/a	0.00	0.02	7.2
TORONTO - LONDON	5.89	1.90	3.70	0.31	15.05	3.32	9.86	1.06	5.71	3.51	24.05	3.82	0.55	0.84	79.6
TORONTO - WINDSOR	3.05	14.62	1.74	0.24	3.05	1.75	3.64	1.74	3.15	0.74	5.46	1.63	0.92	0.21	41.9
KITCHENER - LONDON			0.19	0.08	n/a	n/a			2.16	0.72	n/a	n/a	0.00	0.03	3.2
KITCHENER - WINDSOR			0.00	0.04	1.38	0.31			0.33	0.07	1.42	0.36	0.02	0.02	3.9
LONDON - WINDSOR			0.60	0.02	6.64	1.44			1.41	0.57	8.72	2.16	0.09	0.12	21.8
SUM	79.9	162.8	32.2	3.7	88.6	30.3	71.6	23.0	49.6	23.4	148.6	34.7	15.4	5.5	769.2
AVERAGE PER RIDER	\$141.52	\$90.52	\$57.27	\$26.71	>>>	\$103.10	\$155.64	\$79.25	\$42.97	\$23.50	>>>	\$74.59	\$21.73	\$5.90	\$68.56

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 3 IS : Québec – Windsor 300 km/h via Dorval (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 68.56

5.5
6.5
7.5

**2005 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	AUTO D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - OTTAWA	653	627	314	300	474	544	534	406	203	188	352	410
QUEBEC - TORONTO	826	827	413	391	627	697	668	547	283	258	471	528
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
MONTREAL - OTTAWA	260	283	160	134	272	341	194	179	91	73	208	266
MONTREAL - KINGSTON	n/a	337	175	147	307	377	n/a	225	113	93	245	302
MONTREAL - TORONTO	448	487	261	227	426	496	341	324	172	145	327	385
MONTREAL - KITCHENER	n/a	n/a	452	450	608	678	n/a	n/a	305	295	452	509
MONTREAL - LONDON	n/a	735	369	346	572	642	n/a	483	248	224	428	485
MONTREAL - WINDSOR	n/a	894	438	406	688	758	n/a	590	299	265	512	569
OTTAWA - KINGSTON	n/a	n/a	132	108	240	310	n/a	n/a	81	65	195	253
OTTAWA - TORONTO	347	386	216	186	357	427	268	261	144	121	282	339
OTTAWA - KITCHENER	n/a	n/a	412	414	542	612	n/a	n/a	280	275	409	466
OTTAWA - LONDON	616	605	290	271	466	536	490	385	182	162	343	400
OTTAWA - WINDSOR	n/a	805	399	371	623	693	n/a	535	275	246	470	527
KINGSTON - TORONTO	276	306	168	140	290	360	223	214	116	96	241	298
KINGSTON - KITCHENER	n/a	n/a	363	367	474	544	n/a	n/a	251	249	367	424
KINGSTON - LONDON	n/a	562	280	263	438	508	n/a	379	195	178	343	400
KINGSTON - WINDSOR	n/a	n/a	349	323	554	624	n/a	n/a	246	219	427	484
TORONTO - KITCHENER	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LONDON - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 4, Montréal - Toronto 200 km/h (CRA)

**2005 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 4**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES												
QUEBEC - MONTREAL												
QUEBEC - OTTAWA	443	507	314	194	290	296	386	384	203	124	151	154
QUEBEC - TORONTO	527	605	413	313	490	500	382	406	283	203	257	259
TROIS RIVIERES - MONTREAL												
TROIS RIVIERES - OTTAWA												
TROIS RIVIERES - TORONTO												
MONTREAL - OTTAWA	239	281	160	126	116	125	153	176	91	70	60	64
MONTREAL - KINGSTON		337	175	147	171	183		223	113	92	92	96
MONTREAL - TORONTO	330	430	261	225	321	337	210	273	172	141	172	177
MONTREAL - KITCHENER			452	297	394	398			305	193	203	204
MONTREAL - LONDON		591	369	340	436	447		370	248	219	230	232
MONTREAL - WINDSOR		640	438	400	545	555		457	299	260	284	286
OTTAWA - KINGSTON			132	108	114	126			81	65	63	69
OTTAWA - TORONTO	291	373	216	186	263	282	190	246	144	120	145	150
OTTAWA - KITCHENER			412	253	325	329			280	167	167	169
OTTAWA - LONDON	464	529	290	269	351	366	317	328	182	162	184	188
OTTAWA - WINDSOR		688	399	344	479	489		487	275	224	249	251
KINGSTON - TORONTO	274	306	168	140	155	166	217	214	116	94	83	87
KINGSTON - KITCHENER			363	225	221	223			251	147	114	115
KINGSTON - LONDON		562	280	252	259	266		375	195	166	136	138
KINGSTON - WINDSOR			349	319	378	385			246	211	197	199
TORONTO - KITCHENER												
TORONTO - LONDON												
TORONTO - WINDSOR												
KITCHENER - LONDON												
KITCHENER - WINDSOR												
LONDON - WINDSOR												

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 4 IS : Montréal - Toronto 200 km/h (CRA)

2005 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 4

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0	0	\$0
QUEBEC - MONTREAL													0	0	\$0
QUEBEC - OTTAWA	8	4	20	0	12	6	30	42	20	0	4	2	3	2	\$5
QUEBEC - TORONTO	3	0	(6)	0	21	10	7	2	(11)	0	3	2	1	1	\$2
TROIS RIVIERES - MONTREAL													0	0	\$0
TROIS RIVIERES - OTTAWA													0	0	\$0
TROIS RIVIERES - TORONTO													0	0	\$0
MONTREAL - OTTAWA	133	164	76	4	17	8	119	121	57	13	9	4	18	6	\$17
MONTREAL - KINGSTON		233	45	60	22	10		139	34	43	9	4	14	6	\$14
MONTREAL - TORONTO	25	17	30	12	32	16	36	17	22	10	8	4	10	7	\$17
MONTREAL - KITCHENER			169	0	8	4			114	0	2	1	3	3	\$6
MONTREAL - LONDON		2	5	7	21	10		4	0	9	4	2	2	2	\$4
MONTREAL - WINDSOR		0	1	6	20	9		2	(7)	9	3	1	0	1	\$1
OTTAWA - KINGSTON			78	93	24	12			58	67	12	5	13	7	\$16
OTTAWA - TORONTO	62	69	78	34	38	19	69	55	55	17	11	5	28	10	\$36
OTTAWA - KITCHENER			186	0	8	4			123	0	2	1	3	2	\$4
OTTAWA - LONDON	16	11	60	14	28	14	23	15	51	27	8	4	8	5	\$12
OTTAWA - WINDSOR		4	92	0	20	9		19	54	1	3	1	7	4	\$8
KINGSTON - TORONTO	347	328	40	32	22	11	309	208	28	17	8	4	19	5	\$16
KINGSTON - KITCHENER			177	0	5	2			114	0	2	1	2	3	\$5
KINGSTON - LONDON		228	10	3	13	6		119	(1)	3	4	2	17	2	\$5
KINGSTON - WINDSOR			33	9	13	6			10	5	3	1	7	1	\$5
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0	0	\$0
TORONTO - LONDON													0	0	\$0
TORONTO - WINDSOR													0	0	\$0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0	0	\$0
KITCHENER - WINDSOR													0	0	\$0
LONDON - WINDSOR													0	0	\$0
AVERAGE/ TRAVELLER	\$49	\$31	\$38	\$6	\$5	\$4	\$51	\$25	\$22	\$9	\$2	\$2	\$21	\$7	\$7.0

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 4 IS : Montréal - Toronto 200 km/h (CRA)

5.4.3

2005 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 4

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	SUM
QUEBEC - TROIS RIVIERES													0.00	0.00	0.0
QUEBEC - MONTREAL													0.00	0.00	0.0
QUEBEC - OTTAWA	0.02	0.16	0.02	0.00	0.31	0.10	0.01	0.28	0.14	0.00	0.78	0.20	0.00	0.00	2.0
QUEBEC - TORONTO	0.10	0.04	-0.02	0.00	0.18	0.14	0.16	0.03	-0.05	0.00	0.13	0.12	0.00	0.00	0.8
TROIS RIVIERES - MONTREAL													0.00	0.00	0.0
TROIS RIVIERES - OTTAWA													0.00	0.00	0.0
TROIS RIVIERES - TORONTO													0.00	0.00	0.0
MONTREAL - OTTAWA	17.34	7.16	7.95	0.41	8.93	2.82	14.42	1.13	6.26	4.36	22.92	6.14	1.97	1.09	102.9
MONTREAL - KINGSTON		0.01	0.59	0.18	0.17	0.15		0.00	0.68	1.40	1.10	0.47	0.05	0.11	4.9
MONTREAL - TORONTO	7.68	25.43	3.30	0.15	5.19	2.88	12.40	4.77	6.81	1.09	4.71	2.29	0.30	0.32	77.3
MONTREAL - KITCHENER			0.25	0.00	0.13	0.07			0.51	0.00	0.13	0.03	0.00	0.00	1.1
MONTREAL - LONDON		0.05	0.00	0.00	0.01	0.08		0.02	0.00	0.02	0.34	0.04	0.00	0.00	0.6
MONTREAL - WINDSOR		0.01	0.00	0.00	0.03	0.00		0.03	-0.02	0.00	0.06	0.00	0.00	0.00	0.1
OTTAWA - KINGSTON			1.05	0.65	3.22	0.81			1.04	3.88	7.01	1.27	0.22	0.49	19.6
OTTAWA - TORONTO	20.85	60.09	6.00	0.62	8.72	4.47	19.07	6.33	6.83	1.77	9.72	3.90	3.76	0.72	152.9
OTTAWA - KITCHENER			0.13	0.00	0.04	0.08			0.38	0.00	0.25	0.08	0.00	0.00	1.0
OTTAWA - LONDON	0.03	0.44	0.09	0.00	0.40	0.14	0.01	0.16	0.45	0.13	0.53	0.15	0.01	0.02	2.6
OTTAWA - WINDSOR		0.03	0.08	0.00	0.05	0.00		0.07	0.36	0.00	0.07	0.06	0.00	0.00	0.7
KINGSTON - TORONTO	7.48	2.89	2.83	0.24	6.39	1.69	4.08	1.05	3.53	1.73	11.23	2.42	0.57	0.27	46.4
KINGSTON - KITCHENER			0.00	0.00	0.05	0.03			0.25	0.00	0.08	0.02	0.00	0.00	0.4
KINGSTON - LONDON		0.19	0.01	0.00	0.06	0.00		0.00	-0.00	0.01	0.25	0.05	0.01	0.00	0.6
KINGSTON - WINDSOR			0.03	0.00	0.03	0.01			0.02	0.00	0.02	0.01	0.00	0.00	0.1
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0.00	0.00	0.0
TORONTO - LONDON													0.00	0.00	0.0
TORONTO - WINDSOR													0.00	0.00	0.0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0.00	0.00	0.0
KITCHENER - WINDSOR													0.00	0.00	0.0
LONDON - WINDSOR													0.00	0.00	0.0
SUM	53.5	96.5	22.3	2.3	33.9	13.5	50.1	13.9	27.2	14.4	59.3	17.2	6.9	3.0	414.1
AVERAGE PER RIDER	\$143.28	\$81.91	\$55.91	\$27.68	>>>	\$100.21	\$151.78	\$71.69	\$36.08	\$24.53	>>>	\$74.71	\$21.13	\$6.87	\$67.20

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 4 IS : Montréal – Toronto 200 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 67.20

**2005 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	AUTO D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	AUTO D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - OTTAWA	658	632	317	303	478	548	537	409	205	189	355	412
QUEBEC - TORONTO	807	805	411	390	614	684	655	535	282	258	462	519
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
MONTREAL - OTTAWA	270	291	165	139	277	347	202	185	94	76	212	269
MONTREAL - KINGSTON	n/a	330	175	147	303	373	n/a	222	113	93	242	300
MONTREAL - TORONTO	429	465	258	226	413	483	328	311	171	145	319	376
MONTREAL - KITCHENER	n/a	n/a	449	448	595	664	n/a	n/a	303	295	443	500
MONTREAL - LONDON	n/a	713	367	344	559	629	n/a	470	247	224	419	476
MONTREAL - WINDSOR	n/a	872	436	404	674	744	n/a	577	298	265	503	561
OTTAWA - KINGSTON	n/a	n/a	134	111	236	305	n/a	n/a	83	68	193	250
OTTAWA - TORONTO	325	361	212	183	341	411	252	246	142	121	272	329
OTTAWA - KITCHENER	n/a	n/a	408	412	526	596	n/a	n/a	278	275	399	456
OTTAWA - LONDON	592	579	284	267	449	519	473	369	178	160	330	388
OTTAWA - WINDSOR	n/a	780	395	368	607	677	n/a	520	273	245	459	517
KINGSTON - TORONTO	263	292	166	138	281	351	214	206	115	96	235	292
KINGSTON - KITCHENER	n/a	n/a	361	365	465	535	n/a	n/a	250	249	361	418
KINGSTON - LONDON	n/a	547	278	261	429	498	n/a	370	194	178	337	394
KINGSTON - WINDSOR	n/a	n/a	347	322	545	615	n/a	n/a	245	219	421	479
TORONTO - KITCHENER	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LONDON - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 5, Montréal – Toronto 300 km/h (CRA)

**2005 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 5**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES												
QUEBEC - MONTREAL												
QUEBEC - OTTAWA	443	507	317	194	290	296	386	385	205	124	151	154
QUEBEC - TORONTO	526	605	411	313	487	499	381	405	282	203	256	258
TROIS RIVIERES - MONTREAL												
TROIS RIVIERES - OTTAWA												
TROIS RIVIERES - TORONTO												
MONTREAL - OTTAWA	247	290	165	127	117	125	158	181	94	73	60	65
MONTREAL - KINGSTON		330	175	147	171	182		220	113	93	92	96
MONTREAL - TORONTO	325	422	258	224	317	335	206	269	171	141	171	176
MONTREAL - KITCHENER			449	297	392	398			303	193	202	204
MONTREAL - LONDON		589	367	339	433	445		369	247	219	229	232
MONTREAL - WINDSOR		640	436	399	542	554		456	298	260	284	286
OTTAWA - KINGSTON			134	111	113	126			83	68	63	69
OTTAWA - TORONTO	279	353	212	183	257	278	183	235	142	119	143	150
OTTAWA - KITCHENER			408	253	324	329			278	167	167	169
OTTAWA - LONDON	460	523	284	265	346	363	313	323	178	160	183	188
OTTAWA - WINDSOR		686	395	344	476	488		482	273	224	249	251
KINGSTON - TORONTO	261	292	166	138	153	165	209	205	115	94	82	87
KINGSTON - KITCHENER			361	225	220	223			250	147	114	115
KINGSTON - LONDON		547	278	252	258	265		367	194	166	135	137
KINGSTON - WINDSOR			347	318	377	385			245	211	197	199
TORONTO - KITCHENER												
TORONTO - LONDON												
TORONTO - WINDSOR												
KITCHENER - LONDON												
KITCHENER - WINDSOR												
LONDON - WINDSOR												

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 5 IS : Montréal - Toronto 300 km/h (CRA)

2005 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 5

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0	0	\$0
QUEBEC - MONTREAL													0	0	\$0
QUEBEC - OTTAWA	7	4	17	0	11	5	29	40	18	0	4	2	3	2	\$5
QUEBEC - TORONTO	3	1	(3)	0	24	12	8	3	(9)	0	4	2	2	1	\$3
TROIS RIVIERES - MONTREAL													0	0	\$0
TROIS RIVIERES - OTTAWA													0	0	\$0
TROIS RIVIERES - TORONTO													0	0	\$0
MONTREAL - OTTAWA	125	156	71	3	16	8	113	116	54	11	9	4	17	6	\$16
MONTREAL - KINGSTON		240	45	59	22	11		142	33	43	9	4	14	6	\$14
MONTREAL - TORONTO	30	25	32	13	36	18	40	22	23	10	9	4	13	8	\$21
MONTREAL - KITCHENER			171	0	10	4			115	0	2	1	3	3	\$6
MONTREAL - LONDON		4	7	8	24	12		5	2	9	5	2	3	2	\$5
MONTREAL - WINDSOR		0	4	7	23	11		3	(6)	9	3	1	1	1	\$1
OTTAWA - KINGSTON			77	90	25	12			56	64	12	6	13	7	\$16
OTTAWA - TORONTO	74	89	82	36	43	22	76	66	57	18	12	6	35	12	\$43
OTTAWA - KITCHENER			190	0	9	4			125	0	3	1	3	2	\$4
OTTAWA - LONDON	20	18	66	17	33	17	26	20	55	29	9	4	11	6	\$15
OTTAWA - WINDSOR		7	96	1	23	11		24	56	1	4	2	9	4	\$9
KINGSTON - TORONTO	360	342	43	34	24	12	317	216	29	17	9	4	20	5	\$17
KINGSTON - KITCHENER			179	0	6	3			115	0	2	1	2	3	\$5
KINGSTON - LONDON		243	12	4	14	7		127	0	3	4	2	18	2	\$6
KINGSTON - WINDSOR			35	10	14	7			11	5	3	1	7	1	\$5
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0	0	\$0
TORONTO - LONDON													0	0	\$0
TORONTO - WINDSOR													0	0	\$0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0	0	\$0
KITCHENER - WINDSOR													0	0	\$0
LONDON - WINDSOR													0	0	\$0
AVERAGE/ TRAVELLER	\$54	\$41	\$38	\$6	\$5	\$4	\$54	\$30	\$23	\$9	\$2	\$2	\$26	\$7	\$7.8

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 5 IS : Montréal – Toronto 300 km/h (CRA)

52
53
54

2005 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 5

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	SUM
QUEBEC - TROIS RIVIERES													0.00	0.00	0.0
QUEBEC - MONTREAL													0.00	0.00	0.0
QUEBEC - OTTAWA	0.02	0.15	0.02	0.00	0.30	0.10	0.01	0.27	0.13	0.00	0.75	0.19	0.00	0.00	1.9
QUEBEC - TORONTO	0.13	0.07	-0.01	0.00	0.21	0.16	0.18	0.04	-0.05	0.00	0.15	0.13	0.00	0.00	1.0
TROIS RIVIERES - MONTREAL													0.00	0.00	0.0
TROIS RIVIERES - OTTAWA													0.00	0.00	0.0
TROIS RIVIERES - TORONTO													0.00	0.00	0.0
MONTREAL - OTTAWA	16.33	6.79	7.43	0.25	8.45	2.66	13.74	1.08	5.91	3.58	21.88	5.85	1.10	0.68	95.7
MONTREAL - KINGSTON		0.01	0.59	0.18	0.18	0.15		0.00	0.68	1.38	1.13	0.48	0.05	0.10	4.9
MONTREAL - TORONTO	9.30	36.61	3.63	0.16	5.87	3.30	13.80	6.00	7.30	1.08	5.28	2.58	0.60	0.40	95.9
MONTREAL - KITCHENER			0.26	0.00	0.15	0.08			0.51	0.00	0.15	0.04	0.00	0.00	1.2
MONTREAL - LONDON		0.08	0.00	0.00	0.01	0.10		0.03	0.01	0.01	0.38	0.04	0.00	0.00	0.7
MONTREAL - WINDSOR		0.02	0.00	0.00	0.03	0.00		0.04	-0.01	0.00	0.06	0.01	0.00	0.00	0.2
OTTAWA - KINGSTON			1.03	0.63	3.35	0.84			1.01	3.73	7.26	1.32	0.22	0.48	19.9
OTTAWA - TORONTO	24.92	77.57	6.30	0.67	10.05	5.23	21.22	7.58	7.10	1.82	11.12	4.49	6.56	0.93	185.6
OTTAWA - KITCHENER			0.13	0.00	0.05	0.09			0.39	0.00	0.28	0.10	0.00	0.00	1.0
OTTAWA - LONDON	0.03	0.72	0.10	0.00	0.48	0.17	0.01	0.21	0.48	0.14	0.63	0.18	0.01	0.02	3.2
OTTAWA - WINDSOR		0.05	0.08	0.00	0.06	0.00		0.09	0.38	0.00	0.08	0.07	0.00	0.00	0.8
KINGSTON - TORONTO	7.76	3.01	3.00	0.25	7.00	1.87	4.19	1.10	3.65	1.73	12.13	2.62	0.67	0.31	49.3
KINGSTON - KITCHENER			0.00	0.00	0.06	0.03			0.25	0.00	0.09	0.02	0.00	0.00	0.4
KINGSTON - LONDON		0.20	0.01	0.00	0.07	0.01		0.00	0.00	0.01	0.27	0.05	0.01	0.00	0.6
KINGSTON - WINDSOR			0.03	0.00	0.03	0.01			0.01	0.00	0.02	0.01	0.00	0.00	0.1
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0.00	0.00	0.0
TORONTO - LONDON													0.00	0.00	0.0
TORONTO - WINDSOR													0.00	0.00	0.0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0.00	0.00	0.0
KITCHENER - WINDSOR													0.00	0.00	0.0
LONDON - WINDSOR													0.00	0.00	0.0
SUM	58.5	125.3	22.6	2.2	36.4	14.8	53.2	16.4	27.8	13.5	61.7	18.2	9.2	2.9	462.5
AVERAGE PER RIDER	\$184.78	\$89.16	\$56.21	\$30.66	>>>	\$101.69	\$191.70	\$74.75	\$36.57	\$23.90	>>>	\$74.89	\$26.03	\$7.39	\$73.01

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 5 IS : Montréal – Toronto 300 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 73.01

5.5.2

**2005 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - OTTAWA	646	618	313	299	469	538	528	400	202	188	349	406
QUEBEC - TORONTO	795	792	407	387	605	675	646	526	279	257	456	513
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
MONTREAL - OTTAWA	258	278	161	136	268	338	194	177	92	74	206	263
MONTREAL - KINGSTON	n/a	317	171	144	294	364	n/a	213	111	92	236	293
MONTREAL - TORONTO	417	452	255	223	404	474	319	303	169	143	312	370
MONTREAL - KITCHENER	n/a	n/a	446	445	585	655	n/a	n/a	301	293	437	494
MONTREAL - LONDON	n/a	700	363	341	550	619	n/a	462	245	222	413	470
MONTREAL - WINDSOR	n/a	858	432	401	665	735	n/a	568	296	263	497	554
OTTAWA - KINGSTON	n/a	n/a	134	111	236	305	n/a	n/a	83	68	193	250
OTTAWA - TORONTO	325	361	212	183	341	411	252	246	142	121	272	329
OTTAWA - KITCHENER	n/a	n/a	408	412	526	596	n/a	n/a	278	275	399	456
OTTAWA - LONDON	592	579	284	267	449	519	473	369	178	160	330	388
OTTAWA - WINDSOR	n/a	780	395	368	607	677	n/a	520	273	245	459	517
KINGSTON - TORONTO	263	292	166	138	281	351	214	206	115	96	235	292
KINGSTON - KITCHENER	n/a	n/a	361	365	465	535	n/a	n/a	250	249	361	418
KINGSTON - LONDON	n/a	547	278	261	429	498	n/a	370	194	178	337	394
KINGSTON - WINDSOR	n/a	n/a	347	322	545	615	n/a	n/a	245	219	421	479
TORONTO - KITCHENER	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LONDON - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 6, Montréal – Toronto 300 km/h via Dorval (CRA)

**2005 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 6**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES												
QUEBEC - MONTREAL												
QUEBEC - OTTAWA	442	506	313	194	289	296	384	380	202	124	151	154
QUEBEC - TORONTO	526	605	407	313	484	498	381	405	279	203	256	258
TROIS RIVIERES - MONTREAL												
TROIS RIVIERES - OTTAWA												
TROIS RIVIERES - TORONTO												
MONTREAL - OTTAWA	238	277	161	126	116	125	153	174	92	72	59	64
MONTREAL - KINGSTON		317	171	144	168	181		212	111	92	91	96
MONTREAL - TORONTO	321	416	255	221	314	333	203	265	169	140	170	176
MONTREAL - KITCHENER			446	297	392	397			301	193	202	204
MONTREAL - LONDON		588	363	337	431	444		368	245	218	229	232
MONTREAL - WINDSOR		640	432	397	540	553		455	296	259	284	286
OTTAWA - KINGSTON			134	111	113	126			83	68	63	69
OTTAWA - TORONTO	279	353	212	183	257	278	183	235	142	119	143	150
OTTAWA - KITCHENER			408	253	324	329			278	167	167	169
OTTAWA - LONDON	460	523	284	265	346	363	313	323	178	160	183	188
OTTAWA - WINDSOR		686	395	344	476	488		482	273	224	249	251
KINGSTON - TORONTO	261	292	166	138	153	165	209	205	115	94	82	87
KINGSTON - KITCHENER			361	225	220	223			250	147	114	115
KINGSTON - LONDON		547	278	252	258	265		367	194	166	135	137
KINGSTON - WINDSOR			347	318	377	385			245	211	197	199
TORONTO - KITCHENER												
TORONTO - LONDON												
TORONTO - WINDSOR												
KITCHENER - LONDON												
KITCHENER - WINDSOR												
LONDON - WINDSOR												

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 6 IS : Montréal - Toronto 300 km/h via Dorval (CRA)

5.6.2

2005 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 6

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0	0	\$0
QUEBEC - MONTREAL													0	0	\$0
QUEBEC - OTTAWA	8	5	20	0	13	6	31	45	20	0	4	2	4	2	\$5
QUEBEC - TORONTO	4	1	0	0	26	13	9	3	(7)	0	4	2	2	1	\$3
TROIS RIVIERES - MONTREAL													0	0	\$0
TROIS RIVIERES - OTTAWA													0	0	\$0
TROIS RIVIERES - TORONTO													0	0	\$0
MONTREAL - OTTAWA	135	169	75	4	17	8	119	123	57	12	9	4	18	6	\$17
MONTREAL - KINGSTON		253	49	63	25	12		150	36	44	10	4	15	6	\$15
MONTREAL - TORONTO	34	31	36	15	39	20	43	25	26	11	10	5	15	9	\$24
MONTREAL - KITCHENER			175	0	10	5			117	0	3	1	3	3	\$6
MONTREAL - LONDON		5	11	9	27	13		6	4	10	5	2	4	2	\$5
MONTREAL - WINDSOR		0	7	9	25	12		4	(3)	10	3	2	1	1	\$2
OTTAWA - KINGSTON			77	90	25	12			56	64	12	6	13	7	\$16
OTTAWA - TORONTO	74	89	82	36	43	22	76	66	57	18	12	6	35	12	\$43
OTTAWA - KITCHENER			190	0	9	4			125	0	3	1	3	2	\$4
OTTAWA - LONDON	20	18	66	17	33	17	26	20	55	29	9	4	11	6	\$15
OTTAWA - WINDSOR		7	96	1	23	11		24	56	1	4	2	9	4	\$9
KINGSTON - TORONTO	360	342	43	34	24	12	317	216	29	17	9	4	20	5	\$17
KINGSTON - KITCHENER			179	0	6	3			115	0	2	1	2	3	\$5
KINGSTON - LONDON		243	12	4	14	7		127	0	3	4	2	18	2	\$6
KINGSTON - WINDSOR			35	10	14	7			11	5	3	1	7	1	\$5
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0	0	\$0
TORONTO - LONDON													0	0	\$0
TORONTO - WINDSOR													0	0	\$0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0	0	\$0
KITCHENER - WINDSOR													0	0	\$0
LONDON - WINDSOR													0	0	\$0
AVERAGE/ TRAVELLER	\$56	\$44	\$40	\$6	\$5	\$4	\$56	\$32	\$24	\$9	\$2	\$2	\$25	\$7	\$8.2

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 6 IS : Montréal - Toronto 300 km/h via Dorval (CRA)

2005 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 6

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	SUM
QUEBEC - TROIS RIVIERES													0.00	0.00	0.0
QUEBEC - MONTREAL													0.00	0.00	0.0
QUEBEC - OTTAWA	0.02	0.19	0.02	0.00	0.33	0.11	0.01	0.30	0.15	0.00	0.82	0.21	0.00	0.00	2.2
QUEBEC - TORONTO	0.15	0.09	0.00	0.00	0.23	0.17	0.20	0.05	-0.04	0.00	0.16	0.14	0.00	0.00	1.2
TROIS RIVIERES - MONTREAL													0.00	0.00	0.0
TROIS RIVIERES - OTTAWA													0.00	0.00	0.0
TROIS RIVIERES - TORONTO													0.00	0.00	0.0
MONTREAL - OTTAWA	17.57	7.36	7.81	0.33	9.29	2.94	14.45	1.15	6.18	3.97	23.78	6.38	2.04	1.08	104.3
MONTREAL - KINGSTON		0.01	0.64	0.19	0.20	0.17		0.00	0.73	1.43	1.23	0.53	0.06	0.12	5.3
MONTREAL - TORONTO	10.47	45.32	4.11	0.19	6.38	3.62	14.78	6.93	8.22	1.20	5.74	2.81	0.96	0.51	111.3
MONTREAL - KITCHENER			0.26	0.00	0.17	0.08			0.52	0.00	0.16	0.04	0.00	0.00	1.2
MONTREAL - LONDON		0.11	0.00	0.00	0.01	0.11		0.03	0.03	0.02	0.42	0.04	0.00	0.00	0.8
MONTREAL - WINDSOR		0.03	0.01	0.00	0.04	0.00		0.05	-0.01	0.00	0.07	0.01	0.00	0.00	0.2
OTTAWA - KINGSTON			1.03	0.63	3.35	0.84			1.01	3.73	7.26	1.32	0.22	0.48	19.9
OTTAWA - TORONTO	24.92	77.57	6.30	0.67	10.05	5.23	21.22	7.58	7.10	1.82	11.12	4.49	6.56	0.93	185.6
OTTAWA - KITCHENER			0.13	0.00	0.05	0.09			0.39	0.00	0.28	0.10	0.00	0.00	1.0
OTTAWA - LONDON	0.03	0.72	0.10	0.00	0.48	0.17	0.01	0.21	0.48	0.14	0.63	0.18	0.01	0.02	3.2
OTTAWA - WINDSOR		0.05	0.08	0.00	0.06	0.00		0.09	0.38	0.00	0.08	0.07	0.00	0.00	0.8
KINGSTON - TORONTO	7.76	3.01	3.00	0.25	7.00	1.87	4.19	1.10	3.65	1.73	12.13	2.62	0.67	0.31	49.3
KINGSTON - KITCHENER			0.00	0.00	0.06	0.03			0.25	0.00	0.09	0.02	0.00	0.00	0.4
KINGSTON - LONDON		0.20	0.01	0.00	0.07	0.01		0.00	0.00	0.01	0.27	0.05	0.01	0.00	0.6
KINGSTON - WINDSOR			0.03	0.00	0.03	0.01			0.01	0.00	0.02	0.01	0.00	0.00	0.1
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0.00	0.00	0.0
TORONTO - LONDON													0.00	0.00	0.0
TORONTO - WINDSOR													0.00	0.00	0.0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0.00	0.00	0.0
KITCHENER - WINDSOR													0.00	0.00	0.0
LONDON - WINDSOR													0.00	0.00	0.0
SUM	60.9	134.7	23.6	2.3	37.8	15.4	54.9	17.5	29.1	14.1	64.3	19.0	10.5	3.5	487.4
AVERAGE PER RIDER	\$146.32	\$89.21	\$58.09	\$29.32	>>>	\$102.04	\$152.79	\$75.09	\$37.85	\$24.19	>>>	\$75.04	\$25.21	\$7.46	\$71.00

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are the minimum "old mode" cost minus the minimum HSR cost.

SCENARIO # 6 IS : Montréal - Toronto 300 km/h via Dorval (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 71.00

5.6.4

2025 GENERALIZED COSTS (ORIGINAL TRAVEL MODES)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN.	LOCAL	RAIL	BUS	AUTO	D-C	CONN.	LOCAL	RAIL	BUS	AUTO	D-C
	AIR	AIR			N-C		AIR	AIR			N-C	
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	220	95	95	n/a	n/a	n/a	147	49	49
QUEBEC - MONTREAL	379	455	250	144	184	184	271	304	168	91	93	93
QUEBEC - OTTAWA	473	534	333	196	317	317	440	450	223	126	158	158
QUEBEC - TORONTO	557	640	407	316	537	537	409	432	272	206	265	265
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	154	94	94	n/a	n/a	n/a	101	49	49
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	212	227	227	n/a	n/a	n/a	142	114	114
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	325	447	447	n/a	n/a	n/a	216	219	219
MONTREAL - OTTAWA	393	466	236	131	140	140	286	312	148	85	70	70
MONTREAL - KINGSTON	n/a	585	220	208	203	203	n/a	371	147	138	102	102
MONTREAL - TORONTO	373	471	291	239	371	371	258	307	194	154	184	184
MONTREAL - KITCHENER	n/a	n/a	621	300	423	423	n/a	n/a	418	196	208	208
MONTREAL - LONDON	n/a	617	374	350	481	481	n/a	389	249	231	238	238
MONTREAL - WINDSOR	n/a	664	440	410	594	594	n/a	479	292	273	292	292
OTTAWA - KINGSTON	n/a	n/a	210	202	144	144	n/a	n/a	139	133	76	76
OTTAWA - TORONTO	372	468	294	222	316	316	273	321	199	139	158	158
OTTAWA - KITCHENER	n/a	n/a	598	256	351	351	n/a	n/a	403	170	173	173
OTTAWA - LONDON	502	563	350	286	399	399	354	357	232	192	195	195
OTTAWA - WINDSOR	n/a	722	491	348	525	525	n/a	531	329	229	257	257
KINGSTON - TORONTO	641	661	208	174	186	186	540	441	144	113	92	92
KINGSTON - KITCHENER	n/a	n/a	540	227	237	237	n/a	n/a	366	149	118	118
KINGSTON - LONDON	n/a	819	290	258	286	286	n/a	512	194	172	142	142
KINGSTON - WINDSOR	n/a	n/a	382	331	411	411	n/a	n/a	256	219	204	204
TORONTO - KITCHENER	n/a	n/a	296	118	82	82	n/a	n/a	194	72	42	42
TORONTO - LONDON	289	373	212	157	131	131	260	294	137	103	65	65
TORONTO - WINDSOR	432	503	284	231	252	252	306	318	189	150	124	124
KITCHENER - LONDON	n/a	n/a	277	194	75	75	n/a	n/a	182	126	39	39
KITCHENER - WINDSOR	n/a	n/a	358	277	197	197	n/a	n/a	237	180	99	99
LONDON - WINDSOR	n/a	n/a	230	170	130	130	n/a	n/a	150	108	65	65

**2025 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	112	236	306	n/a	n/a	n/a	67	192	249
QUEBEC - MONTREAL	331	350	194	169	319	389	263	236	127	109	254	311
QUEBEC - OTTAWA	428	443	242	218	394	464	327	290	157	137	301	358
QUEBEC - TORONTO	591	633	332	299	538	608	442	412	217	188	399	457
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	122	253	323	n/a	n/a	n/a	71	202	259
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	190	348	418	n/a	n/a	n/a	136	286	344
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	270	490	560	n/a	n/a	n/a	146	344	401
MONTREAL - OTTAWA	267	290	167	141	279	349	198	184	95	77	213	270
MONTREAL - KINGSTON	n/a	344	182	154	314	384	n/a	231	119	98	250	308
MONTREAL - TORONTO	462	501	275	242	441	510	352	334	183	156	338	395
MONTREAL - KITCHENER	n/a	n/a	311	279	493	563	n/a	n/a	201	173	367	424
MONTREAL - LONDON	n/a	598	320	288	512	582	n/a	389	208	180	381	439
MONTREAL - WINDSOR	n/a	704	374	337	589	659	n/a	459	245	212	434	492
OTTAWA - KINGSTON	n/a	n/a	137	114	245	315	n/a	n/a	85	69	199	256
OTTAWA - TORONTO	359	398	228	198	369	439	278	271	154	131	291	349
OTTAWA - KITCHENER	n/a	n/a	278	250	434	504	n/a	n/a	178	156	326	383
OTTAWA - LONDON	497	515	286	260	454	523	375	336	185	163	340	397
OTTAWA - WINDSOR	n/a	614	333	301	522	592	n/a	401	217	188	388	445
KINGSTON - TORONTO	283	314	176	148	297	367	230	221	123	103	247	305
KINGSTON - KITCHENER	n/a	n/a	225	199	362	431	n/a	n/a	144	124	278	335
KINGSTON - LONDON	n/a	425	230	205	378	448	n/a	279	149	129	291	348
KINGSTON - WINDSOR	n/a	n/a	289	259	459	529	n/a	n/a	189	164	347	404
TORONTO - KITCHENER	n/a	n/a	138	111	240	310	n/a	n/a	81	63	192	250
TORONTO - LONDON	273	296	163	137	277	346	213	194	99	81	218	275
TORONTO - WINDSOR	399	422	234	203	368	438	314	284	154	130	288	345
KITCHENER - LONDON	n/a	n/a	122	99	221	291	n/a	n/a	72	57	180	237
KITCHENER - WINDSOR	n/a	n/a	201	173	321	391	n/a	n/a	125	104	249	306
LONDON - WINDSOR	n/a	n/a	164	140	271	341	n/a	n/a	102	85	216	273

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 1, Québec - Windsor 200 km/h (CRA)

2025 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 1

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES				112	78	87				67	40	45
QUEBEC - MONTREAL	293	345	194	144	167	176	194	227	127	89	86	90
QUEBEC - OTTAWA	388	436	242	195	286	301	296	289	157	123	149	154
QUEBEC - TORONTO	513	603	332	298	476	504	352	390	217	186	255	260
TROIS RIVIERES - MONTREAL				122	81	88				71	41	45
TROIS RIVIERES - OTTAWA				189	207	217				132	108	111
TROIS RIVIERES - TORONTO				270	405	425				146	208	214
MONTREAL - OTTAWA	249	289	167	129	123	132	160	181	95	74	61	66
MONTREAL - KINGSTON		344	182	154	181	192		229	119	98	94	98
MONTREAL - TORONTO	347	451	275	234	338	355	222	288	183	148	176	180
MONTREAL - KITCHENER			311	278	390	406			201	172	201	205
MONTREAL - LONDON		573	320	288	434	456		358	208	180	229	234
MONTREAL - WINDSOR		647	374	337	530	559		437	245	212	284	288
OTTAWA - KINGSTON			137	114	120	132			85	69	65	71
OTTAWA - TORONTO	306	388	228	197	277	296	202	258	154	128	148	154
OTTAWA - KITCHENER			278	247	321	336			178	154	165	169
OTTAWA - LONDON	440	500	286	260	361	380	291	314	185	163	187	191
OTTAWA - WINDSOR		609	333	301	462	491		398	217	188	247	252
KINGSTON - TORONTO	282	314	176	147	164	175	225	221	123	100	85	89
KINGSTON - KITCHENER			225	198	218	228			144	123	111	115
KINGSTON - LONDON		425	230	205	259	273		279	149	129	134	138
KINGSTON - WINDSOR			289	259	371	391			189	164	195	200
TORONTO - KITCHENER			138	108	68	76			81	60	34	38
TORONTO - LONDON	222	287	163	137	115	124	161	189	99	80	57	62
TORONTO - WINDSOR	355	414	234	203	231	242	237	267	154	129	118	121
KITCHENER - LONDON			122	99	59	67			72	57	30	35
KITCHENER - WINDSOR			201	173	178	188			125	104	91	95
LONDON - WINDSOR			164	139	114	123			102	84	57	62

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 1 IS : Québec - Windsor 200 km/h (CRA)

2025 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 1

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				107	16	8				80	9	4	8	6	\$13
QUEBEC - MONTREAL	86	110	57	0	17	8	77	77	41	1	7	3	10	3	\$10
QUEBEC - OTTAWA	85	98	91	1	31	15	144	161	66	3	9	4	30	6	\$23
QUEBEC - TORONTO	44	37	75	18	61	33	58	42	55	19	10	4	20	11	\$31
TROIS RIVIERES - MONTREAL				32	14	6				31	8	3	6	4	\$8
TROIS RIVIERES - OTTAWA				23	20	10				10	6	3	3	3	\$7
TROIS RIVIERES - TORONTO				55	42	22				70	11	5	0	5	\$3
MONTREAL - OTTAWA	144	178	69	2	17	8	126	130	53	11	9	4	19	6	\$17
MONTREAL - KINGSTON		241	38	54	22	11		142	28	39	8	4	11	5	\$11
MONTREAL - TORONTO	26	21	16	5	33	17	36	19	11	6	7	3	11	7	\$17
MONTREAL - KITCHENER			310	22	33	17			217	24	7	3	7	6	\$12
MONTREAL - LONDON		44	55	62	47	24		31	40	50	9	4	20	6	\$18
MONTREAL - WINDSOR		17	65	73	64	35		42	47	62	9	4	9	12	\$21
OTTAWA - KINGSTON			73	89	25	12			54	64	11	5	12	6	\$14
OTTAWA - TORONTO	66	80	66	24	39	20	71	63	46	11	10	5	32	10	\$39
OTTAWA - KITCHENER			320	9	29	14			225	16	8	3	7	4	\$9
OTTAWA - LONDON	62	63	64	26	38	19	63	43	47	29	8	4	26	6	\$26
OTTAWA - WINDSOR		113	158	47	63	34		133	112	40	10	5	51	11	\$31
KINGSTON - TORONTO	359	347	33	26	22	11	316	220	22	13	7	3	20	5	\$15
KINGSTON - KITCHENER			315	29	19	9			222	26	7	3	7	6	\$12
KINGSTON - LONDON		394	60	53	27	13		233	45	43	8	4	37	4	\$13
KINGSTON - WINDSOR			93	72	41	21			67	55	9	4	21	8	\$21
TORONTO - KITCHENER			158	10	n/a	n/a			113	12	n/a	n/a	0	0	\$0
TORONTO - LONDON	68	86	50	21	16	7	99	105	38	23	8	3	9	5	\$12
TORONTO - WINDSOR	77	89	50	29	21	10	69	51	35	21	7	3	23	5	\$20
KITCHENER - LONDON			154	95	n/a	n/a			111	69	n/a	n/a	0	1	\$1
KITCHENER - WINDSOR			158	105	20	9			112	76	8	4	8	4	\$10
LONDON - WINDSOR			66	30	16	8			49	24	8	4	7	3	\$9
AVERAGE/ TRAVELLER	\$72	\$48	\$48	\$9	\$12	\$8	\$72	\$40	\$35	\$15	\$5	\$3	\$21	\$5	\$12.1

Note: Shaded regions represent modes that are not currently available for that city pair
Induced values shown here are half the average benefit for "diversion" markets.

SCENARIO # 1 IS : Québec - Windsor 200 km/h (CRA)

2025 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 1

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				0.08	0.12	0.06				0.18	0.10	0.05	0.01	0.01	0.6
QUEBEC - MONTREAL	18.28	11.22	2.74	0.08	29.99	10.43	6.59	1.17	3.59	0.31	43.78	8.30	0.96	0.26	137.7
QUEBEC - OTTAWA	0.37	6.48	0.12	0.00	1.25	0.42	0.09	1.78	0.55	0.04	2.45	0.64	0.36	0.05	14.6
QUEBEC - TORONTO	2.93	5.56	0.58	0.01	0.81	0.67	2.18	1.20	1.02	0.09	0.55	0.51	0.16	0.08	16.4
TROIS RIVIERES - MONTREAL				0.50	5.70	0.56				1.69	16.89	1.68	0.07	0.18	27.3
TROIS RIVIERES - OTTAWA				0.05	0.15	0.00				0.13	0.12	0.01	0.00	0.00	0.5
TROIS RIVIERES - TORONTO				0.01	0.00	0.03				0.27	0.09	0.01	0.00	0.01	0.4
MONTREAL - OTTAWA	31.21	12.87	7.17	0.23	13.47	4.25	25.40	2.02	5.77	3.63	33.31	8.91	2.97	1.27	152.5
MONTREAL - KINGSTON		0.01	0.48	0.16	0.27	0.23		0.00	0.55	1.27	1.58	0.67	0.04	0.07	5.3
MONTREAL - TORONTO	13.20	50.36	1.47	0.06	8.16	4.55	20.80	8.84	2.95	0.60	6.45	3.13	0.56	0.34	121.5
MONTREAL - KITCHENER			0.46	0.00	0.80	0.43			0.98	0.04	0.67	0.18	0.01	0.02	3.6
MONTREAL - LONDON		1.61	0.02	0.01	0.04	0.29		0.30	0.49	0.09	1.02	0.11	0.03	0.02	4.0
MONTREAL - WINDSOR		1.66	0.12	0.00	0.14	0.01		0.88	0.34	0.01	0.26	0.02	0.01	0.03	3.5
OTTAWA - KINGSTON			0.98	0.62	4.92	1.24			0.97	3.72	10.24	1.85	0.22	0.43	25.2
OTTAWA - TORONTO	36.77	115.99	5.06	0.45	13.55	6.96	32.75	11.86	5.61	1.18	13.43	5.38	8.83	1.37	259.2
OTTAWA - KITCHENER			0.22	0.01	0.21	0.46			0.70	0.06	1.22	0.42	0.01	0.02	3.3
OTTAWA - LONDON	0.17	4.23	0.09	0.00	0.84	0.31	0.03	0.77	0.41	0.14	0.87	0.25	0.16	0.03	8.3
OTTAWA - WINDSOR		1.32	0.13	0.00	0.26	0.00		0.85	0.76	0.09	0.34	0.29	0.11	0.05	4.2
KINGSTON - TORONTO	12.87	5.08	2.21	0.20	9.79	2.59	6.93	1.85	2.53	1.30	15.81	3.41	1.36	0.32	66.2
KINGSTON - KITCHENER			0.00	0.02	0.30	0.16			0.49	0.07	0.42	0.09	0.00	0.02	1.6
KINGSTON - LONDON		0.55	0.07	0.00	0.21	0.01		0.00	0.25	0.09	0.78	0.15	0.05	0.01	2.2
KINGSTON - WINDSOR			0.12	0.00	0.13	0.04			0.23	0.05	0.09	0.04	0.01	0.01	0.7
TORONTO - KITCHENER			0.66	0.27	n/a	n/a			3.32	2.50	n/a	n/a	0.00	0.01	6.8
TORONTO - LONDON	9.51	3.25	3.35	0.27	22.14	4.88	16.47	1.88	5.22	3.31	33.99	5.38	0.65	0.90	111.2
TORONTO - WINDSOR	4.80	23.63	1.49	0.21	4.33	2.47	5.77	2.85	2.70	0.69	7.14	2.12	1.22	0.19	59.6
KITCHENER - LONDON			0.19	0.07	n/a	n/a			2.11	0.70	n/a	n/a	0.00	0.02	3.1
KITCHENER - WINDSOR			0.00	0.04	1.94	0.44			0.31	0.07	1.89	0.48	0.02	0.01	5.2
LONDON - WINDSOR			0.57	0.02	9.58	2.07			1.32	0.54	12.14	3.00	0.11	0.12	29.5
SUM	130.1	243.8	28.3	3.4	129.1	43.6	117.0	36.2	43.2	22.9	205.6	47.1	17.9	5.9	1074.0
AVERAGE PER RIDER	\$143.92	\$89.72	\$51.98	\$26.00	>>>	\$98.45	\$156.71	\$79.59	\$39.02	\$23.30	>>>	\$74.35	\$20.74	\$5.50	\$73.22

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 1 IS : Québec – Windsor 200 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 73.22

**2025 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN.	LOCAL	RAIL	BUS	AUTO	D-C	CONN.	LOCAL	RAIL	BUS	AUTO	D-C
	AIR	AIR			N-C		AIR	AIR			N-C	
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	114	234	304	n/a	n/a	n/a	69	190	248
QUEBEC - MONTREAL	323	339	195	171	311	381	259	229	128	111	249	306
QUEBEC - OTTAWA	415	420	244	222	376	446	323	277	158	141	288	346
QUEBEC - TORONTO	554	584	328	299	502	572	421	383	215	190	375	432
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	124	250	319	n/a	n/a	n/a	72	199	256
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	195	335	405	n/a	n/a	n/a	142	278	336
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	271	460	530	n/a	n/a	n/a	147	322	379
MONTREAL - OTTAWA	278	299	173	147	285	355	207	190	99	81	217	274
MONTREAL - KINGSTON	n/a	339	183	156	311	381	n/a	228	120	100	249	306
MONTREAL - TORONTO	445	481	274	242	429	499	340	323	183	157	331	388
MONTREAL - KITCHENER	n/a	n/a	309	277	479	549	n/a	n/a	200	173	358	415
MONTREAL - LONDON	n/a	564	316	285	493	563	n/a	369	206	180	369	426
MONTREAL - WINDSOR	n/a	665	371	337	563	633	n/a	436	243	213	417	474
OTTAWA - KINGSTON	n/a	n/a	140	117	241	311	n/a	n/a	87	72	197	254
OTTAWA - TORONTO	338	375	225	196	355	425	263	257	152	131	282	339
OTTAWA - KITCHENER	n/a	n/a	275	248	418	488	n/a	n/a	176	155	315	372
OTTAWA - LONDON	463	478	281	256	432	502	349	313	182	162	326	383
OTTAWA - WINDSOR	n/a	571	328	298	493	563	n/a	375	214	189	368	426
KINGSTON - TORONTO	271	300	174	147	289	359	222	213	123	104	242	300
KINGSTON - KITCHENER	n/a	n/a	223	197	351	421	n/a	n/a	142	123	271	328
KINGSTON - LONDON	n/a	401	228	204	364	433	n/a	265	148	129	281	338
KINGSTON - WINDSOR	n/a	n/a	284	255	436	505	n/a	n/a	186	162	331	388
TORONTO - KITCHENER	n/a	n/a	136	109	238	308	n/a	n/a	80	62	191	248
TORONTO - LONDON	262	285	161	136	271	340	204	187	98	80	213	271
TORONTO - WINDSOR	379	400	230	201	354	424	300	271	152	130	278	336
KITCHENER - LONDON	n/a	n/a	120	98	217	286	n/a	n/a	70	56	177	234
KITCHENER - WINDSOR	n/a	n/a	198	170	308	378	n/a	n/a	123	104	240	297
LONDON - WINDSOR	n/a	n/a	162	138	263	333	n/a	n/a	100	84	210	268

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 2, Québec - Windsor 300 km/h (CRA)

**2025 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 2**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES				114	78	87				69	40	45
QUEBEC - MONTREAL	287	335	195	144	165	175	192	222	128	90	86	90
QUEBEC - OTTAWA	380	416	244	195	280	298	293	276	158	124	148	153
QUEBEC - TORONTO	496	571	328	298	457	491	342	370	215	188	251	259
TROIS RIVIERES - MONTREAL				123	80	87				72	41	45
TROIS RIVIERES - OTTAWA				194	204	216				135	107	111
TROIS RIVIERES - TORONTO				271	392	418				147	204	212
MONTREAL - OTTAWA	258	298	173	130	124	132	166	187	99	76	62	66
MONTREAL - KINGSTON		338	183	156	180	192		226	120	99	94	98
MONTREAL - TORONTO	342	443	274	234	334	353	218	284	183	149	175	180
MONTREAL - KITCHENER			309	276	385	404			200	172	200	205
MONTREAL - LONDON		551	316	285	425	451		347	206	180	228	233
MONTREAL - WINDSOR		631	371	337	516	550		422	243	213	281	287
OTTAWA - KINGSTON			140	117	119	132			87	72	64	70
OTTAWA - TORONTO	295	369	225	196	272	293	195	247	152	128	147	153
OTTAWA - KITCHENER			275	245	317	334			176	153	164	169
OTTAWA - LONDON	421	471	281	256	353	375	278	299	182	161	185	190
OTTAWA - WINDSOR		569	328	298	446	481		374	214	189	244	251
KINGSTON - TORONTO	270	300	174	147	162	174	217	213	123	101	84	89
KINGSTON - KITCHENER			223	196	216	227			142	122	111	115
KINGSTON - LONDON		401	228	204	255	271		265	148	129	133	138
KINGSTON - WINDSOR			284	255	361	385			186	162	193	199
TORONTO - KITCHENER			136	106	68	76			80	59	34	38
TORONTO - LONDON	215	278	161	135	114	123	155	183	98	80	57	61
TORONTO - WINDSOR	342	394	230	201	228	241	230	257	152	129	117	121
KITCHENER - LONDON			120	98	58	67			70	56	30	35
KITCHENER - WINDSOR			198	170	175	186			123	104	90	95
LONDON - WINDSOR			162	138	113	122			100	84	57	61

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 2 IS : Québec - Windsor 300 km/h (CRA)

25.3.2

2025 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 2

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				105	17	8				78	9	4	8	6	\$14
QUEBEC - MONTREAL	92	120	56	0	19	9	79	82	40	1	7	3	11	4	\$11
QUEBEC - OTTAWA	93	118	90	0	37	19	147	174	65	2	10	5	36	7	\$27
QUEBEC - TORONTO	61	69	80	18	80	45	67	62	58	17	13	6	33	13	\$45
TROIS RIVIERES - MONTREAL				31	14	7				29	8	4	6	4	\$8
TROIS RIVIERES - OTTAWA				18	23	11				7	6	3	4	3	\$7
TROIS RIVIERES - TORONTO				54	55	29				69	15	7	0	5	\$4
MONTREAL - OTTAWA	135	168	63	1	16	7	120	125	49	9	8	4	18	6	\$16
MONTREAL - KINGSTON		247	37	53	23	11		145	27	38	8	4	11	5	\$11
MONTREAL - TORONTO	31	28	17	5	37	19	40	24	12	5	8	4	14	7	\$21
MONTREAL - KITCHENER			312	24	38	19			219	24	8	4	8	6	\$13
MONTREAL - LONDON		66	58	65	55	29		42	43	51	10	5	29	7	\$24
MONTREAL - WINDSOR		32	68	74	78	44		58	49	60	11	5	17	15	\$32
OTTAWA - KINGSTON			71	85	26	13			52	61	12	5	12	6	\$15
OTTAWA - TORONTO	78	100	69	26	44	23	78	73	47	11	11	5	39	11	\$46
OTTAWA - KITCHENER			323	11	34	17			227	17	9	4	7	5	\$10
OTTAWA - LONDON	81	92	69	30	46	24	75	58	50	30	10	5	36	8	\$35
OTTAWA - WINDSOR		153	163	49	79	44		157	115	40	13	6	67	12	\$39
KINGSTON - TORONTO	371	361	34	27	24	12	323	228	22	13	8	4	21	5	\$16
KINGSTON - KITCHENER			318	31	22	10			223	26	8	3	8	6	\$13
KINGSTON - LONDON		417	63	54	31	15		247	47	43	9	4	40	5	\$15
KINGSTON - WINDSOR			99	76	50	26			70	56	11	5	25	9	\$24
TORONTO - KITCHENER			160	12	n/a	n/a			114	13	n/a	n/a	0	0	\$0
TORONTO - LONDON	74	96	51	22	17	8	105	111	39	24	8	4	10	5	\$13
TORONTO - WINDSOR	90	109	53	31	24	12	76	61	37	21	7	3	27	6	\$24
KITCHENER - LONDON			156	97	n/a	n/a			112	70	n/a	n/a	0	1	\$1
KITCHENER - WINDSOR			161	107	22	11			114	77	9	4	9	4	\$11
LONDON - WINDSOR			68	31	18	9			50	24	8	4	8	4	\$9
AVERAGE/ TRAVELLER	\$78	\$61	\$48	\$9	\$13	\$9	\$76	\$47	\$35	\$14	\$5	\$3	\$26	\$6	\$13.5

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are half the average benefit for "diversion" markets.

SCENARIO # 2 IS : Québec – Windsor 300 km/h (CRA)

2025 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 2

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				0.08	0.12	0.06				0.17	0.10	0.05	0.01	0.01	0.6
QUEBEC - MONTREAL	19.37	12.26	2.71	0.07	32.44	11.33	6.77	1.24	3.52	0.25	46.83	8.89	0.83	0.26	146.8
QUEBEC - OTTAWA	0.41	7.81	0.12	0.00	1.48	0.50	0.09	1.92	0.54	0.02	2.89	0.76	0.57	0.07	17.2
QUEBEC - TORONTO	4.05	10.40	0.61	0.01	1.07	0.93	2.54	1.77	1.07	0.08	0.75	0.71	0.57	0.14	24.7
TROIS RIVIERES - MONTREAL				0.48	5.94	0.58				1.62	17.50	1.74	0.07	0.19	28.1
TROIS RIVIERES - OTTAWA				0.04	0.17	0.00				0.09	0.13	0.01	0.00	0.00	0.4
TROIS RIVIERES - TORONTO				0.00	0.00	0.04				0.26	0.12	0.01	0.00	0.01	0.5
MONTREAL - OTTAWA	29.33	12.20	6.56	0.12	12.65	3.98	24.17	1.93	5.36	2.83	31.60	8.44	1.41	0.67	141.2
MONTREAL - KINGSTON		0.01	0.47	0.16	0.28	0.24		0.00	0.53	1.23	1.61	0.69	0.03	0.07	5.3
MONTREAL - TORONTO	15.71	69.79	1.56	0.06	9.08	5.12	22.93	10.84	2.98	0.54	7.13	3.47	1.15	0.45	150.8
MONTREAL - KITCHENER			0.47	0.00	0.91	0.49			0.98	0.04	0.77	0.20	0.02	0.02	3.9
MONTREAL - LONDON		2.44	0.02	0.01	0.04	0.35		0.41	0.52	0.09	1.21	0.13	0.08	0.03	5.3
MONTREAL - WINDSOR		3.17	0.13	0.00	0.17	0.01		1.20	0.35	0.01	0.33	0.03	0.04	0.05	5.5
OTTAWA - KINGSTON			0.95	0.60	5.09	1.28			0.93	3.54	10.55	1.91	0.23	0.42	25.5
OTTAWA - TORONTO	43.35	144.83	5.25	0.48	15.42	8.04	36.14	13.87	5.75	1.14	15.18	6.10	14.69	1.81	312.1
OTTAWA - KITCHENER			0.23	0.01	0.25	0.54			0.70	0.07	1.41	0.49	0.01	0.02	3.7
OTTAWA - LONDON	0.22	6.19	0.10	0.01	1.01	0.38	0.04	1.04	0.44	0.15	1.06	0.30	0.38	0.04	11.4
OTTAWA - WINDSOR		1.79	0.13	0.00	0.32	0.00		1.00	0.78	0.09	0.43	0.38	0.21	0.07	5.2
KINGSTON - TORONTO	13.30	5.28	2.31	0.20	10.62	2.83	7.10	1.92	2.55	1.24	16.91	3.65	1.56	0.35	69.8
KINGSTON - KITCHENER			0.00	0.02	0.34	0.17			0.49	0.07	0.46	0.10	0.00	0.02	1.7
KINGSTON - LONDON		0.58	0.07	0.00	0.24	0.02		0.00	0.26	0.09	0.89	0.17	0.06	0.01	2.4
KINGSTON - WINDSOR			0.13	0.00	0.16	0.06			0.24	0.05	0.11	0.05	0.01	0.01	0.8
TORONTO - KITCHENER			0.67	0.31	n/a	n/a			3.35	2.70	n/a	n/a	0.00	0.01	7.0
TORONTO - LONDON	10.40	3.62	3.47	0.28	23.55	5.20	17.41	2.00	5.38	3.39	35.91	5.70	0.79	1.04	118.1
TORONTO - WINDSOR	5.58	28.94	1.59	0.23	4.99	2.88	6.36	3.38	2.85	0.69	8.10	2.42	1.94	0.25	70.2
KITCHENER - LONDON			0.19	0.08	n/a	n/a			2.14	0.71	n/a	n/a	0.00	0.02	3.1
KITCHENER - WINDSOR			0.00	0.04	2.20	0.50			0.32	0.07	2.12	0.54	0.02	0.02	5.8
LONDON - WINDSOR			0.58	0.02	10.42	2.26			1.36	0.55	13.08	3.24	0.13	0.14	31.8
SUM	141.7	309.3	28.3	3.3	138.9	47.8	123.6	42.5	43.4	21.8	217.2	50.2	24.8	6.2	1199.0
AVERAGE PER RIDER	\$201.95	\$98.46	\$51.82	\$27.59	>>>	\$99.57	\$198.54	\$83.98	\$39.18	\$23.13	>>>	\$74.56	\$25.88	\$5.95	\$79.15

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 2 IS : Québec – Windsor 300 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER **\$ 79.15**

2025-10-15

**2025 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	114	234	304	n/a	n/a	n/a	69	190	248
QUEBEC - MONTREAL	323	339	195	171	311	381	259	229	128	111	249	306
QUEBEC - OTTAWA	402	407	240	219	367	436	314	269	156	139	282	340
QUEBEC - TORONTO	542	571	324	296	493	563	412	375	212	188	369	426
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	124	250	319	n/a	n/a	n/a	72	199	256
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	192	326	396	n/a	n/a	n/a	140	272	329
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	268	451	521	n/a	n/a	n/a	146	316	373
MONTREAL - OTTAWA	265	286	169	144	276	346	199	182	96	79	210	268
MONTREAL - KINGSTON	n/a	325	179	152	302	372	n/a	220	117	98	242	300
MONTREAL - TORONTO	433	468	271	239	420	490	331	315	180	155	324	382
MONTREAL - KITCHENER	n/a	n/a	305	274	470	540	n/a	n/a	197	171	351	409
MONTREAL - LONDON	n/a	551	312	282	484	554	n/a	361	203	178	362	420
MONTREAL - WINDSOR	n/a	652	368	334	554	624	n/a	428	241	211	411	468
OTTAWA - KINGSTON	n/a	n/a	140	117	241	311	n/a	n/a	87	72	197	254
OTTAWA - TORONTO	338	375	225	196	355	425	263	257	152	131	282	339
OTTAWA - KITCHENER	n/a	n/a	275	248	418	488	n/a	n/a	176	155	315	372
OTTAWA - LONDON	463	478	281	256	432	502	349	313	182	162	326	383
OTTAWA - WINDSOR	n/a	571	328	298	493	563	n/a	375	214	189	368	426
KINGSTON - TORONTO	271	300	174	147	289	359	222	213	123	104	242	300
KINGSTON - KITCHENER	n/a	n/a	223	197	351	421	n/a	n/a	142	123	271	328
KINGSTON - LONDON	n/a	401	228	204	364	433	n/a	265	148	129	281	338
KINGSTON - WINDSOR	n/a	n/a	284	255	436	505	n/a	n/a	186	162	331	388
TORONTO - KITCHENER	n/a	n/a	136	109	238	308	n/a	n/a	80	62	191	248
TORONTO - LONDON	262	285	161	136	271	340	204	187	98	80	213	271
TORONTO - WINDSOR	379	400	230	201	354	424	300	271	152	130	278	336
KITCHENER - LONDON	n/a	n/a	120	98	217	286	n/a	n/a	70	56	177	234
KITCHENER - WINDSOR	n/a	n/a	198	170	308	378	n/a	n/a	123	104	240	297
LONDON - WINDSOR	n/a	n/a	162	138	263	333	n/a	n/a	100	84	210	268

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 3, Québec - Windsor 300 km/h via Dorval (CRA)

**2025 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 3**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES				114	78	87				69	40	45
QUEBEC - MONTREAL	287	335	195	144	165	175	192	222	128	90	86	90
QUEBEC - OTTAWA	371	403	240	195	277	297	286	268	156	124	147	153
QUEBEC - TORONTO	490	561	324	295	451	488	338	364	212	187	250	258
TROIS RIVIERES - MONTREAL				123	80	87				72	41	45
TROIS RIVIERES - OTTAWA				191	202	215				134	107	110
TROIS RIVIERES - TORONTO				268	388	415				146	203	212
MONTREAL - OTTAWA	248	285	169	129	123	132	160	179	96	75	61	66
MONTREAL - KINGSTON		325	179	152	178	190		218	117	98	93	98
MONTREAL - TORONTO	338	436	271	233	331	351	215	280	180	148	175	180
MONTREAL - KITCHENER			305	274	382	402			197	171	200	204
MONTREAL - LONDON		540	312	282	421	449		342	203	178	227	233
MONTREAL - WINDSOR		624	368	334	511	546		416	241	211	280	287
OTTAWA - KINGSTON			140	117	119	132			87	72	64	70
OTTAWA - TORONTO	295	369	225	196	272	293	195	247	152	128	147	153
OTTAWA - KITCHENER			275	245	317	334			176	153	164	169
OTTAWA - LONDON	421	471	281	256	353	375	278	299	182	161	185	190
OTTAWA - WINDSOR		569	328	298	446	481		374	214	189	244	251
KINGSTON - TORONTO	270	300	174	147	162	174	217	213	123	101	84	89
KINGSTON - KITCHENER			223	196	216	227			142	122	111	115
KINGSTON - LONDON		401	228	204	255	271		265	148	129	133	138
KINGSTON - WINDSOR			284	255	361	385			186	162	193	199
TORONTO - KITCHENER			136	106	68	76			80	59	34	38
TORONTO - LONDON	215	278	161	135	114	123	155	183	98	80	57	61
TORONTO - WINDSOR	342	394	230	201	228	241	230	257	152	129	117	121
KITCHENER - LONDON			120	98	58	67			70	56	30	35
KITCHENER - WINDSOR			198	170	175	186			123	104	90	95
LONDON - WINDSOR			162	138	113	122			100	84	57	61

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 3 IS : Québec - Windsor 300 km/h via Dorval (CRA)

2025 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 3

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				105	17	8				78	9	4	8	6	\$14
QUEBEC - MONTREAL	92	120	56	0	19	9	79	82	40	1	7	3	11	4	\$11
QUEBEC - OTTAWA	102	130	93	1	40	20	153	182	67	2	11	5	39	7	\$29
QUEBEC - TORONTO	67	79	83	21	86	49	72	68	60	19	14	7	37	14	\$50
TROIS RIVIERES - MONTREAL				31	14	7				29	8	4	6	4	\$8
TROIS RIVIERES - OTTAWA				21	25	12				8	7	3	4	3	\$7
TROIS RIVIERES - TORONTO				57	60	32				70	16	8	0	6	\$4
MONTREAL - OTTAWA	145	181	67	2	17	8	126	133	52	10	9	4	19	6	\$17
MONTREAL - KINGSTON		261	41	56	25	12		153	30	40	9	4	13	5	\$12
MONTREAL - TORONTO	34	35	20	6	40	21	43	27	14	6	9	4	17	8	\$25
MONTREAL - KITCHENER			315	27	41	21			221	25	9	4	8	6	\$14
MONTREAL - LONDON		77	62	68	59	32		47	45	53	11	5	33	8	\$26
MONTREAL - WINDSOR		40	72	77	84	48		64	52	62	12	6	21	17	\$37
OTTAWA - KINGSTON			71	85	26	13			52	61	12	5	12	6	\$15
OTTAWA - TORONTO	78	100	69	26	44	23	78	73	47	11	11	5	39	11	\$46
OTTAWA - KITCHENER			323	11	34	17			227	17	9	4	7	5	\$10
OTTAWA - LONDON	81	92	69	30	46	24	75	58	50	30	10	5	36	8	\$35
OTTAWA - WINDSOR		153	163	49	79	44		157	115	40	13	6	67	12	\$39
KINGSTON - TORONTO	371	361	34	27	24	12	323	228	22	13	8	4	21	5	\$16
KINGSTON - KITCHENER			318	31	22	10			223	26	8	3	8	6	\$13
KINGSTON - LONDON		417	63	54	31	15		247	47	43	9	4	40	5	\$15
KINGSTON - WINDSOR			99	76	50	26			70	56	11	5	25	9	\$24
TORONTO - KITCHENER			160	12	n/a	n/a			114	13	n/a	n/a	0	0	\$0
TORONTO - LONDON	74	96	51	22	17	8	105	111	39	24	8	4	10	5	\$13
TORONTO - WINDSOR	90	109	53	31	24	12	76	61	37	21	7	3	27	6	\$24
KITCHENER - LONDON			156	97	n/a	n/a			112	70	n/a	n/a	0	1	\$1
KITCHENER - WINDSOR			161	107	22	11			114	77	9	4	9	4	\$11
LONDON - WINDSOR			68	31	18	9			50	24	8	4	8	4	\$9
AVERAGE/ TRAVELLER	\$81	\$65	\$50	\$9	\$13	\$9	\$77	\$49	\$37	\$15	\$5	\$3	\$25	\$6	\$13.9

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are half the average benefit for "diversion" markets.

SCENARIO # 3 IS : Québec - Windsor 300 km/h via Dorval (CRA)

2025 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 3

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES				0.08	0.12	0.06				0.17	0.10	0.05	0.01	0.01	0.6
QUEBEC - MONTREAL	19.37	12.26	2.70	0.07	32.44	11.33	6.77	1.24	3.52	0.25	46.83	8.89	1.16	0.30	147.1
QUEBEC - OTTAWA	0.45	8.63	0.12	0.00	1.61	0.55	0.10	2.01	0.56	0.03	3.14	0.83	0.73	0.08	18.8
QUEBEC - TORONTO	4.48	12.00	0.64	0.01	1.14	1.01	2.70	1.95	1.12	0.09	0.81	0.77	0.78	0.17	27.7
TROIS RIVIERES - MONTREAL				0.48	5.94	0.58				1.62	17.50	1.74	0.07	0.19	28.1
TROIS RIVIERES - OTTAWA				0.04	0.19	0.00				0.10	0.14	0.01	0.00	0.00	0.5
TROIS RIVIERES - TORONTO				0.01	0.00	0.05				0.27	0.13	0.02	0.00	0.01	0.5
MONTREAL - OTTAWA	31.46	13.14	6.95	0.17	13.89	4.39	25.38	2.05	5.64	3.17	34.35	9.20	3.05	1.26	154.1
MONTREAL - KINGSTON		0.01	0.52	0.17	0.30	0.26		0.00	0.59	1.28	1.75	0.75	0.04	0.08	5.8
MONTREAL - TORONTO	17.68	85.74	2.00	0.08	9.87	5.62	24.56	12.48	3.80	0.62	7.75	3.78	1.89	0.59	176.5
MONTREAL - KITCHENER			0.47	0.00	0.99	0.54			0.99	0.04	0.83	0.22	0.02	0.03	4.1
MONTREAL - LONDON		2.83	0.02	0.01	0.05	0.39		0.46	0.55	0.09	1.32	0.14	0.12	0.03	6.0
MONTREAL - WINDSOR		3.86	0.14	0.00	0.18	0.01		1.33	0.37	0.01	0.36	0.03	0.07	0.05	6.4
OTTAWA - KINGSTON			0.95	0.60	5.09	1.28			0.93	3.54	10.55	1.91	0.23	0.42	25.5
OTTAWA - TORONTO	43.35	144.83	5.25	0.48	15.42	8.04	36.14	13.87	5.75	1.14	15.18	6.10	14.69	1.81	312.1
OTTAWA - KITCHENER			0.23	0.01	0.25	0.54			0.70	0.07	1.41	0.49	0.01	0.02	3.7
OTTAWA - LONDON	0.22	6.19	0.10	0.01	1.01	0.38	0.04	1.04	0.44	0.15	1.06	0.30	0.38	0.04	11.4
OTTAWA - WINDSOR		1.79	0.13	0.00	0.32	0.00		1.00	0.78	0.09	0.43	0.38	0.21	0.07	5.2
KINGSTON - TORONTO	13.30	5.28	2.31	0.20	10.62	2.83	7.10	1.92	2.55	1.24	16.91	3.65	1.56	0.35	69.8
KINGSTON - KITCHENER			0.00	0.02	0.34	0.17			0.49	0.07	0.46	0.10	0.00	0.02	1.7
KINGSTON - LONDON		0.58	0.07	0.00	0.24	0.02		0.00	0.26	0.09	0.89	0.17	0.06	0.01	2.4
KINGSTON - WINDSOR			0.13	0.00	0.16	0.06			0.24	0.05	0.11	0.05	0.01	0.01	0.8
TORONTO - KITCHENER			0.67	0.31	n/a	n/a			3.35	2.70	n/a	n/a	0.00	0.01	7.0
TORONTO - LONDON	10.40	3.62	3.47	0.28	23.55	5.20	17.41	2.00	5.38	3.39	35.91	5.70	0.79	1.04	118.1
TORONTO - WINDSOR	5.58	28.94	1.59	0.23	4.99	2.88	6.36	3.38	2.85	0.69	8.10	2.42	1.94	0.25	70.2
KITCHENER - LONDON			0.19	0.08	n/a	n/a			2.14	0.71	n/a	n/a	0.00	0.02	3.1
KITCHENER - WINDSOR			0.00	0.04	2.20	0.50			0.32	0.07	2.12	0.54	0.02	0.02	5.8
LONDON - WINDSOR			0.58	0.02	10.42	2.26			1.36	0.55	13.08	3.24	0.13	0.14	31.8
SUM	146.3	329.7	29.2	3.4	141.3	49.0	126.6	44.7	44.7	22.3	221.2	51.5	28.0	7.0	1244.9
AVERAGE PER RIDER	\$146.71	\$98.98	\$52.96	\$27.03	>>>	\$99.82	\$158.85	\$84.50	\$39.81	\$23.19	>>>	\$74.64	\$25.26	\$6.07	\$76.64

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 3 IS : Québec – Windsor 300 km/h via Dorval (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 76.64

L.S.N.

**2025 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - OTTAWA	656	629	316	302	476	546	535	407	205	189	354	411
QUEBEC - TORONTO	832	832	418	396	633	702	672	551	287	262	475	532
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
MONTREAL - OTTAWA	262	285	162	136	274	344	196	181	92	74	210	267
MONTREAL - KINGSTON	n/a	340	177	150	310	379	n/a	227	115	95	247	304
MONTREAL - TORONTO	453	492	266	233	432	501	345	328	176	149	331	388
MONTREAL - KITCHENER	n/a	n/a	457	455	613	683	n/a	n/a	309	299	456	513
MONTREAL - LONDON	n/a	740	375	351	577	647	n/a	487	252	228	432	489
MONTREAL - WINDSOR	n/a	899	443	411	693	763	n/a	593	303	269	516	573
OTTAWA - KINGSTON	n/a	n/a	134	110	242	311	n/a	n/a	83	67	197	254
OTTAWA - TORONTO	352	391	220	190	361	431	271	265	147	125	285	343
OTTAWA - KITCHENER	n/a	n/a	416	419	546	616	n/a	n/a	284	279	412	469
OTTAWA - LONDON	619	608	292	274	469	539	491	387	183	164	344	401
OTTAWA - WINDSOR	n/a	809	403	376	627	697	n/a	538	279	249	473	530
KINGSTON - TORONTO	278	309	171	143	293	362	226	217	119	98	243	300
KINGSTON - KITCHENER	n/a	n/a	366	370	477	546	n/a	n/a	254	252	369	427
KINGSTON - LONDON	n/a	565	283	266	441	510	n/a	381	197	180	345	402
KINGSTON - WINDSOR	n/a	n/a	352	326	556	626	n/a	n/a	248	222	430	487
TORONTO - KITCHENER	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LONDON - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 4, Montréal - Toronto 200 km/h (CRA)

**2025 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 4**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES												
QUEBEC - MONTREAL												
QUEBEC - OTTAWA	464	528	316	196	303	311	404	393	205	126	154	156
QUEBEC - TORONTO	554	639	418	316	511	524	401	429	287	206	261	263
TROIS RIVIERES - MONTREAL												
TROIS RIVIERES - OTTAWA												
TROIS RIVIERES - TORONTO												
MONTREAL - OTTAWA	246	284	162	127	122	131	158	179	92	72	61	66
MONTREAL - KINGSTON		339	177	150	179	191		226	115	95	94	98
MONTREAL - TORONTO	345	447	266	229	335	353	220	285	176	145	175	180
MONTREAL - KITCHENER			457	300	413	418			309	196	206	208
MONTREAL - LONDON		613	375	344	455	468		384	252	223	234	236
MONTREAL - WINDSOR		663	443	405	569	582		476	303	264	290	291
OTTAWA - KINGSTON			134	110	119	132			83	67	64	70
OTTAWA - TORONTO	302	382	220	190	274	295	199	253	147	123	147	153
OTTAWA - KITCHENER			416	256	341	346			284	170	171	172
OTTAWA - LONDON	483	547	292	272	366	383	329	339	183	163	187	192
OTTAWA - WINDSOR		715	403	347	501	513		504	279	228	254	256
KINGSTON - TORONTO	277	309	171	142	163	175	220	216	119	97	84	89
KINGSTON - KITCHENER			366	227	231	234			254	149	116	117
KINGSTON - LONDON		565	283	255	272	279		379	197	169	138	140
KINGSTON - WINDSOR			352	322	396	404			248	214	201	202
TORONTO - KITCHENER												
TORONTO - LONDON												
TORONTO - WINDSOR												
KITCHENER - LONDON												
KITCHENER - WINDSOR												
LONDON - WINDSOR												

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 4 IS : Montréal - Toronto 200 km/h (CRA)

25.4.2

2025 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 4

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0	0	\$0
QUEBEC - MONTREAL													0	0	\$0
QUEBEC - OTTAWA	10	6	17	0	14	6	36	57	18	0	4	2	4	2	\$6
QUEBEC - TORONTO	3	1	(11)	0	26	13	8	3	(15)	0	3	2	2	1	\$3
TROIS RIVIERES - MONTREAL													0	0	\$0
TROIS RIVIERES - OTTAWA													0	0	\$0
TROIS RIVIERES - TORONTO													0	0	\$0
MONTREAL - OTTAWA	148	182	73	4	18	8	128	133	56	13	9	4	20	6	\$18
MONTREAL - KINGSTON		246	42	59	23	11		146	32	43	9	4	12	5	\$12
MONTREAL - TORONTO	28	24	25	10	36	18	38	22	18	9	8	4	12	7	\$20
MONTREAL - KITCHENER			164	0	10	5			110	0	2	1	2	2	\$5
MONTREAL - LONDON		4	(1)	6	26	13		5	(4)	8	4	2	3	2	\$4
MONTREAL - WINDSOR		0	(4)	6	25	12		3	(11)	9	3	1	0	1	\$1
OTTAWA - KINGSTON			77	92	25	12			56	67	12	5	12	6	\$15
OTTAWA - TORONTO	70	86	74	32	41	21	74	67	52	16	11	5	34	11	\$42
OTTAWA - KITCHENER			181	0	9	4			119	0	2	1	2	1	\$3
OTTAWA - LONDON	20	16	58	14	33	17	25	19	49	28	8	4	10	5	\$13
OTTAWA - WINDSOR		7	88	0	24	12		27	50	1	3	1	8	3	\$8
KINGSTON - TORONTO	364	352	38	31	23	11	320	224	26	17	8	4	21	5	\$16
KINGSTON - KITCHENER			175	0	6	3			112	0	2	1	2	2	\$4
KINGSTON - LONDON		254	7	3	14	7		133	(3)	3	4	2	21	2	\$6
KINGSTON - WINDSOR			30	9	16	7			8	5	3	1	7	1	\$5
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0	0	\$0
TORONTO - LONDON													0	0	\$0
TORONTO - WINDSOR													0	0	\$0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0	0	\$0
KITCHENER - WINDSOR													0	0	\$0
LONDON - WINDSOR													0	0	\$0
AVERAGE/ TRAVELLER	\$55	\$40	\$35	\$6	\$5	\$4	\$55	\$31	\$20	\$9	\$2	\$2	\$25	\$7	\$7.9

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are half the average benefit for "diversion" markets.

SCENARIO # 4 IS : Montréal - Toronto 200 km/h (CRA)

2025 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 4

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0.00	0.00	0.0
QUEBEC - MONTREAL													0.00	0.00	0.0
QUEBEC - OTTAWA	0.04	0.40	0.02	0.00	0.54	0.17	0.02	0.63	0.13	0.00	1.19	0.31	0.00	0.00	3.5
QUEBEC - TORONTO	0.23	0.13	-0.03	0.00	0.34	0.26	0.31	0.09	-0.05	0.00	0.20	0.18	0.00	0.00	1.7
TROIS RIVIERES - MONTREAL													0.00	0.00	0.0
TROIS RIVIERES - OTTAWA													0.00	0.00	0.0
TROIS RIVIERES - TORONTO													0.00	0.00	0.0
MONTREAL - OTTAWA	32.02	13.19	7.67	0.35	14.12	4.47	25.79	2.06	6.08	4.28	34.56	9.26	3.29	1.43	158.6
MONTREAL - KINGSTON		0.01	0.55	0.18	0.28	0.24		0.00	0.63	1.39	1.66	0.71	0.05	0.09	5.8
MONTREAL - TORONTO	14.45	58.55	2.61	0.13	8.87	4.99	21.96	9.98	5.35	0.99	7.06	3.43	0.73	0.34	139.4
MONTREAL - KITCHENER			0.25	0.00	0.24	0.12			0.49	0.00	0.20	0.05	0.00	0.00	1.3
MONTREAL - LONDON		0.13	-0.00	0.00	0.02	0.15		0.05	-0.02	0.01	0.52	0.05	0.00	0.00	0.9
MONTREAL - WINDSOR		0.03	-0.00	0.00	0.06	0.00		0.07	-0.02	0.00	0.09	0.01	0.00	0.00	0.2
OTTAWA - KINGSTON			1.03	0.65	5.08	1.28			1.01	3.86	10.57	1.91	0.24	0.48	26.1
OTTAWA - TORONTO	39.10	125.09	5.66	0.59	14.52	7.52	34.13	12.73	6.39	1.65	14.55	5.84	8.80	0.95	277.5
OTTAWA - KITCHENER			0.13	0.00	0.07	0.14			0.37	0.00	0.37	0.12	0.00	0.00	1.2
OTTAWA - LONDON	0.05	1.05	0.08	0.00	0.72	0.26	0.01	0.33	0.43	0.14	0.83	0.23	0.01	0.02	4.2
OTTAWA - WINDSOR		0.08	0.07	0.00	0.10	0.00		0.17	0.34	0.00	0.11	0.09	0.00	0.00	1.0
KINGSTON - TORONTO	13.05	5.15	2.61	0.23	10.27	2.73	7.02	1.89	3.16	1.65	16.76	3.62	0.81	0.29	69.2
KINGSTON - KITCHENER			0.00	0.00	0.09	0.04			0.24	0.00	0.12	0.03	0.00	0.00	0.5
KINGSTON - LONDON		0.35	0.00	0.00	0.11	0.01		0.00	-0.01	0.01	0.37	0.07	0.01	0.00	0.9
KINGSTON - WINDSOR			0.03	0.00	0.05	0.02			0.01	0.00	0.03	0.01	0.00	0.00	0.1
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0.00	0.00	0.0
TORONTO - LONDON													0.00	0.00	0.0
TORONTO - WINDSOR													0.00	0.00	0.0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0.00	0.00	0.0
KITCHENER - WINDSOR													0.00	0.00	0.0
LONDON - WINDSOR													0.00	0.00	0.0
SUM	98.9	204.2	20.7	2.1	55.5	22.4	89.3	28.0	24.5	14.0	89.2	25.9	13.9	3.6	692.2
AVERAGE PER RIDER	\$149.18	\$88.95	\$52.71	\$27.68	>>>	\$101.41	\$155.50	\$76.00	\$33.46	\$24.23	>>>	\$74.78	\$25.44	\$6.86	\$76.40

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 4 IS : Montréal – Toronto 200 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER \$ 76.40

25.4.4

**2025 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - OTTAWA	661	635	320	306	481	551	539	410	207	191	357	414
QUEBEC - TORONTO	814	812	417	396	620	690	660	539	286	263	467	524
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
MONTREAL - OTTAWA	273	295	168	142	280	350	204	187	96	78	214	271
MONTREAL - KINGSTON	n/a	334	178	151	306	376	n/a	224	116	96	245	302
MONTREAL - TORONTO	435	472	265	232	420	489	332	316	176	150	323	381
MONTREAL - KITCHENER	n/a	n/a	456	454	601	671	n/a	n/a	308	300	448	505
MONTREAL - LONDON	n/a	720	373	350	565	635	n/a	475	252	229	424	481
MONTREAL - WINDSOR	n/a	878	442	411	681	751	n/a	582	303	270	508	565
OTTAWA - KINGSTON	n/a	n/a	136	114	238	308	n/a	n/a	84	70	194	252
OTTAWA - TORONTO	330	367	217	188	347	417	257	251	146	125	276	333
OTTAWA - KITCHENER	n/a	n/a	413	417	532	601	n/a	n/a	282	279	403	460
OTTAWA - LONDON	595	582	288	270	452	522	474	371	180	162	332	390
OTTAWA - WINDSOR	n/a	786	400	374	612	682	n/a	525	277	250	464	521
KINGSTON - TORONTO	266	295	169	142	284	354	217	209	118	99	238	295
KINGSTON - KITCHENER	n/a	n/a	364	369	468	538	n/a	n/a	254	252	364	421
KINGSTON - LONDON	n/a	551	282	265	432	502	n/a	373	197	181	340	397
KINGSTON - WINDSOR	n/a	n/a	351	325	548	618	n/a	n/a	248	222	424	482
TORONTO - KITCHENER	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LONDON - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 5, Montréal – Toronto 300 km/h (CRA)

25.5.1

**2025 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 5**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES												
QUEBEC - MONTREAL												
QUEBEC - OTTAWA	464	528	320	196	304	311	405	395	207	126	154	156
QUEBEC - TORONTO	553	639	417	316	508	523	400	428	286	206	261	263
TROIS RIVIERES - MONTREAL												
TROIS RIVIERES - OTTAWA												
TROIS RIVIERES - TORONTO												
MONTREAL - OTTAWA	254	293	168	129	123	132	164	184	96	74	61	66
MONTREAL - KINGSTON		333	178	151	179	191		222	116	96	93	98
MONTREAL - TORONTO	339	438	265	229	331	351	216	280	176	145	175	179
MONTREAL - KITCHENER			456	300	412	418			308	196	206	207
MONTREAL - LONDON		611	373	344	452	466		383	252	223	233	236
MONTREAL - WINDSOR		663	442	404	566	580		475	303	265	289	291
OTTAWA - KINGSTON			136	114	118	132			84	70	64	70
OTTAWA - TORONTO	290	361	217	188	269	291	192	242	146	123	146	153
OTTAWA - KITCHENER			413	256	340	346			282	170	170	172
OTTAWA - LONDON	478	538	288	268	361	380	325	332	180	162	186	191
OTTAWA - WINDSOR		711	400	347	497	511		497	277	228	253	255
KINGSTON - TORONTO	265	295	169	142	161	174	212	208	118	97	84	88
KINGSTON - KITCHENER			364	227	231	234			254	149	116	117
KINGSTON - LONDON		551	282	254	270	278		371	197	169	138	140
KINGSTON - WINDSOR			351	321	394	403			248	214	201	202
TORONTO - KITCHENER												
TORONTO - LONDON												
TORONTO - WINDSOR												
KITCHENER - LONDON												
KITCHENER - WINDSOR												
LONDON - WINDSOR												

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 5 IS : Montréal – Toronto 300 km/h (CRA)

25
15
10

2025 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 5

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0	0	\$0
QUEBEC - MONTREAL													0	0	\$0
QUEBEC - OTTAWA	9	5	14	0	13	6	35	55	16	0	4	2	4	2	\$5
QUEBEC - TORONTO	4	1	(9)	0	29	14	9	4	(14)	0	4	2	2	2	\$4
TROIS RIVIERES - MONTREAL													0	0	\$0
TROIS RIVIERES - OTTAWA													0	0	\$0
TROIS RIVIERES - TORONTO													0	0	\$0
MONTREAL - OTTAWA	139	173	68	2	17	8	122	127	52	11	9	4	19	6	\$17
MONTREAL - KINGSTON		252	42	58	24	12		149	31	42	9	4	13	5	\$12
MONTREAL - TORONTO	34	33	26	10	41	21	42	27	19	9	9	4	16	8	\$25
MONTREAL - KITCHENER			165	0	11	5			110	0	2	1	3	2	\$5
MONTREAL - LONDON		5	1	6	29	14		6	(3)	8	5	2	4	2	\$5
MONTREAL - WINDSOR		1	(2)	6	28	14		4	(10)	8	3	1	1	1	\$2
OTTAWA - KINGSTON			74	89	26	13			55	64	12	6	13	7	\$15
OTTAWA - TORONTO	83	107	77	34	47	25	82	78	53	16	12	6	42	12	\$50
OTTAWA - KITCHENER			184	0	11	5			121	0	3	1	3	2	\$4
OTTAWA - LONDON	25	24	62	17	39	20	29	25	53	30	9	4	14	6	\$17
OTTAWA - WINDSOR		11	91	0	28	14		34	52	1	4	2	10	4	\$9
KINGSTON - TORONTO	376	366	39	32	25	12	328	232	26	16	8	4	22	5	\$17
KINGSTON - KITCHENER			176	0	6	3			112	0	2	1	2	2	\$4
KINGSTON - LONDON		268	9	3	16	7		141	(3)	3	4	2	22	2	\$6
KINGSTON - WINDSOR			32	9	17	8			8	5	3	1	7	1	\$5
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0	0	\$0
TORONTO - LONDON													0	0	\$0
TORONTO - WINDSOR													0	0	\$0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0	0	\$0
KITCHENER - WINDSOR													0	0	\$0
LONDON - WINDSOR													0	0	\$0
AVERAGE/ TRAVELLER	\$59	\$50	\$35	\$5	\$5	\$5	\$58	\$36	\$20	\$8	\$2	\$2	\$31	\$8	\$8.8

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are half the average benefit for "diversion" markets.

SCENARIO # 5 IS : Montréal - Toronto 300 km/h (CRA)

2025 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 5

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0.00	0.00	0.0
QUEBEC - MONTREAL													0.00	0.00	0.0
QUEBEC - OTTAWA	0.04	0.36	0.01	0.00	0.52	0.16	0.02	0.61	0.11	0.00	1.14	0.29	0.00	0.00	3.3
QUEBEC - TORONTO	0.28	0.20	-0.02	0.00	0.39	0.30	0.35	0.11	-0.05	0.00	0.22	0.20	0.00	0.00	2.0
TROIS RIVIERES - MONTREAL													0.00	0.00	0.0
TROIS RIVIERES - OTTAWA													0.00	0.00	0.0
TROIS RIVIERES - TORONTO													0.00	0.00	0.0
MONTREAL - OTTAWA	30.17	12.53	7.09	0.20	13.29	4.19	24.57	1.97	5.70	3.44	32.86	8.79	1.59	0.79	147.2
MONTREAL - KINGSTON		0.01	0.54	0.17	0.29	0.25		0.00	0.62	1.35	1.70	0.73	0.05	0.09	5.8
MONTREAL - TORONTO	17.24	80.85	2.78	0.13	9.91	5.64	24.26	12.25	5.52	0.93	7.84	3.83	1.51	0.43	173.1
MONTREAL - KITCHENER			0.25	0.00	0.27	0.13			0.49	0.00	0.22	0.06	0.00	0.00	1.4
MONTREAL - LONDON		0.19	0.00	0.00	0.02	0.17		0.06	-0.02	0.01	0.57	0.06	0.00	0.00	1.1
MONTREAL - WINDSOR		0.05	-0.00	0.00	0.06	0.00		0.09	-0.02	0.00	0.10	0.01	0.00	0.00	0.3
OTTAWA - KINGSTON			1.00	0.62	5.27	1.33			0.98	3.69	10.91	1.98	0.25	0.47	26.5
OTTAWA - TORONTO	46.09	155.19	5.89	0.62	16.56	8.71	37.71	14.86	6.57	1.64	16.50	6.66	14.45	1.22	332.7
OTTAWA - KITCHENER			0.13	0.00	0.08	0.16			0.37	0.00	0.42	0.14	0.00	0.00	1.3
OTTAWA - LONDON	0.07	1.65	0.09	0.00	0.84	0.31	0.01	0.44	0.46	0.15	0.97	0.28	0.03	0.02	5.3
OTTAWA - WINDSOR		0.13	0.07	0.00	0.11	0.00		0.22	0.36	0.00	0.12	0.10	0.00	0.00	1.1
KINGSTON - TORONTO	13.48	5.35	2.73	0.24	11.18	2.99	7.20	1.95	3.22	1.60	17.98	3.89	0.95	0.32	73.1
KINGSTON - KITCHENER			0.00	0.00	0.10	0.05			0.25	0.00	0.13	0.03	0.00	0.00	0.5
KINGSTON - LONDON		0.37	0.01	0.00	0.12	0.01		0.00	-0.01	0.01	0.40	0.08	0.01	0.00	1.0
KINGSTON - WINDSOR			0.03	0.00	0.05	0.02			0.01	0.00	0.03	0.01	0.00	0.00	0.2
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0.00	0.00	0.0
TORONTO - LONDON													0.00	0.00	0.0
TORONTO - WINDSOR													0.00	0.00	0.0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0.00	0.00	0.0
KITCHENER - WINDSOR													0.00	0.00	0.0
LONDON - WINDSOR													0.00	0.00	0.0
SUM	107.4	256.9	20.6	2.0	59.1	24.4	94.1	32.6	24.6	12.8	92.1	27.1	18.8	3.3	775.9
AVERAGE PER RIDER	\$191.73	\$97.00	\$52.27	\$30.71	>>>	\$102.94	\$196.34	\$79.43	\$33.40	\$23.41	>>>	\$74.83	\$31.48	\$7.51	\$83.52

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 5 IS : Montréal – Toronto 300 km/h (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER **\$ 83.52**

**2025 GENERALIZED COSTS (HSR COSTS FOR DIVERTED RIDERS)
INCLUDES ACCESS/EGRESS, WAIT AND TRAVEL TIMES AND COSTS**

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N-C	D-C
QUEBEC - TROIS RIVIERES	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
QUEBEC - OTTAWA	649	621	316	303	472	542	530	402	204	190	351	408
QUEBEC - TORONTO	801	798	413	393	611	681	651	531	284	261	460	518
TROIS RIVIERES - MONTREAL	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - OTTAWA	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TROIS RIVIERES - TORONTO	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
MONTREAL - OTTAWA	261	281	164	139	271	341	196	179	94	76	207	265
MONTREAL - KINGSTON	n/a	320	174	148	297	367	n/a	216	113	94	239	296
MONTREAL - TORONTO	423	458	261	229	410	480	324	307	173	148	317	374
MONTREAL - KITCHENER	n/a	n/a	452	451	592	662	n/a	n/a	306	298	442	499
MONTREAL - LONDON	n/a	706	370	347	556	626	n/a	467	249	227	418	475
MONTREAL - WINDSOR	n/a	865	438	407	672	741	n/a	573	300	268	502	559
OTTAWA - KINGSTON	n/a	n/a	136	114	238	308	n/a	n/a	84	70	194	252
OTTAWA - TORONTO	330	367	217	188	347	417	257	251	146	125	276	333
OTTAWA - KITCHENER	n/a	n/a	413	417	532	601	n/a	n/a	282	279	403	460
OTTAWA - LONDON	595	582	288	270	452	522	474	371	180	162	332	390
OTTAWA - WINDSOR	n/a	786	400	374	612	682	n/a	525	277	250	464	521
KINGSTON - TORONTO	266	295	169	142	284	354	217	209	118	99	238	295
KINGSTON - KITCHENER	n/a	n/a	364	369	468	538	n/a	n/a	254	252	364	421
KINGSTON - LONDON	n/a	551	282	265	432	502	n/a	373	197	181	340	397
KINGSTON - WINDSOR	n/a	n/a	351	325	548	618	n/a	n/a	248	222	424	482
TORONTO - KITCHENER	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
TORONTO - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - LONDON	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
KITCHENER - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
LONDON - WINDSOR	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

NOTES:

* Cost of HSR for Connect Air includes only small-city access/egress times and costs.

** MODAL CONSTANTS, CAR RENTAL, AND TRANSFER PENALTY (CONNECT AIR) HAVE BEEN INCLUDED.

HSR FARES SHOWN HERE INCLUDE VIA WHERE APPLICABLE.

HSR SCENARIO SHOWN : # 6, Montréal – Toronto 300 km/h via Dorval (CRA)

2025 COMPOSITE "AFTER HSR" COSTS
AS DERIVED FROM FROM OLD MODE AND HSR COSTS
SCENARIO # 6

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL					
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO N.C.	AUTO DES.C.
QUEBEC - TROIS RIVIERES												
QUEBEC - MONTREAL												
QUEBEC - OTTAWA	463	527	316	196	303	310	403	389	204	126	154	156
QUEBEC - TORONTO	552	638	413	316	505	521	399	428	284	206	261	263
TROIS RIVIERES - MONTREAL												
TROIS RIVIERES - OTTAWA												
TROIS RIVIERES - TORONTO												
MONTREAL - OTTAWA	244	280	164	128	122	131	158	176	94	73	61	66
MONTREAL - KINGSTON		320	174	148	176	190		214	113	94	93	98
MONTREAL - TORONTO	335	431	261	227	327	349	213	277	173	144	174	179
MONTREAL - KITCHENER			452	300	410	417			306	196	206	207
MONTREAL - LONDON		610	370	343	449	465		382	249	222	233	236
MONTREAL - WINDSOR		663	438	403	563	579		474	300	264	289	291
OTTAWA - KINGSTON			136	114	118	132			84	70	64	70
OTTAWA - TORONTO	290	361	217	188	269	291	192	242	146	123	146	153
OTTAWA - KITCHENER			413	256	340	346			282	170	170	172
OTTAWA - LONDON	478	538	288	268	361	380	325	332	180	162	186	191
OTTAWA - WINDSOR		711	400	347	497	511		497	277	228	253	255
KINGSTON - TORONTO	265	295	169	142	161	174	212	208	118	97	84	88
KINGSTON - KITCHENER			364	227	231	234			254	149	116	117
KINGSTON - LONDON		551	282	254	270	278		371	197	169	138	140
KINGSTON - WINDSOR			351	321	394	403			248	214	201	202
TORONTO - KITCHENER												
TORONTO - LONDON												
TORONTO - WINDSOR												
KITCHENER - LONDON												
KITCHENER - WINDSOR												
LONDON - WINDSOR												

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 6 IS : Montréal - Toronto 300 km/h via Dorval (CRA)

25.6.2

2025 AVERAGE Change in Consumer Surplus (Logsum Method)
Difference in Composite Price
SCENARIO # 6

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0	0	\$0
QUEBEC - MONTREAL													0	0	\$0
QUEBEC - OTTAWA	10	7	17	0	14	7	37	61	19	0	4	2	4	3	\$6
QUEBEC - TORONTO	5	2	(6)	0	32	16	10	5	(12)	0	4	2	3	2	\$4
TROIS RIVIERES - MONTREAL													0	0	\$0
TROIS RIVIERES - OTTAWA													0	0	\$0
TROIS RIVIERES - TORONTO													0	0	\$0
MONTREAL - OTTAWA	149	186	72	3	18	9	128	135	55	12	9	4	20	6	\$18
MONTREAL - KINGSTON		265	46	61	26	13		157	33	44	9	4	14	5	\$12
MONTREAL - TORONTO	38	40	30	12	44	23	45	31	21	10	10	5	19	9	\$28
MONTREAL - KITCHENER			169	0	12	6			113	0	3	1	3	2	\$5
MONTREAL - LONDON		7	4	8	31	16		7	(1)	9	5	2	5	2	\$6
MONTREAL - WINDSOR		1	1	8	31	15		5	(8)	9	4	2	1	2	\$2
OTTAWA - KINGSTON			74	89	26	13			55	64	12	6	13	7	\$15
OTTAWA - TORONTO	83	107	77	34	47	25	82	78	53	16	12	6	42	12	\$50
OTTAWA - KITCHENER			184	0	11	5			121	0	3	1	3	2	\$4
OTTAWA - LONDON	25	24	62	17	39	20	29	25	53	30	9	4	14	6	\$17
OTTAWA - WINDSOR		11	91	0	28	14		34	52	1	4	2	10	4	\$9
KINGSTON - TORONTO	376	366	39	32	25	12	328	232	26	16	8	4	22	5	\$17
KINGSTON - KITCHENER			176	0	6	3			112	0	2	1	2	2	\$4
KINGSTON - LONDON		268	9	3	16	7		141	(3)	3	4	2	22	2	\$6
KINGSTON - WINDSOR			32	9	17	8			8	5	3	1	7	1	\$5
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0	0	\$0
TORONTO - LONDON													0	0	\$0
TORONTO - WINDSOR													0	0	\$0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0	0	\$0
KITCHENER - WINDSOR													0	0	\$0
LONDON - WINDSOR													0	0	\$0
AVERAGE/ TRAVELLER	\$62	\$54	\$37	\$6	\$6	\$5	\$59	\$38	\$21	\$9	\$2	\$2	\$30	\$7	\$9.3

Note: Shaded regions represent modes that are not currently available for that city pair

Induced values shown here are half the average benefit for "diversion" markets.

SCENARIO # 6 IS : Montréal – Toronto 300 km/h via Dorval (CRA)

25.6.3

2025 Change in Consumer Surplus (Logsum Method)
Market Size * Difference in Composite Price
SCENARIO # 6

CITY PAIR	BUSINESS TRAVEL						NON-BUSINESS TRAVEL						INDUCED		SUM
	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	CONN. AIR	LOCAL AIR	RAIL	BUS	AUTO (non-cap)	AUTO (dest-cap)	BUS	NB	
QUEBEC - TROIS RIVIERES													0.00	0.00	0.0
QUEBEC - MONTREAL													0.00	0.00	0.0
QUEBEC - OTTAWA	0.05	0.47	0.02	0.00	0.57	0.18	0.02	0.67	0.13	0.00	1.25	0.32	0.00	0.01	3.7
QUEBEC - TORONTO	0.32	0.26	-0.02	0.00	0.42	0.33	0.38	0.13	-0.05	0.00	0.24	0.22	0.00	0.00	2.2
TROIS RIVIERES - MONTREAL													0.00	0.00	0.0
TROIS RIVIERES - OTTAWA													0.00	0.00	0.0
TROIS RIVIERES - TORONTO													0.00	0.00	0.0
MONTREAL - OTTAWA	32.31	13.49	7.47	0.27	14.60	4.63	25.79	2.10	5.97	3.82	35.71	9.58	3.38	1.43	160.5
MONTREAL - KINGSTON		0.01	0.59	0.18	0.32	0.27		0.00	0.68	1.40	1.85	0.79	0.06	0.10	6.3
MONTREAL - TORONTO	19.37	98.44	3.26	0.16	10.76	6.18	25.96	14.05	6.43	1.04	8.52	4.17	2.42	0.57	201.3
MONTREAL - KITCHENER			0.26	0.00	0.30	0.15			0.50	0.00	0.24	0.06	0.00	0.00	1.5
MONTREAL - LONDON		0.25	0.00	0.00	0.03	0.19		0.07	-0.00	0.02	0.63	0.06	0.00	0.00	1.2
MONTREAL - WINDSOR		0.07	0.00	0.00	0.07	0.00		0.11	-0.02	0.00	0.10	0.01	0.00	0.00	0.3
OTTAWA - KINGSTON			1.00	0.62	5.27	1.33			0.98	3.69	10.91	1.98	0.25	0.47	26.5
OTTAWA - TORONTO	46.09	155.19	5.89	0.62	16.56	8.71	37.71	14.86	6.57	1.64	16.50	6.66	14.45	1.22	332.7
OTTAWA - KITCHENER			0.13	0.00	0.08	0.16			0.37	0.00	0.42	0.14	0.00	0.00	1.3
OTTAWA - LONDON	0.07	1.65	0.09	0.00	0.84	0.31	0.01	0.44	0.46	0.15	0.97	0.28	0.03	0.02	5.3
OTTAWA - WINDSOR		0.13	0.07	0.00	0.11	0.00		0.22	0.36	0.00	0.12	0.10	0.00	0.00	1.1
KINGSTON - TORONTO	13.48	5.35	2.73	0.24	11.18	2.99	7.20	1.95	3.22	1.60	17.98	3.89	0.95	0.32	73.1
KINGSTON - KITCHENER			0.00	0.00	0.10	0.05			0.25	0.00	0.13	0.03	0.00	0.00	0.5
KINGSTON - LONDON		0.37	0.01	0.00	0.12	0.01		0.00	-0.01	0.01	0.40	0.08	0.01	0.00	1.0
KINGSTON - WINDSOR			0.03	0.00	0.05	0.02			0.01	0.00	0.03	0.01	0.00	0.00	0.2
TORONTO - KITCHENER					n/a	n/a					n/a	n/a	0.00	0.00	0.0
TORONTO - LONDON													0.00	0.00	0.0
TORONTO - WINDSOR													0.00	0.00	0.0
KITCHENER - LONDON					n/a	n/a					n/a	n/a	0.00	0.00	0.0
KITCHENER - WINDSOR													0.00	0.00	0.0
LONDON - WINDSOR													0.00	0.00	0.0
SUM	111.7	275.7	21.5	2.1	61.4	25.5	97.1	34.6	25.8	13.4	96.0	28.4	21.6	4.1	818.9
AVERAGE PER RIDER	\$152.52	\$97.58	\$54.05	\$29.23	>>>	\$103.32	\$158.04	\$79.99	\$34.60	\$23.68	>>>	\$74.98	\$30.11	\$7.50	\$80.64

Note: Shaded regions represent modes that are not currently available for that city pair

SCENARIO # 6 IS : Montréal – Toronto 300 km/h via Dorval (CRA)

AVERAGE CONSUMER SURPLUS PER HSR RIDER **\$ 80.64**

25.6.4