

**RIDERSHIP AND
PASSENGER REVENUE
FORECASTS**



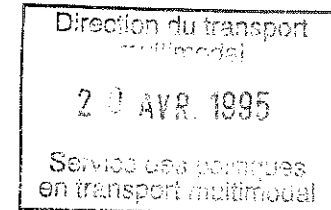
cc: Denis Courtemanche, Transport Canada
Roger Ledoux, MTQ
Don Beange, MTO

Charles River Associates
Incorporated
Boston • Washington • Palo Alto

March 28, 1995

CRA No. 159-00

Lee Sims
IBI Group
230 Richmond Street West
5th Floor
Toronto, Ontario
CANADA M5V 1V6



Dear Lee:

In response to your latest faxes, I am enclosing:

1. An original of pages E-1, 5, and 6 which should be substituted for similar pages in our Final Report Dated December 1994. These pages include final wording changes that Roger Ledoux and I agreed to.
2. A complete set of our final projections for the 200 kph and 300 kph alignments, along with various sensitivity analyses we had undertaken.

A diskette containing our various intercity models and forecasting spreadsheet programmed in Excel.

I understand this fulfills all of our obligations on this project. Please arrange prompt payment on our final invoice.

Thank you,

CHARLES RIVER ASSOCIATES INCORPORATED

Daniel Brand
Vice President

cc: Roger Ledoux by fax (418)-646-6196

Enclosure

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Executive Summary

INTRODUCTION

This report presents ridership and passenger revenue forecasts for proposed alternative high speed rail (HSR) systems between Windsor and Québec City in Canada. Charles River Associates (CRA) was one of three firms selected to undertake such forecasts on behalf of a Steering Committee formed by the Canadian federal government and the provincial governments of Ontario and Québec. To achieve uniformity in various input data, HSR service options, and other necessary assumptions, certain information was compiled by others and supplied to each firm. As a result, at times, CRA relied on information we did not develop independently. This included using increases in travel growth on existing modes in the absence of HSR based on time series analysis rather than those projected by a panel of Canadian experts. While this raised our ridership forecasts above what we would forecast independently, our basic mode choice methodology for forecasting HSR demand was not affected. Also, the differences between the HSR ridership forecasts in 2005 resulting from the different growth forecasts of travel on the existing modes in the absence of HSR were not large (about 8 percent). Chapter 2 of this report describes the approach and forecasting models we used to make HSR ridership projections in this corridor.

HSR ALTERNATIVES

The objective of this study was to project HSR ridership and passenger revenue for travel between various origin-destination (O/D) pairs and alignment options for the years 2005 and 2025. The HSR alternatives considered in this analysis differed in their speeds, alignment, and terminal locations. For the complete or full corridor, HSR service would connect Windsor, Toronto, Montréal, and Québec City with each other and with various intermediate stops. For these alternatives it was assumed that existing VIA intercity rail service would no longer operate. For this full corridor service, two alignments were investigated — denoted as the 200 kph and 300 kph options. Figure E-1 shows the basic HSR alignment that connects Windsor with Québec City.

Two other shortened corridors were also considered in this study. The first assumed that HSR service would operate only between Toronto and Québec City, while the second assumed service between Toronto and Montréal only. It was specified for both of these shortened corridors that where HSR did not operate, service would continue to be provided by VIA with timed transfers to the HSR system.

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Forecasting Methodology and Estimation of Ridership Forecasting Models

This chapter describes the three-step forecasting methodology used to project HSR ridership and revenue for the alternative HSR systems. A summary and flowchart of the overall methodology was presented in the executive summary. This chapter extends that description by presenting information on the future growth rates of air, auto, rail, and bus intercity travel in the absence of HSR that we were directed to use, along with the mode choice models we estimated. This chapter also describes the methodology for forecasting induced travel on the HSR system.

FORECASTING INTERCITY TRAVEL BY MODE

The first step in the three-step ridership forecasting process was to forecast intercity air, auto, bus, and rail travel between the superzones being used in Ontario and Québec.

At an expert panel meeting arranged by KPMG in Montréal on March 5, 1993, as part of the overall study, attended by CRA, it was the opinion that a standard time-series econometric analysis of historical intercity travel in the Windsor–Québec corridor would not be the most appropriate method to project future travel by mode in the corridor. The meeting also produced some projections of the annual rates of growth by mode in the absence of HSR between 1992–2005 and 1992–2025. However, the Steering Committee for the study chose to use air and auto rates of growth derived from a CIGGT trend analysis also conducted as part of the overall study. As Table 2-1 shows, the rates which CRA was instructed to use are higher than those produced by the expert panel.

Table 2-1. Annual Rates of Growth for Existing Modes in the Corridor in the Absence of HSR

Mode	Rates Used in Forecasts		Rates Projected by Expert Panel	
	1992–2005	1992–2025	1992–2005	1992–2025
Air	2.95%	2.72%	2.3%	2.2%
Rail	0%	0%	0%	0%
Bus	0%	0%	0%	0%
Auto	2.19%	2.13%	1%	1%

Forecasting Methodology and Estimation of Ridership Forecasting Models

Because the forecasts of HSR ridership are created by multiplying the predicted share of HSR by the forecast future volume for each existing mode, any increases in the growth of existing modal volumes will be reflected directly in the forecasts of HSR ridership. That is, if the forecast of total travel on existing modes is increased by 10 percent, for example, the forecast of HSR ridership will likewise increase by 10 percent, even if all other factors are held constant. The actual effect of the differences in annual rates of growth in Table 2-1 is to increase the HSR ridership forecasts by approximately 8 percent in 2005.

FORECASTING DIVERSION TO HSR

This section describes the development of the models used in the second major step of the three-step HSR ridership forecasting process. This step forecasts the diversion of air, auto, rail and bus trips to HSR, given the anticipated service levels on the competing modes.

In this discussion of forecasting intercity travel, we describe our market segmentation approach for mode choice modeling, including a discussion of the data used for model estimation. We then describe the mode choice models estimated for the ten major intercity travel market segments. We also present extensive “reasonableness checks” on the forecasting procedures by comparing the estimated models to each other, and to the values of time and demand elasticities reported by others.

Market Segmentation

The executive summary outlined our market segmentation approach to HSR mode choice modeling. Prior experience indicates that intercity air, auto, bus, and rail travelers behave very differently in terms of modal preferences and valuation of modal characteristics such as times and cost. Similar differences have also been observed between business and nonbusiness travelers. Consequently, for purposes of this study, we specified ten market segments for mode choice model estimation.

We hypothesize there are different mode choice behaviors within each of these travel market segments that make it necessary to examine each segment separately. We believe that combining the modal preference data for all of these market segments into one mode choice model would overgeneralize the mode choice process and cause us to overlook basic differences in behavior. If our



2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,661,499	46%	1,413,539	NA	1,413,539	\$153,469,255	NA	\$153,469,255	3%
	Connect Air	1,090,355	583,539	46%	506,817	NA	506,817	\$45,971,795	NA	\$45,971,795	1%
	Rail	596,839	0	93%	556,192	NA	556,192	\$46,425,704	NA	\$46,425,704	0%
	Bus	378,703	279,377	37%	139,972	NA	139,972	\$9,332,326	NA	\$9,332,326	0%
	Auto	11,487,187	10,383,156	10%	1,104,031	NA	1,104,031	\$83,081,314	NA	\$83,081,314	17%
	Noncaptive Auto	7,221,317	6,402,167	11%	819,150	NA	819,150	\$59,710,610	NA	\$59,710,610	10%
	Destination Captive Auto	3,499,370	3,214,489	8%	284,881	NA	284,881	\$23,370,704	NA	\$23,370,704	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,244,455	NA	NA	NA	NA	NA	NA	NA	7%
	Total	16,628,122	17,152,025	22%	3,720,551	523,903	4,244,455	\$338,280,394	\$42,382,591	\$380,662,985	27%
Nonbusiness	Local Air	548,809	305,692	44%	243,117	NA	243,117	\$20,206,418	NA	\$20,206,418	0%
	Connect Air	984,305	555,191	44%	429,114	NA	429,114	\$29,447,855	NA	\$29,447,855	1%
	Rail	1,257,753	0	91%	1,140,781	NA	1,140,781	\$75,378,422	NA	\$75,378,422	0%
	Bus	1,523,136	633,297	66%	1,006,811	NA	1,006,811	\$46,734,168	NA	\$46,734,168	1%
	Auto	40,088,331	37,815,438	6%	2,272,893	NA	2,272,893	\$117,979,513	NA	\$117,979,513	61%
	Noncaptive Auto	27,596,052	25,757,543	7%	1,838,509	NA	1,838,509	\$93,675,611	NA	\$93,675,611	41%
	Destination Captive Auto	10,577,203	10,142,819	4%	434,384	NA	434,384	\$24,303,902	NA	\$24,303,902	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	5,963,821	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,273,438	11%	5,092,716	871,105	5,963,821	\$289,746,376	\$43,286,718	\$333,033,094	73%
Total	Local Air	3,623,847	1,967,191	46%	1,656,656	NA	1,656,656	\$173,675,674	NA	\$173,675,674	3%
	Connect Air	2,074,660	1,138,729	45%	935,931	NA	935,931	\$75,419,650	NA	\$75,419,650	2%
	Rail	1,854,592	0	92%	1,696,973	NA	1,696,973	\$121,804,126	NA	\$121,804,126	0%
	Bus	1,901,839	912,674	60%	1,146,783	NA	1,146,783	\$56,066,494	NA	\$56,066,494	1%
	Auto	51,575,518	48,198,594	7%	3,376,924	NA	3,376,924	\$201,060,827	NA	\$201,060,827	77%
	Noncaptive Auto	34,817,370	32,159,710	8%	2,657,660	NA	2,657,660	\$153,386,220	NA	\$153,386,220	52%
	Destination Captive Auto	14,076,573	13,357,308	5%	719,264	NA	719,264	\$47,674,607	NA	\$47,674,607	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	10,208,275	NA	NA	NA	NA	NA	NA	NA	16%
	Total	61,030,456	62,425,464	14%	8,813,268	1,395,008	10,208,275	\$628,026,770	\$85,669,309	\$713,696,080	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,083,806	27%	394,784	NA	394,784	\$48,903,310	NA	\$48,903,310	23%
	Connect Air	309,365	236,178	24%	73,187	NA	73,187	\$9,065,944	NA	\$9,065,944	5%
	Rail	123,770	0	82%	101,525	NA	101,525	\$12,576,283	NA	\$12,576,283	0%
	Bus	12,730	28,277	53%	6,698	NA	6,698	\$829,695	NA	\$829,695	1%
	Auto	352,946	279,340	21%	73,606	NA	73,606	\$9,117,773	NA	\$9,117,773	6%
	Noncaptive Auto	161,610	115,578	28%	46,032	NA	46,032	\$5,702,113	NA	\$5,702,113	2%
	Destination Captive Auto	180,035	152,461	15%	27,574	NA	27,574	\$3,415,660	NA	\$3,415,660	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	676,573	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,277,401	2,304,174	29%	649,800	26,773	676,573	\$80,493,005	\$3,316,470	\$83,809,475	50%
Nonbusiness	Local Air	273,347	193,048	29%	80,299	NA	80,299	\$7,489,427	NA	\$7,489,427	4%
	Connect Air	345,980	249,897	28%	96,083	NA	96,083	\$8,961,630	NA	\$8,961,630	5%
	Rail	345,891	0	82%	283,168	NA	283,168	\$26,410,962	NA	\$26,410,962	0%
	Bus	105,446	114,255	51%	53,915	NA	53,915	\$5,028,577	NA	\$5,028,577	2%
	Auto	1,224,716	1,137,464	7%	87,252	NA	87,252	\$8,137,925	NA	\$8,137,925	24%
	Noncaptive Auto	571,514	513,319	10%	58,195	NA	58,195	\$5,427,817	NA	\$5,427,817	11%
	Destination Captive Auto	607,226	578,169	5%	29,057	NA	29,057	\$2,710,107	NA	\$2,710,107	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	644,006	NA	NA	NA	NA	NA	NA	NA	14%
	Total	2,295,381	2,338,670	26%	600,717	43,289	644,006	\$56,028,521	\$4,037,577	\$60,066,098	50%
Total	Local Air	1,751,937	1,276,854	27%	475,083	NA	475,083	\$56,392,737	NA	\$56,392,737	28%
	Connect Air	655,345	486,075	26%	169,270	NA	169,270	\$18,027,574	NA	\$18,027,574	10%
	Rail	469,662	0	82%	384,694	NA	384,694	\$38,987,246	NA	\$38,987,246	0%
	Bus	118,176	142,532	51%	60,612	NA	60,612	\$5,858,272	NA	\$5,858,272	3%
	Auto	1,577,662	1,416,804	10%	160,857	NA	160,857	\$17,255,698	NA	\$17,255,698	31%
	Noncaptive Auto	733,124	628,897	14%	104,227	NA	104,227	\$11,129,930	NA	\$11,129,930	14%
	Destination Captive Auto	787,260	730,630	7%	56,631	NA	56,631	\$6,125,768	NA	\$6,125,768	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,320,579	NA	NA	NA	NA	NA	NA	NA	28%
	Total	4,572,781	4,642,844	27%	1,250,517	70,062	1,320,579	\$136,521,527	\$7,354,047	\$143,875,573	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	8,382	86%	52,961	NA	52,961	\$4,167,830	NA	\$4,167,830	0%
	Connect Air	127,383	57,133	55%	70,250	NA	70,250	\$5,528,434	NA	\$5,528,434	1%
	Rail	49,447	0	99%	48,719	NA	48,719	\$3,833,958	NA	\$3,833,958	0%
	Bus	164,431	153,503	7%	11,657	NA	11,657	\$917,348	NA	\$917,348	2%
	Auto	2,042,002	1,777,120	13%	264,882	NA	264,882	\$20,845,154	NA	\$20,845,154	19%
	Noncaptive Auto	1,134,680	940,456	17%	194,224	NA	194,224	\$15,284,659	NA	\$15,284,659	10%
	Destination Captive Auto	824,082	753,424	9%	70,658	NA	70,658	\$5,560,495	NA	\$5,560,495	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	505,643	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,444,606	2,501,780	18%	448,469	57,174	505,643	\$35,292,724	\$4,499,407	\$39,792,132	27%
Nonbusiness	Local Air	9,113	1,997	78%	7,116	NA	7,116	\$425,160	NA	\$425,160	0%
	Connect Air	51,630	27,913	46%	23,717	NA	23,717	\$1,417,080	NA	\$1,417,080	0%
	Rail	90,524	0	98%	89,058	NA	89,058	\$5,321,252	NA	\$5,321,252	0%
	Bus	254,712	220,976	14%	35,202	NA	35,202	\$2,103,355	NA	\$2,103,355	2%
	Auto	6,166,304	5,692,247	8%	474,057	NA	474,057	\$28,325,238	NA	\$28,325,238	62%
	Noncaptive Auto	4,217,405	3,820,585	9%	396,820	NA	396,820	\$23,710,308	NA	\$23,710,308	42%
	Destination Captive Auto	1,754,742	1,677,505	4%	77,236	NA	77,236	\$4,614,930	NA	\$4,614,930	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	690,621	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,633,754	10%	629,148	61,472	690,621	\$37,592,086	\$3,673,021	\$41,265,107	73%
Total	Local Air	70,456	10,379	85%	60,077	NA	60,077	\$4,592,990	NA	\$4,592,990	0%
	Connect Air	179,013	85,046	52%	93,967	NA	93,967	\$6,945,514	NA	\$6,945,514	1%
	Rail	139,971	0	98%	137,776	NA	137,776	\$9,155,210	NA	\$9,155,210	0%
	Bus	419,143	374,478	11%	46,859	NA	46,859	\$3,020,703	NA	\$3,020,703	4%
	Auto	8,208,306	7,469,367	9%	738,938	NA	738,938	\$49,170,392	NA	\$49,170,392	82%
	Noncaptive Auto	5,352,086	4,761,042	11%	591,044	NA	591,044	\$38,994,967	NA	\$38,994,967	52%
	Destination Captive Auto	2,578,824	2,430,930	6%	147,894	NA	147,894	\$10,175,425	NA	\$10,175,425	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,196,264	NA	NA	NA	NA	NA	NA	NA	13%
	Total	9,016,888	9,135,534	12%	1,077,617	118,647	1,196,264	\$72,884,810	\$8,172,428	\$81,057,238	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	230,562	74%	641,802	NA	641,802	\$67,343,093	NA	\$67,343,093	5%
	Connect Air	335,175	169,190	50%	165,985	NA	165,985	\$17,416,526	NA	\$17,416,526	4%
	Rail	76,815	0	99%	76,294	NA	76,294	\$8,005,385	NA	\$8,005,385	0%
	Bus	18,533	1,371	95%	17,683	NA	17,683	\$1,855,405	NA	\$1,855,405	0%
	Auto	530,589	411,834	22%	118,755	NA	118,755	\$12,460,710	NA	\$12,460,710	9%
	Noncaptive Auto	231,840	155,671	33%	76,169	NA	76,169	\$7,992,322	NA	\$7,992,322	4%
	Destination Captive Auto	234,244	191,658	18%	42,585	NA	42,585	\$4,468,387	NA	\$4,468,387	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,162,506	NA	NA	NA	NA	NA	NA	NA	26%
	Total	1,833,476	1,975,463	56%	1,020,519	141,987	1,162,506	\$107,081,120	\$14,898,464	\$121,979,584	45%
Nonbusiness	Local Air	114,164	35,902	69%	78,262	NA	78,262	\$6,501,095	NA	\$6,501,095	1%
	Connect Air	278,334	149,095	46%	129,239	NA	129,239	\$10,735,656	NA	\$10,735,656	3%
	Rail	124,661	0	99%	123,524	NA	123,524	\$10,260,881	NA	\$10,260,881	0%
	Bus	103,970	27,918	74%	77,189	NA	77,189	\$6,411,980	NA	\$6,411,980	1%
	Auto	1,742,396	1,573,366	10%	169,030	NA	169,030	\$14,041,027	NA	\$14,041,027	36%
	Noncaptive Auto	897,762	778,355	13%	119,407	NA	119,407	\$9,918,871	NA	\$9,918,871	18%
	Destination Captive Auto	779,327	729,703	6%	49,624	NA	49,624	\$4,122,156	NA	\$4,122,156	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	669,970	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,363,525	2,456,250	24%	577,245	92,725	669,970	\$47,950,639	\$7,702,460	\$55,653,100	55%
Total	Local Air	986,529	266,464	73%	720,064	NA	720,064	\$73,844,189	NA	\$73,844,189	6%
	Connect Air	613,510	318,285	48%	295,225	NA	295,225	\$28,152,182	NA	\$28,152,182	7%
	Rail	201,476	0	99%	199,818	NA	199,818	\$18,266,265	NA	\$18,266,265	0%
	Bus	122,503	29,289	77%	94,872	NA	94,872	\$8,267,386	NA	\$8,267,386	1%
	Auto	2,272,985	1,985,200	13%	287,785	NA	287,785	\$26,501,737	NA	\$26,501,737	45%
	Noncaptive Auto	1,129,602	934,026	17%	195,576	NA	195,576	\$17,911,193	NA	\$17,911,193	21%
	Destination Captive Auto	1,013,571	921,362	9%	92,209	NA	92,209	\$8,590,544	NA	\$8,590,544	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,832,476	NA	NA	NA	NA	NA	NA	NA	41%
	Total	4,197,001	4,431,713	38%	1,597,764	234,712	1,832,476	\$155,031,759	\$22,600,924	\$177,632,683	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	4,870	79%	17,905	NA	17,905	\$991,538	NA	\$991,538	0%
	Connect Air	84,667	40,357	52%	44,309	NA	44,309	\$2,453,797	NA	\$2,453,797	1%
	Rail	69,704	0	97%	67,919	NA	67,919	\$3,761,250	NA	\$3,761,250	0%
	Bus	12,765	2,783	92%	11,767	NA	11,767	\$651,662	NA	\$651,662	0%
	Auto	1,423,393	1,243,564	13%	179,829	NA	179,829	\$9,958,725	NA	\$9,958,725	20%
	Noncaptive Auto	937,151	790,908	16%	146,243	NA	146,243	\$8,098,761	NA	\$8,098,761	13%
	Destination Captive Auto	433,582	399,995	8%	33,586	NA	33,586	\$1,859,964	NA	\$1,859,964	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	371,924	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,663,498	20%	321,730	50,195	371,924	\$17,816,972	\$2,779,711	\$20,596,683	27%
Nonbusiness	Local Air	10,829	1,405	87%	9,424	NA	9,424	\$357,100	NA	\$357,100	0%
	Connect Air	99,721	41,120	59%	58,601	NA	58,601	\$2,220,432	NA	\$2,220,432	1%
	Rail	141,631	0	98%	138,386	NA	138,386	\$5,243,551	NA	\$5,243,551	0%
	Bus	142,746	14,499	92%	131,492	NA	131,492	\$4,982,337	NA	\$4,982,337	0%
	Auto	4,077,350	3,723,884	9%	353,466	NA	353,466	\$13,393,070	NA	\$13,393,070	59%
	Noncaptive Auto	2,939,668	2,635,752	10%	303,916	NA	303,916	\$11,515,599	NA	\$11,515,599	42%
	Destination Captive Auto	1,018,936	969,387	5%	49,550	NA	49,550	\$1,877,470	NA	\$1,877,470	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	831,888	NA	NA	NA	NA	NA	NA	NA	13%
	Total	4,472,277	4,612,796	15%	691,370	140,518	831,888	\$26,196,490	\$5,324,340	\$31,520,829	73%
Total	Local Air	33,604	6,275	81%	27,329	NA	27,329	\$1,348,638	NA	\$1,348,638	0%
	Connect Air	184,387	81,477	56%	102,910	NA	102,910	\$4,674,229	NA	\$4,674,229	1%
	Rail	211,335	0	98%	206,305	NA	206,305	\$9,004,802	NA	\$9,004,802	0%
	Bus	155,512	17,282	92%	143,260	NA	143,260	\$5,633,999	NA	\$5,633,999	0%
	Auto	5,500,743	4,967,448	10%	533,295	NA	533,295	\$23,351,794	NA	\$23,351,794	79%
	Noncaptive Auto	3,876,819	3,426,660	12%	450,159	NA	450,159	\$19,614,360	NA	\$19,614,360	55%
	Destination Captive Auto	1,452,518	1,369,382	6%	83,136	NA	83,136	\$3,737,434	NA	\$3,737,434	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,203,812	NA	NA	NA	NA	NA	NA	NA	19%
	Total	6,085,581	6,276,294	17%	1,013,099	190,713	1,203,812	\$44,013,462	\$8,104,050	\$52,117,512	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	7,015	82%	32,859	NA	32,859	\$3,735,114	NA	\$3,735,114	2%
	Connect Air	2,640	1,111	58%	1,529	NA	1,529	\$173,805	NA	\$173,805	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$149,203	NA	\$149,203	0%
	Bus	4,792	4,281	11%	513	NA	513	\$58,291	NA	\$58,291	1%
	Auto	44,460	34,597	22%	9,863	NA	9,863	\$1,121,185	NA	\$1,121,185	8%
	Noncaptive Auto	26,567	19,312	27%	7,256	NA	7,256	\$824,750	NA	\$824,750	4%
	Destination Captive Auto	17,893	15,285	15%	2,608	NA	2,608	\$296,435	NA	\$296,435	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	52,438	NA	NA	NA	NA	NA	NA	NA	12%
	Total	93,080	99,442	50%	46,076	6,361	52,438	\$5,237,600	\$723,117	\$5,960,717	23%
Nonbusiness	Local Air	6,651	281	96%	6,370	NA	6,370	\$510,563	NA	\$510,563	0%
	Connect Air	386	114	70%	272	NA	272	\$21,794	NA	\$21,794	0%
	Rail	8,280	0	100%	8,269	NA	8,269	\$662,750	NA	\$662,750	0%
	Bus	14,948	10,949	27%	4,010	NA	4,010	\$321,448	NA	\$321,448	3%
	Auto	299,522	271,646	9%	27,877	NA	27,877	\$2,234,407	NA	\$2,234,407	62%
	Noncaptive Auto	185,795	163,841	12%	21,953	NA	21,953	\$1,759,621	NA	\$1,759,621	38%
	Destination Captive Auto	105,650	99,726	6%	5,923	NA	5,923	\$474,786	NA	\$474,786	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	53,474	NA	NA	NA	NA	NA	NA	NA	12%
	Total	329,787	336,464	14%	46,797	6,677	53,474	\$3,750,962	\$535,160	\$4,286,122	77%
Total	Local Air	46,525	7,297	84%	39,228	NA	39,228	\$4,245,677	NA	\$4,245,677	2%
	Connect Air	3,026	1,225	60%	1,801	NA	1,801	\$195,600	NA	\$195,600	0%
	Rail	9,594	0	100%	9,581	NA	9,581	\$811,954	NA	\$811,954	0%
	Bus	19,740	15,229	23%	4,523	NA	4,523	\$379,739	NA	\$379,739	3%
	Auto	343,983	306,243	11%	37,740	NA	37,740	\$3,355,592	NA	\$3,355,592	70%
	Noncaptive Auto	212,362	183,153	14%	29,209	NA	29,209	\$2,584,371	NA	\$2,584,371	42%
	Destination Captive Auto	123,543	115,011	7%	8,531	NA	8,531	\$771,221	NA	\$771,221	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	105,912	NA	NA	NA	NA	NA	NA	NA	24%
	Total	422,867	435,905	22%	92,874	13,038	105,912	\$8,988,561	\$1,258,277	\$10,246,838	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	35,630	78%	124,690	NA	124,690	\$10,176,007	NA	\$10,176,007	2%
	Connect Air	37,302	16,605	55%	20,697	NA	20,697	\$1,689,085	NA	\$1,689,085	1%
	Rail	30,385	0	98%	29,710	NA	29,710	\$2,424,668	NA	\$2,424,668	0%
	Bus	7,366	901	97%	7,140	NA	7,140	\$582,703	NA	\$582,703	0%
	Auto	305,589	262,902	14%	42,687	NA	42,687	\$3,483,728	NA	\$3,483,728	13%
	Noncaptive Auto	135,317	108,655	20%	26,663	NA	26,663	\$2,175,981	NA	\$2,175,981	5%
	Destination Captive Auto	159,825	143,800	10%	16,024	NA	16,024	\$1,307,747	NA	\$1,307,747	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	254,328	NA	NA	NA	NA	NA	NA	NA	12%
	Total	540,962	570,367	42%	224,924	29,405	254,328	\$18,356,192	\$2,399,729	\$20,755,921	28%
Nonbusiness	Local Air	33,475	13,218	61%	20,257	NA	20,257	\$1,269,410	NA	\$1,269,410	1%
	Connect Air	50,354	27,111	46%	23,243	NA	23,243	\$1,456,549	NA	\$1,456,549	1%
	Rail	78,888	0	97%	76,861	NA	76,861	\$4,816,500	NA	\$4,816,500	0%
	Bus	32,673	5,150	90%	29,550	NA	29,550	\$1,851,764	NA	\$1,851,764	0%
	Auto	1,248,467	1,164,238	7%	84,229	NA	84,229	\$5,278,240	NA	\$5,278,240	57%
	Noncaptive Auto	715,216	650,665	9%	64,551	NA	64,551	\$4,045,106	NA	\$4,045,106	32%
	Destination Captive Auto	467,128	447,450	4%	19,678	NA	19,678	\$1,233,134	NA	\$1,233,134	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	264,753	NA	NA	NA	NA	NA	NA	NA	13%
	Total	1,443,857	1,474,470	16%	234,140	30,614	264,753	\$14,672,464	\$1,918,414	\$16,590,878	72%
Total	Local Air	193,795	48,848	75%	144,946	NA	144,946	\$11,445,417	NA	\$11,445,417	2%
	Connect Air	87,656	43,716	50%	43,940	NA	43,940	\$3,145,634	NA	\$3,145,634	2%
	Rail	109,273	0	98%	106,571	NA	106,571	\$7,241,168	NA	\$7,241,168	0%
	Bus	40,039	6,052	92%	36,690	NA	36,690	\$2,434,468	NA	\$2,434,468	0%
	Auto	1,554,056	1,427,140	8%	126,916	NA	126,916	\$8,761,968	NA	\$8,761,968	70%
	Noncaptive Auto	850,534	759,320	11%	91,214	NA	91,214	\$6,221,087	NA	\$6,221,087	37%
	Destination Captive Auto	626,952	591,250	6%	35,702	NA	35,702	\$2,540,881	NA	\$2,540,881	29%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	519,082	NA	NA	NA	NA	NA	NA	NA	25%
	Total	1,984,819	2,044,837	23%	459,063	60,018	519,082	\$33,028,656	\$4,318,143	\$37,346,800	100%

2005 Link Volumes**Base Run - 200+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	838,056	838,056	1,676,112
Kitch.-Waterloo-London	1,741,248	1,741,248	3,482,495
Kitch.-Waterloo-Toronto	1,941,915	1,941,915	3,883,830
Kingston-Toronto	2,132,650	2,132,650	4,265,300
Kingston-Ottawa	1,986,781	1,986,781	3,973,561
Montreal-Ottawa	1,630,546	1,630,546	3,261,092
Montreal-Trois Rivières	1,589,341	1,589,341	3,178,682
Quebec-Trois Rivières	1,302,306	1,302,306	2,604,612

2005 Station Volumes**Base Run - 200+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	580,253	580,253	1,160,506
Kitchener	228,131	228,131	456,262
London	860,117	860,117	1,720,233
Montreal	2,255,474	2,255,474	4,510,948
Ottawa	1,932,386	1,932,386	3,864,773
Quebec	724,633	724,633	1,449,266
Toronto	2,975,575	2,975,575	5,951,150
Trois Rivières	175,583	175,583	351,166
Windsor	476,124	476,124	952,248
Total	10,208,275	10,208,275	20,416,551

Diverted HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	762	1,915	1,027	0	0	2,181	2,516	3,779	879	13,058
KINGSTON-LONDON	841	0	1,083	36	1,229	96	0	0	5,594	2,067	7,004	1,388	19,337
KINGSTON-MONTREAL	26	0	12,825	2,978	1,673	1,507	0	0	19,935	31,810	14,055	6,183	90,993
KINGSTON-OTTAWA	0	0	13,422	7,045	30,981	8,300	0	0	17,961	57,916	89,100	16,804	241,529
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,147	0	278	94	1,943
KINGSTON-TORONTO	8,789	21,179	68,587	7,214	61,548	17,247	5,014	12,487	120,691	77,683	143,078	31,711	575,227
KINGSTON-TROIS RIVIERES	0	0	0	0	1,220	0	0	0	0	0	0	0	1,220
KINGSTON-WINDSOR	0	0	1,309	0	686	250	0	0	3,459	914	801	388	7,808
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,085	10,139	0	0	31,238
KITCH.-WATERLOO-MONTREAL	0	0	1,520	110	4,462	2,551	0	0	4,472	1,425	6,121	1,663	22,322
KITCH.-WATERLOO-OTTAWA	0	0	719	421	1,240	2,853	0	0	3,097	3,345	11,037	3,907	26,618
KITCH.-WATERLOO-QUEBEC	0	0	0	0	3,784	0	0	0	487	0	324	60	4,655
KITCH.-WATERLOO-TORONTO	0	0	4,199	18,598	0	0	0	0	29,429	153,401	0	0	205,627
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	172	0	0	0	0	0	0	172
KITCH.-WATERLOO-WINDSOR	0	0	0	375	12,264	2,897	0	0	2,811	947	16,835	4,416	40,545
LONDON-MONTREAL	11,461	0	388	217	193	1,671	2,593	0	12,063	1,731	9,150	991	40,458
LONDON-OTTAWA	26,915	774	1,492	178	4,586	1,824	6,126	131	8,765	4,738	7,824	2,301	65,654
LONDON-QUEBEC	2,293	0	0	0	123	0	138	0	584	0	33	200	3,371
LONDON-TORONTO	17,905	44,309	67,919	11,767	146,243	33,586	9,424	58,601	138,386	131,492	303,916	49,550	1,013,099
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,600	620	62,879	14,185	0	0	27,251	20,833	108,086	27,512	269,965
MONTREAL-OTTAWA	42,072	95,513	104,499	26,654	88,403	29,175	8,666	76,533	108,837	231,184	295,130	81,590	1,188,258
MONTREAL-QUEBEC	52,961	70,250	48,719	11,657	194,224	70,658	7,116	23,717	89,058	35,202	396,820	77,236	1,077,617
MONTREAL-TORONTO	394,784	73,187	101,525	6,698	46,032	27,574	80,299	96,083	283,168	53,915	58,195	29,057	1,250,517
MONTREAL-TROIS RIVIERES	0	0	0	15,153	37,847	3,836	0	0	0	52,658	148,146	15,133	272,775
MONTREAL-WINDSOR	13,917	0	1,912	56	664	54	6,654	0	7,171	199	2,309	219	33,156
OTTAWA-QUEBEC	32,859	1,529	1,313	513	7,256	2,608	6,370	272	8,269	4,010	21,953	5,923	92,874
OTTAWA-TORONTO	641,802	165,985	76,294	17,683	76,169	42,585	78,262	129,239	123,524	77,189	119,407	49,624	1,597,764
OTTAWA-TROIS RIVIERES	0	0	0	1,999	944	0	0	0	0	9,225	1,077	56	13,300
OTTAWA-WINDSOR	6,046	0	819	51	1,243	0	3,532	0	6,745	2,237	2,957	2,650	26,281
QUEBEC-TORONTO	36,180	13,392	7,677	446	3,906	3,619	8,667	8,808	18,615	4,400	4,835	4,652	115,198
QUEBEC-TROIS RIVIERES	0	0	0	734	771	395	0	0	0	2,237	854	420	5,411
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,137	0	101	0	1,238
TORONTO-TROIS RIVIERES	0	0	0	91	0	187	0	0	0	3,849	754	98	4,980
TORONTO-WINDSOR	124,690	20,697	29,710	7,140	26,663	16,024	20,257	23,243	76,861	29,550	64,551	19,678	459,063
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,413,539	506,817	556,192	139,972	819,150	284,881	243,117	429,114	1,140,781	1,006,811	1,838,509	434,384	8,813,268

Total HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	3,968	12,520	16,488
KINGSTON-LONDON	4,193	18,433	22,625
KINGSTON-MONTREAL	22,319	87,428	109,747
KINGSTON-OTTAWA	75,379	245,510	320,888
KINGSTON-QUEBEC	577	1,862	2,439
KINGSTON-TORONTO	230,467	447,007	677,474
KINGSTON-TROIS RIVIERES	1,309	0	1,309
KINGSTON-WINDSOR	2,663	6,872	9,535
KITCH.-WATERLOO-LONDON	3,738	60,091	63,829
KITCH.-WATERLOO-MONTREAL	10,171	17,778	27,949
KITCH.-WATERLOO-OTTAWA	6,057	25,156	31,213
KITCH.-WATERLOO-QUEBEC	4,354	956	5,310
KITCH.-WATERLOO-TORONTO	27,909	237,677	265,586
KITCH.-WATERLOO-TROIS RIVIERES	193	0	193
KITCH.-WATERLOO-WINDSOR	16,878	28,816	45,693
LONDON-MONTREAL	14,676	29,517	44,193
LONDON-OTTAWA	38,865	33,518	72,384
LONDON-QUEBEC	2,970	1,125	4,096
LONDON-TORONTO	371,924	831,888	1,203,812
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	97,094	212,200	309,294
MONTREAL-OTTAWA	490,260	965,706	1,455,966
MONTREAL-QUEBEC	505,643	690,621	1,196,264
MONTREAL-TORONTO	676,573	644,006	1,320,579
MONTREAL-TROIS RIVIERES	65,102	255,624	320,725
MONTREAL-WINDSOR	17,201	18,322	35,524
OTTAWA-QUEBEC	52,438	53,474	105,912
OTTAWA-TORONTO	1,162,506	669,970	1,832,476
OTTAWA-TROIS RIVIERES	3,229	11,045	14,274
OTTAWA-WINDSOR	9,347	22,313	31,660
QUEBEC-TORONTO	69,256	56,375	125,631
QUEBEC-TROIS RIVIERES	2,566	5,588	8,154
QUEBEC-WINDSOR	0	1,460	1,460
TORONTO-TROIS RIVIERES	301	6,209	6,510
TORONTO-WINDSOR	254,328	264,753	519,082
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,244,455	5,963,821	10,208,275

HSR Input Data for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$56.84	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$56.84	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.88	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$72.87	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$80.88	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$155.93	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$22.59	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$22.59	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$76.87	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$97.64	\$8.40	\$16.80
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$103.47	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$64.12	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$45.18	\$8.15	\$18.30
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	14.00	0.64	\$64.12	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$67.04	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	14.00	0.64	\$68.49	\$7.56	\$15.11
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$122.42	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$29.15	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	14.00	0.64	\$145.73	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$135.53	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	14.00	0.64	\$102.01	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$30.60	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	14.00	0.64	\$26.23	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$62.67	\$11.95	\$23.90
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	14.00	0.64	\$154.48	\$7.15	\$15.70
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$144.28	\$7.15	\$17.30
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	14.00	0.64	\$77.24	\$3.40	\$6.79
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$55.38	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	14.00	0.64	\$150.11	\$5.23	\$10.46
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$43.72	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$62.67	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$78.70	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$123.87	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$40.08	\$9.00	\$17.50
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	12.00	0.75	\$169.05	\$15.25	\$23.80
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$113.67	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$104.93	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$91.81	\$9.00	\$19.10
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$150.11	\$15.25	\$25.40
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$158.85	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$40.99	\$7.55	\$15.10
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	12.00	0.75	\$34.98	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$135.53	\$9.00	\$17.60
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$81.61	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	12.00	0.75	\$116.59	\$6.03	\$12.07

HSR Input Data for 2005 / 200+ kph / Comp

HSR in Full corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$47.73	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$47.73	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.69	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$94.73	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$91.81	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$123.87	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.96	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$38.98	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$68.49	\$3.80	\$7.60
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$72.87	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$49.55	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$33.52	\$4.65	\$8.50
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	14.00	0.64	\$77.24	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$59.75	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	14.00	0.64	\$64.36	\$3.78	\$7.56
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$85.98	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$20.40	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	14.00	0.64	\$102.01	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$94.73	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	14.00	0.64	\$157.39	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$21.86	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	14.00	0.64	\$144.28	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$43.72	\$5.90	\$11.80
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	14.00	0.64	\$107.84	\$3.05	\$6.30
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$100.56	\$3.05	\$6.90
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	14.00	0.64	\$102.01	\$1.70	\$3.40
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$37.89	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	14.00	0.64	\$129.70	\$2.62	\$5.23
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$30.60	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$37.89	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$59.75	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$93.27	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$28.24	\$3.50	\$6.70
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	12.00	0.75	\$118.04	\$8.90	\$12.10
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$80.15	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$83.07	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$83.07	\$3.65	\$7.30
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$104.93	\$6.35	\$12.70
QUEBEC-TORONTO	5.37	0.39	0.93	0.30	1.28	14.00	0.64	\$110.76	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$29.15	\$3.35	\$6.70
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	12.00	0.75	\$106.39	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$74.32	\$3.35	\$6.70
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$62.67	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	12.00	0.75	\$106.39	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,385,864	55%	1,689,174	NA	1,689,174	\$194,696,410	NA	\$194,696,410	2%
	Connect Air	1,090,355	694,741	36%	395,615	NA	395,615	\$41,706,673	NA	\$41,706,673	1%
	Rail	596,839	0	94%	559,280	NA	559,280	\$48,668,792	NA	\$48,668,792	0%
	Bus	378,703	285,780	34%	130,482	NA	130,482	\$9,049,997	NA	\$9,049,997	0%
	Auto	11,487,187	10,298,093	10%	1,189,095	NA	1,189,095	\$94,133,141	NA	\$94,133,141	16%
	Noncaptive Auto	7,221,317	6,344,118	12%	877,200	NA	877,200	\$67,138,742	NA	\$67,138,742	10%
	Destination Captive Auto	3,499,370	3,187,475	9%	311,895	NA	311,895	\$26,994,399	NA	\$26,994,399	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,546,103	NA	NA	NA	NA	NA	NA	NA	7%
	Total	16,628,122	17,210,581	24%	3,963,645	582,458	4,546,103	\$388,255,014	\$52,432,607	\$440,687,620	28%
Nonbusiness	Local Air	548,809	272,525	50%	276,284	NA	276,284	\$24,190,338	NA	\$24,190,338	0%
	Connect Air	984,305	624,891	37%	359,413	NA	359,413	\$28,509,856	NA	\$28,509,856	1%
	Rail	1,257,753	0	91%	1,146,375	NA	1,146,375	\$78,941,609	NA	\$78,941,609	0%
	Bus	1,523,136	655,930	64%	978,584	NA	978,584	\$47,107,882	NA	\$47,107,882	1%
	Auto	40,088,331	37,675,965	6%	2,412,366	NA	2,412,366	\$132,440,685	NA	\$132,440,685	60%
	Noncaptive Auto	27,596,052	25,649,207	7%	1,946,845	NA	1,946,845	\$104,764,242	NA	\$104,764,242	41%
	Destination Captive Auto	10,577,203	10,111,683	4%	465,520	NA	465,520	\$27,676,443	NA	\$27,676,443	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	6,040,022	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,269,334	12%	5,173,022	867,000	6,040,022	\$311,190,370	\$46,451,447	\$357,641,816	72%
Total	Local Air	3,623,847	1,658,389	54%	1,965,458	NA	1,965,458	\$218,886,748	NA	\$218,886,748	3%
	Connect Air	2,074,660	1,319,632	36%	755,028	NA	755,028	\$70,216,529	NA	\$70,216,529	2%
	Rail	1,854,592	0	92%	1,705,655	NA	1,705,655	\$127,610,401	NA	\$127,610,401	0%
	Bus	1,901,839	941,710	58%	1,109,065	NA	1,109,065	\$56,157,879	NA	\$56,157,879	2%
	Auto	51,575,518	47,974,058	7%	3,601,460	NA	3,601,460	\$226,573,826	NA	\$226,573,826	77%
	Noncaptive Auto	34,817,370	31,993,325	8%	2,824,045	NA	2,824,045	\$171,902,984	NA	\$171,902,984	51%
	Destination Captive Auto	14,076,573	13,299,158	6%	777,415	NA	777,415	\$54,670,842	NA	\$54,670,842	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	10,586,125	NA	NA	NA	NA	NA	NA	NA	17%
	Total	61,030,456	62,479,914	15%	9,136,667	1,449,458	10,586,125	\$699,445,383	\$98,884,053	\$798,329,437	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	945,043	36%	533,548	NA	533,548	\$68,777,986	NA	\$68,777,986	20%
	Connect Air	309,365	223,435	28%	85,930	NA	85,930	\$11,076,990	NA	\$11,076,990	5%
	Rail	123,770	0	84%	103,798	NA	103,798	\$13,380,342	NA	\$13,380,342	0%
	Bus	12,730	25,676	55%	7,025	NA	7,025	\$905,611	NA	\$905,611	1%
	Auto	352,946	271,018	23%	81,928	NA	81,928	\$10,561,061	NA	\$10,561,061	6%
	Noncaptive Auto	161,610	110,749	31%	50,861	NA	50,861	\$6,556,345	NA	\$6,556,345	2%
	Destination Captive Auto	180,035	148,968	17%	31,067	NA	31,067	\$4,004,716	NA	\$4,004,716	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	853,163	NA	NA	NA	NA	NA	NA	NA	18%
	Total	2,277,401	2,318,335	36%	812,229	40,934	853,163	\$104,701,989	\$5,276,673	\$109,978,662	50%
Nonbusiness	Local Air	273,347	176,637	35%	96,710	NA	96,710	\$9,386,600	NA	\$9,386,600	4%
	Connect Air	345,980	241,071	30%	104,909	NA	104,909	\$10,182,394	NA	\$10,182,394	5%
	Rail	345,891	0	83%	287,349	NA	287,349	\$27,889,858	NA	\$27,889,858	0%
	Bus	105,446	111,647	50%	52,342	NA	52,342	\$5,080,321	NA	\$5,080,321	2%
	Auto	1,224,716	1,127,547	8%	97,169	NA	97,169	\$9,431,201	NA	\$9,431,201	24%
	Noncaptive Auto	571,514	506,849	11%	64,665	NA	64,665	\$6,276,346	NA	\$6,276,346	11%
	Destination Captive Auto	607,226	574,721	5%	32,504	NA	32,504	\$3,154,855	NA	\$3,154,855	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	688,378	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,295,381	2,345,280	28%	638,479	49,899	688,378	\$61,970,374	\$4,843,144	\$66,813,517	50%
Total	Local Air	1,751,937	1,121,680	36%	630,258	NA	630,258	\$78,164,585	NA	\$78,164,585	24%
	Connect Air	655,345	464,506	29%	190,839	NA	190,839	\$21,259,383	NA	\$21,259,383	10%
	Rail	469,662	0	83%	391,147	NA	391,147	\$41,270,200	NA	\$41,270,200	0%
	Bus	118,176	137,323	50%	59,368	NA	59,368	\$5,985,932	NA	\$5,985,932	3%
	Auto	1,577,662	1,398,564	11%	179,097	NA	179,097	\$19,992,261	NA	\$19,992,261	30%
	Noncaptive Auto	733,124	617,598	16%	115,526	NA	115,526	\$12,832,691	NA	\$12,832,691	13%
	Destination Captive Auto	787,260	723,689	8%	63,571	NA	63,571	\$7,159,571	NA	\$7,159,571	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,541,542	NA	NA	NA	NA	NA	NA	NA	33%
	Total	4,572,781	4,663,614	32%	1,450,709	90,833	1,541,542	\$166,672,363	\$10,119,816	\$176,792,179	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	6,738	89%	54,605	NA	54,605	\$4,471,787	NA	\$4,471,787	0%
	Connect Air	127,383	122,548	4%	4,835	NA	4,835	\$395,936	NA	\$395,936	1%
	Rail	49,447	0	99%	48,717	NA	48,717	\$3,989,636	NA	\$3,989,636	0%
	Bus	164,431	154,837	6%	10,324	NA	10,324	\$845,451	NA	\$845,451	2%
	Auto	2,042,002	1,755,056	14%	286,945	NA	286,945	\$23,499,050	NA	\$23,499,050	19%
	Noncaptive Auto	1,134,680	924,749	19%	209,931	NA	209,931	\$17,192,073	NA	\$17,192,073	10%
	Destination Captive Auto	824,082	747,068	9%	77,014	NA	77,014	\$6,306,977	NA	\$6,306,977	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	454,565	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,493,744	17%	405,426	49,139	454,565	\$33,201,859	\$4,024,168	\$37,226,028	27%
Nonbusiness	Local Air	9,113	1,772	81%	7,341	NA	7,341	\$456,447	NA	\$456,447	0%
	Connect Air	51,630	50,027	3%	1,602	NA	1,602	\$99,631	NA	\$99,631	1%
	Rail	90,524	0	98%	89,015	NA	89,015	\$5,534,819	NA	\$5,534,819	0%
	Bus	254,712	225,958	12%	30,263	NA	30,263	\$1,881,683	NA	\$1,881,683	2%
	Auto	6,166,304	5,657,202	8%	509,103	NA	509,103	\$31,655,295	NA	\$31,655,295	62%
	Noncaptive Auto	4,217,405	3,791,531	10%	425,874	NA	425,874	\$26,480,279	NA	\$26,480,279	42%
	Destination Captive Auto	1,754,742	1,671,513	5%	83,228	NA	83,228	\$5,175,016	NA	\$5,175,016	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	696,742	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,631,701	10%	637,323	59,419	696,742	\$39,627,876	\$3,694,597	\$43,322,473	73%
Total	Local Air	70,456	8,510	88%	61,946	NA	61,946	\$4,928,234	NA	\$4,928,234	0%
	Connect Air	179,013	172,576	4%	6,437	NA	6,437	\$495,567	NA	\$495,567	2%
	Rail	139,971	0	98%	137,732	NA	137,732	\$9,524,455	NA	\$9,524,455	0%
	Bus	419,143	380,795	10%	40,586	NA	40,586	\$2,727,134	NA	\$2,727,134	4%
	Auto	8,208,306	7,412,258	10%	796,048	NA	796,048	\$55,154,346	NA	\$55,154,346	81%
	Noncaptive Auto	5,352,086	4,716,280	12%	635,806	NA	635,806	\$43,672,352	NA	\$43,672,352	52%
	Destination Captive Auto	2,578,824	2,418,582	6%	160,242	NA	160,242	\$11,481,994	NA	\$11,481,994	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,151,307	NA	NA	NA	NA	NA	NA	NA	13%
	Total	9,016,888	9,125,446	12%	1,042,749	108,558	1,151,307	\$72,829,735	\$7,718,765	\$80,548,501	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	154,730	82%	717,634	NA	717,634	\$78,359,713	NA	\$78,359,713	3%
	Connect Air	335,175	148,044	56%	187,131	NA	187,131	\$20,433,177	NA	\$20,433,177	3%
	Rail	76,815	0	99%	76,402	NA	76,402	\$8,342,446	NA	\$8,342,446	0%
	Bus	18,533	1,074	96%	17,872	NA	17,872	\$1,951,430	NA	\$1,951,430	0%
	Auto	530,589	396,491	25%	134,098	NA	134,098	\$14,642,392	NA	\$14,642,392	9%
	Noncaptive Auto	231,840	146,642	37%	85,198	NA	85,198	\$9,302,939	NA	\$9,302,939	3%
	Destination Captive Auto	234,244	185,344	21%	48,900	NA	48,900	\$5,339,453	NA	\$5,339,453	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,334,343	NA	NA	NA	NA	NA	NA	NA	30%
	Total	1,833,476	2,034,682	62%	1,133,137	201,206	1,334,343	\$123,729,159	\$21,970,058	\$145,699,218	45%
Nonbusiness	Local Air	114,164	28,499	75%	85,665	NA	85,665	\$7,405,185	NA	\$7,405,185	1%
	Connect Air	278,334	139,070	50%	139,264	NA	139,264	\$12,038,439	NA	\$12,038,439	3%
	Rail	124,661	0	99%	123,699	NA	123,699	\$10,692,943	NA	\$10,692,943	0%
	Bus	103,970	27,337	75%	77,595	NA	77,595	\$6,707,563	NA	\$6,707,563	1%
	Auto	1,742,396	1,550,901	11%	191,495	NA	191,495	\$16,553,524	NA	\$16,553,524	34%
	Noncaptive Auto	897,762	762,900	15%	134,862	NA	134,862	\$11,657,955	NA	\$11,657,955	17%
	Destination Captive Auto	779,327	722,694	7%	56,633	NA	56,633	\$4,895,569	NA	\$4,895,569	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	727,221	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,363,525	2,473,029	26%	617,718	109,503	727,221	\$53,397,654	\$9,465,857	\$62,863,511	55%
Total	Local Air	986,529	183,229	81%	803,299	NA	803,299	\$85,764,898	NA	\$85,764,898	4%
	Connect Air	613,510	287,115	53%	326,395	NA	326,395	\$32,471,616	NA	\$32,471,616	6%
	Rail	201,476	0	99%	200,101	NA	200,101	\$19,035,390	NA	\$19,035,390	0%
	Bus	122,503	28,412	78%	95,466	NA	95,466	\$8,658,994	NA	\$8,658,994	1%
	Auto	2,272,985	1,947,391	14%	325,593	NA	325,593	\$31,195,916	NA	\$31,195,916	43%
	Noncaptive Auto	1,129,602	909,542	19%	220,060	NA	220,060	\$20,960,894	NA	\$20,960,894	20%
	Destination Captive Auto	1,013,571	908,038	10%	105,533	NA	105,533	\$10,235,022	NA	\$10,235,022	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,061,564	NA	NA	NA	NA	NA	NA	NA	46%
	Total	4,197,001	4,507,711	42%	1,750,854	310,710	2,061,564	\$177,126,814	\$31,435,915	\$208,562,729	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	3,986	82%	18,789	NA	18,789	\$1,082,803	NA	\$1,082,803	0%
	Connect Air	84,667	37,467	56%	47,199	NA	47,199	\$2,720,042	NA	\$2,720,042	1%
	Rail	69,704	0	98%	68,152	NA	68,152	\$3,927,550	NA	\$3,927,550	0%
	Bus	12,765	2,366	94%	11,951	NA	11,951	\$688,713	NA	\$688,713	0%
	Auto	1,423,393	1,231,990	13%	191,403	NA	191,403	\$11,030,378	NA	\$11,030,378	20%
	Noncaptive Auto	937,151	781,668	17%	155,484	NA	155,484	\$8,960,360	NA	\$8,960,360	12%
	Destination Captive Auto	433,582	397,662	8%	35,920	NA	35,920	\$2,070,018	NA	\$2,070,018	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	394,248	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,670,057	21%	337,495	56,753	394,248	\$19,449,486	\$3,270,603	\$22,720,089	27%
Nonbusiness	Local Air	10,829	1,217	89%	9,613	NA	9,613	\$379,035	NA	\$379,035	0%
	Connect Air	99,721	38,963	61%	60,758	NA	60,758	\$2,395,690	NA	\$2,395,690	1%
	Rail	141,631	0	98%	138,781	NA	138,781	\$5,472,184	NA	\$5,472,184	0%
	Bus	142,746	13,109	93%	132,487	NA	132,487	\$5,224,027	NA	\$5,224,027	0%
	Auto	4,077,350	3,703,210	9%	374,140	NA	374,140	\$14,752,461	NA	\$14,752,461	59%
	Noncaptive Auto	2,939,668	2,618,136	11%	321,532	NA	321,532	\$12,678,114	NA	\$12,678,114	42%
	Destination Captive Auto	1,018,936	966,329	5%	52,608	NA	52,608	\$2,074,346	NA	\$2,074,346	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	868,955	NA	NA	NA	NA	NA	NA	NA	14%
	Total	4,472,277	4,625,454	16%	715,779	153,177	868,955	\$28,223,397	\$6,039,804	\$34,263,201	73%
Total	Local Air	33,604	5,202	85%	28,402	NA	28,402	\$1,461,839	NA	\$1,461,839	0%
	Connect Air	184,387	76,431	59%	107,957	NA	107,957	\$5,115,732	NA	\$5,115,732	1%
	Rail	211,335	0	98%	206,933	NA	206,933	\$9,399,734	NA	\$9,399,734	0%
	Bus	155,512	15,474	93%	144,438	NA	144,438	\$5,912,741	NA	\$5,912,741	0%
	Auto	5,500,743	4,935,200	10%	565,543	NA	565,543	\$25,782,838	NA	\$25,782,838	78%
	Noncaptive Auto	3,876,819	3,399,804	12%	477,015	NA	477,015	\$21,638,474	NA	\$21,638,474	54%
	Destination Captive Auto	1,452,518	1,363,991	6%	88,528	NA	88,528	\$4,144,364	NA	\$4,144,364	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,263,203	NA	NA	NA	NA	NA	NA	NA	20%
	Total	6,085,581	6,295,510	17%	1,053,273	209,929	1,263,203	\$47,672,883	\$9,310,407	\$56,983,290	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	4,614	88%	35,260	NA	35,260	\$4,170,913	NA	\$4,170,913	1%
	Connect Air	2,640	1,005	62%	1,635	NA	1,635	\$193,375	NA	\$193,375	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$155,264	NA	\$155,264	0%
	Bus	4,792	4,423	8%	370	NA	370	\$43,769	NA	\$43,769	1%
	Auto	44,460	32,887	26%	11,573	NA	11,573	\$1,369,032	NA	\$1,369,032	7%
	Noncaptive Auto	26,567	18,120	32%	8,447	NA	8,447	\$999,239	NA	\$999,239	4%
	Destination Captive Auto	17,893	14,767	17%	3,126	NA	3,126	\$369,793	NA	\$369,793	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	58,818	NA	NA	NA	NA	NA	NA	NA	13%
	Total	93,080	101,747	54%	50,150	8,667	58,818	\$5,932,353	\$1,025,241	\$6,957,594	23%
Nonbusiness	Local Air	6,651	210	97%	6,441	NA	6,441	\$537,227	NA	\$537,227	0%
	Connect Air	386	110	71%	276	NA	276	\$22,997	NA	\$22,997	0%
	Rail	8,280	0	100%	8,268	NA	8,268	\$689,650	NA	\$689,650	0%
	Bus	14,948	11,967	20%	2,993	NA	2,993	\$249,606	NA	\$249,606	3%
	Auto	299,522	266,683	11%	32,839	NA	32,839	\$2,739,086	NA	\$2,739,086	61%
	Noncaptive Auto	185,795	160,002	14%	25,793	NA	25,793	\$2,151,363	NA	\$2,151,363	36%
	Destination Captive Auto	105,650	98,603	7%	7,046	NA	7,046	\$587,724	NA	\$587,724	22%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	58,295	NA	NA	NA	NA	NA	NA	NA	13%
	Total	329,787	337,266	15%	50,816	7,479	58,295	\$4,238,567	\$623,804	\$4,862,371	77%
Total	Local Air	46,525	4,825	90%	41,701	NA	41,701	\$4,708,140	NA	\$4,708,140	1%
	Connect Air	3,026	1,115	63%	1,910	NA	1,910	\$216,372	NA	\$216,372	0%
	Rail	9,594	0	100%	9,581	NA	9,581	\$844,914	NA	\$844,914	0%
	Bus	19,740	16,390	17%	3,363	NA	3,363	\$293,374	NA	\$293,374	4%
	Auto	343,983	299,570	13%	44,412	NA	44,412	\$4,108,119	NA	\$4,108,119	68%
	Noncaptive Auto	212,362	178,122	16%	34,240	NA	34,240	\$3,150,602	NA	\$3,150,602	41%
	Destination Captive Auto	123,543	113,370	8%	10,172	NA	10,172	\$957,517	NA	\$957,517	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	117,112	NA	NA	NA	NA	NA	NA	NA	27%
	Total	422,867	439,013	24%	100,966	16,146	117,112	\$10,170,920	\$1,649,045	\$11,819,965	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	23,826	85%	136,493	NA	136,493	\$11,591,944	NA	\$11,591,944	1%
	Connect Air	37,302	14,384	61%	22,918	NA	22,918	\$1,946,363	NA	\$1,946,363	1%
	Rail	30,385	0	98%	29,865	NA	29,865	\$2,536,362	NA	\$2,536,362	0%
	Bus	7,366	685	98%	7,201	NA	7,201	\$611,577	NA	\$611,577	0%
	Auto	305,589	256,502	16%	49,087	NA	49,087	\$4,168,767	NA	\$4,168,767	12%
	Noncaptive Auto	135,317	104,857	23%	30,460	NA	30,460	\$2,586,905	NA	\$2,586,905	5%
	Destination Captive Auto	159,825	141,198	12%	18,626	NA	18,626	\$1,581,863	NA	\$1,581,863	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	285,329	NA	NA	NA	NA	NA	NA	NA	14%
	Total	540,962	580,727	45%	245,564	39,765	285,329	\$20,855,014	\$3,377,124	\$24,232,138	28%
Nonbusiness	Local Air	33,475	10,798	68%	22,677	NA	22,677	\$1,478,802	NA	\$1,478,802	1%
	Connect Air	50,354	25,337	50%	25,016	NA	25,016	\$1,631,366	NA	\$1,631,366	1%
	Rail	78,888	0	98%	77,247	NA	77,247	\$5,037,399	NA	\$5,037,399	0%
	Bus	32,673	4,531	91%	29,783	NA	29,783	\$1,942,194	NA	\$1,942,194	0%
	Auto	1,248,467	1,152,569	8%	95,898	NA	95,898	\$6,253,672	NA	\$6,253,672	56%
	Noncaptive Auto	715,216	641,847	10%	73,369	NA	73,369	\$4,784,515	NA	\$4,784,515	31%
	Destination Captive Auto	467,128	444,599	5%	22,529	NA	22,529	\$1,469,157	NA	\$1,469,157	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	285,890	NA	NA	NA	NA	NA	NA	NA	14%
	Total	1,443,857	1,479,126	17%	250,621	35,269	285,890	\$16,343,433	\$2,299,949	\$18,643,382	72%
Total	Local Air	193,795	34,625	82%	159,170	NA	159,170	\$13,070,747	NA	\$13,070,747	2%
	Connect Air	87,656	39,721	55%	47,935	NA	47,935	\$3,577,729	NA	\$3,577,729	2%
	Rail	109,273	0	98%	107,112	NA	107,112	\$7,573,761	NA	\$7,573,761	0%
	Bus	40,039	5,216	92%	36,984	NA	36,984	\$2,553,771	NA	\$2,553,771	0%
	Auto	1,554,056	1,409,071	9%	144,985	NA	144,985	\$10,422,440	NA	\$10,422,440	68%
	Noncaptive Auto	850,534	746,704	12%	103,829	NA	103,829	\$7,371,419	NA	\$7,371,419	36%
	Destination Captive Auto	626,952	585,797	7%	41,155	NA	41,155	\$3,051,020	NA	\$3,051,020	28%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	571,219	NA	NA	NA	NA	NA	NA	NA	28%
	Total	1,984,819	2,059,853	25%	496,185	75,034	571,219	\$37,198,447	\$5,677,073	\$42,875,521	100%

2005 Link Volumes**Base Run - 300+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	913,475	913,475	1,826,950
Kitch.-Waterloo-London	1,858,920	1,858,920	3,717,841
Kitch.-Waterloo-Toronto	2,069,978	2,069,978	4,139,955
Kingston-Toronto	2,419,250	2,419,250	4,838,499
Kingston-Ottawa	2,259,103	2,259,103	4,518,206
Montreal-Ottawa	1,619,426	1,619,426	3,238,851
Montreal-Trois Rivières	1,606,786	1,606,786	3,213,572
Quebec-Trois Rivières	1,313,820	1,313,820	2,627,640

2005 Station Volumes**Base Run - 300+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	597,317	597,317	1,194,635
Kitchener	242,113	242,113	484,227
London	913,697	913,697	1,827,394
Montreal	2,198,058	2,198,058	4,396,117
Ottawa	1,901,928	1,901,928	3,803,856
Quebec	730,211	730,211	1,460,423
Toronto	3,298,572	3,298,572	6,597,144
Trois Rivières	178,891	178,891	357,783
Windsor	525,336	525,336	1,050,672
Total	10,586,125	10,586,125	21,172,250

Diverted HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	768	2,117	1,149	0	0	2,181	2,531	4,161	973	13,880
KINGSTON-LONDON	841	0	1,086	36	1,396	111	0	0	5,605	2,068	7,980	1,596	20,719
KINGSTON-MONTREAL	26	0	12,812	2,978	1,726	1,560	0	0	19,888	31,766	14,444	6,366	91,567
KINGSTON-OTTAWA	0	0	13,411	7,045	32,026	8,623	0	0	17,946	57,896	91,879	17,377	246,203
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,147	0	352	121	2,045
KINGSTON-TORONTO	8,791	21,232	69,197	7,251	66,541	18,845	5,022	12,541	121,330	77,115	153,448	34,157	595,468
KINGSTON-TROIS RIVIERES	0	0	0	0	1,484	0	0	0	0	0	0	0	1,484
KINGSTON-WINDSOR	0	0	1,310	0	820	312	0	0	3,461	915	988	486	8,292
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,086	10,140	0	0	31,239
KITCH.-WATERLOO-MONTREAL	0	0	1,520	111	5,035	2,946	0	0	4,472	1,433	6,982	1,912	24,411
KITCH.-WATERLOO-OTTAWA	0	0	719	463	1,431	3,374	0	0	3,097	3,420	12,822	4,584	29,910
KITCH.-WATERLOO-QUEBEC	0	0	0	0	4,427	0	0	0	487	0	449	84	5,448
KITCH.-WATERLOO-TORONTO	0	0	4,199	19,983	0	0	0	0	29,429	159,968	0	0	213,579
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	208	0	0	0	0	0	0	208
KITCH.-WATERLOO-WINDSOR	0	0	0	375	13,828	3,314	0	0	2,811	947	18,875	4,990	45,140
LONDON-MONTREAL	15,270	0	390	217	222	1,995	3,279	0	12,107	1,732	10,864	1,192	47,268
LONDON-OTTAWA	32,942	942	1,496	180	5,416	2,239	7,412	150	8,786	4,777	9,473	2,826	76,640
LONDON-QUEBEC	2,345	0	0	0	137	0	142	0	585	0	47	297	3,553
LONDON-TORONTO	18,789	47,199	68,152	11,951	155,484	35,920	9,613	60,758	138,781	132,487	321,532	52,608	1,053,273
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,611	623	68,140	15,498	0	0	27,282	20,935	116,390	29,768	287,247
MONTREAL-OTTAWA	41,768	6,142	104,202	16,552	83,846	27,530	8,583	4,922	108,617	204,647	281,969	77,711	966,490
MONTREAL-QUEBEC	54,605	4,835	48,717	10,324	209,931	77,014	7,341	1,602	89,015	30,263	425,874	83,228	1,042,749
MONTREAL-TORONTO	533,548	85,930	103,798	7,025	50,861	31,067	96,710	104,909	287,349	52,342	64,665	32,504	1,450,709
MONTREAL-TROIS RIVIERES	0	0	0	15,066	39,296	3,996	0	0	0	52,299	153,177	15,679	279,513
MONTREAL-WINDSOR	24,784	0	1,915	56	777	67	8,301	0	7,182	199	2,907	281	46,470
OTTAWA-QUEBEC	35,260	1,635	1,313	370	8,447	3,126	6,441	276	8,268	2,993	25,793	7,046	100,966
OTTAWA-TORONTO	717,634	187,131	76,402	17,872	85,198	48,900	85,665	139,264	123,699	77,595	134,862	56,633	1,750,854
OTTAWA-TROIS RIVIERES	0	0	0	1,931	1,069	0	0	0	0	7,673	1,207	63	11,943
OTTAWA-WINDSOR	6,612	0	819	51	1,474	0	3,660	0	6,745	2,239	3,782	3,468	28,851
QUEBEC-TORONTO	59,466	17,650	7,684	452	4,813	4,818	11,437	9,976	18,633	4,336	6,544	6,475	152,285
QUEBEC-TROIS RIVIERES	0	0	0	734	795	409	0	0	0	2,237	878	433	5,485
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,140	0	150	0	1,290
TORONTO-TROIS RIVIERES	0	0	0	91	0	247	0	0	0	3,849	983	132	5,302
TORONTO-WINDSOR	136,493	22,918	29,865	7,201	30,460	18,626	22,677	25,016	77,247	29,783	73,369	22,529	496,185
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,689,174	395,615	559,280	130,482	877,200	311,895	276,284	359,413	1,146,375	978,584	1,946,845	465,520	9,136,667

Total HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	4,350	13,139	17,490
KINGSTON-LONDON	4,498	19,847	24,345
KINGSTON-MONTREAL	22,401	87,586	109,987
KINGSTON-OTTAWA	76,701	246,287	322,987
KINGSTON-QUEBEC	588	1,986	2,574
KINGSTON-TORONTO	242,140	463,284	705,423
KINGSTON-TROIS RIVIERES	1,622	0	1,622
KINGSTON-WINDSOR	2,927	7,278	10,206
KITCH.-WATERLOO-LONDON	3,797	61,123	64,920
KITCH.-WATERLOO-MONTREAL	11,281	19,044	30,326
KITCH.-WATERLOO-OTTAWA	6,908	27,997	34,904
KITCH.-WATERLOO-QUEBEC	5,367	1,115	6,482
KITCH.-WATERLOO-TORONTO	29,792	248,953	278,745
KITCH.-WATERLOO-TROIS RIVIERES	244	0	244
KITCH.-WATERLOO-WINDSOR	19,228	31,888	51,116
LONDON-MONTREAL	19,568	32,643	52,211
LONDON-OTTAWA	48,858	37,959	86,817
LONDON-QUEBEC	3,351	1,280	4,631
LONDON-TORONTO	394,248	868,955	1,263,203
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	105,396	225,870	331,265
MONTREAL-OTTAWA	340,648	791,842	1,132,490
MONTREAL-QUEBEC	454,565	696,742	1,151,307
MONTREAL-TORONTO	853,163	688,378	1,541,542
MONTREAL-TROIS RIVIERES	66,883	261,389	328,272
MONTREAL-WINDSOR	28,864	21,118	49,982
OTTAWA-QUEBEC	58,818	58,295	117,112
OTTAWA-TORONTO	1,334,343	727,221	2,061,564
OTTAWA-TROIS RIVIERES	3,266	9,382	12,649
OTTAWA-WINDSOR	10,721	24,611	35,332
QUEBEC-TORONTO	103,272	65,336	168,609
QUEBEC-TROIS RIVIERES	2,598	5,558	8,156
QUEBEC-WINDSOR	0	1,552	1,552
TORONTO-TROIS RIVIERES	367	6,472	6,839
TORONTO-WINDSOR	285,329	285,890	571,219
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,546,103	6,040,022	10,586,125

HSR Input Data for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$59.15	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$59.15	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$31.09	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$75.83	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$84.17	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$162.27	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$23.51	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$23.51	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$80.00	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$101.61	\$8.40	\$16.80
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$107.68	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$66.73	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$47.01	\$8.15	\$18.30
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	11.00	0.82	\$66.73	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$69.76	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	11.00	0.82	\$71.28	\$7.56	\$15.11
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$127.39	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$30.33	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	15.00	0.60	\$151.66	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$141.04	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	11.00	0.82	\$106.16	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$31.85	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	11.00	0.82	\$27.30	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$65.21	\$11.95	\$23.90
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	15.00	0.60	\$160.75	\$7.15	\$15.70
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$150.14	\$7.15	\$17.30
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	11.00	0.82	\$80.38	\$3.40	\$6.79
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$57.63	\$7.15	\$15.80
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	11.00	0.82	\$156.20	\$5.23	\$10.46
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$45.50	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$65.21	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$81.89	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$128.91	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$41.71	\$9.00	\$17.50
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	11.00	0.82	\$175.92	\$15.25	\$23.80
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$118.29	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$109.19	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$95.54	\$9.00	\$19.10
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$156.20	\$15.25	\$25.40
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$165.30	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$42.65	\$7.55	\$15.10
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	9.00	1.00	\$36.40	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$141.04	\$9.00	\$17.60
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$84.93	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	11.00	0.82	\$121.32	\$6.03	\$12.07

HSR Input Data for 2005 / 300+ kph / Comp

HSR in Full corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$49.67	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$49.67	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.81	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$98.58	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$95.54	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$128.91	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$28.06	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$40.57	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$71.28	\$3.80	\$7.60
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$75.83	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$51.56	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$34.88	\$4.65	\$8.50
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	11.00	0.82	\$80.38	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$62.18	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	11.00	0.82	\$66.98	\$3.78	\$7.56
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$89.48	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$21.23	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	15.00	0.60	\$106.16	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$98.58	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	11.00	0.82	\$163.79	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$22.75	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	11.00	0.82	\$150.14	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$45.50	\$5.90	\$11.80
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	15.00	0.60	\$112.22	\$3.05	\$6.30
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$104.64	\$3.05	\$6.90
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	11.00	0.82	\$106.16	\$1.70	\$3.40
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$39.43	\$3.05	\$6.30
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	11.00	0.82	\$134.97	\$2.62	\$5.23
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$31.85	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$39.43	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$62.18	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$97.06	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$29.38	\$3.50	\$6.70
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	11.00	0.82	\$122.84	\$8.90	\$12.10
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$83.41	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$86.44	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$86.44	\$3.65	\$7.30
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$109.19	\$6.35	\$12.70
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$115.26	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$30.33	\$3.35	\$6.70
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	9.00	1.00	\$110.71	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$77.34	\$3.35	\$6.70
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$65.21	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	11.00	0.82	\$110.71	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,896,805	38%	1,178,232	NA	1,178,232	\$121,243,852	NA	\$121,243,852	3%
	Connect Air	1,090,355	993,339	9%	97,017	NA	97,017	\$5,687,897	NA	\$5,687,897	2%
	Rail	596,839	0	67%	399,421	NA	399,421	\$33,231,849	NA	\$33,231,849	0%
	Bus	378,703	494,484	22%	81,637	NA	81,637	\$5,964,051	NA	\$5,964,051	1%
	Auto	11,487,187	11,013,786	4%	473,402	NA	473,402	\$37,559,548	NA	\$37,559,548	18%
	Noncaptive Auto	7,221,317	6,888,687	5%	332,631	NA	332,631	\$25,618,952	NA	\$25,618,952	11%
	Destination Captive Auto	3,499,370	3,358,599	4%	140,771	NA	140,771	\$11,940,596	NA	\$11,940,596	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,555,745	NA	NA	NA	NA	NA	NA	NA	4%
	Total	16,628,122	16,954,158	13%	2,229,709	326,036	2,555,745	\$203,687,198	\$25,965,161	\$229,652,359	27%
Nonbusiness	Local Air	548,809	355,269	35%	193,541	NA	193,541	\$15,224,576	NA	\$15,224,576	1%
	Connect Air	984,305	907,019	8%	77,285	NA	77,285	\$2,736,936	NA	\$2,736,936	1%
	Rail	1,257,753	0	60%	754,081	NA	754,081	\$52,372,158	NA	\$52,372,158	0%
	Bus	1,523,136	1,439,970	39%	586,838	NA	586,838	\$30,200,409	NA	\$30,200,409	2%
	Auto	40,088,331	39,063,286	3%	1,025,045	NA	1,025,045	\$53,722,240	NA	\$53,722,240	63%
	Noncaptive Auto	27,596,052	26,808,122	3%	787,931	NA	787,931	\$40,433,394	NA	\$40,433,394	43%
	Destination Captive Auto	10,577,203	10,340,088	2%	237,115	NA	237,115	\$13,288,846	NA	\$13,288,846	17%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	3,077,971	NA	NA	NA	NA	NA	NA	NA	5%
	Total	44,402,334	44,843,514	6%	2,636,790	441,180	3,077,971	\$154,256,319	\$22,181,295	\$176,437,614	73%
Total	Local Air	3,623,847	2,252,074	38%	1,371,773	NA	1,371,773	\$136,468,428	NA	\$136,468,428	4%
	Connect Air	2,074,660	1,900,358	8%	174,302	NA	174,302	\$8,424,834	NA	\$8,424,834	3%
	Rail	1,854,592	0	62%	1,153,502	NA	1,153,502	\$85,604,006	NA	\$85,604,006	0%
	Bus	1,901,839	1,934,453	35%	668,475	NA	668,475	\$36,164,460	NA	\$36,164,460	3%
	Auto	51,575,518	50,077,071	3%	1,498,447	NA	1,498,447	\$91,281,788	NA	\$91,281,788	81%
	Noncaptive Auto	34,817,370	33,696,809	3%	1,120,561	NA	1,120,561	\$66,052,345	NA	\$66,052,345	55%
	Destination Captive Auto	14,076,573	13,698,687	3%	377,886	NA	377,886	\$25,229,442	NA	\$25,229,442	22%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	5,633,716	NA	NA	NA	NA	NA	NA	NA	9%
	Total	61,030,456	61,797,672	8%	4,866,499	767,217	5,633,716	\$357,943,516	\$48,146,456	\$406,089,973	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,032,254	30%	446,336	NA	446,336	\$51,627,416	NA	\$51,627,416	22%
	Connect Air	309,365	309,365	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	89%	110,147	NA	110,147	\$12,740,610	NA	\$12,740,610	0%
	Bus	12,730	16,938	74%	9,415	NA	9,415	\$1,089,077	NA	\$1,089,077	0%
	Auto	352,946	273,993	22%	78,952	NA	78,952	\$9,132,366	NA	\$9,132,366	6%
	Noncaptive Auto	161,610	112,466	30%	49,144	NA	49,144	\$5,684,400	NA	\$5,684,400	2%
	Destination Captive Auto	180,035	150,226	17%	29,809	NA	29,809	\$3,447,966	NA	\$3,447,966	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	675,136	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,277,401	2,307,685	28%	644,851	30,285	675,136	\$74,589,469	\$3,503,026	\$78,092,495	50%
Nonbusiness	Local Air	273,347	184,984	32%	88,363	NA	88,363	\$7,695,737	NA	\$7,695,737	4%
	Connect Air	345,980	345,980	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	345,891	0	89%	307,854	NA	307,854	\$26,811,705	NA	\$26,811,705	0%
	Bus	105,446	72,881	67%	70,602	NA	70,602	\$6,148,880	NA	\$6,148,880	2%
	Auto	1,224,716	1,130,191	8%	94,525	NA	94,525	\$8,232,372	NA	\$8,232,372	24%
	Noncaptive Auto	571,514	508,571	11%	62,943	NA	62,943	\$5,481,818	NA	\$5,481,818	11%
	Destination Captive Auto	607,226	575,644	5%	31,582	NA	31,582	\$2,750,554	NA	\$2,750,554	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	606,060	NA	NA	NA	NA	NA	NA	NA	13%
	Total	2,295,381	2,340,097	24%	561,344	44,716	606,060	\$48,888,694	\$3,894,430	\$52,783,124	50%
Total	Local Air	1,751,937	1,217,238	31%	534,700	NA	534,700	\$59,323,154	NA	\$59,323,154	26%
	Connect Air	655,345	655,345	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	469,662	0	89%	418,001	NA	418,001	\$39,552,315	NA	\$39,552,315	0%
	Bus	118,176	89,819	68%	80,017	NA	80,017	\$7,237,957	NA	\$7,237,957	2%
	Auto	1,577,662	1,404,184	11%	173,477	NA	173,477	\$17,364,738	NA	\$17,364,738	30%
	Noncaptive Auto	733,124	621,038	15%	112,086	NA	112,086	\$11,166,218	NA	\$11,166,218	13%
	Destination Captive Auto	787,260	725,869	8%	61,391	NA	61,391	\$6,198,520	NA	\$6,198,520	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,281,196	NA	NA	NA	NA	NA	NA	NA	28%
	Total	4,572,781	4,647,783	26%	1,206,195	75,001	1,281,196	\$123,478,163	\$7,397,456	\$130,875,619	100%

2005 Montréal-Québec Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	61,343	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	127,383	127,383	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	49,447	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	164,431	213,878	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	2,042,002	2,042,002	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	1,134,680	1,134,680	0%	0	NA	0	\$0	NA	\$0	13%
	Destination Captive Auto	824,082	824,082	0%	0	NA	0	\$0	NA	\$0	9%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,444,606	2,444,606	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	9,113	9,113	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	51,630	51,630	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	90,524	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	254,712	345,235	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	6,166,304	6,166,304	0%	0	NA	0	\$0	NA	\$0	68%
	Noncaptive Auto	4,217,405	4,217,405	0%	0	NA	0	\$0	NA	\$0	47%
	Destination Captive Auto	1,754,742	1,754,742	0%	0	NA	0	\$0	NA	\$0	19%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,572,282	6,572,282	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	70,456	70,456	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	179,013	179,013	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	139,971	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	419,143	559,113	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	8,208,306	8,208,306	0%	0	NA	0	\$0	NA	\$0	91%
	Noncaptive Auto	5,352,086	5,352,086	0%	0	NA	0	\$0	NA	\$0	59%
	Destination Captive Auto	2,578,824	2,578,824	0%	0	NA	0	\$0	NA	\$0	29%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,016,888	9,016,888	0%	0	0	0	\$0	\$0	\$0	100%

2005 Ottawa-Toronto Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	206,781	76%	665,583	NA	665,583	\$65,212,969	NA	\$65,212,969	5%
	Connect Air	335,175	335,175	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	100%	76,493	NA	76,493	\$7,494,698	NA	\$7,494,698	0%
	Bus	18,533	715	98%	18,139	NA	18,139	\$1,777,259	NA	\$1,777,259	0%
	Auto	530,589	404,960	24%	125,629	NA	125,629	\$12,308,922	NA	\$12,308,922	9%
	Noncaptive Auto	231,840	151,602	35%	80,238	NA	80,238	\$7,861,663	NA	\$7,861,663	3%
	Destination Captive Auto	234,244	188,854	19%	45,390	NA	45,390	\$4,447,259	NA	\$4,447,259	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,018,022	NA	NA	NA	NA	NA	NA	NA	23%
	Total	1,833,476	1,965,654	48%	885,844	132,178	1,018,022	\$86,793,847	\$12,950,638	\$99,744,485	45%
Nonbusiness	Local Air	114,164	32,940	71%	81,224	NA	81,224	\$6,300,245	NA	\$6,300,245	1%
	Connect Air	278,334	278,334	0%	0	NA	0	\$0	NA	\$0	6%
	Rail	124,661	0	99%	123,982	NA	123,982	\$9,616,866	NA	\$9,616,866	0%
	Bus	103,970	17,468	84%	87,181	NA	87,181	\$6,762,317	NA	\$6,762,317	0%
	Auto	1,742,396	1,561,288	10%	181,108	NA	181,108	\$14,047,940	NA	\$14,047,940	35%
	Noncaptive Auto	897,762	770,033	14%	127,729	NA	127,729	\$9,907,453	NA	\$9,907,453	18%
	Destination Captive Auto	779,327	725,947	7%	53,380	NA	53,380	\$4,140,487	NA	\$4,140,487	17%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	543,359	NA	NA	NA	NA	NA	NA	NA	12%
	Total	2,363,525	2,433,389	20%	473,495	69,864	543,359	\$36,727,369	\$5,419,107	\$42,146,476	55%
Total	Local Air	986,529	239,722	76%	746,807	NA	746,807	\$71,513,214	NA	\$71,513,214	5%
	Connect Air	613,510	613,510	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	201,476	0	100%	200,475	NA	200,475	\$17,111,564	NA	\$17,111,564	0%
	Bus	122,503	18,183	86%	105,320	NA	105,320	\$8,539,576	NA	\$8,539,576	0%
	Auto	2,272,985	1,966,248	13%	306,737	NA	306,737	\$26,356,862	NA	\$26,356,862	45%
	Noncaptive Auto	1,129,602	921,635	18%	207,967	NA	207,967	\$17,769,116	NA	\$17,769,116	21%
	Destination Captive Auto	1,013,571	914,801	10%	98,770	NA	98,770	\$8,587,745	NA	\$8,587,745	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,561,382	NA	NA	NA	NA	NA	NA	NA	35%
	Total	4,197,001	4,399,043	32%	1,359,340	202,042	1,561,382	\$123,521,216	\$18,369,745	\$141,890,961	100%

2005 London-Toronto Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	22,775	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	84,667	84,667	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	1,423,393	1,423,393	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	937,151	937,151	0%	0	NA	0	\$0	NA	\$0	15%
	Destination Captive Auto	433,582	433,582	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,613,304	1,613,304	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	10,829	10,829	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	99,721	99,721	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	4,077,350	4,077,350	0%	0	NA	0	\$0	NA	\$0	67%
	Noncaptive Auto	2,939,668	2,939,668	0%	0	NA	0	\$0	NA	\$0	48%
	Destination Captive Auto	1,018,936	1,018,936	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	4,472,277	4,472,277	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	33,604	33,604	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	184,387	184,387	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	5,500,743	5,500,743	0%	0	NA	0	\$0	NA	\$0	90%
	Noncaptive Auto	3,876,819	3,876,819	0%	0	NA	0	\$0	NA	\$0	64%
	Destination Captive Auto	1,452,518	1,452,518	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,085,581	6,085,581	0%	0	0	0	\$0	\$0	\$0	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	36,627	8%	3,247	NA	3,247	\$190,017	NA	\$190,017	9%
	Connect Air	2,640	2,416	8%	224	NA	224	\$13,112	NA	\$13,112	1%
	Rail	1,314	0	80%	1,050	NA	1,050	\$118,181	NA	\$118,181	0%
	Bus	4,792	5,056	0%	0	NA	0	\$1	NA	\$1	1%
	Auto	44,460	40,041	10%	4,419	NA	4,419	\$258,593	NA	\$258,593	9%
	Noncaptive Auto	26,567	23,240	13%	3,327	NA	3,327	\$194,682	NA	\$194,682	5%
	Destination Captive Auto	17,893	16,801	6%	1,092	NA	1,092	\$63,911	NA	\$63,911	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	9,152	NA	NA	NA	NA	NA	NA	NA	2%
	Total	93,080	93,291	10%	8,941	210	9,152	\$579,905	\$12,316	\$592,221	22%
Nonbusiness	Local Air	6,651	2,600	61%	4,051	NA	4,051	\$143,321	NA	\$143,321	1%
	Connect Air	386	291	24%	94	NA	94	\$3,341	NA	\$3,341	0%
	Rail	8,280	0	87%	7,180	NA	7,180	\$548,408	NA	\$548,408	0%
	Bus	14,948	16,032	0%	16	NA	16	\$552	NA	\$552	4%
	Auto	299,522	286,097	4%	13,425	NA	13,425	\$474,999	NA	\$474,999	67%
	Noncaptive Auto	185,795	175,143	6%	10,652	NA	10,652	\$376,869	NA	\$376,869	41%
	Destination Captive Auto	105,650	102,876	3%	2,774	NA	2,774	\$98,131	NA	\$98,131	24%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	25,985	NA	NA	NA	NA	NA	NA	NA	6%
	Total	329,787	331,006	8%	24,766	1,219	25,985	\$1,170,622	\$43,134	\$1,213,756	78%
Total	Local Air	46,525	39,227	16%	7,298	NA	7,298	\$333,338	NA	\$333,338	9%
	Connect Air	3,026	2,707	11%	319	NA	319	\$16,454	NA	\$16,454	1%
	Rail	9,594	0	86%	8,230	NA	8,230	\$666,590	NA	\$666,590	0%
	Bus	19,740	21,088	0%	16	NA	16	\$553	NA	\$553	5%
	Auto	343,983	326,138	5%	17,844	NA	17,844	\$733,592	NA	\$733,592	77%
	Noncaptive Auto	212,362	198,383	7%	13,979	NA	13,979	\$571,551	NA	\$571,551	47%
	Destination Captive Auto	123,543	119,677	3%	3,866	NA	3,866	\$162,042	NA	\$162,042	28%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	35,137	NA	NA	NA	NA	NA	NA	NA	8%
	Total	422,867	424,297	8%	33,707	1,430	35,137	\$1,750,527	\$55,450	\$1,805,977	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	160,320	0%	0	NA	0	\$0	NA	\$0	8%
	Connect Air	37,302	37,302	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	305,589	305,589	0%	0	NA	0	\$0	NA	\$0	15%
	Noncaptive Auto	135,317	135,317	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	159,825	159,825	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	540,962	540,962	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	33,475	33,475	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	50,354	50,354	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	1,248,467	1,248,467	0%	0	NA	0	\$0	NA	\$0	63%
	Noncaptive Auto	715,216	715,216	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	467,128	467,128	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,443,857	1,443,857	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	193,795	193,795	0%	0	NA	0	\$0	NA	\$0	10%
	Connect Air	87,656	87,656	0%	0	NA	0	\$0	NA	\$0	4%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	8%
	Auto	1,554,056	1,554,056	0%	0	NA	0	\$0	NA	\$0	78%
	Noncaptive Auto	850,534	850,534	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	626,952	626,952	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,984,819	1,984,819	0%	0	0	0	\$0	\$0	\$0	100%

2005 Link Volumes**Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	1,814,637	1,814,637	3,629,275
Kingston-Ottawa	1,703,639	1,703,639	3,407,277
Montreal-Ottawa	1,503,341	1,503,341	3,006,681
Montreal-Trois Rivières	0	0	0
Quebec-Trois Rivières	0	0	0

2005 Station Volumes**Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	555,473	555,473	1,110,945
Kitchener	0	0	0
London	0	0	0
Montreal	1,476,737	1,476,737	2,953,474
Ottawa	1,760,265	1,760,265	3,520,530
Quebec	0	0	0
Toronto	1,753,588	1,753,588	3,507,176
Trois Rivières	0	0	0
Windsor	0	0	0
Total	5,546,062	5,546,062	11,092,125

Diverted HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	591	294	0	0	2,181	0	1,097	245	4,409
KINGSTON-LONDON	834	0	732	11	676	49	0	0	2,754	608	3,390	650	9,705
KINGSTON-MONTREAL	26	0	13,039	2,980	1,738	1,572	0	0	20,265	31,938	14,649	6,463	92,671
KINGSTON-OTTAWA	0	0	13,435	7,045	31,789	8,550	0	0	17,979	57,928	91,518	17,302	245,546
KINGSTON-QUEBEC	0	0	40	0	0	0	0	0	495	0	109	36	680
KINGSTON-TORONTO	8,790	0	69,983	7,331	64,022	18,035	5,018	0	124,195	84,019	150,468	33,452	565,313
KINGSTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-WINDSOR	0	0	938	0	170	53	0	0	1,483	185	163	75	3,066
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	1,423	725	0	0	4,472	0	1,834	479	10,453
KITCH.-WATERLOO-OTTAWA	0	0	719	0	418	869	0	0	3,097	0	3,431	1,165	9,698
KITCH.-WATERLOO-QUEBEC	0	0	0	0	443	0	0	0	3	0	73	13	533
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	1,095	0	228	117	113	883	467	0	6,217	1,048	4,676	490	15,334
LONDON-OTTAWA	8,287	278	1,480	145	3,913	1,510	3,016	59	8,759	4,644	7,136	2,086	41,314
LONDON-QUEBEC	55	0	0	0	27	0	32	0	7	0	6	33	160
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	42,195	96,515	104,674	36,422	91,915	30,455	8,699	77,132	108,964	248,315	304,546	84,381	1,234,214
MONTREAL-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-TORONTO	446,336	0	110,147	9,415	49,144	29,809	88,363	0	307,854	70,602	62,943	31,582	1,206,195
MONTREAL-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-WINDSOR	293	0	1,007	29	292	20	641	0	2,485	120	769	70	5,727
OTTAWA-QUEBEC	3,247	224	1,050	0	3,327	1,092	4,051	94	7,180	16	10,652	2,774	33,707
OTTAWA-TORONTO	665,583	0	76,493	18,139	80,238	45,390	81,224	0	123,982	87,181	127,729	53,380	1,359,340
OTTAWA-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
OTTAWA-WINDSOR	613	0	818	2	541	0	1,311	0	6,704	220	951	807	11,967
QUEBEC-TORONTO	877	0	3,117	0	1,850	1,466	718	0	5,004	13	1,779	1,632	16,455
QUEBEC-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1	0	11	0	13
TORONTO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,178,232	97,017	399,421	81,637	332,631	140,771	193,541	77,285	754,081	586,838	787,931	237,115	4,866,499

Total HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	899	4,303	5,202
KINGSTON-LONDON	2,624	7,577	10,201
KINGSTON-MONTREAL	23,094	90,694	113,787
KINGSTON-OTTAWA	77,406	252,588	329,994
KINGSTON-QUEBEC	40	652	692
KINGSTON-TORONTO	197,985	449,946	647,930
KINGSTON-TROIS RIVIERES	0	0	0
KINGSTON-WINDSOR	1,201	1,936	3,137
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	4,136	8,093	12,229
KITCH.-WATERLOO-OTTAWA	2,272	8,780	11,052
KITCH.-WATERLOO-QUEBEC	447	90	537
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	2,468	13,163	15,632
LONDON-OTTAWA	16,300	28,611	44,911
LONDON-QUEBEC	83	78	161
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	513,224	1,011,606	1,524,830
MONTREAL-QUEBEC	0	0	0
MONTREAL-TORONTO	675,136	606,060	1,281,196
MONTREAL-TROIS RIVIERES	0	0	0
MONTREAL-WINDSOR	1,671	4,129	5,799
OTTAWA-QUEBEC	9,152	25,985	35,137
OTTAWA-TORONTO	1,018,022	543,359	1,561,382
OTTAWA-TROIS RIVIERES	0	0	0
OTTAWA-WINDSOR	2,142	11,082	13,225
QUEBEC-TORONTO	7,443	9,225	16,667
QUEBEC-TROIS RIVIERES	0	0	0
QUEBEC-WINDSOR	0	13	13
TORONTO-TROIS RIVIERES	0	0	0
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	2,555,745	3,077,971	5,633,716

HSR Input Data for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Montreal-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$53.07	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$53.07	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.90	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$68.04	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$75.53	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$145.61	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$21.09	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$21.09	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$71.78	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$83.60	\$8.40	\$16.80
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$100.60	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$59.88	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$42.19	\$8.15	\$18.30
KINGSTON-QUEBEC	5.23	0.48	0.95	0.27	1.22	4.00	2.25	\$113.88	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$62.60	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$87.38	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$118.60	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$27.22	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$136.67	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$118.98	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	8.52	0.35	0.71	0.27	0.97	2.00	4.50	\$190.67	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$28.58	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$164.17	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$58.52	\$11.95	\$23.90
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$153.67	\$7.15	\$15.70
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$96.52	\$7.15	\$17.30
LONDON-QUEBEC	9.13	0.28	0.57	0.27	0.83	5.00	1.80	\$207.67	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$51.71	\$7.15	\$15.80
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$181.17	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$40.82	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$58.52	\$9.60	\$18.60
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$73.48	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$115.67	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$37.42	\$9.00	\$17.50
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$171.67	\$15.25	\$23.80
OTTAWA-QUEBEC	4.28	0.39	0.82	0.27	1.08	4.00	2.25	\$112.52	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$97.98	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$86.02	\$9.00	\$19.10
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$153.98	\$15.25	\$25.40
QUEBEC-TORONTO	6.67	0.39	0.98	0.30	1.28	4.00	2.25	\$169.67	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$38.27	\$7.55	\$15.10
QUEBEC-WINDSOR	11.17	0.35	0.70	0.27	0.97	5.00	1.80	\$225.67	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$143.17	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$76.21	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$199.17	\$6.03	\$12.07

HSR Input Data for 2005 / 200+ kph / Comp

HSR in Montreal-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$44.57	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$44.57	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$25.86	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$88.45	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$85.73	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$115.67	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$25.18	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$36.40	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$70.79	\$3.80	\$7.60
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$81.79	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$46.27	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$31.30	\$4.65	\$8.50
KINGSTON-QUEBEC	5.23	0.48	0.95	0.27	1.22	4.00	2.25	\$87.27	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$55.79	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$65.64	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$98.79	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$19.05	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$102.09	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$92.57	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	8.52	0.35	0.71	0.27	0.97	2.00	4.50	\$143.09	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$20.41	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$121.47	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$40.82	\$5.90	\$11.80
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$113.09	\$3.05	\$6.30
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$61.38	\$3.05	\$6.90
LONDON-QUEBEC	9.13	0.28	0.57	0.27	0.83	5.00	1.80	\$154.09	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$35.38	\$3.05	\$6.30
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$132.47	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$28.58	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$35.38	\$3.80	\$7.00
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$55.79	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$87.09	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$26.37	\$3.50	\$6.70
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$130.09	\$8.90	\$12.10
OTTAWA-QUEBEC	4.28	0.39	0.82	0.27	1.08	4.00	2.25	\$76.38	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$77.57	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$54.76	\$3.65	\$7.30
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$120.57	\$6.35	\$12.70
QUEBEC-TORONTO	6.67	0.39	0.98	0.30	1.28	4.00	2.25	\$128.09	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$27.22	\$3.35	\$6.70
QUEBEC-WINDSOR	11.17	0.35	0.70	0.27	0.97	5.00	1.80	\$171.09	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$106.47	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$58.52	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$149.47	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,669,851	46%	1,405,186	NA	1,405,186	\$151,885,081	NA	\$151,885,081	3%
	Connect Air	1,090,355	1,083,577	1%	6,778	NA	6,778	\$426,330	NA	\$426,330	2%
	Rail	596,839	0	67%	402,069	NA	402,069	\$34,828,931	NA	\$34,828,931	0%
	Bus	378,703	503,180	19%	70,292	NA	70,292	\$5,535,107	NA	\$5,535,107	1%
	Auto	11,487,187	10,983,732	4%	503,455	NA	503,455	\$42,170,566	NA	\$42,170,566	18%
	Noncaptive Auto	7,221,317	6,870,687	5%	350,630	NA	350,630	\$28,476,985	NA	\$28,476,985	11%
	Destination Captive Auto	3,499,370	3,346,545	4%	152,825	NA	152,825	\$13,693,581	NA	\$13,693,581	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,741,955	NA	NA	NA	NA	NA	NA	NA	4%
	Total	16,628,122	16,982,296	14%	2,387,781	354,173	2,741,955	\$234,846,015	\$31,876,266	\$266,722,281	27%
Nonbusiness	Local Air	548,809	323,836	40%	219,973	NA	219,973	\$18,136,282	NA	\$18,136,282	1%
	Connect Air	984,305	979,180	1%	5,125	NA	5,125	\$191,319	NA	\$191,319	2%
	Rail	1,257,753	0	60%	759,401	NA	759,401	\$54,891,210	NA	\$54,891,210	0%
	Bus	1,523,136	1,457,001	37%	564,486	NA	564,486	\$30,568,583	NA	\$30,568,583	2%
	Auto	40,088,331	39,021,838	3%	1,066,492	NA	1,066,492	\$59,510,535	NA	\$59,510,535	63%
	Noncaptive Auto	27,596,052	26,779,067	3%	816,985	NA	816,985	\$44,590,799	NA	\$44,590,799	43%
	Destination Captive Auto	10,577,203	10,327,696	2%	249,507	NA	249,507	\$14,919,736	NA	\$14,919,736	17%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	3,012,689	NA	NA	NA	NA	NA	NA	NA	5%
	Total	44,402,334	44,799,545	6%	2,615,478	397,212	3,012,689	\$163,297,929	\$22,277,294	\$185,575,223	73%
Total	Local Air	3,623,847	1,998,688	45%	1,625,159	NA	1,625,159	\$170,021,363	NA	\$170,021,363	3%
	Connect Air	2,074,660	2,062,757	1%	11,903	NA	11,903	\$617,649	NA	\$617,649	3%
	Rail	1,854,592	0	63%	1,161,471	NA	1,161,471	\$89,720,141	NA	\$89,720,141	0%
	Bus	1,901,839	1,960,181	33%	634,779	NA	634,779	\$36,103,690	NA	\$36,103,690	3%
	Auto	51,575,518	50,005,571	3%	1,569,947	NA	1,569,947	\$101,681,101	NA	\$101,681,101	81%
	Noncaptive Auto	34,817,370	33,649,754	3%	1,167,615	NA	1,167,615	\$73,067,784	NA	\$73,067,784	54%
	Destination Captive Auto	14,076,573	13,674,241	3%	402,332	NA	402,332	\$28,613,317	NA	\$28,613,317	22%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	5,754,644	NA	NA	NA	NA	NA	NA	NA	9%
	Total	61,030,456	61,781,841	8%	5,003,259	751,385	5,754,644	\$398,143,944	\$54,153,560	\$452,297,504	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	881,341	40%	597,249	NA	597,249	\$71,772,296	NA	\$71,772,296	19%
	Connect Air	309,365	309,365	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	91%	112,043	NA	112,043	\$13,464,412	NA	\$13,464,412	0%
	Bus	12,730	14,654	77%	9,802	NA	9,802	\$1,177,948	NA	\$1,177,948	0%
	Auto	352,946	264,896	25%	88,050	NA	88,050	\$10,581,037	NA	\$10,581,037	6%
	Noncaptive Auto	161,610	107,247	34%	54,363	NA	54,363	\$6,532,854	NA	\$6,532,854	2%
	Destination Captive Auto	180,035	146,348	19%	33,687	NA	33,687	\$4,048,183	NA	\$4,048,183	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	853,500	NA	NA	NA	NA	NA	NA	NA	18%
	Total	2,277,401	2,323,756	35%	807,144	46,355	853,500	\$96,995,693	\$5,570,604	\$102,566,297	50%
Nonbusiness	Local Air	273,347	167,244	39%	106,103	NA	106,103	\$9,600,377	NA	\$9,600,377	4%
	Connect Air	345,980	345,980	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	345,891	0	90%	311,775	NA	311,775	\$28,210,001	NA	\$28,210,001	0%
	Bus	105,446	69,355	67%	70,208	NA	70,208	\$6,352,558	NA	\$6,352,558	1%
	Auto	1,224,716	1,118,998	9%	105,718	NA	105,718	\$9,565,608	NA	\$9,565,608	24%
	Noncaptive Auto	571,514	501,296	12%	70,218	NA	70,218	\$6,353,453	NA	\$6,353,453	11%
	Destination Captive Auto	607,226	571,725	6%	35,500	NA	35,500	\$3,212,156	NA	\$3,212,156	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	643,903	NA	NA	NA	NA	NA	NA	NA	14%
	Total	2,295,381	2,345,480	26%	593,803	50,099	643,903	\$53,728,545	\$4,533,069	\$58,261,614	50%
Total	Local Air	1,751,937	1,048,586	40%	703,352	NA	703,352	\$81,372,674	NA	\$81,372,674	22%
	Connect Air	655,345	655,345	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	469,662	0	90%	423,818	NA	423,818	\$41,674,413	NA	\$41,674,413	0%
	Bus	118,176	84,009	68%	80,010	NA	80,010	\$7,530,506	NA	\$7,530,506	2%
	Auto	1,577,662	1,383,894	12%	193,768	NA	193,768	\$20,146,645	NA	\$20,146,645	30%
	Noncaptive Auto	733,124	608,544	17%	124,581	NA	124,581	\$12,886,307	NA	\$12,886,307	13%
	Destination Captive Auto	787,260	718,073	9%	69,187	NA	69,187	\$7,260,338	NA	\$7,260,338	15%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,497,402	NA	NA	NA	NA	NA	NA	NA	32%
	Total	4,572,781	4,669,236	31%	1,400,948	96,455	1,497,402	\$150,724,237	\$10,103,673	\$160,827,911	100%

2005 Montréal-Québec Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	61,343	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	127,383	127,383	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	49,447	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	164,431	213,878	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	2,042,002	2,042,002	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	1,134,680	1,134,680	0%	0	NA	0	\$0	NA	\$0	13%
	Destination Captive Auto	824,082	824,082	0%	0	NA	0	\$0	NA	\$0	9%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,444,606	2,444,606	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	9,113	9,113	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	51,630	51,630	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	90,524	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	254,712	345,235	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	6,166,304	6,166,304	0%	0	NA	0	\$0	NA	\$0	68%
	Noncaptive Auto	4,217,405	4,217,405	0%	0	NA	0	\$0	NA	\$0	47%
	Destination Captive Auto	1,754,742	1,754,742	0%	0	NA	0	\$0	NA	\$0	19%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,572,282	6,572,282	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	70,456	70,456	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	179,013	179,013	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	139,971	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	419,143	559,113	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	8,208,306	8,208,306	0%	0	NA	0	\$0	NA	\$0	91%
	Noncaptive Auto	5,352,086	5,352,086	0%	0	NA	0	\$0	NA	\$0	59%
	Destination Captive Auto	2,578,824	2,578,824	0%	0	NA	0	\$0	NA	\$0	29%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,016,888	9,016,888	0%	0	0	0	\$0	\$0	\$0	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	136,017	84%	736,348	NA	736,348	\$74,954,516	NA	\$74,954,516	3%
	Connect Air	335,175	335,175	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	100%	76,568	NA	76,568	\$7,794,005	NA	\$7,794,005	0%
	Bus	18,533	536	98%	18,243	NA	18,243	\$1,857,048	NA	\$1,857,048	0%
	Auto	530,589	388,623	27%	141,966	NA	141,966	\$14,451,001	NA	\$14,451,001	9%
	Noncaptive Auto	231,840	142,088	39%	89,752	NA	89,752	\$9,136,047	NA	\$9,136,047	3%
	Destination Captive Auto	234,244	182,030	22%	52,214	NA	52,214	\$5,314,954	NA	\$5,314,954	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,159,018	NA	NA	NA	NA	NA	NA	NA	26%
	Total	1,833,476	2,019,370	53%	973,125	185,894	1,159,018	\$99,056,569	\$18,922,564	\$117,979,133	45%
Nonbusiness	Local Air	114,164	25,786	77%	88,378	NA	88,378	\$7,121,998	NA	\$7,121,998	1%
	Connect Air	278,334	278,334	0%	0	NA	0	\$0	NA	\$0	6%
	Rail	124,661	0	100%	124,106	NA	124,106	\$10,001,146	NA	\$10,001,146	0%
	Bus	103,970	16,535	85%	87,990	NA	87,990	\$7,090,705	NA	\$7,090,705	0%
	Auto	1,742,396	1,536,561	12%	205,835	NA	205,835	\$16,587,330	NA	\$16,587,330	34%
	Noncaptive Auto	897,762	753,087	16%	144,675	NA	144,675	\$11,658,715	NA	\$11,658,715	17%
	Destination Captive Auto	779,327	718,167	8%	61,160	NA	61,160	\$4,928,615	NA	\$4,928,615	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	586,450	NA	NA	NA	NA	NA	NA	NA	13%
	Total	2,363,525	2,443,667	21%	506,309	80,142	586,450	\$40,801,179	\$6,458,249	\$47,259,428	55%
Total	Local Air	986,529	161,803	84%	824,726	NA	824,726	\$82,076,514	NA	\$82,076,514	4%
	Connect Air	613,510	613,510	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	201,476	0	100%	200,674	NA	200,674	\$17,795,151	NA	\$17,795,151	0%
	Bus	122,503	17,072	87%	106,233	NA	106,233	\$8,947,752	NA	\$8,947,752	0%
	Auto	2,272,985	1,925,184	15%	347,801	NA	347,801	\$31,038,331	NA	\$31,038,331	43%
	Noncaptive Auto	1,129,602	895,175	21%	234,427	NA	234,427	\$20,794,762	NA	\$20,794,762	20%
	Destination Captive Auto	1,013,571	900,197	11%	113,374	NA	113,374	\$10,243,569	NA	\$10,243,569	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,745,469	NA	NA	NA	NA	NA	NA	NA	39%
	Total	4,197,001	4,463,037	35%	1,479,433	266,035	1,745,469	\$139,857,748	\$25,380,814	\$165,238,561	100%

2005 London-Toronto Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	22,775	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	84,667	84,667	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	1,423,393	1,423,393	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	937,151	937,151	0%	0	NA	0	\$0	NA	\$0	15%
	Destination Captive Auto	433,582	433,582	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,613,304	1,613,304	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	10,829	10,829	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	99,721	99,721	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	4,077,350	4,077,350	0%	0	NA	0	\$0	NA	\$0	67%
	Noncaptive Auto	2,939,668	2,939,668	0%	0	NA	0	\$0	NA	\$0	48%
	Destination Captive Auto	1,018,936	1,018,936	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	4,472,277	4,472,277	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	33,604	33,604	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	184,387	184,387	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	5,500,743	5,500,743	0%	0	NA	0	\$0	NA	\$0	90%
	Noncaptive Auto	3,876,819	3,876,819	0%	0	NA	0	\$0	NA	\$0	64%
	Destination Captive Auto	1,452,518	1,452,518	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,085,581	6,085,581	0%	0	0	0	\$0	\$0	\$0	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	36,923	7%	2,951	NA	2,951	\$179,387	NA	\$179,387	9%
	Connect Air	2,640	2,427	8%	213	NA	213	\$12,952	NA	\$12,952	1%
	Rail	1,314	0	76%	1,004	NA	1,004	\$115,213	NA	\$115,213	0%
	Bus	4,792	5,102	0%	0	NA	0	\$1	NA	\$1	1%
	Auto	44,460	40,220	10%	4,240	NA	4,240	\$257,766	NA	\$257,766	9%
	Noncaptive Auto	26,567	23,373	12%	3,194	NA	3,194	\$194,199	NA	\$194,199	6%
	Destination Captive Auto	17,893	16,847	6%	1,046	NA	1,046	\$63,566	NA	\$63,566	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	8,595	NA	NA	NA	NA	NA	NA	NA	2%
	Total	93,080	93,267	9%	8,408	187	8,595	\$565,317	\$11,372	\$576,690	22%
Nonbusiness	Local Air	6,651	2,709	59%	3,942	NA	3,942	\$144,910	NA	\$144,910	1%
	Connect Air	386	294	24%	92	NA	92	\$3,394	NA	\$3,394	0%
	Rail	8,280	0	85%	7,001	NA	7,001	\$544,393	NA	\$544,393	0%
	Bus	14,948	16,214	0%	13	NA	13	\$478	NA	\$478	4%
	Auto	299,522	286,565	4%	12,957	NA	12,957	\$476,289	NA	\$476,289	68%
	Noncaptive Auto	185,795	175,512	6%	10,283	NA	10,283	\$377,981	NA	\$377,981	41%
	Destination Captive Auto	105,650	102,975	3%	2,674	NA	2,674	\$98,308	NA	\$98,308	24%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	25,118	NA	NA	NA	NA	NA	NA	NA	6%
	Total	329,787	330,899	7%	24,006	1,112	25,118	\$1,169,464	\$40,887	\$1,210,350	78%
Total	Local Air	46,525	39,632	15%	6,893	NA	6,893	\$324,296	NA	\$324,296	9%
	Connect Air	3,026	2,720	10%	305	NA	305	\$16,346	NA	\$16,346	1%
	Rail	9,594	0	83%	8,005	NA	8,005	\$659,606	NA	\$659,606	0%
	Bus	19,740	21,316	0%	13	NA	13	\$479	NA	\$479	5%
	Auto	343,983	326,785	5%	17,197	NA	17,197	\$734,055	NA	\$734,055	77%
	Noncaptive Auto	212,362	198,885	6%	13,477	NA	13,477	\$572,180	NA	\$572,180	47%
	Destination Captive Auto	123,543	119,823	3%	3,720	NA	3,720	\$161,875	NA	\$161,875	28%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	33,713	NA	NA	NA	NA	NA	NA	NA	8%
	Total	422,867	424,166	8%	32,414	1,299	33,713	\$1,734,781	\$52,259	\$1,787,040	100%

2005 Toronto-Windsor Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	160,320	0%	0	NA	0	\$0	NA	\$0	8%
	Connect Air	37,302	37,302	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	305,589	305,589	0%	0	NA	0	\$0	NA	\$0	15%
	Noncaptive Auto	135,317	135,317	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	159,825	159,825	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	540,962	540,962	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	33,475	33,475	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	50,354	50,354	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	1,248,467	1,248,467	0%	0	NA	0	\$0	NA	\$0	63%
	Noncaptive Auto	715,216	715,216	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	467,128	467,128	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,443,857	1,443,857	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	193,795	193,795	0%	0	NA	0	\$0	NA	\$0	10%
	Connect Air	87,656	87,656	0%	0	NA	0	\$0	NA	\$0	4%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	8%
	Auto	1,554,056	1,554,056	0%	0	NA	0	\$0	NA	\$0	78%
	Noncaptive Auto	850,534	850,534	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	626,952	626,952	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,984,819	1,984,819	0%	0	0	0	\$0	\$0	\$0	100%

2005 Link Volumes**Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	2,037,681	2,037,681	4,075,361
Kingston-Ottawa	1,913,609	1,913,609	3,827,217
Montreal-Ottawa	1,450,491	1,450,491	2,900,982
Montreal-Trois Rivières	0	0	0
Quebec-Trois Rivières	0	0	0

2005 Station Volumes**Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	571,756	571,756	1,143,512
Kitchener	0	0	0
London	0	0	0
Montreal	1,423,333	1,423,333	2,846,666
Ottawa	1,694,716	1,694,716	3,389,433
Quebec	0	0	0
Toronto	1,969,342	1,969,342	3,938,683
Trois Rivières	0	0	0
Windsor	0	0	0
Total	5,659,147	5,659,147	11,318,294

Diverted HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	652	325	0	0	2,181	0	1,188	266	4,611
KINGSTON-LONDON	836	0	766	12	738	54	0	0	2,873	606	3,663	704	10,253
KINGSTON-MONTREAL	26	0	13,041	2,980	1,796	1,633	0	0	20,249	31,915	15,092	6,672	93,404
KINGSTON-OTTAWA	0	0	13,427	7,045	32,907	8,898	0	0	17,968	57,913	94,521	17,925	250,604
KINGSTON-QUEBEC	0	0	40	0	0	0	0	0	489	0	113	37	680
KINGSTON-TORONTO	8,792	0	70,518	7,358	69,328	19,751	5,026	0	124,840	83,944	161,826	36,149	587,534
KINGSTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-WINDSOR	0	0	891	0	166	52	0	0	1,312	153	158	72	2,804
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	1,627	835	0	0	4,472	0	2,068	541	11,063
KITCH.-WATERLOO-OTTAWA	0	0	719	0	491	1,028	0	0	3,097	0	3,953	1,346	10,634
KITCH.-WATERLOO-QUEBEC	0	0	0	0	508	0	0	0	4	0	83	15	609
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	1,669	0	244	126	126	1,006	605	0	6,587	1,041	5,250	552	17,208
LONDON-OTTAWA	12,508	348	1,487	158	4,490	1,778	3,871	67	8,780	4,701	8,299	2,451	48,936
LONDON-QUEBEC	85	0	0	0	31	0	39	0	8	0	7	38	207
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	41,924	6,218	104,465	24,533	87,434	28,824	8,623	4,965	108,800	225,638	291,614	80,552	1,013,591
MONTREAL-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-TORONTO	597,249	0	112,043	9,802	54,363	33,687	106,103	0	311,775	70,208	70,218	35,500	1,400,948
MONTREAL-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-WINDSOR	459	0	1,087	31	328	23	838	0	2,686	119	866	79	6,516
OTTAWA-QUEBEC	2,951	213	1,004	0	3,194	1,046	3,942	92	7,001	13	10,283	2,674	32,414
OTTAWA-TORONTO	736,348	0	76,568	18,243	89,752	52,214	88,378	0	124,106	87,990	144,675	61,160	1,479,433
OTTAWA-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
OTTAWA-WINDSOR	973	0	818	3	622	0	1,608	0	6,711	232	1,094	932	12,993
QUEBEC-TORONTO	1,367	0	3,431	0	2,076	1,671	941	0	5,461	12	2,001	1,842	18,802
QUEBEC-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	2	0	13	0	14
TORONTO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,405,186	6,778	402,069	70,292	350,630	152,825	219,973	5,125	759,401	564,486	816,985	249,507	5,003,259

Total HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	994	4,426	5,419
KINGSTON-LONDON	2,764	8,043	10,807
KINGSTON-MONTREAL	23,232	91,094	114,327
KINGSTON-OTTAWA	78,898	253,767	332,665
KINGSTON-QUEBEC	40	652	692
KINGSTON-TORONTO	208,801	467,939	676,740
KINGSTON-TROIS RIVIERES	0	0	0
KINGSTON-WINDSOR	1,143	1,718	2,862
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	4,469	8,413	12,882
KITCH.-WATERLOO-OTTAWA	2,518	9,524	12,041
KITCH.-WATERLOO-QUEBEC	514	102	616
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	3,217	14,347	17,565
LONDON-OTTAWA	21,800	31,511	53,311
LONDON-QUEBEC	117	92	209
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	359,052	838,834	1,197,886
MONTREAL-QUEBEC	0	0	0
MONTREAL-TORONTO	853,500	643,903	1,497,402
MONTREAL-TROIS RIVIERES	0	0	0
MONTREAL-WINDSOR	1,964	4,641	6,605
OTTAWA-QUEBEC	8,595	25,118	33,713
OTTAWA-TORONTO	1,159,018	586,450	1,745,469
OTTAWA-TROIS RIVIERES	0	0	0
OTTAWA-WINDSOR	2,603	11,744	14,348
QUEBEC-TORONTO	8,716	10,356	19,072
QUEBEC-TROIS RIVIERES	0	0	0
QUEBEC-WINDSOR	0	14	14
TORONTO-TROIS RIVIERES	0	0	0
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	2,741,955	3,012,689	5,754,644

HSR Input Data for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Montreal-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$55.14	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$55.14	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.98	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$70.69	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$78.46	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$151.27	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$21.91	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$21.91	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$74.58	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$86.03	\$8.40	\$16.80
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$103.03	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$62.21	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$43.83	\$8.15	\$18.30
KINGSTON-QUEBEC	5.07	0.48	0.95	0.27	1.22	4.00	2.25	\$116.21	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$65.03	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$89.71	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$121.03	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$28.28	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$141.17	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$122.79	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	8.03	0.35	0.71	0.27	0.97	2.00	4.50	\$195.17	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$29.69	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$168.67	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$60.79	\$11.95	\$23.90
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$158.17	\$7.15	\$15.70
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$98.79	\$7.15	\$17.30
LONDON-QUEBEC	8.65	0.28	0.57	0.27	0.83	5.00	1.80	\$212.17	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$53.72	\$7.15	\$15.80
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$185.67	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$42.41	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$60.79	\$9.60	\$18.60
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$76.34	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$120.17	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$38.88	\$9.00	\$17.50
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$176.17	\$15.25	\$23.80
OTTAWA-QUEBEC	4.33	0.39	0.82	0.27	1.08	4.00	2.25	\$114.79	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$101.79	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$88.29	\$9.00	\$19.10
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$157.79	\$15.25	\$25.40
QUEBEC-TORONTO	6.18	0.39	0.98	0.30	1.28	4.00	2.25	\$174.17	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$39.76	\$7.55	\$15.10
QUEBEC-WINDSOR	10.68	0.35	0.70	0.27	0.97	5.00	1.80	\$230.17	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$147.67	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$79.17	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$203.67	\$6.03	\$12.07

HSR Input Data for 2005 / 300+ kph / Comp

HSR in Montreal-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$46.30	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$46.30	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$26.86	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$91.90	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$89.07	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$120.17	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.15	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$37.82	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$72.97	\$3.80	\$7.60
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$83.97	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$48.07	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$32.52	\$4.65	\$8.50
KINGSTON-QUEBEC	5.07	0.48	0.95	0.27	1.22	4.00	2.25	\$89.07	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$57.97	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$67.44	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$100.97	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$19.79	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$105.48	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$95.59	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	8.03	0.35	0.71	0.27	0.97	2.00	4.50	\$146.48	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$21.21	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$124.86	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$42.41	\$5.90	\$11.80
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$116.48	\$3.05	\$6.30
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$62.76	\$3.05	\$6.90
LONDON-QUEBEC	8.65	0.28	0.57	0.27	0.83	5.00	1.80	\$157.48	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$36.76	\$3.05	\$6.30
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$135.86	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$29.69	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$36.76	\$3.80	\$7.00
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$57.97	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$90.48	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$27.39	\$3.50	\$6.70
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$133.48	\$8.90	\$12.10
OTTAWA-QUEBEC	4.33	0.39	0.82	0.27	1.08	4.00	2.25	\$77.76	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$80.59	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$56.13	\$3.65	\$7.30
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$123.59	\$6.35	\$12.70
QUEBEC-TORONTO	6.18	0.39	0.98	0.30	1.28	4.00	2.25	\$131.48	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$28.28	\$3.35	\$6.70
QUEBEC-WINDSOR	10.68	0.35	0.70	0.27	0.97	5.00	1.80	\$174.48	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$109.86	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$60.79	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$152.86	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,785,115	42%	1,289,922	NA	1,289,922	\$134,620,877	NA	\$134,620,877	3%
	Connect Air	1,090,355	920,406	16%	169,950	NA	169,950	\$11,226,276	NA	\$11,226,276	1%
	Rail	596,839	0	76%	452,063	NA	452,063	\$37,963,437	NA	\$37,963,437	0%
	Bus	378,703	405,895	31%	117,584	NA	117,584	\$8,222,075	NA	\$8,222,075	1%
	Auto	11,487,187	10,683,816	7%	803,371	NA	803,371	\$61,786,391	NA	\$61,786,391	17%
	Noncaptive Auto	7,221,317	6,640,099	8%	581,218	NA	581,218	\$43,496,395	NA	\$43,496,395	11%
	Destination Captive Auto	3,499,370	3,277,216	6%	222,153	NA	222,153	\$18,289,997	NA	\$18,289,997	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	3,235,783	NA	NA	NA	NA	NA	NA	NA	5%
	Total	16,628,122	17,031,015	17%	2,832,890	402,893	3,235,783	\$253,819,057	\$32,057,199	\$285,876,256	27%
Nonbusiness	Local Air	548,809	338,888	38%	209,921	NA	209,921	\$16,896,915	NA	\$16,896,915	1%
	Connect Air	984,305	882,830	10%	101,475	NA	101,475	\$4,140,555	NA	\$4,140,555	1%
	Rail	1,257,753	0	68%	854,757	NA	854,757	\$59,593,374	NA	\$59,593,374	0%
	Bus	1,523,136	1,219,322	46%	706,810	NA	706,810	\$36,214,996	NA	\$36,214,996	2%
	Auto	40,088,331	38,382,275	4%	1,706,056	NA	1,706,056	\$88,983,738	NA	\$88,983,738	62%
	Noncaptive Auto	27,596,052	26,229,116	5%	1,366,936	NA	1,366,936	\$69,905,870	NA	\$69,905,870	42%
	Destination Captive Auto	10,577,203	10,238,083	3%	339,120	NA	339,120	\$19,077,867	NA	\$19,077,867	17%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	4,137,792	NA	NA	NA	NA	NA	NA	NA	7%
	Total	44,402,334	44,961,106	8%	3,579,019	558,772	4,137,792	\$205,829,577	\$28,208,282	\$234,037,859	73%
Total	Local Air	3,623,847	2,124,004	41%	1,499,843	NA	1,499,843	\$151,517,792	NA	\$151,517,792	3%
	Connect Air	2,074,660	1,803,235	13%	271,425	NA	271,425	\$15,366,832	NA	\$15,366,832	3%
	Rail	1,854,592	0	70%	1,306,820	NA	1,306,820	\$97,556,810	NA	\$97,556,810	0%
	Bus	1,901,839	1,625,217	43%	824,394	NA	824,394	\$44,437,071	NA	\$44,437,071	3%
	Auto	51,575,518	49,066,091	5%	2,509,428	NA	2,509,428	\$150,770,129	NA	\$150,770,129	79%
	Noncaptive Auto	34,817,370	32,869,215	6%	1,948,155	NA	1,948,155	\$113,402,265	NA	\$113,402,265	53%
	Destination Captive Auto	14,076,573	13,515,300	4%	561,273	NA	561,273	\$37,367,864	NA	\$37,367,864	22%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	7,373,575	NA	NA	NA	NA	NA	NA	NA	12%
	Total	61,030,456	61,992,121	11%	6,411,910	961,665	7,373,575	\$459,648,634	\$60,265,481	\$519,914,115	100%

2005 Montréal-Toronto Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,040,477	30%	438,113	NA	438,113	\$51,232,378	NA	\$51,232,378	22%
	Connect Air	309,365	309,365	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	88%	109,037	NA	109,037	\$12,750,596	NA	\$12,750,596	0%
	Bus	12,730	18,416	71%	9,047	NA	9,047	\$1,057,940	NA	\$1,057,940	0%
	Auto	352,946	274,837	22%	78,108	NA	78,108	\$9,133,861	NA	\$9,133,861	6%
	Noncaptive Auto	161,610	112,956	30%	48,654	NA	48,654	\$5,689,579	NA	\$5,689,579	2%
	Destination Captive Auto	180,035	150,581	16%	29,454	NA	29,454	\$3,444,283	NA	\$3,444,283	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	663,324	NA	NA	NA	NA	NA	NA	NA	14%
	Total	2,277,401	2,306,420	28%	634,305	29,019	663,324	\$74,174,775	\$3,393,453	\$77,568,228	50%
Nonbusiness	Local Air	273,347	186,259	32%	87,088	NA	87,088	\$7,667,898	NA	\$7,667,898	4%
	Connect Air	345,980	345,980	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	345,891	0	88%	304,687	NA	304,687	\$26,827,083	NA	\$26,827,083	0%
	Bus	105,446	78,474	65%	68,176	NA	68,176	\$6,002,765	NA	\$6,002,765	2%
	Auto	1,224,716	1,131,351	8%	93,365	NA	93,365	\$8,220,577	NA	\$8,220,577	24%
	Noncaptive Auto	571,514	509,328	11%	62,187	NA	62,187	\$5,475,398	NA	\$5,475,398	11%
	Destination Captive Auto	607,226	576,047	5%	31,178	NA	31,178	\$2,745,179	NA	\$2,745,179	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	595,742	NA	NA	NA	NA	NA	NA	NA	13%
	Total	2,295,381	2,337,807	24%	553,316	42,426	595,742	\$48,718,323	\$3,735,550	\$52,453,873	50%
Total	Local Air	1,751,937	1,226,736	30%	525,201	NA	525,201	\$58,900,276	NA	\$58,900,276	26%
	Connect Air	655,345	655,345	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	469,662	0	88%	413,724	NA	413,724	\$39,577,679	NA	\$39,577,679	0%
	Bus	118,176	96,891	65%	77,223	NA	77,223	\$7,060,705	NA	\$7,060,705	2%
	Auto	1,577,662	1,406,189	11%	171,473	NA	171,473	\$17,354,438	NA	\$17,354,438	30%
	Noncaptive Auto	733,124	622,283	15%	110,841	NA	110,841	\$11,164,977	NA	\$11,164,977	13%
	Destination Captive Auto	787,260	726,628	8%	60,632	NA	60,632	\$6,189,462	NA	\$6,189,462	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,259,066	NA	NA	NA	NA	NA	NA	NA	27%
	Total	4,572,781	4,644,227	26%	1,187,621	71,445	1,259,066	\$122,893,098	\$7,129,003	\$130,022,101	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	7,737	87%	53,605	NA	53,605	\$3,982,369	NA	\$3,982,369	0%
	Connect Air	127,383	55,648	56%	71,735	NA	71,735	\$5,329,261	NA	\$5,329,261	1%
	Rail	49,447	0	99%	48,909	NA	48,909	\$3,633,475	NA	\$3,633,475	0%
	Bus	164,431	146,522	11%	18,447	NA	18,447	\$1,370,402	NA	\$1,370,402	2%
	Auto	2,042,002	1,765,691	14%	276,310	NA	276,310	\$20,527,233	NA	\$20,527,233	19%
	Noncaptive Auto	1,134,680	932,311	18%	202,370	NA	202,370	\$15,034,133	NA	\$15,034,133	10%
	Destination Captive Auto	824,082	750,141	9%	73,941	NA	73,941	\$5,493,100	NA	\$5,493,100	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	530,928	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,444,606	2,506,526	19%	469,007	61,921	530,928	\$34,842,741	\$4,600,111	\$39,442,853	27%
Nonbusiness	Local Air	9,113	1,883	79%	7,230	NA	7,230	\$407,811	NA	\$407,811	0%
	Connect Air	51,630	27,529	47%	24,101	NA	24,101	\$1,359,446	NA	\$1,359,446	0%
	Rail	90,524	0	99%	89,450	NA	89,450	\$5,045,501	NA	\$5,045,501	0%
	Bus	254,712	208,260	19%	47,525	NA	47,525	\$2,680,666	NA	\$2,680,666	2%
	Auto	6,166,304	5,671,256	8%	495,048	NA	495,048	\$27,923,561	NA	\$27,923,561	62%
	Noncaptive Auto	4,217,405	3,803,178	10%	414,228	NA	414,228	\$23,364,821	NA	\$23,364,821	42%
	Destination Captive Auto	1,754,742	1,673,921	5%	80,821	NA	80,821	\$4,558,740	NA	\$4,558,740	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	730,950	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,639,878	10%	663,354	67,596	730,950	\$37,416,985	\$3,812,775	\$41,229,760	73%
Total	Local Air	70,456	9,620	86%	60,835	NA	60,835	\$4,390,180	NA	\$4,390,180	0%
	Connect Air	179,013	83,176	54%	95,837	NA	95,837	\$6,688,707	NA	\$6,688,707	1%
	Rail	139,971	0	99%	138,359	NA	138,359	\$8,678,976	NA	\$8,678,976	0%
	Bus	419,143	354,783	16%	65,971	NA	65,971	\$4,051,069	NA	\$4,051,069	4%
	Auto	8,208,306	7,436,947	9%	771,359	NA	771,359	\$48,450,794	NA	\$48,450,794	81%
	Noncaptive Auto	5,352,086	4,735,488	12%	616,597	NA	616,597	\$38,398,954	NA	\$38,398,954	52%
	Destination Captive Auto	2,578,824	2,424,063	6%	154,761	NA	154,761	\$10,051,840	NA	\$10,051,840	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,261,877	NA	NA	NA	NA	NA	NA	NA	14%
	Total	9,016,888	9,146,404	13%	1,132,361	129,516	1,261,877	\$72,259,726	\$8,412,887	\$80,672,613	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	210,348	76%	662,017	NA	662,017	\$65,575,377	NA	\$65,575,377	5%
	Connect Air	335,175	335,175	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	100%	76,468	NA	76,468	\$7,574,479	NA	\$7,574,479	0%
	Bus	18,533	791	98%	18,089	NA	18,089	\$1,791,778	NA	\$1,791,778	0%
	Auto	530,589	406,039	23%	124,549	NA	124,549	\$12,337,096	NA	\$12,337,096	9%
	Noncaptive Auto	231,840	152,238	34%	79,602	NA	79,602	\$7,884,911	NA	\$7,884,911	3%
	Destination Captive Auto	234,244	189,297	19%	44,947	NA	44,947	\$4,452,185	NA	\$4,452,185	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,010,740	NA	NA	NA	NA	NA	NA	NA	23%
	Total	1,833,476	1,963,093	48%	881,123	129,617	1,010,740	\$87,278,730	\$12,839,040	\$100,117,770	45%
Nonbusiness	Local Air	114,164	33,389	71%	80,775	NA	80,775	\$6,334,203	NA	\$6,334,203	1%
	Connect Air	278,334	278,334	0%	0	NA	0	\$0	NA	\$0	6%
	Rail	124,661	0	99%	123,926	NA	123,926	\$9,717,974	NA	\$9,717,974	0%
	Bus	103,970	18,846	83%	85,859	NA	85,859	\$6,732,853	NA	\$6,732,853	0%
	Auto	1,742,396	1,563,204	10%	179,192	NA	179,192	\$14,051,822	NA	\$14,051,822	36%
	Noncaptive Auto	897,762	771,352	14%	126,410	NA	126,410	\$9,912,783	NA	\$9,912,783	18%
	Destination Captive Auto	779,327	726,545	7%	52,782	NA	52,782	\$4,139,039	NA	\$4,139,039	17%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	537,784	NA	NA	NA	NA	NA	NA	NA	12%
	Total	2,363,525	2,431,557	20%	469,752	68,032	537,784	\$36,836,852	\$5,334,922	\$42,171,774	55%
Total	Local Air	986,529	243,737	75%	742,792	NA	742,792	\$71,909,580	NA	\$71,909,580	6%
	Connect Air	613,510	613,510	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	201,476	0	99%	200,394	NA	200,394	\$17,292,453	NA	\$17,292,453	0%
	Bus	122,503	19,637	85%	103,948	NA	103,948	\$8,524,631	NA	\$8,524,631	0%
	Auto	2,272,985	1,969,244	13%	303,741	NA	303,741	\$26,388,918	NA	\$26,388,918	45%
	Noncaptive Auto	1,129,602	923,590	18%	206,012	NA	206,012	\$17,797,694	NA	\$17,797,694	21%
	Destination Captive Auto	1,013,571	915,842	10%	97,729	NA	97,729	\$8,591,224	NA	\$8,591,224	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,548,524	NA	NA	NA	NA	NA	NA	NA	35%
	Total	4,197,001	4,394,650	32%	1,350,875	197,649	1,548,524	\$124,115,581	\$18,173,962	\$142,289,543	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	22,775	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	84,667	84,667	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	1,423,393	1,423,393	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	937,151	937,151	0%	0	NA	0	\$0	NA	\$0	15%
	Destination Captive Auto	433,582	433,582	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,613,304	1,613,304	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	10,829	10,829	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	99,721	99,721	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	4,077,350	4,077,350	0%	0	NA	0	\$0	NA	\$0	67%
	Noncaptive Auto	2,939,668	2,939,668	0%	0	NA	0	\$0	NA	\$0	48%
	Destination Captive Auto	1,018,936	1,018,936	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	4,472,277	4,472,277	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	33,604	33,604	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	184,387	184,387	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	5,500,743	5,500,743	0%	0	NA	0	\$0	NA	\$0	90%
	Noncaptive Auto	3,876,819	3,876,819	0%	0	NA	0	\$0	NA	\$0	64%
	Destination Captive Auto	1,452,518	1,452,518	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,085,581	6,085,581	0%	0	0	0	\$0	\$0	\$0	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	6,279	84%	33,595	NA	33,595	\$3,605,001	NA	\$3,605,001	1%
	Connect Air	2,640	1,063	60%	1,577	NA	1,577	\$169,183	NA	\$169,183	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$140,911	NA	\$140,911	0%
	Bus	4,792	3,840	20%	953	NA	953	\$102,295	NA	\$102,295	1%
	Auto	44,460	34,047	23%	10,413	NA	10,413	\$1,117,404	NA	\$1,117,404	8%
	Noncaptive Auto	26,567	18,926	29%	7,641	NA	7,641	\$819,932	NA	\$819,932	4%
	Destination Captive Auto	17,893	15,121	15%	2,772	NA	2,772	\$297,472	NA	\$297,472	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	54,868	NA	NA	NA	NA	NA	NA	NA	13%
	Total	93,080	100,097	51%	47,851	7,017	54,868	\$5,134,794	\$752,968	\$5,887,762	23%
Nonbusiness	Local Air	6,651	255	96%	6,396	NA	6,396	\$483,937	NA	\$483,937	0%
	Connect Air	386	111	71%	275	NA	275	\$20,831	NA	\$20,831	0%
	Rail	8,280	0	100%	8,272	NA	8,272	\$625,943	NA	\$625,943	0%
	Bus	14,948	9,393	37%	5,562	NA	5,562	\$420,876	NA	\$420,876	2%
	Auto	299,522	270,015	10%	29,507	NA	29,507	\$2,232,683	NA	\$2,232,683	62%
	Noncaptive Auto	185,795	162,578	12%	23,217	NA	23,217	\$1,756,744	NA	\$1,756,744	37%
	Destination Captive Auto	105,650	99,360	6%	6,290	NA	6,290	\$475,939	NA	\$475,939	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	57,317	NA	NA	NA	NA	NA	NA	NA	13%
	Total	329,787	337,091	15%	50,013	7,304	57,317	\$3,784,269	\$552,657	\$4,336,927	77%
Total	Local Air	46,525	6,535	86%	39,990	NA	39,990	\$4,088,938	NA	\$4,088,938	1%
	Connect Air	3,026	1,174	61%	1,852	NA	1,852	\$190,014	NA	\$190,014	0%
	Rail	9,594	0	100%	9,586	NA	9,586	\$766,854	NA	\$766,854	0%
	Bus	19,740	13,233	33%	6,516	NA	6,516	\$523,171	NA	\$523,171	3%
	Auto	343,983	304,063	12%	39,920	NA	39,920	\$3,350,087	NA	\$3,350,087	70%
	Noncaptive Auto	212,362	181,504	15%	30,858	NA	30,858	\$2,576,676	NA	\$2,576,676	42%
	Destination Captive Auto	123,543	114,481	7%	9,062	NA	9,062	\$773,411	NA	\$773,411	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	112,184	NA	NA	NA	NA	NA	NA	NA	26%
	Total	422,867	437,188	23%	97,863	14,321	112,184	\$8,919,063	\$1,305,626	\$10,224,689	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	160,320	0%	0	NA	0	\$0	NA	\$0	8%
	Connect Air	37,302	37,302	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	305,589	305,589	0%	0	NA	0	\$0	NA	\$0	15%
	Noncaptive Auto	135,317	135,317	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	159,825	159,825	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	540,962	540,962	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	33,475	33,475	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	50,354	50,354	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	1,248,467	1,248,467	0%	0	NA	0	\$0	NA	\$0	63%
	Noncaptive Auto	715,216	715,216	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	467,128	467,128	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,443,857	1,443,857	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	193,795	193,795	0%	0	NA	0	\$0	NA	\$0	10%
	Connect Air	87,656	87,656	0%	0	NA	0	\$0	NA	\$0	4%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	8%
	Auto	1,554,056	1,554,056	0%	0	NA	0	\$0	NA	\$0	78%
	Noncaptive Auto	850,534	850,534	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	626,952	626,952	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,984,819	1,984,819	0%	0	0	0	\$0	\$0	\$0	100%

2005 Link Volumes

Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	1,844,027	1,844,027	3,688,053
Kingston-Ottawa	1,735,952	1,735,952	3,471,905
Montreal-Ottawa	1,584,190	1,584,190	3,168,381
Montreal-Trois Rivières	1,631,331	1,631,331	3,262,661
Quebec-Trois Rivières	1,338,578	1,338,578	2,677,156

2005 Station Volumes

Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	552,706	552,706	1,105,413
Kitchener	0	0	0
London	0	0	0
Montreal	2,254,701	2,254,701	4,509,401
Ottawa	1,794,082	1,794,082	3,588,164
Quebec	747,796	747,796	1,495,593
Toronto	1,783,104	1,783,104	3,566,208
Trois Rivières	180,263	180,263	360,525
Windsor	0	0	0
Total	7,312,652	7,312,652	14,625,304

Diversed HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	587	292	0	0	2,181	0	1,088	243	4,391
KINGSTON-LONDON	834	0	720	10	671	49	0	0	2,672	581	3,362	645	9,545
KINGSTON-MONTREAL	26	0	13,010	2,980	1,728	1,562	0	0	20,220	31,921	14,555	6,419	92,421
KINGSTON-OTTAWA	0	0	13,433	7,045	31,663	8,511	0	0	17,977	57,926	91,140	17,224	244,919
KINGSTON-QUEBEC	0	0	399	0	0	0	0	0	1,042	0	206	69	1,717
KINGSTON-TORONTO	8,790	0	69,791	7,316	63,635	17,911	5,017	0	123,723	83,148	149,303	33,177	561,811
KINGSTON-TROIS RIVIERES	0	0	0	0	978	0	0	0	0	0	0	0	978
KINGSTON-WINDSOR	0	0	925	0	169	53	0	0	1,434	176	161	74	2,992
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	1,404	715	0	0	4,472	0	1,810	473	10,394
KITCH.-WATERLOO-OTTAWA	0	0	719	0	414	858	0	0	3,097	0	3,391	1,151	9,630
KITCH.-WATERLOO-QUEBEC	0	0	0	0	875	0	0	0	81	0	160	29	1,145
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	19	0	0	0	0	0	0	19
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	1,068	0	220	109	111	872	458	0	5,941	1,006	4,616	483	14,884
LONDON-OTTAWA	8,199	276	1,479	142	3,893	1,500	2,997	59	8,757	4,633	7,101	2,075	41,112
LONDON-QUEBEC	318	0	0	0	49	0	81	0	154	0	13	72	686
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	42,177	96,362	104,650	34,822	91,364	30,254	8,694	77,039	108,946	245,807	303,072	83,943	1,227,131
MONTREAL-QUEBEC	53,605	71,735	48,909	18,447	202,370	73,941	7,230	24,101	89,450	47,525	414,228	80,821	1,132,361
MONTREAL-TORONTO	438,113	0	109,037	9,047	48,654	29,454	87,088	0	304,687	68,176	62,187	31,178	1,187,621
MONTREAL-TROIS RIVIERES	0	0	0	15,251	38,684	3,928	0	0	0	52,994	151,164	15,460	277,482
MONTREAL-WINDSOR	286	0	965	27	289	20	628	0	2,340	115	759	69	5,498
OTTAWA-QUEBEC	33,595	1,577	1,313	953	7,641	2,772	6,396	275	8,272	5,562	23,217	6,290	97,863
OTTAWA-TORONTO	662,017	0	76,468	18,089	79,602	44,947	80,775	0	123,926	85,859	126,410	52,782	1,350,875
OTTAWA-TROIS RIVIERES	0	0	0	2,049	989	0	0	0	0	10,459	1,145	59	14,701
OTTAWA-WINDSOR	601	0	818	2	536	0	1,295	0	6,701	203	940	798	11,891
QUEBEC-TORONTO	40,295	0	7,687	469	4,125	3,891	9,262	0	18,643	4,633	5,217	5,051	99,274
QUEBEC-TROIS RIVIERES	0	0	0	734	788	405	0	0	0	2,237	872	430	5,465
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	42	0	24	0	66
TORONTO-TROIS RIVIERES	0	0	0	91	0	200	0	0	0	3,850	793	104	5,038
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,289,922	169,950	452,063	117,584	581,218	222,153	209,921	101,475	854,757	706,810	1,366,936	339,120	6,411,910

Total HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	893	4,286	5,178
KINGSTON-LONDON	2,604	7,426	10,030
KINGSTON-MONTREAL	22,976	90,187	113,163
KINGSTON-OTTAWA	77,088	251,473	328,561
KINGSTON-QUEBEC	448	1,427	1,875
KINGSTON-TORONTO	196,797	445,716	642,514
KINGSTON-TROIS RIVIERES	1,033	0	1,033
KINGSTON-WINDSOR	1,185	1,873	3,058
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	4,103	8,047	12,150
KITCH.-WATERLOO-OTTAWA	2,255	8,715	10,970
KITCH.-WATERLOO-QUEBEC	893	272	1,165
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	19	0	19
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	2,411	12,748	15,158
LONDON-OTTAWA	16,166	28,498	44,664
LONDON-QUEBEC	371	327	698
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	509,536	1,004,523	1,514,058
MONTREAL-QUEBEC	530,928	730,950	1,261,877
MONTREAL-TORONTO	663,324	595,742	1,259,066
MONTREAL-TROIS RIVIERES	66,678	261,687	328,365
MONTREAL-WINDSOR	1,612	3,950	5,563
OTTAWA-QUEBEC	54,868	57,317	112,184
OTTAWA-TORONTO	1,010,740	537,784	1,548,524
OTTAWA-TROIS RIVIERES	3,387	12,690	16,077
OTTAWA-WINDSOR	2,122	11,004	13,125
QUEBEC-TORONTO	60,409	48,991	109,400
QUEBEC-TROIS RIVIERES	2,621	5,705	8,327
QUEBEC-WINDSOR	0	66	66
TORONTO-TROIS RIVIERES	318	6,386	6,705
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	3,235,783	4,137,792	7,373,575

HSR Input Data for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Quebec-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$53.65	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$53.65	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.20	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$68.79	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$76.35	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$147.21	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$21.32	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$21.32	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$72.57	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$84.28	\$8.40	\$16.80
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$101.28	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$60.53	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$42.65	\$8.15	\$18.30
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	4.00	2.25	\$60.53	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$63.28	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	5.00	1.80	\$64.66	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$119.28	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$27.51	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$137.94	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$120.05	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	7.22	0.35	0.71	0.27	0.97	2.00	4.50	\$170.96	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$28.89	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	6.38	0.51	1.01	0.27	1.28	2.00	4.50	\$148.94	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$59.16	\$11.95	\$23.90
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$154.94	\$7.15	\$15.70
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$97.16	\$7.15	\$17.30
LONDON-QUEBEC	7.83	0.28	0.57	0.27	0.83	5.00	1.80	\$187.96	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$52.28	\$7.15	\$15.80
LONDON-TROIS RIVIERES	7.00	0.44	0.87	0.27	1.14	5.00	1.80	\$165.94	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$41.27	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$59.16	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$74.29	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$116.94	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$37.83	\$9.00	\$17.50
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$172.94	\$15.25	\$23.80
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$107.31	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$99.05	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$86.67	\$9.00	\$19.10
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$155.05	\$15.25	\$25.40
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$149.96	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$38.69	\$7.55	\$15.10
QUEBEC-WINDSOR	9.87	0.35	0.70	0.27	0.97	5.00	1.80	\$205.96	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$127.94	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$77.04	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	9.03	0.50	1.01	0.27	1.27	5.00	1.80	\$183.94	\$6.03	\$12.07

HSR Input Data for 2005 / 200+ kph / Com

HSR in Quebec-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$45.06	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$45.06	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$26.14	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$89.42	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$86.67	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$116.94	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$25.45	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$36.80	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$71.41	\$3.80	\$7.60
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$82.41	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$46.78	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$31.64	\$4.65	\$8.50
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	4.00	2.25	\$72.91	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$56.41	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	5.00	1.80	\$60.76	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$99.41	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$19.26	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$103.05	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$93.42	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	7.22	0.35	0.71	0.27	0.97	2.00	4.50	\$119.56	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$20.64	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	6.38	0.51	1.01	0.27	1.28	2.00	4.50	\$85.16	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$41.27	\$5.90	\$11.80
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$114.05	\$3.05	\$6.30
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$61.77	\$3.05	\$6.90
LONDON-QUEBEC	7.83	0.28	0.57	0.27	0.83	5.00	1.80	\$130.56	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$35.77	\$3.05	\$6.30
LONDON-TROIS RIVIERES	7.00	0.44	0.87	0.27	1.14	5.00	1.80	\$96.16	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$28.89	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$35.77	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$56.41	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$88.05	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$26.66	\$3.50	\$6.70
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$131.05	\$8.90	\$12.10
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$75.67	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$78.42	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$78.42	\$3.65	\$7.30
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$121.42	\$6.35	\$12.70
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$104.56	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$27.51	\$3.35	\$6.70
QUEBEC-WINDSOR	9.87	0.35	0.70	0.27	0.97	5.00	1.80	\$147.56	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$70.16	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$59.16	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	9.03	0.50	1.01	0.27	1.27	5.00	1.80	\$113.16	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,531,573	50%	1,543,465	NA	1,543,465	\$169,971,640	NA	\$169,971,640	2%
	Connect Air	1,090,355	1,077,182	1%	13,174	NA	13,174	\$985,753	NA	\$985,753	2%
	Rail	596,839	0	76%	454,588	NA	454,588	\$39,725,533	NA	\$39,725,533	0%
	Bus	378,703	416,218	28%	104,736	NA	104,736	\$7,748,775	NA	\$7,748,775	1%
	Auto	11,487,187	10,623,984	8%	863,203	NA	863,203	\$69,840,916	NA	\$69,840,916	17%
	Noncaptive Auto	7,221,317	6,600,986	9%	620,332	NA	620,332	\$48,767,544	NA	\$48,767,544	11%
	Destination Captive Auto	3,499,370	3,256,498	7%	242,872	NA	242,872	\$21,073,372	NA	\$21,073,372	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	3,408,238	NA	NA	NA	NA	NA	NA	NA	5%
	Total	16,628,122	17,057,194	18%	2,979,165	429,072	3,408,238	\$288,272,617	\$38,471,746	\$326,744,363	28%
Nonbusiness	Local Air	548,809	309,645	44%	239,164	NA	239,164	\$20,187,423	NA	\$20,187,423	0%
	Connect Air	984,305	977,370	1%	6,934	NA	6,934	\$307,154	NA	\$307,154	2%
	Rail	1,257,753	0	68%	860,272	NA	860,272	\$62,404,888	NA	\$62,404,888	0%
	Bus	1,523,136	1,244,882	44%	675,735	NA	675,735	\$36,259,996	NA	\$36,259,996	2%
	Auto	40,088,331	38,287,591	4%	1,800,740	NA	1,800,740	\$99,391,078	NA	\$99,391,078	62%
	Noncaptive Auto	27,596,052	26,156,970	5%	1,439,082	NA	1,439,082	\$77,755,893	NA	\$77,755,893	42%
	Destination Captive Auto	10,577,203	10,215,545	3%	361,658	NA	361,658	\$21,635,185	NA	\$21,635,185	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	4,098,778	NA	NA	NA	NA	NA	NA	NA	7%
	Total	44,402,334	44,918,266	8%	3,582,846	515,932	4,098,778	\$218,550,539	\$28,627,931	\$247,178,470	72%
Total	Local Air	3,623,847	1,841,218	49%	1,782,629	NA	1,782,629	\$190,159,063	NA	\$190,159,063	3%
	Connect Air	2,074,660	2,054,552	1%	20,108	NA	20,108	\$1,292,907	NA	\$1,292,907	3%
	Rail	1,854,592	0	71%	1,314,860	NA	1,314,860	\$102,130,421	NA	\$102,130,421	0%
	Bus	1,901,839	1,661,100	41%	780,471	NA	780,471	\$44,008,772	NA	\$44,008,772	3%
	Auto	51,575,518	48,911,575	5%	2,663,943	NA	2,663,943	\$169,231,994	NA	\$169,231,994	79%
	Noncaptive Auto	34,817,370	32,757,956	6%	2,059,414	NA	2,059,414	\$126,523,437	NA	\$126,523,437	53%
	Destination Captive Auto	14,076,573	13,472,043	4%	604,530	NA	604,530	\$42,708,557	NA	\$42,708,557	22%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	7,507,015	NA	NA	NA	NA	NA	NA	NA	12%
	Total	61,030,456	61,975,460	11%	6,562,011	945,004	7,507,015	\$506,823,156	\$67,099,677	\$573,922,833	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	891,054	40%	587,536	NA	587,536	\$71,374,115	NA	\$71,374,115	19%
	Connect Air	309,365	309,365	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	90%	111,038	NA	111,038	\$13,488,984	NA	\$13,488,984	0%
	Bus	12,730	16,011	74%	9,451	NA	9,451	\$1,148,089	NA	\$1,148,089	0%
	Auto	352,946	265,832	25%	87,114	NA	87,114	\$10,582,648	NA	\$10,582,648	6%
	Noncaptive Auto	161,610	107,780	33%	53,830	NA	53,830	\$6,539,348	NA	\$6,539,348	2%
	Destination Captive Auto	180,035	146,751	18%	33,284	NA	33,284	\$4,043,301	NA	\$4,043,301	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	839,676	NA	NA	NA	NA	NA	NA	NA	18%
	Total	2,277,401	2,321,938	35%	795,139	44,537	839,676	\$96,593,836	\$5,410,378	\$102,004,214	50%
Nonbusiness	Local Air	273,347	168,674	38%	104,673	NA	104,673	\$9,574,188	NA	\$9,574,188	4%
	Connect Air	345,980	345,980	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	345,891	0	89%	308,801	NA	308,801	\$28,245,336	NA	\$28,245,336	0%
	Bus	105,446	74,844	64%	67,692	NA	67,692	\$6,191,627	NA	\$6,191,627	2%
	Auto	1,224,716	1,120,320	9%	104,396	NA	104,396	\$9,548,850	NA	\$9,548,850	24%
	Noncaptive Auto	571,514	502,154	12%	69,360	NA	69,360	\$6,344,230	NA	\$6,344,230	11%
	Destination Captive Auto	607,226	572,190	6%	35,036	NA	35,036	\$3,204,620	NA	\$3,204,620	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	633,179	NA	NA	NA	NA	NA	NA	NA	14%
	Total	2,295,381	2,342,997	26%	585,562	47,616	633,179	\$53,560,001	\$4,355,336	\$57,915,337	50%
Total	Local Air	1,751,937	1,059,728	40%	692,209	NA	692,209	\$80,948,303	NA	\$80,948,303	23%
	Connect Air	655,345	655,345	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	469,662	0	89%	419,840	NA	419,840	\$41,734,320	NA	\$41,734,320	0%
	Bus	118,176	90,855	65%	77,143	NA	77,143	\$7,339,716	NA	\$7,339,716	2%
	Auto	1,577,662	1,386,152	12%	191,510	NA	191,510	\$20,131,498	NA	\$20,131,498	30%
	Noncaptive Auto	733,124	609,933	17%	123,191	NA	123,191	\$12,883,578	NA	\$12,883,578	13%
	Destination Captive Auto	787,260	718,941	9%	68,319	NA	68,319	\$7,247,921	NA	\$7,247,921	15%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,472,855	NA	NA	NA	NA	NA	NA	NA	32%
	Total	4,572,781	4,664,935	30%	1,380,702	92,153	1,472,855	\$150,153,837	\$9,765,714	\$159,919,550	100%

2005 Montréal-Québec Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	6,169	90%	55,174	NA	55,174	\$4,258,081	NA	\$4,258,081	0%
	Connect Air	127,383	122,445	4%	4,938	NA	4,938	\$381,063	NA	\$381,063	1%
	Rail	49,447	0	99%	48,920	NA	48,920	\$3,775,403	NA	\$3,775,403	0%
	Bus	164,431	148,002	10%	16,957	NA	16,957	\$1,308,647	NA	\$1,308,647	2%
	Auto	2,042,002	1,741,978	15%	300,024	NA	300,024	\$23,154,603	NA	\$23,154,603	19%
	Noncaptive Auto	1,134,680	915,474	19%	219,206	NA	219,206	\$16,917,423	NA	\$16,917,423	10%
	Destination Captive Auto	824,082	743,264	10%	80,818	NA	80,818	\$6,237,180	NA	\$6,237,180	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	479,693	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,498,287	17%	426,012	53,681	479,693	\$32,877,796	\$4,142,889	\$37,020,685	27%
Nonbusiness	Local Air	9,113	1,660	82%	7,453	NA	7,453	\$436,699	NA	\$436,699	0%
	Connect Air	51,630	50,000	3%	1,630	NA	1,630	\$95,486	NA	\$95,486	1%
	Rail	90,524	0	99%	89,443	NA	89,443	\$5,241,038	NA	\$5,241,038	0%
	Bus	254,712	213,728	17%	42,064	NA	42,064	\$2,464,800	NA	\$2,464,800	2%
	Auto	6,166,304	5,633,200	9%	533,104	NA	533,104	\$31,237,994	NA	\$31,237,994	62%
	Noncaptive Auto	4,217,405	3,771,657	11%	445,749	NA	445,749	\$26,119,296	NA	\$26,119,296	41%
	Destination Captive Auto	1,754,742	1,667,387	5%	87,355	NA	87,355	\$5,118,698	NA	\$5,118,698	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	739,710	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,638,299	10%	673,693	66,017	739,710	\$39,476,018	\$3,868,381	\$43,344,399	73%
Total	Local Air	70,456	7,829	89%	62,626	NA	62,626	\$4,694,780	NA	\$4,694,780	0%
	Connect Air	179,013	172,446	4%	6,567	NA	6,567	\$476,549	NA	\$476,549	2%
	Rail	139,971	0	99%	138,362	NA	138,362	\$9,016,441	NA	\$9,016,441	0%
	Bus	419,143	361,730	14%	59,021	NA	59,021	\$3,773,447	NA	\$3,773,447	4%
	Auto	8,208,306	7,375,178	10%	833,128	NA	833,128	\$54,392,597	NA	\$54,392,597	81%
	Noncaptive Auto	5,352,086	4,687,131	12%	664,955	NA	664,955	\$43,036,719	NA	\$43,036,719	51%
	Destination Captive Auto	2,578,824	2,410,651	7%	168,173	NA	168,173	\$11,355,878	NA	\$11,355,878	26%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,219,403	NA	NA	NA	NA	NA	NA	NA	13%
	Total	9,016,888	9,136,586	12%	1,099,705	119,699	1,219,403	\$72,353,814	\$8,011,270	\$80,365,084	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	138,699	84%	733,666	NA	733,666	\$75,495,005	NA	\$75,495,005	3%
	Connect Air	335,175	335,175	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	100%	76,548	NA	76,548	\$7,876,865	NA	\$7,876,865	0%
	Bus	18,533	595	98%	18,205	NA	18,205	\$1,873,317	NA	\$1,873,317	0%
	Auto	530,589	389,818	27%	140,771	NA	140,771	\$14,485,462	NA	\$14,485,462	9%
	Noncaptive Auto	231,840	142,777	38%	89,064	NA	89,064	\$9,164,745	NA	\$9,164,745	3%
	Destination Captive Auto	234,244	182,537	22%	51,707	NA	51,707	\$5,320,717	NA	\$5,320,717	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,151,882	NA	NA	NA	NA	NA	NA	NA	26%
	Total	1,833,476	2,016,169	53%	969,190	182,693	1,151,882	\$99,730,650	\$18,799,268	\$118,529,918	45%
Nonbusiness	Local Air	114,164	26,181	77%	87,983	NA	87,983	\$7,167,429	NA	\$7,167,429	1%
	Connect Air	278,334	278,334	0%	0	NA	0	\$0	NA	\$0	6%
	Rail	124,661	0	100%	124,058	NA	124,058	\$10,106,193	NA	\$10,106,193	0%
	Bus	103,970	17,895	83%	86,678	NA	86,678	\$7,061,068	NA	\$7,061,068	0%
	Auto	1,742,396	1,538,766	12%	203,630	NA	203,630	\$16,588,370	NA	\$16,588,370	35%
	Noncaptive Auto	897,762	754,593	16%	143,169	NA	143,169	\$11,662,999	NA	\$11,662,999	17%
	Destination Captive Auto	779,327	718,866	8%	60,461	NA	60,461	\$4,925,372	NA	\$4,925,372	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	580,449	NA	NA	NA	NA	NA	NA	NA	13%
	Total	2,363,525	2,441,625	21%	502,349	78,100	580,449	\$40,923,060	\$6,362,273	\$47,285,333	55%
Total	Local Air	986,529	164,879	83%	821,649	NA	821,649	\$82,662,434	NA	\$82,662,434	4%
	Connect Air	613,510	613,510	0%	0	NA	0	\$0	NA	\$0	14%
	Rail	201,476	0	100%	200,606	NA	200,606	\$17,983,058	NA	\$17,983,058	0%
	Bus	122,503	18,490	86%	104,883	NA	104,883	\$8,934,385	NA	\$8,934,385	0%
	Auto	2,272,985	1,928,584	15%	344,401	NA	344,401	\$31,073,832	NA	\$31,073,832	43%
	Noncaptive Auto	1,129,602	897,370	21%	232,232	NA	232,232	\$20,827,744	NA	\$20,827,744	20%
	Destination Captive Auto	1,013,571	901,402	11%	112,168	NA	112,168	\$10,246,089	NA	\$10,246,089	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,732,332	NA	NA	NA	NA	NA	NA	NA	39%
	Total	4,197,001	4,457,794	35%	1,471,539	260,792	1,732,332	\$140,653,710	\$25,161,541	\$165,815,251	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	22,775	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	84,667	84,667	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	1,423,393	1,423,393	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	937,151	937,151	0%	0	NA	0	\$0	NA	\$0	15%
	Destination Captive Auto	433,582	433,582	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,613,304	1,613,304	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	10,829	10,829	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	99,721	99,721	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	4,077,350	4,077,350	0%	0	NA	0	\$0	NA	\$0	67%
	Noncaptive Auto	2,939,668	2,939,668	0%	0	NA	0	\$0	NA	\$0	48%
	Destination Captive Auto	1,018,936	1,018,936	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	4,472,277	4,472,277	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	33,604	33,604	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	184,387	184,387	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	5,500,743	5,500,743	0%	0	NA	0	\$0	NA	\$0	90%
	Noncaptive Auto	3,876,819	3,876,819	0%	0	NA	0	\$0	NA	\$0	64%
	Destination Captive Auto	1,452,518	1,452,518	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,085,581	6,085,581	0%	0	0	0	\$0	\$0	\$0	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	4,064	90%	35,810	NA	35,810	\$3,991,949	NA	\$3,991,949	1%
	Connect Air	2,640	956	64%	1,684	NA	1,684	\$187,712	NA	\$187,712	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$146,386	NA	\$146,386	0%
	Bus	4,792	4,053	15%	740	NA	740	\$82,478	NA	\$82,478	1%
	Auto	44,460	32,234	28%	12,227	NA	12,227	\$1,363,004	NA	\$1,363,004	7%
	Noncaptive Auto	26,567	17,670	33%	8,897	NA	8,897	\$991,809	NA	\$991,809	4%
	Destination Captive Auto	17,893	14,563	19%	3,330	NA	3,330	\$371,195	NA	\$371,195	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	61,272	NA	NA	NA	NA	NA	NA	NA	14%
	Total	93,080	102,578	56%	51,774	9,498	61,272	\$5,771,528	\$1,058,787	\$6,830,315	23%
Nonbusiness	Local Air	6,651	189	97%	6,462	NA	6,462	\$507,915	NA	\$507,915	0%
	Connect Air	386	107	72%	279	NA	279	\$21,952	NA	\$21,952	0%
	Rail	8,280	0	100%	8,272	NA	8,272	\$650,253	NA	\$650,253	0%
	Bus	14,948	10,545	30%	4,411	NA	4,411	\$346,698	NA	\$346,698	2%
	Auto	299,522	264,668	12%	34,854	NA	34,854	\$2,739,718	NA	\$2,739,718	60%
	Noncaptive Auto	185,795	158,449	15%	27,346	NA	27,346	\$2,149,520	NA	\$2,149,520	36%
	Destination Captive Auto	105,650	98,141	7%	7,508	NA	7,508	\$590,198	NA	\$590,198	22%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	62,468	NA	NA	NA	NA	NA	NA	NA	14%
	Total	329,787	337,977	16%	54,278	8,190	62,468	\$4,266,536	\$643,797	\$4,910,333	77%
Total	Local Air	46,525	4,254	91%	42,272	NA	42,272	\$4,499,864	NA	\$4,499,864	1%
	Connect Air	3,026	1,063	65%	1,963	NA	1,963	\$209,664	NA	\$209,664	0%
	Rail	9,594	0	100%	9,586	NA	9,586	\$796,639	NA	\$796,639	0%
	Bus	19,740	14,598	26%	5,151	NA	5,151	\$429,176	NA	\$429,176	3%
	Auto	343,983	296,901	14%	47,081	NA	47,081	\$4,102,721	NA	\$4,102,721	67%
	Noncaptive Auto	212,362	176,119	17%	36,243	NA	36,243	\$3,141,329	NA	\$3,141,329	40%
	Destination Captive Auto	123,543	112,704	9%	10,838	NA	10,838	\$961,392	NA	\$961,392	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	123,740	NA	NA	NA	NA	NA	NA	NA	28%
	Total	422,867	440,555	25%	106,052	17,688	123,740	\$10,038,064	\$1,702,585	\$11,740,649	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	160,320	0%	0	NA	0	\$0	NA	\$0	8%
	Connect Air	37,302	37,302	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	305,589	305,589	0%	0	NA	0	\$0	NA	\$0	15%
	Noncaptive Auto	135,317	135,317	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	159,825	159,825	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	540,962	540,962	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	33,475	33,475	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	50,354	50,354	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	6%
	Auto	1,248,467	1,248,467	0%	0	NA	0	\$0	NA	\$0	63%
	Noncaptive Auto	715,216	715,216	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	467,128	467,128	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,443,857	1,443,857	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	193,795	193,795	0%	0	NA	0	\$0	NA	\$0	10%
	Connect Air	87,656	87,656	0%	0	NA	0	\$0	NA	\$0	4%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	8%
	Auto	1,554,056	1,554,056	0%	0	NA	0	\$0	NA	\$0	78%
	Noncaptive Auto	850,534	850,534	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	626,952	626,952	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	1,984,819	1,984,819	0%	0	0	0	\$0	\$0	\$0	100%

2005 Link Volumes

Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	2,083,887	2,083,887	4,167,775
Kingston-Ottawa	1,963,138	1,963,138	3,926,277
Montreal-Ottawa	1,555,017	1,555,017	3,110,035
Montreal-Trois Rivières	1,647,282	1,647,282	3,294,564
Quebec-Trois Rivières	1,347,628	1,347,628	2,695,257

2005 Station Volumes

Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	569,052	569,052	1,138,105
Kitchener	0	0	0
London	0	0	0
Montreal	2,183,378	2,183,378	4,366,756
Ottawa	1,734,589	1,734,589	3,469,177
Quebec	751,946	751,946	1,503,892
Toronto	2,015,096	2,015,096	4,030,192
Trois Rivières	184,163	184,163	368,327
Windsor	0	0	0
Total	7,438,224	7,438,224	14,876,448

Diverted HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	647	323	0	0	2,181	0	1,177	264	4,591
KINGSTON-LONDON	836	0	755	11	733	54	0	0	2,788	577	3,632	698	10,085
KINGSTON-MONTREAL	26	0	13,011	2,980	1,786	1,622	0	0	20,201	31,896	14,993	6,625	93,140
KINGSTON-OTTAWA	0	0	13,425	7,045	32,774	8,856	0	0	17,965	57,911	94,122	17,841	249,939
KINGSTON-QUEBEC	0	0	413	0	0	0	0	0	1,090	0	275	93	1,871
KINGSTON-TORONTO	8,792	0	70,344	7,346	68,906	19,613	5,025	0	124,388	83,042	160,546	35,843	583,845
KINGSTON-TROIS RIVIERES	0	0	0	0	1,253	0	0	0	0	0	0	0	1,253
KINGSTON-WINDSOR	0	0	877	0	165	51	0	0	1,263	145	156	72	2,729
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	1,606	823	0	0	4,472	0	2,040	534	10,995
KITCH.-WATERLOO-OTTAWA	0	0	719	0	486	1,016	0	0	3,097	0	3,906	1,330	10,553
KITCH.-WATERLOO-QUEBEC	0	0	0	0	1,290	0	0	0	150	0	236	43	1,720
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	27	0	0	0	0	0	0	27
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	1,628	0	235	118	125	994	593	0	6,304	997	5,182	545	16,720
LONDON-OTTAWA	12,388	346	1,486	156	4,467	1,767	3,849	67	8,778	4,691	8,257	2,437	48,690
LONDON-QUEBEC	880	0	0	0	66	0	109	0	260	0	18	107	1,441
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	41,901	6,207	104,430	23,196	86,889	28,627	8,617	4,959	108,776	222,618	290,151	80,120	1,006,490
MONTREAL-QUEBEC	55,174	4,938	48,920	16,957	219,206	80,818	7,453	1,630	89,443	42,064	445,749	87,355	1,099,705
MONTREAL-TORONTO	587,536	0	111,038	9,451	53,830	33,284	104,673	0	308,801	67,692	69,360	35,036	1,380,702
MONTREAL-TROIS RIVIERES	0	0	0	15,190	40,221	4,098	0	0	0	52,712	156,508	16,041	284,771
MONTREAL-WINDSOR	446	0	1,044	29	325	23	821	0	2,531	114	855	78	6,264
OTTAWA-QUEBEC	35,810	1,684	1,313	740	8,897	3,330	6,462	279	8,272	4,411	27,346	7,508	106,052
OTTAWA-TORONTO	733,666	0	76,548	18,205	89,064	51,707	87,983	0	124,058	86,678	143,169	60,461	1,471,539
OTTAWA-TROIS RIVIERES	0	0	0	2,013	1,122	0	0	0	0	9,278	1,286	67	13,766
OTTAWA-WINDSOR	954	0	818	3	616	0	1,589	0	6,709	213	1,081	921	12,903
QUEBEC-TORONTO	63,428	0	7,692	472	5,045	5,157	11,991	0	18,653	4,610	7,068	7,055	131,171
QUEBEC-TROIS RIVIERES	0	0	0	734	813	419	0	0	0	2,237	897	443	5,543
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	90	0	35	0	125
TORONTO-TROIS RIVIERES	0	0	0	91	0	265	0	0	0	3,850	1,035	139	5,380
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,543,465	13,174	454,588	104,736	620,332	242,872	239,164	6,934	860,272	675,735	1,439,082	361,658	6,562,011

Total HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares
Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	986	4,407	5,393
KINGSTON-LONDON	2,743	7,884	10,627
KINGSTON-MONTREAL	23,110	90,568	113,678
KINGSTON-OTTAWA	78,564	252,626	331,190
KINGSTON-QUEBEC	480	1,609	2,089
KINGSTON-TORONTO	207,537	463,461	670,998
KINGSTON-TROIS RIVIERES	1,347	0	1,347
KINGSTON-WINDSOR	1,126	1,658	2,784
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	4,430	8,362	12,792
KITCH.-WATERLOO-OTTAWA	2,497	9,448	11,946
KITCH.-WATERLOO-QUEBEC	1,333	434	1,767
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	28	0	28
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	3,143	13,907	17,049
LONDON-OTTAWA	21,626	31,385	53,011
LONDON-QUEBEC	972	512	1,484
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	356,119	831,788	1,187,907
MONTREAL-QUEBEC	479,693	739,710	1,219,403
MONTREAL-TORONTO	839,676	633,179	1,472,855
MONTREAL-TROIS RIVIERES	68,642	268,085	336,727
MONTREAL-WINDSOR	1,899	4,446	6,345
OTTAWA-QUEBEC	61,272	62,468	123,740
OTTAWA-TORONTO	1,151,882	580,449	1,732,332
OTTAWA-TROIS RIVIERES	3,469	11,352	14,821
OTTAWA-WINDSOR	2,574	11,658	14,232
QUEBEC-TORONTO	90,042	56,901	146,943
QUEBEC-TROIS RIVIERES	2,658	5,681	8,339
QUEBEC-WINDSOR	0	126	126
TORONTO-TROIS RIVIERES	389	6,675	7,065
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	3,408,238	4,098,778	7,507,015

HSR Input Data for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Quebec-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$55.74	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$55.74	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.30	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$71.46	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$79.32	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$152.92	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$22.15	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$22.15	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$75.39	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$86.74	\$8.40	\$16.80
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$103.74	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$62.88	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$44.30	\$8.15	\$18.30
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	4.00	2.25	\$62.88	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$65.74	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	5.00	1.80	\$67.17	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$121.74	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$28.58	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$142.48	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$123.90	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	5.92	0.35	0.71	0.27	0.97	2.00	4.50	\$176.78	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$30.01	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.25	0.51	1.01	0.27	1.28	2.00	4.50	\$153.91	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$61.45	\$11.95	\$23.90
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$159.48	\$7.15	\$15.70
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$99.45	\$7.15	\$17.30
LONDON-QUEBEC	6.53	0.28	0.57	0.27	0.83	5.00	1.80	\$193.78	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$54.31	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.87	0.44	0.87	0.27	1.14	5.00	1.80	\$170.91	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$42.88	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$61.45	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$77.18	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$121.48	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$39.30	\$9.00	\$17.50
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$177.48	\$15.25	\$23.80
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$111.48	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$102.90	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$90.04	\$9.00	\$19.10
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$158.90	\$15.25	\$25.40
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$155.78	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$40.20	\$7.55	\$15.10
QUEBEC-WINDSOR	8.57	0.35	0.70	0.27	0.97	5.00	1.80	\$211.78	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$132.91	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$80.03	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	7.90	0.50	1.01	0.27	1.27	5.00	1.80	\$188.91	\$6.03	\$12.07

HSR Input Data for 2005 / 300+ kph / Comp

HSR in Quebec-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$46.81	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$46.81	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.15	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$92.90	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$90.04	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$121.48	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.44	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$38.23	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$73.60	\$3.80	\$7.60
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$84.60	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$48.59	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$32.87	\$4.65	\$8.50
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	4.00	2.25	\$75.75	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$58.60	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	5.00	1.80	\$63.12	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$101.60	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$20.01	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$106.47	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$96.46	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	5.92	0.35	0.71	0.27	0.97	2.00	4.50	\$123.62	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$21.44	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.25	0.51	1.01	0.27	1.28	2.00	4.50	\$87.89	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$42.88	\$5.90	\$11.80
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$117.47	\$3.05	\$6.30
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$63.16	\$3.05	\$6.90
LONDON-QUEBEC	6.53	0.28	0.57	0.27	0.83	5.00	1.80	\$134.62	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$37.16	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.87	0.44	0.87	0.27	1.14	5.00	1.80	\$98.89	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$30.01	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$37.16	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$58.60	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$91.47	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$27.69	\$3.50	\$6.70
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$134.47	\$8.90	\$12.10
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$78.60	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$81.46	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$81.46	\$3.65	\$7.30
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$124.46	\$6.35	\$12.70
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$108.62	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$28.58	\$3.35	\$6.70
QUEBEC-WINDSOR	8.57	0.35	0.70	0.27	0.97	5.00	1.80	\$151.62	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$72.89	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$61.45	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	7.90	0.50	1.01	0.27	1.27	5.00	1.80	\$115.89	\$3.02	\$6.03

2025 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	5,108,851	2,387,341	53%	2,721,510	NA	2,721,510	\$313,636,344	NA	\$313,636,344	3%
	Connect Air	1,811,511	907,479	50%	904,032	NA	904,032	\$86,560,771	NA	\$86,560,771	1%
	Rail	596,839	0	91%	544,846	NA	544,846	\$47,345,362	NA	\$47,345,362	0%
	Bus	378,703	299,950	35%	130,746	NA	130,746	\$9,042,951	NA	\$9,042,951	0%
	Auto	17,376,587	15,613,489	10%	1,763,098	NA	1,763,098	\$140,143,787	NA	\$140,143,787	17%
	Noncaptive Auto	10,923,635	9,621,065	12%	1,302,570	NA	1,302,570	\$100,169,958	NA	\$100,169,958	10%
	Destination Captive Auto	5,293,472	4,832,944	9%	460,528	NA	460,528	\$39,973,829	NA	\$39,973,829	5%
	En Route Captive Auto	1,159,479	1,159,479	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	6,930,326	NA	NA	NA	NA	NA	NA	NA	7%
	Total	25,272,490	26,138,585	24%	6,064,231	866,095	6,930,326	\$596,729,215	\$76,624,980	\$673,354,195	28%
Nonbusiness	Local Air	911,789	456,245	50%	455,544	NA	455,544	\$40,026,536	NA	\$40,026,536	0%
	Connect Air	1,635,318	888,814	46%	746,504	NA	746,504	\$53,825,731	NA	\$53,825,731	1%
	Rail	1,257,753	0	88%	1,109,636	NA	1,109,636	\$76,191,370	NA	\$76,191,370	0%
	Bus	1,523,136	689,598	64%	981,655	NA	981,655	\$47,234,785	NA	\$47,234,785	1%
	Auto	60,641,333	57,241,160	6%	3,400,173	NA	3,400,173	\$184,744,951	NA	\$184,744,951	61%
	Noncaptive Auto	41,744,352	38,993,398	7%	2,750,954	NA	2,750,954	\$146,723,209	NA	\$146,723,209	42%
	Destination Captive Auto	16,000,060	15,350,841	4%	649,218	NA	649,218	\$38,021,742	NA	\$38,021,742	16%
	En Route Captive Auto	2,896,921	2,896,921	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	7,759,293	NA	NA	NA	NA	NA	NA	NA	8%
	Total	65,969,329	67,035,110	10%	6,693,512	1,065,781	7,759,293	\$402,023,372	\$56,554,893	\$458,578,264	72%
Total	Local Air	6,020,640	2,843,585	53%	3,177,055	NA	3,177,055	\$353,662,879	NA	\$353,662,879	3%
	Connect Air	3,446,829	1,796,293	48%	1,650,536	NA	1,650,536	\$140,386,501	NA	\$140,386,501	2%
	Rail	1,854,592	0	89%	1,654,482	NA	1,654,482	\$123,536,731	NA	\$123,536,731	0%
	Bus	1,901,839	989,548	58%	1,112,400	NA	1,112,400	\$56,277,736	NA	\$56,277,736	1%
	Auto	78,017,920	72,854,649	7%	5,163,270	NA	5,163,270	\$324,888,738	NA	\$324,888,738	78%
	Noncaptive Auto	52,667,988	48,614,463	8%	4,053,525	NA	4,053,525	\$246,893,167	NA	\$246,893,167	52%
	Destination Captive Auto	21,293,531	20,183,786	5%	1,109,746	NA	1,109,746	\$77,995,571	NA	\$77,995,571	22%
	En Route Captive Auto	4,056,400	4,056,400	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	14,689,620	NA	NA	NA	NA	NA	NA	NA	16%
	Total	91,241,819	93,173,695	14%	12,757,744	1,931,876	14,689,620	\$998,752,586	\$133,179,873	\$1,131,932,459	100%

2025 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	2,456,522	1,600,485	35%	856,037	NA	856,037	\$111,166,089	NA	\$111,166,089	23%
	Connect Air	513,977	379,441	26%	134,536	NA	134,536	\$17,470,955	NA	\$17,470,955	5%
	Rail	123,770	0	75%	92,879	NA	92,879	\$12,061,422	NA	\$12,061,422	0%
	Bus	12,730	38,169	43%	5,452	NA	5,452	\$707,989	NA	\$707,989	1%
	Auto	533,898	410,271	23%	123,628	NA	123,628	\$16,054,442	NA	\$16,054,442	6%
	Noncaptive Auto	244,466	167,704	31%	76,762	NA	76,762	\$9,968,438	NA	\$9,968,438	2%
	Destination Captive Auto	272,337	225,472	17%	46,865	NA	46,865	\$6,086,003	NA	\$6,086,003	3%
	En Route Captive Auto	17,095	17,095	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	1,264,818	NA	NA	NA	NA	NA	NA	NA	18%
	Total	3,640,897	3,693,184	33%	1,212,531	52,287	1,264,818	\$157,460,897	\$6,790,012	\$164,250,909	52%
Nonbusiness	Local Air	454,137	293,659	35%	160,478	NA	160,478	\$15,691,192	NA	\$15,691,192	4%
	Connect Air	574,810	406,956	29%	167,853	NA	167,853	\$16,412,359	NA	\$16,412,359	6%
	Rail	345,891	0	75%	258,289	NA	258,289	\$25,254,917	NA	\$25,254,917	0%
	Bus	105,446	144,929	46%	48,120	NA	48,120	\$4,705,091	NA	\$4,705,091	2%
	Auto	1,852,619	1,722,694	7%	129,925	NA	129,925	\$12,703,790	NA	\$12,703,790	24%
	Noncaptive Auto	864,525	777,842	10%	86,684	NA	86,684	\$8,475,744	NA	\$8,475,744	11%
	Destination Captive Auto	918,546	875,305	5%	43,241	NA	43,241	\$4,228,046	NA	\$4,228,046	12%
	En Route Captive Auto	69,548	69,548	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	816,574	NA	NA	NA	NA	NA	NA	NA	12%
	Total	3,332,904	3,384,813	23%	764,665	51,909	816,574	\$74,767,349	\$5,075,574	\$79,842,923	48%
Total	Local Air	2,910,659	1,894,144	35%	1,016,515	NA	1,016,515	\$126,857,281	NA	\$126,857,281	27%
	Connect Air	1,088,787	786,398	28%	302,389	NA	302,389	\$33,883,315	NA	\$33,883,315	11%
	Rail	469,662	0	75%	351,168	NA	351,168	\$37,316,339	NA	\$37,316,339	0%
	Bus	118,176	183,098	45%	53,572	NA	53,572	\$5,413,079	NA	\$5,413,079	3%
	Auto	2,386,518	2,132,965	11%	253,553	NA	253,553	\$28,758,232	NA	\$28,758,232	30%
	Noncaptive Auto	1,108,992	945,546	15%	163,446	NA	163,446	\$18,444,182	NA	\$18,444,182	13%
	Destination Captive Auto	1,190,883	1,100,776	8%	90,107	NA	90,107	\$10,314,050	NA	\$10,314,050	16%
	En Route Captive Auto	86,643	86,643	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,081,392	NA	NA	NA	NA	NA	NA	NA	29%
	Total	6,973,801	7,077,997	28%	1,977,197	104,196	2,081,392	\$232,228,246	\$11,865,586	\$244,093,832	100%

2025 Montréal-Québec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	101,915	10,216	90%	91,699	NA	91,699	\$7,565,136	NA	\$7,565,136	0%
	Connect Air	211,633	85,659	60%	125,975	NA	125,975	\$10,392,926	NA	\$10,392,926	1%
	Rail	49,447	0	98%	48,502	NA	48,502	\$4,001,388	NA	\$4,001,388	0%
	Bus	164,431	156,273	6%	9,103	NA	9,103	\$751,039	NA	\$751,039	1%
	Auto	3,088,922	2,668,987	14%	419,935	NA	419,935	\$34,644,643	NA	\$34,644,643	20%
	Noncaptive Auto	1,716,423	1,408,904	18%	307,519	NA	307,519	\$25,370,374	NA	\$25,370,374	10%
	Destination Captive Auto	1,246,583	1,134,168	9%	112,415	NA	112,415	\$9,274,270	NA	\$9,274,270	8%
	En Route Captive Auto	125,915	125,915	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	787,681	NA	NA	NA	NA	NA	NA	NA	6%
	Total	3,616,348	3,708,815	19%	695,213	92,468	787,681	\$57,355,133	\$7,628,598	\$64,983,731	27%
Nonbusiness	Local Air	15,140	2,699	82%	12,442	NA	12,442	\$779,329	NA	\$779,329	0%
	Connect Air	85,777	44,176	48%	41,602	NA	41,602	\$2,605,885	NA	\$2,605,885	0%
	Rail	90,524	0	98%	88,607	NA	88,607	\$5,550,260	NA	\$5,550,260	0%
	Bus	254,712	225,840	12%	30,788	NA	30,788	\$1,928,531	NA	\$1,928,531	2%
	Auto	9,327,724	8,622,064	8%	705,661	NA	705,661	\$44,201,857	NA	\$44,201,857	64%
	Noncaptive Auto	6,379,639	5,788,865	9%	590,774	NA	590,774	\$37,005,472	NA	\$37,005,472	43%
	Destination Captive Auto	2,654,385	2,539,499	4%	114,887	NA	114,887	\$7,196,385	NA	\$7,196,385	19%
	En Route Captive Auto	293,700	293,700	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	957,808	NA	NA	NA	NA	NA	NA	NA	7%
	Total	9,773,877	9,852,586	9%	879,099	78,709	957,808	\$55,065,861	\$4,930,244	\$59,996,106	73%
Total	Local Air	117,055	12,915	89%	104,140	NA	104,140	\$8,344,465	NA	\$8,344,465	0%
	Connect Air	297,411	129,834	56%	167,576	NA	167,576	\$12,998,811	NA	\$12,998,811	1%
	Rail	139,971	0	98%	137,109	NA	137,109	\$9,551,648	NA	\$9,551,648	0%
	Bus	419,143	382,113	10%	39,892	NA	39,892	\$2,679,570	NA	\$2,679,570	3%
	Auto	12,416,646	11,291,051	9%	1,125,595	NA	1,125,595	\$78,846,500	NA	\$78,846,500	83%
	Noncaptive Auto	8,096,062	7,197,769	11%	898,293	NA	898,293	\$62,375,845	NA	\$62,375,845	53%
	Destination Captive Auto	3,900,969	3,673,667	6%	227,302	NA	227,302	\$16,470,655	NA	\$16,470,655	27%
	En Route Captive Auto	419,615	419,615	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,745,488	NA	NA	NA	NA	NA	NA	NA	13%
	Total	13,390,225	13,561,401	12%	1,574,312	171,177	1,745,488	\$112,420,994	\$12,558,842	\$124,979,837	100%

2025 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,449,342	272,121	81%	1,177,221	NA	1,177,221	\$129,494,451	NA	\$129,494,451	4%
	Connect Air	556,859	257,954	54%	298,905	NA	298,905	\$32,879,558	NA	\$32,879,558	4%
	Rail	76,815	0	99%	76,075	NA	76,075	\$8,368,283	NA	\$8,368,283	0%
	Bus	18,533	1,863	94%	17,409	NA	17,409	\$1,915,009	NA	\$1,915,009	0%
	Auto	802,617	608,013	24%	194,605	NA	194,605	\$21,406,560	NA	\$21,406,560	9%
	Noncaptive Auto	350,703	226,642	35%	124,061	NA	124,061	\$13,646,752	NA	\$13,646,752	3%
	Destination Captive Auto	354,339	283,795	20%	70,544	NA	70,544	\$7,759,808	NA	\$7,759,808	4%
	En Route Captive Auto	97,576	97,576	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,041,274	NA	NA	NA	NA	NA	NA	NA	30%
	Total	2,904,165	3,181,225	61%	1,764,215	277,059	2,041,274	\$194,063,860	\$30,476,540	\$224,540,400	47%
Nonbusiness	Local Air	189,672	46,767	75%	142,905	NA	142,905	\$12,444,636	NA	\$12,444,636	1%
	Connect Air	462,423	236,437	49%	225,985	NA	225,985	\$19,679,581	NA	\$19,679,581	3%
	Rail	124,661	0	99%	123,006	NA	123,006	\$10,711,777	NA	\$10,711,777	0%
	Bus	103,970	32,708	70%	72,917	NA	72,917	\$6,349,899	NA	\$6,349,899	0%
	Auto	2,635,710	2,384,227	10%	251,484	NA	251,484	\$21,900,078	NA	\$21,900,078	35%
	Noncaptive Auto	1,358,038	1,180,318	13%	177,720	NA	177,720	\$15,476,502	NA	\$15,476,502	17%
	Destination Captive Auto	1,178,882	1,105,119	6%	73,763	NA	73,763	\$6,423,575	NA	\$6,423,575	16%
	En Route Captive Auto	98,790	98,790	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	949,277	NA	NA	NA	NA	NA	NA	NA	14%
	Total	3,516,435	3,649,415	23%	816,297	132,980	949,277	\$71,085,971	\$11,580,338	\$82,666,309	53%
Total	Local Air	1,639,013	318,888	81%	1,320,125	NA	1,320,125	\$141,939,087	NA	\$141,939,087	5%
	Connect Air	1,019,281	494,391	51%	524,890	NA	524,890	\$52,559,138	NA	\$52,559,138	7%
	Rail	201,476	0	99%	199,081	NA	199,081	\$19,080,060	NA	\$19,080,060	0%
	Bus	122,503	34,571	74%	90,327	NA	90,327	\$8,264,908	NA	\$8,264,908	1%
	Auto	3,438,328	2,992,239	13%	446,089	NA	446,089	\$43,306,637	NA	\$43,306,637	44%
	Noncaptive Auto	1,708,741	1,406,960	18%	301,782	NA	301,782	\$29,123,254	NA	\$29,123,254	21%
	Destination Captive Auto	1,533,221	1,388,914	9%	144,307	NA	144,307	\$14,183,383	NA	\$14,183,383	20%
	En Route Captive Auto	196,366	196,366	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,990,551	NA	NA	NA	NA	NA	NA	NA	44%
	Total	6,420,601	6,830,640	40%	2,580,512	410,039	2,990,551	\$265,149,830	\$42,056,878	\$307,206,708	100%

2025 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	37,838	6,276	83%	31,562	NA	31,562	\$1,832,363	NA	\$1,832,363	0%
	Connect Air	140,665	63,724	55%	76,940	NA	76,940	\$4,466,824	NA	\$4,466,824	1%
	Rail	69,704	0	97%	67,564	NA	67,564	\$3,922,458	NA	\$3,922,458	0%
	Bus	12,765	3,323	91%	11,582	NA	11,582	\$672,400	NA	\$672,400	0%
	Auto	2,153,157	1,871,018	13%	282,139	NA	282,139	\$16,379,741	NA	\$16,379,741	20%
	Noncaptive Auto	1,417,622	1,188,324	16%	229,298	NA	229,298	\$13,312,060	NA	\$13,312,060	13%
	Destination Captive Auto	655,876	603,036	8%	52,840	NA	52,840	\$3,067,681	NA	\$3,067,681	6%
	En Route Captive Auto	79,659	79,659	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	540,059	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,414,129	2,484,401	19%	469,787	70,272	540,059	\$27,273,786	\$4,079,689	\$31,353,475	27%
Nonbusiness	Local Air	17,992	1,730	90%	16,262	NA	16,262	\$645,959	NA	\$645,959	0%
	Connect Air	165,676	64,436	61%	101,239	NA	101,239	\$4,021,456	NA	\$4,021,456	1%
	Rail	141,631	0	97%	137,790	NA	137,790	\$5,473,320	NA	\$5,473,320	0%
	Bus	142,746	15,757	92%	130,830	NA	130,830	\$5,196,868	NA	\$5,196,868	0%
	Auto	6,167,778	5,637,414	9%	530,365	NA	530,365	\$21,067,290	NA	\$21,067,290	61%
	Noncaptive Auto	4,446,815	3,990,766	10%	456,048	NA	456,048	\$18,115,273	NA	\$18,115,273	43%
	Destination Captive Auto	1,541,338	1,467,021	5%	74,316	NA	74,316	\$2,952,018	NA	\$2,952,018	16%
	En Route Captive Auto	179,626	179,626	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	1,092,697	NA	NA	NA	NA	NA	NA	NA	12%
	Total	6,635,823	6,812,034	14%	916,486	176,211	1,092,697	\$36,404,893	\$6,999,502	\$43,404,395	73%
Total	Local Air	55,830	8,006	86%	47,824	NA	47,824	\$2,478,322	NA	\$2,478,322	0%
	Connect Air	306,340	128,160	58%	178,180	NA	178,180	\$8,488,280	NA	\$8,488,280	1%
	Rail	211,335	0	97%	205,353	NA	205,353	\$9,395,778	NA	\$9,395,778	0%
	Bus	155,512	19,081	92%	142,412	NA	142,412	\$5,869,268	NA	\$5,869,268	0%
	Auto	8,320,935	7,508,432	10%	812,503	NA	812,503	\$37,447,032	NA	\$37,447,032	81%
	Noncaptive Auto	5,864,437	5,179,090	12%	685,347	NA	685,347	\$31,427,333	NA	\$31,427,333	56%
	Destination Captive Auto	2,197,214	2,070,057	6%	127,157	NA	127,157	\$6,019,699	NA	\$6,019,699	22%
	En Route Captive Auto	259,285	259,285	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,632,756	NA	NA	NA	NA	NA	NA	NA	18%
	Total	9,049,952	9,296,435	15%	1,386,273	246,483	1,632,756	\$63,678,680	\$11,079,190	\$74,757,870	100%

2025 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	66,247	8,576	87%	57,671	NA	57,671	\$6,872,428	NA	\$6,872,428	1%
	Connect Air	4,386	1,633	63%	2,753	NA	2,753	\$328,016	NA	\$328,016	0%
	Rail	1,314	0	100%	1,312	NA	1,312	\$156,328	NA	\$156,328	0%
	Bus	4,792	4,428	8%	366	NA	366	\$43,594	NA	\$43,594	1%
	Auto	67,255	51,061	24%	16,194	NA	16,194	\$1,929,772	NA	\$1,929,772	8%
	Noncaptive Auto	40,188	28,321	30%	11,867	NA	11,867	\$1,414,152	NA	\$1,414,152	4%
	Destination Captive Auto	27,067	22,740	16%	4,327	NA	4,327	\$515,620	NA	\$515,620	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	90,480	NA	NA	NA	NA	NA	NA	NA	14%
	Total	143,993	156,178	54%	78,295	12,185	90,480	\$9,330,139	\$1,452,047	\$10,782,186	24%
Nonbusiness	Local Air	11,050	299	97%	10,751	NA	10,751	\$903,380	NA	\$903,380	0%
	Connect Air	641	164	74%	477	NA	477	\$40,066	NA	\$40,066	0%
	Rail	8,280	0	100%	8,264	NA	8,264	\$694,368	NA	\$694,368	0%
	Bus	14,948	11,457	23%	3,507	NA	3,507	\$294,677	NA	\$294,677	2%
	Auto	453,085	411,542	9%	41,543	NA	41,543	\$3,490,809	NA	\$3,490,809	63%
	Noncaptive Auto	281,050	248,327	12%	32,723	NA	32,723	\$2,749,653	NA	\$2,749,653	38%
	Destination Captive Auto	159,815	150,995	6%	8,820	NA	8,820	\$741,156	NA	\$741,156	23%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	73,728	NA	NA	NA	NA	NA	NA	NA	11%
	Total	488,004	497,191	13%	64,542	9,187	73,728	\$5,423,299	\$771,947	\$6,195,246	76%
Total	Local Air	77,297	8,875	89%	68,422	NA	68,422	\$7,775,808	NA	\$7,775,808	1%
	Connect Air	5,027	1,798	64%	3,229	NA	3,229	\$368,082	NA	\$368,082	0%
	Rail	9,594	0	100%	9,575	NA	9,575	\$850,696	NA	\$850,696	0%
	Bus	19,740	15,886	20%	3,873	NA	3,873	\$338,271	NA	\$338,271	2%
	Auto	520,340	462,603	11%	57,737	NA	57,737	\$5,420,582	NA	\$5,420,582	71%
	Noncaptive Auto	321,238	276,648	14%	44,590	NA	44,590	\$4,163,805	NA	\$4,163,805	42%
	Destination Captive Auto	186,882	173,735	7%	13,147	NA	13,147	\$1,256,777	NA	\$1,256,777	27%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	164,208	NA	NA	NA	NA	NA	NA	NA	25%
	Total	631,997	653,369	23%	142,836	21,372	164,208	\$14,753,438	\$2,223,994	\$16,977,432	100%

2025 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	266,354	41,714	84%	224,640	NA	224,640	\$19,219,229	NA	\$19,219,229	1%
	Connect Air	61,973	25,151	59%	36,822	NA	36,822	\$3,150,353	NA	\$3,150,353	1%
	Rail	30,385	0	97%	29,503	NA	29,503	\$2,524,124	NA	\$2,524,124	0%
	Bus	7,366	1,163	96%	7,086	NA	7,086	\$606,223	NA	\$606,223	0%
	Auto	462,262	392,406	15%	69,856	NA	69,856	\$5,976,571	NA	\$5,976,571	13%
	Noncaptive Auto	204,694	161,216	21%	43,478	NA	43,478	\$3,719,794	NA	\$3,719,794	5%
	Destination Captive Auto	241,765	215,388	11%	26,378	NA	26,378	\$2,256,777	NA	\$2,256,777	7%
	En Route Captive Auto	15,803	15,803	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	421,761	NA	NA	NA	NA	NA	NA	NA	14%
	Total	828,341	882,195	44%	367,907	53,854	421,761	\$31,476,499	\$4,607,514	\$36,084,013	29%
Nonbusiness	Local Air	55,616	18,269	67%	37,347	NA	37,347	\$2,453,466	NA	\$2,453,466	1%
	Connect Air	83,658	43,443	48%	40,214	NA	40,214	\$2,641,859	NA	\$2,641,859	1%
	Rail	78,888	0	97%	76,211	NA	76,211	\$5,006,679	NA	\$5,006,679	0%
	Bus	32,673	6,124	89%	29,225	NA	29,225	\$1,919,913	NA	\$1,919,913	0%
	Auto	1,888,547	1,762,674	7%	125,873	NA	125,873	\$8,269,159	NA	\$8,269,159	58%
	Noncaptive Auto	1,081,903	985,423	9%	96,480	NA	96,480	\$6,338,203	NA	\$6,338,203	32%
	Destination Captive Auto	706,621	677,228	4%	29,393	NA	29,393	\$1,930,956	NA	\$1,930,956	22%
	En Route Captive Auto	100,023	100,023	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	346,087	NA	NA	NA	NA	NA	NA	NA	11%
	Total	2,139,381	2,176,598	14%	308,870	37,217	346,087	\$20,291,076	\$2,444,957	\$22,736,033	71%
Total	Local Air	321,970	59,983	81%	261,987	NA	261,987	\$21,672,694	NA	\$21,672,694	2%
	Connect Air	145,631	68,594	53%	77,037	NA	77,037	\$5,792,212	NA	\$5,792,212	2%
	Rail	109,273	0	97%	105,714	NA	105,714	\$7,530,802	NA	\$7,530,802	0%
	Bus	40,039	7,288	91%	36,311	NA	36,311	\$2,526,136	NA	\$2,526,136	0%
	Auto	2,350,809	2,155,080	8%	195,729	NA	195,729	\$14,245,730	NA	\$14,245,730	70%
	Noncaptive Auto	1,286,596	1,146,638	11%	139,958	NA	139,958	\$10,057,997	NA	\$10,057,997	37%
	Destination Captive Auto	948,386	892,615	6%	55,771	NA	55,771	\$4,187,733	NA	\$4,187,733	29%
	En Route Captive Auto	115,826	115,826	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	767,848	NA	NA	NA	NA	NA	NA	NA	25%
	Total	2,967,722	3,058,793	23%	676,777	91,071	767,848	\$51,767,575	\$7,052,471	\$58,820,046	100%

2025 Link Volumes**Base Run - 200+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	1,222,965	1,222,965	2,445,930
Kitch.-Waterloo-London	2,450,598	2,450,598	4,901,197
Kitch.-Waterloo-Toronto	2,655,001	2,655,001	5,310,003
Kingston-Toronto	3,297,870	3,297,870	6,595,741
Kingston-Ottawa	3,099,096	3,099,096	6,198,191
Montreal-Ottawa	2,376,264	2,376,264	4,752,528
Montreal-Trois Rivières	2,330,804	2,330,804	4,661,609
Quebec-Trois Rivières	1,938,128	1,938,128	3,876,257

2025 Station Volumes**Base Run - 200+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	728,511	728,511	1,457,022
Kitchener	249,588	249,588	499,176
London	1,169,871	1,169,871	2,339,743
Montreal	3,257,206	3,257,206	6,514,412
Ottawa	2,869,971	2,869,971	5,739,942
Quebec	1,076,262	1,076,262	2,152,523
Toronto	4,411,525	4,411,525	8,823,050
Trois Rivières	235,897	235,897	471,794
Windsor	690,788	690,788	1,381,577
Total	14,689,620	14,689,620	29,379,239

Diverted HSR Trips for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	755	3,074	1,660	0	0	2,181	2,492	5,617	1,305	17,084
KINGSTON-LONDON	1,397	0	1,079	36	2,002	158	0	0	5,572	2,064	10,445	2,068	24,822
KINGSTON-MONTREAL	43	0	12,630	2,977	2,682	2,433	0	0	19,631	31,772	21,101	9,279	102,547
KINGSTON-OTTAWA	0	0	13,410	7,045	48,490	13,058	0	0	17,946	57,913	134,097	25,279	317,238
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,145	0	416	141	2,127
KINGSTON-TORONTO	14,608	35,303	67,308	7,150	97,850	27,603	8,356	20,862	117,361	74,959	212,628	47,076	731,062
KINGSTON-TROIS RIVIERES	0	0	0	0	2,023	0	0	0	0	0	0	0	2,023
KINGSTON-WINDSOR	0	0	1,309	0	1,151	429	0	0	3,457	914	1,201	582	9,042
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,085	10,139	0	0	31,238
KITCH.-WATERLOO-MONTREAL	0	0	1,520	107	7,525	4,392	0	0	4,472	1,401	9,102	2,470	30,989
KITCH.-WATERLOO-OTTAWA	0	0	719	371	2,052	4,793	0	0	3,097	3,249	16,394	5,797	36,472
KITCH.-WATERLOO-QUEBEC	0	0	0	0	6,301	0	0	0	484	0	474	87	7,345
KITCH.-WATERLOO-TORONTO	0	0	4,199	18,143	0	0	0	0	29,429	151,994	0	0	203,764
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	295	0	0	0	0	0	0	295
KITCH.-WATERLOO-WINDSOR	0	0	0	375	19,616	4,664	0	0	2,811	947	25,269	6,626	60,308
LONDON-MONTREAL	22,088	0	385	217	326	2,903	4,839	0	11,963	1,729	13,640	1,476	59,566
LONDON-OTTAWA	49,217	1,407	1,485	175	7,648	3,109	11,089	228	8,728	4,706	11,628	3,415	102,835
LONDON-QUEBEC	3,871	0	0	0	199	0	235	0	582	0	50	304	5,242
LONDON-TORONTO	31,562	76,940	67,564	11,582	229,298	52,840	16,262	101,239	137,790	130,830	456,048	74,316	1,386,273
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,588	618	98,805	22,374	0	0	27,216	20,754	162,612	41,376	382,341
MONTREAL-OTTAWA	70,676	165,558	104,336	22,582	138,676	45,936	14,657	132,163	108,724	227,287	443,752	122,626	1,596,973
MONTREAL-QUEBEC	91,699	125,975	48,502	9,103	307,519	112,415	12,442	41,602	88,607	30,788	590,774	114,887	1,574,312
MONTREAL-TORONTO	856,037	134,536	92,879	5,452	76,762	46,865	160,478	167,853	258,289	48,120	86,684	43,241	1,977,197
MONTREAL-TROIS RIVIERES	0	0	0	15,105	58,614	5,953	0	0	0	52,573	222,773	22,748	377,765
MONTREAL-WINDSOR	29,152	0	1,903	56	1,137	97	12,723	0	7,136	199	3,467	329	56,199
OTTAWA-QUEBEC	57,671	2,753	1,312	366	11,867	4,327	10,751	477	8,264	3,507	32,723	8,820	142,836
OTTAWA-TORONTO	1,177,221	298,905	76,075	17,409	124,061	70,544	142,905	225,985	123,006	72,917	177,720	73,763	2,580,512
OTTAWA-TROIS RIVIERES	0	0	0	1,963	1,512	0	0	0	0	8,585	1,586	82	13,729
OTTAWA-WINDSOR	10,601	0	819	51	2,100	0	6,040	0	6,745	2,233	4,442	3,978	37,010
QUEBEC-TORONTO	81,027	25,834	7,660	424	6,608	6,363	17,421	15,880	18,575	4,274	7,250	6,972	198,287
QUEBEC-TROIS RIVIERES	0	0	0	734	1,193	613	0	0	0	2,237	1,284	632	6,692
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,133	0	155	0	1,288
TORONTO-TROIS RIVIERES	0	0	0	91	0	325	0	0	0	3,849	1,142	149	5,557
TORONTO-WINDSOR	224,640	36,822	29,503	7,086	43,478	26,378	37,347	40,214	76,211	29,225	96,480	29,393	676,777
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,721,510	904,032	544,846	130,746	1,302,570	460,528	455,544	746,504	1,109,636	981,655	2,750,954	649,218	12,757,744

Total HSR Trips for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	5,848	14,730	20,578
KINGSTON-LONDON	6,037	22,528	28,564
KINGSTON-MONTREAL	23,966	96,905	120,871
KINGSTON-OTTAWA	100,408	303,686	404,094
KINGSTON-QUEBEC	570	2,024	2,594
KINGSTON-TORONTO	317,659	549,765	867,423
KINGSTON-TROIS RIVIERES	2,178	0	2,178
KINGSTON-WINDSOR	3,333	7,388	10,721
KITCH.-WATERLOO-LONDON	3,706	59,488	63,194
KITCH.-WATERLOO-MONTREAL	15,320	21,446	36,767
KITCH.-WATERLOO-OTTAWA	8,865	32,350	41,215
KITCH.-WATERLOO-QUEBEC	7,387	1,118	8,505
KITCH.-WATERLOO-TORONTO	27,265	234,601	261,866
KITCH.-WATERLOO-TROIS RIVIERES	336	0	336
KITCH.-WATERLOO-WINDSOR	26,723	39,993	66,715
LONDON-MONTREAL	27,493	36,621	64,114
LONDON-OTTAWA	69,136	43,904	113,040
LONDON-QUEBEC	5,185	1,366	6,551
LONDON-TORONTO	540,059	1,092,697	1,632,756
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	145,508	286,016	431,524
MONTREAL-OTTAWA	704,476	1,263,846	1,968,322
MONTREAL-QUEBEC	787,681	957,808	1,745,488
MONTREAL-TORONTO	1,264,818	816,574	2,081,392
MONTREAL-TROIS RIVIERES	90,469	347,610	438,079
MONTREAL-WINDSOR	33,339	26,040	59,379
OTTAWA-QUEBEC	90,480	73,728	164,208
OTTAWA-TORONTO	2,041,274	949,277	2,990,551
OTTAWA-TROIS RIVIERES	3,780	10,830	14,610
OTTAWA-WINDSOR	15,649	28,255	43,904
QUEBEC-TORONTO	135,906	78,250	214,156
QUEBEC-TROIS RIVIERES	3,270	6,263	9,533
QUEBEC-WINDSOR	0	1,487	1,487
TORONTO-TROIS RIVIERES	444	6,614	7,058
TORONTO-WINDSOR	421,761	346,087	767,848
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	6,930,326	7,759,293	14,689,620

HSR Input Data for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$59.58	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$59.58	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$31.32	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$76.39	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$84.79	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$163.47	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$23.68	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$23.68	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$80.59	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$102.36	\$8.40	\$16.80
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$108.47	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$67.22	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$47.36	\$8.15	\$18.30
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	14.00	0.64	\$67.22	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$70.28	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	14.00	0.64	\$71.81	\$7.56	\$15.11
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$128.33	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$30.56	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	14.00	0.64	\$152.78	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$142.08	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	14.00	0.64	\$106.94	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$32.08	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	14.00	0.64	\$27.50	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$65.69	\$11.95	\$23.90
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	14.00	0.64	\$161.94	\$7.15	\$15.70
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$151.25	\$7.15	\$17.30
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	14.00	0.64	\$80.97	\$3.40	\$6.79
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$58.06	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	14.00	0.64	\$157.36	\$5.23	\$10.46
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$45.83	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$65.69	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$82.50	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$129.86	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$42.01	\$9.00	\$17.50
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	12.00	0.75	\$177.22	\$15.25	\$23.80
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$119.17	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$110.00	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$96.25	\$9.00	\$19.10
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$157.36	\$15.25	\$25.40
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$166.53	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$42.97	\$7.55	\$15.10
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	12.00	0.75	\$36.67	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$142.08	\$9.00	\$17.60
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$85.56	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	12.00	0.75	\$122.22	\$6.03	\$12.07

HSR Input Data for 2025 / 200+ kph / Comp

HSR in Full corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$50.03	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$50.03	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.03	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$99.31	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$96.25	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$129.86	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$28.26	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$40.87	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$71.81	\$3.80	\$7.60
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$76.39	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$51.94	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$35.14	\$4.65	\$8.50
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	14.00	0.64	\$80.97	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$62.64	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	14.00	0.64	\$67.47	\$3.78	\$7.56
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$90.14	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$21.39	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	14.00	0.64	\$106.94	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$99.31	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	14.00	0.64	\$165.00	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$22.92	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	14.00	0.64	\$151.25	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$45.83	\$5.90	\$11.80
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	14.00	0.64	\$113.06	\$3.05	\$6.30
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$105.42	\$3.05	\$6.90
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	14.00	0.64	\$106.94	\$1.70	\$3.40
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$39.72	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	14.00	0.64	\$135.97	\$2.62	\$5.23
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$32.08	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$39.72	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$62.64	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$97.78	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$29.60	\$3.50	\$6.70
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	12.00	0.75	\$123.75	\$8.90	\$12.10
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$84.03	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$87.08	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$87.08	\$3.65	\$7.30
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$110.00	\$6.35	\$12.70
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$116.11	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$30.56	\$3.35	\$6.70
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	12.00	0.75	\$111.53	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$77.92	\$3.35	\$6.70
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$65.69	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	12.00	0.75	\$111.53	\$3.02	\$6.03

2025 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	5,108,851	2,616,946	49%	2,491,905	NA	2,491,905	\$276,464,744	NA	\$276,464,744	3%
	Connect Air	1,811,511	1,513,003	16%	298,508	NA	298,508	\$20,771,247	NA	\$20,771,247	2%
	Rail	596,839	0	74%	443,720	NA	443,720	\$38,975,102	NA	\$38,975,102	0%
	Bus	378,703	424,526	28%	107,296	NA	107,296	\$7,853,076	NA	\$7,853,076	0%
	Auto	17,376,587	16,089,376	7%	1,287,210	NA	1,287,210	\$104,806,384	NA	\$104,806,384	17%
	Noncaptive Auto	10,923,635	9,996,771	8%	926,864	NA	926,864	\$73,364,065	NA	\$73,364,065	11%
	Destination Captive Auto	5,293,472	4,933,126	7%	360,346	NA	360,346	\$31,442,318	NA	\$31,442,318	5%
	En Route Captive Auto	1,159,479	1,159,479	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	5,294,903	NA	NA	NA	NA	NA	NA	NA	6%
	Total	25,272,490	25,938,754	18%	4,628,639	666,264	5,294,903	\$448,870,553	\$57,922,594	\$506,793,147	28%
Nonbusiness	Local Air	911,789	516,234	43%	395,555	NA	395,555	\$33,714,993	NA	\$33,714,993	1%
	Connect Air	1,635,318	1,459,523	11%	175,796	NA	175,796	\$7,551,582	NA	\$7,551,582	2%
	Rail	1,257,753	0	66%	830,338	NA	830,338	\$60,521,247	NA	\$60,521,247	0%
	Bus	1,523,136	1,265,235	45%	685,316	NA	685,316	\$36,587,885	NA	\$36,587,885	1%
	Auto	60,641,333	58,090,951	4%	2,550,382	NA	2,550,382	\$139,654,895	NA	\$139,654,895	63%
	Noncaptive Auto	41,744,352	39,700,462	5%	2,043,890	NA	2,043,890	\$109,738,731	NA	\$109,738,731	43%
	Destination Captive Auto	16,000,060	15,493,568	3%	506,492	NA	506,492	\$29,916,164	NA	\$29,916,164	17%
	En Route Captive Auto	2,896,921	2,896,921	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	5,302,193	NA	NA	NA	NA	NA	NA	NA	6%
	Total	65,969,329	66,634,135	7%	4,637,387	664,806	5,302,193	\$278,030,603	\$34,736,500	\$312,767,102	72%
Total	Local Air	6,020,640	3,133,180	48%	2,887,460	NA	2,887,460	\$310,179,738	NA	\$310,179,738	3%
	Connect Air	3,446,829	2,972,526	14%	474,303	NA	474,303	\$28,322,830	NA	\$28,322,830	3%
	Rail	1,854,592	0	69%	1,274,058	NA	1,274,058	\$99,496,349	NA	\$99,496,349	0%
	Bus	1,901,839	1,689,761	42%	792,612	NA	792,612	\$44,440,961	NA	\$44,440,961	2%
	Auto	78,017,920	74,180,327	5%	3,837,592	NA	3,837,592	\$244,461,278	NA	\$244,461,278	80%
	Noncaptive Auto	52,667,988	49,697,233	6%	2,970,754	NA	2,970,754	\$183,102,796	NA	\$183,102,796	54%
	Destination Captive Auto	21,293,531	20,426,694	4%	866,838	NA	866,838	\$61,358,482	NA	\$61,358,482	22%
	En Route Captive Auto	4,056,400	4,056,400	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	10,597,096	NA	NA	NA	NA	NA	NA	NA	11%
	Total	91,241,819	92,572,889	10%	9,266,026	1,331,071	10,597,096	\$726,901,156	\$92,659,093	\$819,560,249	100%

2025 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	2,456,522	1,518,011	38%	938,511	NA	938,511	\$115,370,136	NA	\$115,370,136	21%
	Connect Air	513,977	513,977	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	83%	102,701	NA	102,701	\$12,624,961	NA	\$12,624,961	0%
	Bus	12,730	25,860	62%	7,938	NA	7,938	\$975,846	NA	\$975,846	0%
	Auto	533,898	402,969	25%	130,929	NA	130,929	\$16,095,020	NA	\$16,095,020	6%
	Noncaptive Auto	244,466	163,520	33%	80,946	NA	80,946	\$9,950,617	NA	\$9,950,617	2%
	Destination Captive Auto	272,337	222,354	18%	49,983	NA	49,983	\$6,144,403	NA	\$6,144,403	3%
	En Route Captive Auto	17,095	17,095	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	1,235,316	NA	NA	NA	NA	NA	NA	NA	17%
	Total	3,640,897	3,696,133	32%	1,180,080	55,236	1,235,316	\$145,065,964	\$6,790,109	\$151,856,073	52%
Nonbusiness	Local Air	454,137	281,329	38%	172,808	NA	172,808	\$15,994,811	NA	\$15,994,811	4%
	Connect Air	574,810	574,810	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	345,891	0	83%	286,546	NA	286,546	\$26,522,184	NA	\$26,522,184	0%
	Bus	105,446	102,082	59%	62,709	NA	62,709	\$5,804,270	NA	\$5,804,270	1%
	Auto	1,852,619	1,713,581	8%	139,038	NA	139,038	\$12,869,120	NA	\$12,869,120	24%
	Noncaptive Auto	864,525	771,887	11%	92,638	NA	92,638	\$8,574,413	NA	\$8,574,413	11%
	Destination Captive Auto	918,546	872,146	5%	46,400	NA	46,400	\$4,294,707	NA	\$4,294,707	12%
	En Route Captive Auto	69,548	69,548	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	702,430	NA	NA	NA	NA	NA	NA	NA	10%
	Total	3,332,904	3,374,233	20%	661,101	41,329	702,430	\$61,190,386	\$3,825,330	\$65,015,716	48%
Total	Local Air	2,910,659	1,799,340	38%	1,111,319	NA	1,111,319	\$131,364,948	NA	\$131,364,948	25%
	Connect Air	1,088,787	1,088,787	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	469,662	0	83%	389,247	NA	389,247	\$39,147,146	NA	\$39,147,146	0%
	Bus	118,176	127,943	60%	70,648	NA	70,648	\$6,780,116	NA	\$6,780,116	2%
	Auto	2,386,518	2,116,550	11%	269,968	NA	269,968	\$28,964,141	NA	\$28,964,141	30%
	Noncaptive Auto	1,108,992	935,408	16%	173,584	NA	173,584	\$18,525,030	NA	\$18,525,030	13%
	Destination Captive Auto	1,190,883	1,094,500	8%	96,383	NA	96,383	\$10,439,111	NA	\$10,439,111	15%
	En Route Captive Auto	86,643	86,643	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,937,746	NA	NA	NA	NA	NA	NA	NA	27%
	Total	6,973,801	7,070,366	26%	1,841,181	96,565	1,937,746	\$206,256,350	\$10,615,439	\$216,871,790	100%

2025 Montréal-Québec Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	101,915	9,401	91%	92,514	NA	92,514	\$7,224,976	NA	\$7,224,976	0%
	Connect Air	211,633	83,304	61%	128,330	NA	128,330	\$10,022,044	NA	\$10,022,044	1%
	Rail	49,447	0	99%	48,748	NA	48,748	\$3,807,021	NA	\$3,807,021	0%
	Bus	164,431	150,585	9%	14,545	NA	14,545	\$1,135,925	NA	\$1,135,925	1%
	Auto	3,088,922	2,651,029	14%	437,893	NA	437,893	\$34,197,676	NA	\$34,197,676	20%
	Noncaptive Auto	1,716,423	1,396,140	19%	320,283	NA	320,283	\$25,012,795	NA	\$25,012,795	10%
	Destination Captive Auto	1,246,583	1,128,973	9%	117,610	NA	117,610	\$9,184,881	NA	\$9,184,881	8%
	En Route Captive Auto	125,915	125,915	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	821,562	NA	NA	NA	NA	NA	NA	NA	6%
	Total	3,616,348	3,715,880	20%	722,030	99,532	821,562	\$56,387,643	\$7,773,084	\$64,160,727	27%
Nonbusiness	Local Air	15,140	2,537	83%	12,604	NA	12,604	\$747,339	NA	\$747,339	0%
	Connect Air	85,777	43,538	49%	42,239	NA	42,239	\$2,504,596	NA	\$2,504,596	0%
	Rail	90,524	0	98%	89,118	NA	89,118	\$5,284,284	NA	\$5,284,284	0%
	Bus	254,712	214,261	16%	41,856	NA	41,856	\$2,481,838	NA	\$2,481,838	2%
	Auto	9,327,724	8,590,779	8%	736,945	NA	736,945	\$43,697,264	NA	\$43,697,264	63%
	Noncaptive Auto	6,379,639	5,762,914	10%	616,725	NA	616,725	\$36,568,781	NA	\$36,568,781	42%
	Destination Captive Auto	2,654,385	2,534,165	5%	120,220	NA	120,220	\$7,128,483	NA	\$7,128,483	19%
	En Route Captive Auto	293,700	293,700	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	1,008,914	NA	NA	NA	NA	NA	NA	NA	7%
	Total	9,773,877	9,860,029	9%	922,762	86,151	1,008,914	\$54,715,321	\$5,108,357	\$59,823,678	73%
Total	Local Air	117,055	11,937	90%	105,118	NA	105,118	\$7,972,315	NA	\$7,972,315	0%
	Connect Air	297,411	126,841	57%	170,569	NA	170,569	\$12,526,641	NA	\$12,526,641	1%
	Rail	139,971	0	98%	137,866	NA	137,866	\$9,091,305	NA	\$9,091,305	0%
	Bus	419,143	364,846	13%	56,401	NA	56,401	\$3,617,763	NA	\$3,617,763	3%
	Auto	12,416,646	11,241,808	9%	1,174,838	NA	1,174,838	\$77,894,940	NA	\$77,894,940	83%
	Noncaptive Auto	8,096,062	7,159,055	12%	937,007	NA	937,007	\$61,581,576	NA	\$61,581,576	53%
	Destination Captive Auto	3,900,969	3,663,138	6%	237,830	NA	237,830	\$16,313,363	NA	\$16,313,363	27%
	En Route Captive Auto	419,615	419,615	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,830,476	NA	NA	NA	NA	NA	NA	NA	13%
	Total	13,390,225	13,575,908	12%	1,644,792	185,684	1,830,476	\$111,102,964	\$12,881,441	\$123,984,404	100%

2025 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,449,342	246,027	83%	1,203,314	NA	1,203,314	\$125,298,753	NA	\$125,298,753	4%
	Connect Air	556,859	556,859	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	99%	76,322	NA	76,322	\$7,947,266	NA	\$7,947,266	0%
	Bus	18,533	1,084	97%	17,942	NA	17,942	\$1,868,225	NA	\$1,868,225	0%
	Auto	802,617	598,819	25%	203,799	NA	203,799	\$21,221,180	NA	\$21,221,180	9%
	Noncaptive Auto	350,703	221,272	37%	129,431	NA	129,431	\$13,477,430	NA	\$13,477,430	3%
	Destination Captive Auto	354,339	279,971	21%	74,368	NA	74,368	\$7,743,749	NA	\$7,743,749	4%
	En Route Captive Auto	97,576	97,576	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,750,866	NA	NA	NA	NA	NA	NA	NA	26%
	Total	2,904,165	3,153,654	52%	1,501,377	249,489	1,750,866	\$156,335,424	\$25,978,772	\$182,314,196	47%
Nonbusiness	Local Air	189,672	43,195	77%	146,476	NA	146,476	\$12,074,738	NA	\$12,074,738	1%
	Connect Air	462,423	462,423	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	124,661	0	99%	123,589	NA	123,589	\$10,188,041	NA	\$10,188,041	0%
	Bus	103,970	22,458	79%	82,584	NA	82,584	\$6,807,759	NA	\$6,807,759	0%
	Auto	2,635,710	2,369,081	10%	266,630	NA	266,630	\$21,979,532	NA	\$21,979,532	35%
	Noncaptive Auto	1,358,038	1,169,871	14%	188,168	NA	188,168	\$15,511,538	NA	\$15,511,538	17%
	Destination Captive Auto	1,178,882	1,100,420	7%	78,462	NA	78,462	\$6,467,994	NA	\$6,467,994	16%
	En Route Captive Auto	98,790	98,790	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	701,790	NA	NA	NA	NA	NA	NA	NA	10%
	Total	3,516,435	3,598,947	18%	619,279	82,511	701,790	\$51,050,070	\$6,801,781	\$57,851,851	53%
Total	Local Air	1,639,013	289,223	82%	1,349,791	NA	1,349,791	\$137,373,491	NA	\$137,373,491	4%
	Connect Air	1,019,281	1,019,281	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	201,476	0	99%	199,911	NA	199,911	\$18,135,307	NA	\$18,135,307	0%
	Bus	122,503	23,542	82%	100,525	NA	100,525	\$8,675,984	NA	\$8,675,984	0%
	Auto	3,438,328	2,967,899	14%	470,429	NA	470,429	\$43,200,712	NA	\$43,200,712	44%
	Noncaptive Auto	1,708,741	1,391,142	19%	317,599	NA	317,599	\$28,988,969	NA	\$28,988,969	21%
	Destination Captive Auto	1,533,221	1,380,392	10%	152,830	NA	152,830	\$14,211,743	NA	\$14,211,743	20%
	En Route Captive Auto	196,366	196,366	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,452,656	NA	NA	NA	NA	NA	NA	NA	36%
	Total	6,420,601	6,752,601	33%	2,120,656	332,000	2,452,656	\$207,385,494	\$32,780,553	\$240,166,047	100%

2025 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	37,838	37,838	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	140,665	140,665	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	2,153,157	2,153,157	0%	0	NA	0	\$0	NA	\$0	24%
	Noncaptive Auto	1,417,622	1,417,622	0%	0	NA	0	\$0	NA	\$0	16%
	Destination Captive Auto	655,876	655,876	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	79,659	79,659	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,414,129	2,414,129	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	17,992	17,992	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	165,676	165,676	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	3%
	Auto	6,167,778	6,167,778	0%	0	NA	0	\$0	NA	\$0	68%
	Noncaptive Auto	4,446,815	4,446,815	0%	0	NA	0	\$0	NA	\$0	49%
	Destination Captive Auto	1,541,338	1,541,338	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	179,626	179,626	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,635,823	6,635,823	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	55,830	55,830	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	306,340	306,340	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	8,320,935	8,320,935	0%	0	NA	0	\$0	NA	\$0	92%
	Noncaptive Auto	5,864,437	5,864,437	0%	0	NA	0	\$0	NA	\$0	65%
	Destination Captive Auto	2,197,214	2,197,214	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	259,285	259,285	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,049,952	9,049,952	0%	0	0	0	\$0	\$0	\$0	100%

2025 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	66,247	7,631	88%	58,615	NA	58,615	\$6,612,124	NA	\$6,612,124	1%
	Connect Air	4,386	1,558	64%	2,828	NA	2,828	\$319,027	NA	\$319,027	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$148,076	NA	\$148,076	0%
	Bus	4,792	4,093	15%	701	NA	701	\$79,028	NA	\$79,028	1%
	Auto	67,255	50,183	25%	17,071	NA	17,071	\$1,925,755	NA	\$1,925,755	8%
	Noncaptive Auto	40,188	27,711	31%	12,477	NA	12,477	\$1,407,457	NA	\$1,407,457	4%
	Destination Captive Auto	27,067	22,472	17%	4,595	NA	4,595	\$518,298	NA	\$518,298	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	93,824	NA	NA	NA	NA	NA	NA	NA	14%
	Total	143,993	157,289	56%	80,528	13,296	93,824	\$9,084,010	\$1,499,857	\$10,583,867	24%
Nonbusiness	Local Air	11,050	271	98%	10,779	NA	10,779	\$857,373	NA	\$857,373	0%
	Connect Air	641	159	75%	482	NA	482	\$38,337	NA	\$38,337	0%
	Rail	8,280	0	100%	8,269	NA	8,269	\$657,747	NA	\$657,747	0%
	Bus	14,948	10,007	33%	4,952	NA	4,952	\$393,860	NA	\$393,860	2%
	Auto	453,085	409,108	10%	43,977	NA	43,977	\$3,498,004	NA	\$3,498,004	62%
	Noncaptive Auto	281,050	246,440	12%	34,610	NA	34,610	\$2,752,975	NA	\$2,752,975	38%
	Destination Captive Auto	159,815	150,449	6%	9,366	NA	9,366	\$745,030	NA	\$745,030	23%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	78,392	NA	NA	NA	NA	NA	NA	NA	12%
	Total	488,004	497,938	14%	68,458	9,934	78,392	\$5,445,321	\$790,190	\$6,235,510	76%
Total	Local Air	77,297	7,902	90%	69,394	NA	69,394	\$7,469,497	NA	\$7,469,497	1%
	Connect Air	5,027	1,717	66%	3,310	NA	3,310	\$357,364	NA	\$357,364	0%
	Rail	9,594	0	100%	9,582	NA	9,582	\$805,823	NA	\$805,823	0%
	Bus	19,740	14,100	29%	5,652	NA	5,652	\$472,888	NA	\$472,888	2%
	Auto	520,340	459,292	12%	61,048	NA	61,048	\$5,423,760	NA	\$5,423,760	70%
	Noncaptive Auto	321,238	274,151	15%	47,087	NA	47,087	\$4,160,432	NA	\$4,160,432	42%
	Destination Captive Auto	186,882	172,921	7%	13,961	NA	13,961	\$1,263,328	NA	\$1,263,328	26%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	172,217	NA	NA	NA	NA	NA	NA	NA	26%
	Total	631,997	655,227	24%	148,986	23,230	172,217	\$14,529,331	\$2,290,047	\$16,819,378	100%

2025 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	266,354	266,354	0%	0	NA	0	\$0	NA	\$0	9%
	Connect Air	61,973	61,973	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	462,262	462,262	0%	0	NA	0	\$0	NA	\$0	16%
	Noncaptive Auto	204,694	204,694	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	241,765	241,765	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	15,803	15,803	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	828,341	828,341	0%	0	0	0	\$0	\$0	\$0	28%
Nonbusiness	Local Air	55,616	55,616	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	83,658	83,658	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	1,888,547	1,888,547	0%	0	NA	0	\$0	NA	\$0	64%
	Noncaptive Auto	1,081,903	1,081,903	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	706,621	706,621	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	100,023	100,023	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,139,381	2,139,381	0%	0	0	0	\$0	\$0	\$0	72%
Total	Local Air	321,970	321,970	0%	0	NA	0	\$0	NA	\$0	11%
	Connect Air	145,631	145,631	0%	0	NA	0	\$0	NA	\$0	5%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	2,350,809	2,350,809	0%	0	NA	0	\$0	NA	\$0	79%
	Noncaptive Auto	1,286,596	1,286,596	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	948,386	948,386	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	115,826	115,826	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,967,722	2,967,722	0%	0	0	0	\$0	\$0	\$0	100%

2025 Link Volumes**Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	2,769,710	2,769,710	5,539,420
Kingston-Ottawa	2,632,306	2,632,306	5,264,612
Montreal-Ottawa	2,262,681	2,262,681	4,525,362
Montreal-Trois Rivières	2,373,099	2,373,099	4,746,199
Quebec-Trois Rivières	1,972,544	1,972,544	3,945,088

2025 Station Volumes**Base Run - 200+ kph / Composite ROW / HSR in Quebec-Toronto Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	679,783	679,783	1,359,566
Kitchener	0	0	0
London	0	0	0
Montreal	3,209,931	3,209,931	6,419,862
Ottawa	2,596,213	2,596,213	5,192,426
Quebec	1,099,530	1,099,530	2,199,060
Toronto	2,686,860	2,686,860	5,373,721
Trois Rivières	241,929	241,929	483,859
Windsor	0	0	0
Total	10,514,247	10,514,247	21,028,493

Diversed HSR Trips for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	967	482	0	0	2,181	0	1,624	363	5,618
KINGSTON-LONDON	1,391	0	663	9	1,125	83	0	0	2,292	557	5,053	969	12,142
KINGSTON-MONTREAL	43	0	12,853	2,980	2,768	2,522	0	0	19,978	31,893	21,853	9,632	104,520
KINGSTON-OTTAWA	0	0	13,424	7,045	49,546	13,387	0	0	17,964	57,924	137,170	25,911	322,370
KINGSTON-QUEBEC	0	0	393	0	0	0	0	0	1,002	0	309	104	1,808
KINGSTON-TORONTO	14,609	0	68,767	7,273	101,121	28,656	8,360	0	121,153	80,945	221,895	49,253	702,032
KINGSTON-TROIS RIVIERES	0	0	0	0	1,629	0	0	0	0	0	0	0	1,629
KINGSTON-WINDSOR	0	0	861	0	304	96	0	0	1,211	175	246	113	3,005
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	2,469	1,267	0	0	4,472	0	2,704	706	13,138
KITCH.-WATERLOO-OTTAWA	0	0	719	0	710	1,484	0	0	3,097	0	5,069	1,720	12,799
KITCH.-WATERLOO-QUEBEC	0	0	0	0	1,617	0	0	0	52	0	241	44	1,953
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	34	0	0	0	0	0	0	34
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	2,504	0	179	92	196	1,566	943	0	4,667	946	6,940	726	18,759
LONDON-OTTAWA	18,490	551	1,474	143	6,745	2,667	6,043	107	8,743	4,674	10,965	3,208	63,810
LONDON-QUEBEC	923	0	0	0	88	0	170	0	104	0	19	110	1,413
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	70,798	166,799	104,522	30,077	143,284	47,627	14,693	132,967	108,853	242,282	455,699	126,163	1,643,764
MONTREAL-QUEBEC	92,514	128,330	48,748	14,545	320,283	117,610	12,604	42,239	89,118	41,856	616,725	120,220	1,644,792
MONTREAL-TORONTO	938,511	0	102,701	7,938	80,946	49,983	172,808	0	286,546	62,709	92,638	46,400	1,841,181
MONTREAL-TROIS RIVIERES	0	0	0	15,213	59,904	6,095	0	0	52,921	227,313	23,240	384,685	6,600
MONTREAL-WINDSOR	680	0	767	24	536	38	1,456	0	1,722	114	1,158	105	6,600
OTTAWA-QUEBEC	58,615	2,828	1,313	701	12,477	4,595	10,779	482	8,269	4,952	34,610	9,366	148,986
OTTAWA-TORONTO	1,203,314	0	76,322	17,942	129,431	74,368	146,476	0	123,589	82,584	188,168	78,462	2,120,656
OTTAWA-TROIS RIVIERES	0	0	0	2,028	1,584	0	0	0	0	9,948	1,685	87	15,332
OTTAWA-WINDSOR	1,570	0	817	2	976	0	2,875	0	6,680	193	1,432	1,215	15,760
QUEBEC-TORONTO	87,942	0	7,679	460	6,941	6,812	18,348	0	18,620	4,560	7,824	7,570	166,755
QUEBEC-TROIS RIVIERES	0	0	0	734	1,219	628	0	0	0	2,237	1,311	646	6,773
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	26	0	37	0	63
TORONTO-TROIS RIVIERES	0	0	0	91	0	348	0	0	0	3,850	1,201	157	5,647
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,491,905	298,508	443,720	107,296	926,864	360,346	395,555	175,796	830,338	685,316	2,043,890	506,492	9,266,026

Total HSR Trips for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	1,473	4,923	6,395
KINGSTON-LONDON	3,822	9,051	12,873
KINGSTON-MONTREAL	24,725	100,092	124,817
KINGSTON-OTTAWA	102,760	311,130	413,890
KINGSTON-QUEBEC	438	1,509	1,947
KINGSTON-TORONTO	258,339	536,519	794,858
KINGSTON-TROIS RIVIERES	1,726	0	1,726
KINGSTON-WINDSOR	1,295	1,765	3,061
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	5,727	9,115	14,842
KITCH.-WATERLOO-OTTAWA	3,181	10,935	14,115
KITCH.-WATERLOO-QUEBEC	1,657	339	1,996
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	35	0	35
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	4,594	14,439	19,033
LONDON-OTTAWA	31,302	36,864	68,166
LONDON-QUEBEC	1,028	418	1,446
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	727,673	1,310,116	2,037,789
MONTREAL-QUEBEC	821,562	1,008,914	1,830,476
MONTREAL-TORONTO	1,235,316	702,430	1,937,746
MONTREAL-TROIS RIVIERES	92,686	355,810	448,496
MONTREAL-WINDSOR	2,075	4,589	6,663
OTTAWA-QUEBEC	93,824	78,392	172,217
OTTAWA-TORONTO	1,750,866	701,790	2,452,656
OTTAWA-TROIS RIVIERES	3,981	12,601	16,582
OTTAWA-WINDSOR	3,550	13,461	17,011
QUEBEC-TORONTO	117,455	63,723	181,178
QUEBEC-TROIS RIVIERES	3,343	6,395	9,738
QUEBEC-WINDSOR	0	63	63
TORONTO-TROIS RIVIERES	471	6,811	7,283
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	5,294,903	5,302,193	10,597,096

HSR Input Data for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Quebec-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$56.40	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$56.40	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.65	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$72.31	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$80.27	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$154.75	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$22.42	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$22.42	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$76.29	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$87.53	\$8.40	\$16.80
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$104.53	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$63.63	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$44.83	\$8.15	\$18.30
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	4.00	2.25	\$63.63	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$66.53	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	5.00	1.80	\$67.97	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$122.53	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$28.92	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$143.93	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$125.13	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	7.22	0.35	0.71	0.27	0.97	2.00	4.50	\$178.64	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$30.37	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	6.38	0.51	1.01	0.27	1.28	2.00	4.50	\$155.50	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$62.19	\$11.95	\$23.90
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$160.93	\$7.15	\$15.70
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$100.19	\$7.15	\$17.30
LONDON-QUEBEC	7.83	0.28	0.57	0.27	0.83	5.00	1.80	\$195.64	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$54.96	\$7.15	\$15.80
LONDON-TROIS RIVIERES	7.00	0.44	0.87	0.27	1.14	5.00	1.80	\$172.50	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$43.39	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$62.19	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$78.10	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$122.93	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$39.77	\$9.00	\$17.50
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$178.93	\$15.25	\$23.80
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$112.81	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$104.13	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$91.11	\$9.00	\$19.10
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$160.13	\$15.25	\$25.40
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$157.64	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$40.68	\$7.55	\$15.10
QUEBEC-WINDSOR	9.87	0.35	0.70	0.27	0.97	5.00	1.80	\$213.64	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$134.50	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$80.99	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	9.03	0.50	1.01	0.27	1.27	5.00	1.80	\$190.50	\$6.03	\$12.07

HSR Input Data for 2025 / 200+ kph / Comp

HSR in Quebec-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$47.36	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$47.36	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.48	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$94.00	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$91.11	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$122.93	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.76	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$38.69	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$74.30	\$3.80	\$7.60
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$85.30	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$49.17	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$33.26	\$4.65	\$8.50
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	4.00	2.25	\$76.65	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$59.30	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	5.00	1.80	\$63.87	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$102.30	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$20.25	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$107.56	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$97.43	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	7.22	0.35	0.71	0.27	0.97	2.00	4.50	\$124.91	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$21.69	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	6.38	0.51	1.01	0.27	1.28	2.00	4.50	\$88.76	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$43.39	\$5.90	\$11.80
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$118.56	\$3.05	\$6.30
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$63.60	\$3.05	\$6.90
LONDON-QUEBEC	7.83	0.28	0.57	0.27	0.83	5.00	1.80	\$135.91	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$37.60	\$3.05	\$6.30
LONDON-TROIS RIVIERES	7.00	0.44	0.87	0.27	1.14	5.00	1.80	\$99.76	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$30.37	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$37.60	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$59.30	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$92.56	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$28.02	\$3.50	\$6.70
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$135.56	\$8.90	\$12.10
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$79.54	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$82.43	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$82.43	\$3.65	\$7.30
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$125.43	\$6.35	\$12.70
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$109.91	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$28.92	\$3.35	\$6.70
QUEBEC-WINDSOR	9.87	0.35	0.70	0.27	0.97	5.00	1.80	\$152.91	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$73.76	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$62.19	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	9.03	0.50	1.01	0.27	1.27	5.00	1.80	\$116.76	\$3.02	\$6.03

2025 Québec-Windsor Corridor Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	5,108,851	2,813,115	45%	2,295,736	NA	2,295,736	\$249,118,034	NA	\$249,118,034	3%
	Connect Air	1,811,511	1,643,331	9%	168,180	NA	168,180	\$10,305,731	NA	\$10,305,731	2%
	Rail	596,839	0	66%	392,175	NA	392,175	\$33,919,365	NA	\$33,919,365	0%
	Bus	378,703	506,537	20%	76,830	NA	76,830	\$5,885,795	NA	\$5,885,795	1%
	Auto	17,376,587	16,607,640	4%	768,946	NA	768,946	\$64,297,750	NA	\$64,297,750	18%
	Noncaptive Auto	10,923,635	10,386,754	5%	536,882	NA	536,882	\$43,539,893	NA	\$43,539,893	11%
	Destination Captive Auto	5,293,472	5,061,407	4%	232,065	NA	232,065	\$20,757,857	NA	\$20,757,857	5%
	En Route Captive Auto	1,159,479	1,159,479	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,249,880	NA	NA	NA	NA	NA	NA	NA	5%
	Total	25,272,490	25,820,503	15%	3,701,866	548,013	4,249,880	\$363,526,676	\$47,556,665	\$411,083,341	28%
Nonbusiness	Local Air	911,789	543,244	40%	368,545	NA	368,545	\$30,480,932	NA	\$30,480,932	1%
	Connect Air	1,635,318	1,501,821	8%	133,497	NA	133,497	\$4,940,068	NA	\$4,940,068	2%
	Rail	1,257,753	0	58%	733,344	NA	733,344	\$52,948,020	NA	\$52,948,020	0%
	Bus	1,523,136	1,470,012	38%	577,533	NA	577,533	\$30,881,454	NA	\$30,881,454	2%
	Auto	60,641,333	59,099,692	3%	1,541,641	NA	1,541,641	\$84,347,974	NA	\$84,347,974	64%
	Noncaptive Auto	41,744,352	40,559,157	3%	1,185,195	NA	1,185,195	\$63,493,379	NA	\$63,493,379	44%
	Destination Captive Auto	16,000,060	15,643,614	2%	356,446	NA	356,446	\$20,854,595	NA	\$20,854,595	17%
	En Route Captive Auto	2,896,921	2,896,921	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	3,877,361	NA	NA	NA	NA	NA	NA	NA	4%
	Total	65,969,329	66,492,129	5%	3,354,561	522,800	3,877,361	\$203,598,447	\$27,000,423	\$230,598,870	72%
Total	Local Air	6,020,640	3,356,359	44%	2,664,281	NA	2,664,281	\$279,598,966	NA	\$279,598,966	4%
	Connect Air	3,446,829	3,145,152	9%	301,677	NA	301,677	\$15,245,799	NA	\$15,245,799	3%
	Rail	1,854,592	0	61%	1,125,518	NA	1,125,518	\$86,867,385	NA	\$86,867,385	0%
	Bus	1,901,839	1,976,549	34%	654,363	NA	654,363	\$36,767,249	NA	\$36,767,249	2%
	Auto	78,017,920	75,707,332	3%	2,310,588	NA	2,310,588	\$148,645,724	NA	\$148,645,724	82%
	Noncaptive Auto	52,667,988	50,945,911	3%	1,722,077	NA	1,722,077	\$107,033,272	NA	\$107,033,272	55%
	Destination Captive Auto	21,293,531	20,705,021	3%	588,511	NA	588,511	\$41,612,452	NA	\$41,612,452	22%
	En Route Captive Auto	4,056,400	4,056,400	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	8,127,241	NA	NA	NA	NA	NA	NA	NA	9%
	Total	91,241,819	92,312,632	8%	7,056,427	1,070,813	8,127,241	\$567,125,122	\$74,557,088	\$641,682,211	100%

2025 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	2,456,522	1,492,825	39%	963,697	NA	963,697	\$116,473,698	NA	\$116,473,698	21%
	Connect Air	513,977	513,977	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	85%	105,103	NA	105,103	\$12,702,827	NA	\$12,702,827	0%
	Bus	12,730	22,775	68%	8,622	NA	8,622	\$1,042,120	NA	\$1,042,120	0%
	Auto	533,898	400,738	25%	133,160	NA	133,160	\$16,093,891	NA	\$16,093,891	6%
	Noncaptive Auto	244,466	162,250	34%	82,216	NA	82,216	\$9,936,742	NA	\$9,936,742	2%
	Destination Captive Auto	272,337	221,393	19%	50,944	NA	50,944	\$6,157,149	NA	\$6,157,149	3%
	En Route Captive Auto	17,095	17,095	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	1,269,462	NA	NA	NA	NA	NA	NA	NA	18%
	Total	3,640,897	3,699,777	33%	1,210,582	58,880	1,269,462	\$146,312,536	\$7,116,306	\$153,428,842	52%
Nonbusiness	Local Air	454,137	277,581	39%	176,556	NA	176,556	\$16,066,891	NA	\$16,066,891	4%
	Connect Air	574,810	574,810	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	345,891	0	85%	293,434	NA	293,434	\$26,702,873	NA	\$26,702,873	0%
	Bus	105,446	91,036	63%	66,868	NA	66,868	\$6,085,075	NA	\$6,085,075	1%
	Auto	1,852,619	1,710,753	8%	141,866	NA	141,866	\$12,910,025	NA	\$12,910,025	24%
	Noncaptive Auto	864,525	770,043	11%	94,482	NA	94,482	\$8,598,038	NA	\$8,598,038	11%
	Destination Captive Auto	918,546	871,162	5%	47,384	NA	47,384	\$4,311,987	NA	\$4,311,987	12%
	En Route Captive Auto	69,548	69,548	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	723,807	NA	NA	NA	NA	NA	NA	NA	10%
	Total	3,332,904	3,377,987	20%	678,724	45,083	723,807	\$61,764,864	\$4,102,661	\$65,867,526	48%
Total	Local Air	2,910,659	1,770,405	39%	1,140,254	NA	1,140,254	\$132,540,588	NA	\$132,540,588	25%
	Connect Air	1,088,787	1,088,787	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	469,662	0	85%	398,536	NA	398,536	\$39,405,700	NA	\$39,405,700	0%
	Bus	118,176	113,811	64%	75,490	NA	75,490	\$7,127,196	NA	\$7,127,196	2%
	Auto	2,386,518	2,111,491	12%	275,026	NA	275,026	\$29,003,916	NA	\$29,003,916	30%
	Noncaptive Auto	1,108,992	932,293	16%	176,699	NA	176,699	\$18,534,780	NA	\$18,534,780	13%
	Destination Captive Auto	1,190,883	1,092,555	8%	98,328	NA	98,328	\$10,469,136	NA	\$10,469,136	15%
	En Route Captive Auto	86,643	86,643	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,993,270	NA	NA	NA	NA	NA	NA	NA	28%
	Total	6,973,801	7,077,764	27%	1,889,306	103,963	1,993,270	\$208,077,400	\$11,218,967	\$219,296,367	100%

2025 Montréal-Québec Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	101,915	101,915	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	211,633	211,633	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	49,447	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	164,431	213,878	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	3,088,922	3,088,922	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	1,716,423	1,716,423	0%	0	NA	0	\$0	NA	\$0	13%
	Destination Captive Auto	1,246,583	1,246,583	0%	0	NA	0	\$0	NA	\$0	9%
	En Route Captive Auto	125,915	125,915	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	3,616,348	3,616,348	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	15,140	15,140	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	85,777	85,777	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	90,524	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	254,712	345,235	0%	0	NA	0	\$0	NA	\$0	3%
	Auto	9,327,724	9,327,724	0%	0	NA	0	\$0	NA	\$0	70%
	Noncaptive Auto	6,379,639	6,379,639	0%	0	NA	0	\$0	NA	\$0	48%
	Destination Captive Auto	2,654,385	2,654,385	0%	0	NA	0	\$0	NA	\$0	20%
	En Route Captive Auto	293,700	293,700	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,773,877	9,773,877	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	117,055	117,055	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	297,411	297,411	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	139,971	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	419,143	559,113	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	12,416,646	12,416,646	0%	0	NA	0	\$0	NA	\$0	93%
	Noncaptive Auto	8,096,062	8,096,062	0%	0	NA	0	\$0	NA	\$0	60%
	Destination Captive Auto	3,900,969	3,900,969	0%	0	NA	0	\$0	NA	\$0	29%
	En Route Captive Auto	419,615	419,615	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	13,390,225	13,390,225	0%	0	0	0	\$0	\$0	\$0	100%

2025 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,449,342	238,640	84%	1,210,701	NA	1,210,701	\$123,947,492	NA	\$123,947,492	4%
	Connect Air	556,859	556,859	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	99%	76,378	NA	76,378	\$7,819,360	NA	\$7,819,360	0%
	Bus	18,533	923	97%	18,046	NA	18,046	\$1,847,511	NA	\$1,847,511	0%
	Auto	802,617	596,029	26%	206,589	NA	206,589	\$21,149,866	NA	\$21,149,866	9%
	Noncaptive Auto	350,703	219,651	37%	131,052	NA	131,052	\$13,416,627	NA	\$13,416,627	3%
	Destination Captive Auto	354,339	278,802	21%	75,537	NA	75,537	\$7,733,239	NA	\$7,733,239	4%
	En Route Captive Auto	97,576	97,576	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,768,211	NA	NA	NA	NA	NA	NA	NA	26%
	Total	2,904,165	3,160,662	52%	1,511,715	256,496	1,768,211	\$154,764,229	\$26,259,210	\$181,023,438	47%
Nonbusiness	Local Air	189,672	42,168	78%	147,504	NA	147,504	\$11,954,902	NA	\$11,954,902	1%
	Connect Air	462,423	462,423	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	124,661	0	99%	123,720	NA	123,720	\$10,027,266	NA	\$10,027,266	0%
	Bus	103,970	19,917	82%	84,994	NA	84,994	\$6,888,623	NA	\$6,888,623	0%
	Auto	2,635,710	2,364,412	10%	271,298	NA	271,298	\$21,988,223	NA	\$21,988,223	35%
	Noncaptive Auto	1,358,038	1,166,656	14%	191,382	NA	191,382	\$15,511,145	NA	\$15,511,145	17%
	Destination Captive Auto	1,178,882	1,098,966	7%	79,916	NA	79,916	\$6,477,078	NA	\$6,477,078	16%
	En Route Captive Auto	98,790	98,790	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	713,409	NA	NA	NA	NA	NA	NA	NA	11%
	Total	3,516,435	3,602,328	18%	627,516	85,893	713,409	\$50,859,014	\$6,961,445	\$57,820,459	53%
Total	Local Air	1,639,013	280,808	83%	1,358,205	NA	1,358,205	\$135,902,394	NA	\$135,902,394	4%
	Connect Air	1,019,281	1,019,281	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	201,476	0	99%	200,098	NA	200,098	\$17,846,626	NA	\$17,846,626	0%
	Bus	122,503	20,840	84%	103,040	NA	103,040	\$8,736,133	NA	\$8,736,133	0%
	Auto	3,438,328	2,960,441	14%	477,887	NA	477,887	\$43,138,089	NA	\$43,138,089	44%
	Noncaptive Auto	1,708,741	1,386,308	19%	322,434	NA	322,434	\$28,927,772	NA	\$28,927,772	20%
	Destination Captive Auto	1,533,221	1,377,768	10%	155,454	NA	155,454	\$14,210,317	NA	\$14,210,317	20%
	En Route Captive Auto	196,366	196,366	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,481,619	NA	NA	NA	NA	NA	NA	NA	37%
	Total	6,420,601	6,762,990	33%	2,139,231	342,389	2,481,619	\$205,623,242	\$33,220,655	\$238,843,897	100%

2025 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	37,838	37,838	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	140,665	140,665	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	2,153,157	2,153,157	0%	0	NA	0	\$0	NA	\$0	24%
	Noncaptive Auto	1,417,622	1,417,622	0%	0	NA	0	\$0	NA	\$0	16%
	Destination Captive Auto	655,876	655,876	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	79,659	79,659	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,414,129	2,414,129	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	17,992	17,992	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	165,676	165,676	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	3%
	Auto	6,167,778	6,167,778	0%	0	NA	0	\$0	NA	\$0	68%
	Noncaptive Auto	4,446,815	4,446,815	0%	0	NA	0	\$0	NA	\$0	49%
	Destination Captive Auto	1,541,338	1,541,338	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	179,626	179,626	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,635,823	6,635,823	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	55,830	55,830	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	306,340	306,340	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	8,320,935	8,320,935	0%	0	NA	0	\$0	NA	\$0	92%
	Noncaptive Auto	5,864,437	5,864,437	0%	0	NA	0	\$0	NA	\$0	65%
	Destination Captive Auto	2,197,214	2,197,214	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	259,285	259,285	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,049,952	9,049,952	0%	0	0	0	\$0	\$0	\$0	100%

2025 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	66,247	58,359	12%	7,888	NA	7,888	\$482,258	NA	\$482,258	9%
	Connect Air	4,386	3,925	11%	461	NA	461	\$28,185	NA	\$28,185	1%
	Rail	1,314	0	77%	1,010	NA	1,010	\$116,252	NA	\$116,252	0%
	Bus	4,792	5,096	0%	0	NA	0	\$1	NA	\$1	1%
	Auto	67,255	59,680	11%	7,575	NA	7,575	\$463,172	NA	\$463,172	9%
	Noncaptive Auto	40,188	34,499	14%	5,690	NA	5,690	\$347,868	NA	\$347,868	5%
	Destination Captive Auto	27,067	25,181	7%	1,886	NA	1,886	\$115,303	NA	\$115,303	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	17,300	NA	NA	NA	NA	NA	NA	NA	3%
	Total	143,993	144,360	12%	16,934	367	17,300	\$1,089,869	\$22,418	\$1,112,287	23%
Nonbusiness	Local Air	11,050	3,067	72%	7,983	NA	7,983	\$295,118	NA	\$295,118	0%
	Connect Air	641	457	29%	184	NA	184	\$6,806	NA	\$6,806	0%
	Rail	8,280	0	85%	7,029	NA	7,029	\$548,023	NA	\$548,023	0%
	Bus	14,948	16,182	0%	17	NA	17	\$616	NA	\$616	3%
	Auto	453,085	432,470	5%	20,615	NA	20,615	\$762,111	NA	\$762,111	68%
	Noncaptive Auto	281,050	264,696	6%	16,354	NA	16,354	\$604,604	NA	\$604,604	42%
	Destination Captive Auto	159,815	155,555	3%	4,260	NA	4,260	\$157,507	NA	\$157,507	25%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	37,705	NA	NA	NA	NA	NA	NA	NA	6%
	Total	488,004	489,882	7%	35,827	1,878	37,705	\$1,612,673	\$69,432	\$1,682,105	77%
Total	Local Air	77,297	61,426	21%	15,870	NA	15,870	\$777,376	NA	\$777,376	10%
	Connect Air	5,027	4,382	13%	645	NA	645	\$34,991	NA	\$34,991	1%
	Rail	9,594	0	84%	8,038	NA	8,038	\$664,275	NA	\$664,275	0%
	Bus	19,740	21,279	0%	17	NA	17	\$617	NA	\$617	3%
	Auto	520,340	492,150	5%	28,190	NA	28,190	\$1,225,283	NA	\$1,225,283	78%
	Noncaptive Auto	321,238	299,195	7%	22,044	NA	22,044	\$952,472	NA	\$952,472	47%
	Destination Captive Auto	186,882	180,736	3%	6,146	NA	6,146	\$272,811	NA	\$272,811	28%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	55,005	NA	NA	NA	NA	NA	NA	NA	9%
	Total	631,997	634,242	8%	52,761	2,245	55,005	\$2,702,542	\$91,850	\$2,794,392	100%

2025 Toronto-Windsor Forecast Summary by Mode

Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	266,354	266,354	0%	0	NA	0	\$0	NA	\$0	9%
	Connect Air	61,973	61,973	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	462,262	462,262	0%	0	NA	0	\$0	NA	\$0	16%
	Noncaptive Auto	204,694	204,694	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	241,765	241,765	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	15,803	15,803	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	828,341	828,341	0%	0	0	0	\$0	\$0	\$0	28%
Nonbusiness	Local Air	55,616	55,616	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	83,658	83,658	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	1,888,547	1,888,547	0%	0	NA	0	\$0	NA	\$0	64%
	Noncaptive Auto	1,081,903	1,081,903	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	706,621	706,621	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	100,023	100,023	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,139,381	2,139,381	0%	0	0	0	\$0	\$0	\$0	72%
Total	Local Air	321,970	321,970	0%	0	NA	0	\$0	NA	\$0	11%
	Connect Air	145,631	145,631	0%	0	NA	0	\$0	NA	\$0	5%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	2,350,809	2,350,809	0%	0	NA	0	\$0	NA	\$0	79%
	Noncaptive Auto	1,286,596	1,286,596	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	948,386	948,386	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	115,826	115,826	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,967,722	2,967,722	0%	0	0	0	\$0	\$0	\$0	100%

2025 Link Volumes**Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	2,734,907	2,734,907	5,469,814
Kingston-Ottawa	2,592,339	2,592,339	5,184,679
Montreal-Ottawa	2,149,820	2,149,820	4,299,640
Montreal-Trois Rivières	0	0	0
Quebec-Trois Rivières	0	0	0

2025 Station Volumes**Base Run - 200+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	686,137	686,137	1,372,275
Kitchener	0	0	0
London	0	0	0
Montreal	2,110,066	2,110,066	4,220,132
Ottawa	2,556,376	2,556,376	5,112,752
Quebec	0	0	0
Toronto	2,651,577	2,651,577	5,303,155
Trois Rivières	0	0	0
Windsor	0	0	0
Total	8,004,157	8,004,157	16,008,314

Diverted HSR Trips for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	979	488	0	0	2,181	0	1,647	368	5,663
KINGSTON-LONDON	1,391	0	683	10	1,137	84	0	0	2,422	601	5,121	982	12,432
KINGSTON-MONTREAL	43	0	12,910	2,980	2,794	2,549	0	0	20,067	31,922	22,082	9,739	105,087
KINGSTON-OTTAWA	0	0	13,427	7,045	49,864	13,486	0	0	17,968	57,926	138,098	26,102	323,917
KINGSTON-QUEBEC	0	0	34	0	0	0	0	0	440	0	168	55	697
KINGSTON-TORONTO	14,609	0	69,144	7,301	102,111	28,977	8,361	0	122,108	82,495	224,727	49,921	709,755
KINGSTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-WINDSOR	0	0	883	0	308	97	0	0	1,286	191	249	115	3,128
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	2,522	1,295	0	0	4,472	0	2,763	722	13,293
KITCH.-WATERLOO-OTTAWA	0	0	719	0	723	1,512	0	0	3,097	0	5,166	1,754	12,971
KITCH.-WATERLOO-QUEBEC	0	0	0	0	855	0	0	0	2	0	113	20	990
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	2,607	0	193	105	199	1,598	973	0	5,098	1,017	7,086	742	19,618
LONDON-OTTAWA	18,785	556	1,476	147	6,800	2,693	6,100	108	8,748	4,689	11,053	3,236	64,391
LONDON-QUEBEC	186	0	0	0	52	0	85	0	5	0	9	51	388
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	70,833	167,163	104,569	32,544	144,682	48,142	14,704	133,205	108,887	246,459	459,316	127,236	1,657,740
MONTREAL-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-TORONTO	963,697	0	105,103	8,622	82,216	50,944	176,556	0	293,434	66,868	94,482	47,384	1,889,306
MONTREAL-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-WINDSOR	710	0	834	27	546	39	1,504	0	1,922	122	1,183	107	6,994
OTTAWA-QUEBEC	7,888	461	1,010	0	5,690	1,886	7,983	184	7,029	17	16,354	4,260	52,761
OTTAWA-TORONTO	1,210,701	0	76,378	18,046	131,052	75,537	147,504	0	123,720	84,994	191,382	79,916	2,139,231
OTTAWA-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
OTTAWA-WINDSOR	1,621	0	817	2	991	0	2,924	0	6,688	220	1,459	1,239	15,961
QUEBEC-TORONTO	2,665	0	2,475	0	3,363	2,737	1,851	0	3,770	11	2,719	2,494	22,086
QUEBEC-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1	0	17	0	18
TORONTO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,295,736	168,180	392,175	76,830	536,882	232,065	368,545	133,497	733,344	577,533	1,185,195	356,446	7,056,427

Total HSR Trips for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	1,491	4,960	6,451
KINGSTON-LONDON	3,863	9,319	13,181
KINGSTON-MONTREAL	24,946	101,045	125,991
KINGSTON-OTTAWA	103,473	313,398	416,871
KINGSTON-QUEBEC	34	674	707
KINGSTON-TORONTO	260,939	544,944	805,884
KINGSTON-TROIS RIVIERES	0	0	0
KINGSTON-WINDSOR	1,325	1,864	3,189
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	5,818	9,213	15,031
KITCH.-WATERLOO-OTTAWA	3,226	11,084	14,310
KITCH.-WATERLOO-QUEBEC	866	136	1,001
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	4,763	15,161	19,924
LONDON-OTTAWA	31,720	37,119	68,839
LONDON-QUEBEC	240	153	393
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	734,935	1,323,917	2,058,851
MONTREAL-QUEBEC	0	0	0
MONTREAL-TORONTO	1,269,462	723,807	1,993,270
MONTREAL-TROIS RIVIERES	0	0	0
MONTREAL-WINDSOR	2,189	4,877	7,066
OTTAWA-QUEBEC	17,300	37,705	55,005
OTTAWA-TORONTO	1,768,211	713,409	2,481,619
OTTAWA-TROIS RIVIERES	0	0	0
OTTAWA-WINDSOR	3,621	13,634	17,255
QUEBEC-TORONTO	11,459	10,924	22,382
QUEBEC-TROIS RIVIERES	0	0	0
QUEBEC-WINDSOR	0	19	19
TORONTO-TROIS RIVIERES	0	0	0
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,249,880	3,877,361	8,127,241

HSR Input Data for 2025 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Montreal-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$55.45	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$55.45	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.15	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$71.09	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$78.92	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$152.14	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$22.04	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$22.04	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$75.01	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$86.41	\$8.40	\$16.80
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$103.41	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$62.56	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$44.08	\$8.15	\$18.30
KINGSTON-QUEBEC	5.23	0.48	0.95	0.27	1.22	4.00	2.25	\$116.56	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$65.41	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$90.06	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$121.41	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$28.44	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$141.86	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$123.38	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	8.52	0.35	0.71	0.27	0.97	2.00	4.50	\$195.86	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$29.86	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$169.36	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$61.14	\$11.95	\$23.90
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$158.86	\$7.15	\$15.70
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$99.14	\$7.15	\$17.30
LONDON-QUEBEC	9.13	0.28	0.57	0.27	0.83	5.00	1.80	\$212.86	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$54.03	\$7.15	\$15.80
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$186.36	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$42.66	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$61.14	\$9.60	\$18.60
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$76.78	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$120.86	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$39.10	\$9.00	\$17.50
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$176.86	\$15.25	\$23.80
OTTAWA-QUEBEC	4.28	0.39	0.82	0.27	1.08	4.00	2.25	\$115.14	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$102.38	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$88.64	\$9.00	\$19.10
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$158.38	\$15.25	\$25.40
QUEBEC-TORONTO	6.67	0.39	0.98	0.30	1.28	4.00	2.25	\$174.86	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$39.99	\$7.55	\$15.10
QUEBEC-WINDSOR	11.17	0.35	0.70	0.27	0.97	5.00	1.80	\$230.86	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$148.36	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$79.63	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$204.36	\$6.03	\$12.07

HSR Input Data for 2025 / 200+ kph / Comm

HSR in Montreal-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$46.57	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$46.57	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.02	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$92.42	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$89.58	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$120.86	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.31	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$38.04	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	3.28	0.50	1.00	0.27	1.27	2.00	4.50	\$73.30	\$3.80	\$7.60
KINGSTON-LONDON	3.90	0.43	0.85	0.27	1.12	5.00	1.80	\$84.30	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$48.34	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$32.70	\$4.65	\$8.50
KINGSTON-QUEBEC	5.23	0.48	0.95	0.27	1.22	4.00	2.25	\$89.34	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$58.30	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$67.72	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$101.30	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$19.91	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	5.27	0.55	1.12	0.30	1.42	2.00	4.50	\$106.00	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	4.15	0.55	0.98	0.27	1.25	2.00	4.50	\$96.05	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	8.52	0.35	0.71	0.27	0.97	2.00	4.50	\$147.00	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$21.33	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$125.38	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$42.66	\$5.90	\$11.80
LONDON-MONTREAL	5.88	0.40	0.97	0.30	1.27	5.00	1.80	\$117.00	\$3.05	\$6.30
LONDON-OTTAWA	4.77	0.40	0.83	0.27	1.10	5.00	1.80	\$62.97	\$3.05	\$6.90
LONDON-QUEBEC	9.13	0.28	0.57	0.27	0.83	5.00	1.80	\$158.00	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$36.97	\$3.05	\$6.30
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$136.38	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$29.86	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$36.97	\$3.80	\$7.00
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$58.30	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$91.00	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$27.55	\$3.50	\$6.70
MONTREAL-WINDSOR	7.92	0.69	1.25	0.30	1.55	5.00	1.80	\$134.00	\$8.90	\$12.10
OTTAWA-QUEBEC	4.28	0.39	0.82	0.27	1.08	4.00	2.25	\$77.97	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$81.05	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$56.34	\$3.65	\$7.30
OTTAWA-WINDSOR	6.80	0.57	1.13	0.27	1.40	5.00	1.80	\$124.05	\$6.35	\$12.70
QUEBEC-TORONTO	6.67	0.39	0.98	0.30	1.28	4.00	2.25	\$132.00	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$28.44	\$3.35	\$6.70
QUEBEC-WINDSOR	11.17	0.35	0.70	0.27	0.97	5.00	1.80	\$175.00	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$110.38	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$61.14	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$153.38	\$3.02	\$6.03

2025 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	5,108,851	1,963,413	62%	3,145,438	NA	3,145,438	\$385,871,086	NA	\$385,871,086	2%
	Connect Air	1,811,511	1,109,793	39%	701,718	NA	701,718	\$78,424,503	NA	\$78,424,503	1%
	Rail	596,839	0	92%	546,632	NA	546,632	\$49,788,783	NA	\$49,788,783	0%
	Bus	378,703	308,054	32%	120,856	NA	120,856	\$8,712,644	NA	\$8,712,644	0%
	Auto	17,376,587	15,490,035	11%	1,886,552	NA	1,886,552	\$158,556,434	NA	\$158,556,434	17%
	Noncaptive Auto	10,923,635	9,537,678	13%	1,385,958	NA	1,385,958	\$112,484,610	NA	\$112,484,610	10%
	Destination Captive Auto	5,293,472	4,792,878	9%	500,594	NA	500,594	\$46,071,824	NA	\$46,071,824	5%
	En Route Captive Auto	1,159,479	1,159,479	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	7,363,655	NA	NA	NA	NA	NA	NA	NA	8%
	Total	25,272,490	26,234,949	25%	6,401,196	962,459	7,363,655	\$681,353,449	\$95,599,750	\$776,953,200	28%
Nonbusiness	Local Air	911,789	405,242	56%	506,547	NA	506,547	\$47,056,500	NA	\$47,056,500	0%
	Connect Air	1,635,318	1,013,009	38%	622,309	NA	622,309	\$52,138,152	NA	\$52,138,152	1%
	Rail	1,257,753	0	88%	1,110,791	NA	1,110,791	\$79,876,227	NA	\$79,876,227	0%
	Bus	1,523,136	727,393	62%	942,704	NA	942,704	\$47,119,732	NA	\$47,119,732	1%
	Auto	60,641,333	57,053,597	6%	3,587,736	NA	3,587,736	\$207,269,892	NA	\$207,269,892	61%
	Noncaptive Auto	41,744,352	38,847,714	7%	2,896,639	NA	2,896,639	\$164,038,683	NA	\$164,038,683	42%
	Destination Captive Auto	16,000,060	15,308,962	4%	691,098	NA	691,098	\$43,231,209	NA	\$43,231,209	16%
	En Route Captive Auto	2,896,921	2,896,921	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	7,810,859	NA	NA	NA	NA	NA	NA	NA	8%
	Total	65,969,329	67,010,100	10%	6,770,088	1,040,771	7,810,859	\$433,460,503	\$60,514,053	\$493,974,556	72%
Total	Local Air	6,020,640	2,368,655	61%	3,651,985	NA	3,651,985	\$432,927,586	NA	\$432,927,586	3%
	Connect Air	3,446,829	2,122,802	38%	1,324,027	NA	1,324,027	\$130,562,655	NA	\$130,562,655	2%
	Rail	1,854,592	0	89%	1,657,423	NA	1,657,423	\$129,665,011	NA	\$129,665,011	0%
	Bus	1,901,839	1,035,447	56%	1,063,560	NA	1,063,560	\$55,832,375	NA	\$55,832,375	1%
	Auto	78,017,920	72,543,631	7%	5,474,288	NA	5,474,288	\$365,826,326	NA	\$365,826,326	78%
	Noncaptive Auto	52,667,988	48,385,391	8%	4,282,597	NA	4,282,597	\$276,523,292	NA	\$276,523,292	52%
	Destination Captive Auto	21,293,531	20,101,840	6%	1,191,692	NA	1,191,692	\$89,303,033	NA	\$89,303,033	22%
	En Route Captive Auto	4,056,400	4,056,400	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	15,174,514	NA	NA	NA	NA	NA	NA	NA	16%
	Total	91,241,819	93,245,049	14%	13,171,283	2,003,231	15,174,514	\$1,114,813,953	\$156,113,803	\$1,270,927,756	100%

2025 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	2,456,522	1,356,657	45%	1,099,865	NA	1,099,865	\$149,539,555	NA	\$149,539,555	19%
	Connect Air	513,977	358,277	30%	155,700	NA	155,700	\$21,169,236	NA	\$21,169,236	5%
	Rail	123,770	0	76%	94,149	NA	94,149	\$12,800,719	NA	\$12,800,719	0%
	Bus	12,730	36,957	42%	5,394	NA	5,394	\$733,355	NA	\$733,355	1%
	Auto	533,898	397,966	25%	135,932	NA	135,932	\$18,481,524	NA	\$18,481,524	6%
	Noncaptive Auto	244,466	160,677	34%	83,789	NA	83,789	\$11,392,092	NA	\$11,392,092	2%
	Destination Captive Auto	272,337	220,194	19%	52,143	NA	52,143	\$7,089,432	NA	\$7,089,432	3%
	En Route Captive Auto	17,095	17,095	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	1,573,644	NA	NA	NA	NA	NA	NA	NA	22%
	Total	3,640,897	3,723,501	41%	1,491,040	82,604	1,573,644	\$202,724,389	\$11,230,981	\$213,955,370	52%
Nonbusiness	Local Air	454,137	266,125	41%	188,012	NA	188,012	\$19,247,057	NA	\$19,247,057	4%
	Connect Air	574,810	392,821	32%	181,988	NA	181,988	\$18,630,366	NA	\$18,630,366	6%
	Rail	345,891	0	75%	258,791	NA	258,791	\$26,492,775	NA	\$26,492,775	0%
	Bus	105,446	148,205	42%	44,342	NA	44,342	\$4,539,303	NA	\$4,539,303	2%
	Auto	1,852,619	1,709,396	8%	143,224	NA	143,224	\$14,661,988	NA	\$14,661,988	24%
	Noncaptive Auto	864,525	769,158	11%	95,367	NA	95,367	\$9,762,861	NA	\$9,762,861	11%
	Destination Captive Auto	918,546	870,689	5%	47,856	NA	47,856	\$4,899,127	NA	\$4,899,127	12%
	En Route Captive Auto	69,548	69,548	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	877,469	NA	NA	NA	NA	NA	NA	NA	12%
	Total	3,332,904	3,394,016	24%	816,357	61,112	877,469	\$83,571,488	\$6,256,085	\$89,827,573	48%
Total	Local Air	2,910,659	1,622,782	44%	1,287,877	NA	1,287,877	\$168,786,612	NA	\$168,786,612	23%
	Connect Air	1,088,787	751,098	31%	337,688	NA	337,688	\$39,799,601	NA	\$39,799,601	11%
	Rail	469,662	0	75%	352,941	NA	352,941	\$39,293,494	NA	\$39,293,494	0%
	Bus	118,176	185,162	42%	49,735	NA	49,735	\$5,272,659	NA	\$5,272,659	3%
	Auto	2,386,518	2,107,362	12%	279,155	NA	279,155	\$33,143,512	NA	\$33,143,512	30%
	Noncaptive Auto	1,108,992	929,835	16%	179,156	NA	179,156	\$21,154,952	NA	\$21,154,952	13%
	Destination Captive Auto	1,190,883	1,090,884	8%	99,999	NA	99,999	\$11,988,559	NA	\$11,988,559	15%
	En Route Captive Auto	86,643	86,643	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,451,113	NA	NA	NA	NA	NA	NA	NA	34%
	Total	6,973,801	7,117,517	33%	2,307,397	143,716	2,451,113	\$286,295,877	\$17,487,066	\$303,782,943	100%

2025 Montréal-Québec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	101,915	8,252	92%	93,662	NA	93,662	\$8,090,153	NA	\$8,090,153	0%
	Connect Air	211,633	203,027	4%	8,606	NA	8,606	\$743,355	NA	\$743,355	1%
	Rail	49,447	0	98%	48,455	NA	48,455	\$4,185,332	NA	\$4,185,332	0%
	Bus	164,431	157,950	5%	7,473	NA	7,473	\$645,517	NA	\$645,517	1%
	Auto	3,088,922	2,637,207	15%	451,714	NA	451,714	\$39,017,139	NA	\$39,017,139	19%
	Noncaptive Auto	1,716,423	1,386,340	19%	330,083	NA	330,083	\$28,511,169	NA	\$28,511,169	10%
	Destination Captive Auto	1,246,583	1,124,952	10%	121,631	NA	121,631	\$10,505,970	NA	\$10,505,970	8%
	En Route Captive Auto	125,915	125,915	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	683,909	NA	NA	NA	NA	NA	NA	NA	5%
	Total	3,616,348	3,690,345	17%	609,911	73,998	683,909	\$52,681,497	\$6,391,620	\$59,073,117	27%
Nonbusiness	Local Air	15,140	2,403	84%	12,737	NA	12,737	\$835,307	NA	\$835,307	0%
	Connect Air	85,777	82,976	3%	2,801	NA	2,801	\$183,685	NA	\$183,685	1%
	Rail	90,524	0	98%	88,456	NA	88,456	\$5,801,055	NA	\$5,801,055	0%
	Bus	254,712	231,661	10%	25,119	NA	25,119	\$1,647,313	NA	\$1,647,313	2%
	Auto	9,327,724	8,574,834	8%	752,890	NA	752,890	\$49,375,710	NA	\$49,375,710	63%
	Noncaptive Auto	6,379,639	5,749,696	10%	629,943	NA	629,943	\$41,312,657	NA	\$41,312,657	42%
	Destination Captive Auto	2,654,385	2,531,438	5%	122,947	NA	122,947	\$8,063,053	NA	\$8,063,053	19%
	En Route Captive Auto	293,700	293,700	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	954,486	NA	NA	NA	NA	NA	NA	NA	7%
	Total	9,773,877	9,846,361	9%	882,002	72,484	954,486	\$57,843,070	\$4,753,586	\$62,596,656	73%
Total	Local Air	117,055	10,656	91%	106,399	NA	106,399	\$8,925,460	NA	\$8,925,460	0%
	Connect Air	297,411	286,004	4%	11,407	NA	11,407	\$927,041	NA	\$927,041	2%
	Rail	139,971	0	98%	136,911	NA	136,911	\$9,986,387	NA	\$9,986,387	0%
	Bus	419,143	389,611	8%	32,592	NA	32,592	\$2,292,829	NA	\$2,292,829	3%
	Auto	12,416,646	11,212,042	10%	1,204,604	NA	1,204,604	\$88,392,850	NA	\$88,392,850	83%
	Noncaptive Auto	8,096,062	7,136,036	12%	960,026	NA	960,026	\$69,823,826	NA	\$69,823,826	53%
	Destination Captive Auto	3,900,969	3,656,391	6%	244,578	NA	244,578	\$18,569,023	NA	\$18,569,023	27%
	En Route Captive Auto	419,615	419,615	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,638,394	NA	NA	NA	NA	NA	NA	NA	12%
	Total	13,390,225	13,536,706	11%	1,491,913	146,481	1,638,394	\$110,524,567	\$11,145,206	\$121,669,773	100%

2025 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,449,342	179,528	88%	1,269,813	NA	1,269,813	\$146,241,365	NA	\$146,241,365	3%
	Connect Air	556,859	224,788	60%	332,071	NA	332,071	\$38,243,798	NA	\$38,243,798	3%
	Rail	76,815	0	99%	76,190	NA	76,190	\$8,774,634	NA	\$8,774,634	0%
	Bus	18,533	1,592	95%	17,565	NA	17,565	\$2,022,949	NA	\$2,022,949	0%
	Auto	802,617	585,204	27%	217,414	NA	217,414	\$25,039,005	NA	\$25,039,005	8%
	Noncaptive Auto	350,703	213,405	39%	137,298	NA	137,298	\$15,812,252	NA	\$15,812,252	3%
	Destination Captive Auto	354,339	274,223	23%	80,116	NA	80,116	\$9,226,754	NA	\$9,226,754	4%
	En Route Captive Auto	97,576	97,576	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,292,379	NA	NA	NA	NA	NA	NA	NA	33%
	Total	2,904,165	3,283,491	66%	1,913,053	379,326	2,292,379	\$220,321,752	\$43,686,064	\$264,007,816	47%
Nonbusiness	Local Air	189,672	36,854	81%	152,817	NA	152,817	\$13,933,028	NA	\$13,933,028	1%
	Connect Air	462,423	220,549	52%	241,874	NA	241,874	\$22,052,686	NA	\$22,052,686	3%
	Rail	124,661	0	99%	123,163	NA	123,163	\$11,229,289	NA	\$11,229,289	0%
	Bus	103,970	33,785	69%	71,683	NA	71,683	\$6,535,614	NA	\$6,535,614	0%
	Auto	2,635,710	2,353,249	11%	282,461	NA	282,461	\$25,753,247	NA	\$25,753,247	34%
	Noncaptive Auto	1,358,038	1,158,982	15%	199,056	NA	199,056	\$18,148,793	NA	\$18,148,793	17%
	Destination Captive Auto	1,178,882	1,095,477	7%	83,406	NA	83,406	\$7,604,454	NA	\$7,604,454	16%
	En Route Captive Auto	98,790	98,790	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,030,268	NA	NA	NA	NA	NA	NA	NA	15%
	Total	3,516,435	3,674,705	25%	871,998	158,270	1,030,268	\$79,503,864	\$14,430,153	\$93,934,018	53%
Total	Local Air	1,639,013	216,383	87%	1,422,631	NA	1,422,631	\$160,174,394	NA	\$160,174,394	3%
	Connect Air	1,019,281	445,337	56%	573,944	NA	573,944	\$60,296,484	NA	\$60,296,484	6%
	Rail	201,476	0	99%	199,353	NA	199,353	\$20,003,923	NA	\$20,003,923	0%
	Bus	122,503	35,378	73%	89,248	NA	89,248	\$8,558,563	NA	\$8,558,563	1%
	Auto	3,438,328	2,938,453	15%	499,875	NA	499,875	\$50,792,252	NA	\$50,792,252	42%
	Noncaptive Auto	1,708,741	1,372,388	20%	336,354	NA	336,354	\$33,961,044	NA	\$33,961,044	20%
	Destination Captive Auto	1,533,221	1,369,700	11%	163,521	NA	163,521	\$16,831,208	NA	\$16,831,208	20%
	En Route Captive Auto	196,366	196,366	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	3,322,647	NA	NA	NA	NA	NA	NA	NA	48%
	Total	6,420,601	6,958,197	43%	2,785,051	537,596	3,322,647	\$299,825,616	\$58,116,217	\$357,941,833	100%

2025 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	37,838	5,124	86%	32,714	NA	32,714	\$1,988,474	NA	\$1,988,474	0%
	Connect Air	140,665	59,162	58%	81,503	NA	81,503	\$4,953,986	NA	\$4,953,986	1%
	Rail	69,704	0	97%	67,781	NA	67,781	\$4,119,955	NA	\$4,119,955	0%
	Bus	12,765	2,941	92%	11,747	NA	11,747	\$713,997	NA	\$713,997	0%
	Auto	2,153,157	1,854,339	14%	298,818	NA	298,818	\$18,163,000	NA	\$18,163,000	20%
	Noncaptive Auto	1,417,622	1,175,025	17%	242,597	NA	242,597	\$14,745,742	NA	\$14,745,742	13%
	Destination Captive Auto	655,876	599,655	9%	56,221	NA	56,221	\$3,417,259	NA	\$3,417,259	6%
	En Route Captive Auto	79,659	79,659	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	572,150	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,414,129	2,493,715	20%	492,563	79,587	572,150	\$29,939,412	\$4,837,517	\$34,776,929	27%
Nonbusiness	Local Air	17,992	1,501	92%	16,491	NA	16,491	\$685,852	NA	\$685,852	0%
	Connect Air	165,676	61,049	63%	104,627	NA	104,627	\$4,351,242	NA	\$4,351,242	1%
	Rail	141,631	0	98%	138,152	NA	138,152	\$5,745,515	NA	\$5,745,515	0%
	Bus	142,746	14,702	92%	131,523	NA	131,523	\$5,469,823	NA	\$5,469,823	0%
	Auto	6,167,778	5,608,702	9%	559,077	NA	559,077	\$23,251,059	NA	\$23,251,059	60%
	Noncaptive Auto	4,446,815	3,966,297	11%	480,518	NA	480,518	\$19,983,917	NA	\$19,983,917	43%
	Destination Captive Auto	1,541,338	1,462,779	5%	78,559	NA	78,559	\$3,267,142	NA	\$3,267,142	16%
	En Route Captive Auto	179,626	179,626	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	1,141,812	NA	NA	NA	NA	NA	NA	NA	12%
	Total	6,635,823	6,827,765	14%	949,870	191,942	1,141,812	\$39,503,491	\$7,982,551	\$47,486,042	73%
Total	Local Air	55,830	6,624	88%	49,206	NA	49,206	\$2,674,325	NA	\$2,674,325	0%
	Connect Air	306,340	120,211	61%	186,130	NA	186,130	\$9,305,228	NA	\$9,305,228	1%
	Rail	211,335	0	97%	205,934	NA	205,934	\$9,865,470	NA	\$9,865,470	0%
	Bus	155,512	17,643	92%	143,270	NA	143,270	\$6,183,820	NA	\$6,183,820	0%
	Auto	8,320,935	7,463,041	10%	857,894	NA	857,894	\$41,414,059	NA	\$41,414,059	80%
	Noncaptive Auto	5,864,437	5,141,322	12%	723,115	NA	723,115	\$34,729,659	NA	\$34,729,659	55%
	Destination Captive Auto	2,197,214	2,062,434	6%	134,780	NA	134,780	\$6,684,400	NA	\$6,684,400	22%
	En Route Captive Auto	259,285	259,285	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,713,962	NA	NA	NA	NA	NA	NA	NA	18%
	Total	9,049,952	9,321,481	16%	1,442,433	271,529	1,713,962	\$69,442,903	\$12,820,068	\$82,262,971	100%

2025 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	66,247	5,639	91%	60,608	NA	60,608	\$7,561,754	NA	\$7,561,754	1%
	Connect Air	4,386	1,477	66%	2,908	NA	2,908	\$362,878	NA	\$362,878	0%
	Rail	1,314	0	100%	1,312	NA	1,312	\$163,649	NA	\$163,649	0%
	Bus	4,792	4,559	5%	235	NA	235	\$29,330	NA	\$29,330	1%
	Auto	67,255	48,484	28%	18,771	NA	18,771	\$2,341,987	NA	\$2,341,987	7%
	Noncaptive Auto	40,188	26,541	34%	13,647	NA	13,647	\$1,702,719	NA	\$1,702,719	4%
	Destination Captive Auto	27,067	21,943	19%	5,124	NA	5,124	\$639,267	NA	\$639,267	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	99,828	NA	NA	NA	NA	NA	NA	NA	15%
	Total	143,993	159,986	58%	83,834	15,993	99,828	\$10,459,598	\$1,995,377	\$12,454,975	24%
Nonbusiness	Local Air	11,050	226	98%	10,824	NA	10,824	\$952,235	NA	\$952,235	0%
	Connect Air	641	159	75%	482	NA	482	\$42,387	NA	\$42,387	0%
	Rail	8,280	0	100%	8,262	NA	8,262	\$726,842	NA	\$726,842	0%
	Bus	14,948	12,533	16%	2,432	NA	2,432	\$213,986	NA	\$213,986	2%
	Auto	453,085	404,552	11%	48,533	NA	48,533	\$4,269,714	NA	\$4,269,714	61%
	Noncaptive Auto	281,050	242,915	14%	38,135	NA	38,135	\$3,354,923	NA	\$3,354,923	37%
	Destination Captive Auto	159,815	149,417	7%	10,398	NA	10,398	\$914,790	NA	\$914,790	23%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	80,884	NA	NA	NA	NA	NA	NA	NA	12%
	Total	488,004	498,355	14%	70,533	10,351	80,884	\$6,205,164	\$910,630	\$7,115,793	76%
Total	Local Air	77,297	5,865	92%	71,432	NA	71,432	\$8,513,989	NA	\$8,513,989	1%
	Connect Air	5,027	1,637	67%	3,390	NA	3,390	\$405,265	NA	\$405,265	0%
	Rail	9,594	0	100%	9,574	NA	9,574	\$890,491	NA	\$890,491	0%
	Bus	19,740	17,093	14%	2,667	NA	2,667	\$243,316	NA	\$243,316	3%
	Auto	520,340	453,036	13%	67,304	NA	67,304	\$6,611,700	NA	\$6,611,700	69%
	Noncaptive Auto	321,238	269,456	16%	51,782	NA	51,782	\$5,057,643	NA	\$5,057,643	41%
	Destination Captive Auto	186,882	171,360	8%	15,522	NA	15,522	\$1,554,057	NA	\$1,554,057	26%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	180,712	NA	NA	NA	NA	NA	NA	NA	27%
	Total	631,997	658,341	24%	154,367	26,344	180,712	\$16,664,761	\$2,906,006	\$19,570,768	100%

2025 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	266,354	27,497	90%	238,858	NA	238,858	\$21,395,633	NA	\$21,395,633	1%
	Connect Air	61,973	21,698	65%	40,275	NA	40,275	\$3,607,665	NA	\$3,607,665	1%
	Rail	30,385	0	98%	29,671	NA	29,671	\$2,657,771	NA	\$2,657,771	0%
	Bus	7,366	936	97%	7,144	NA	7,144	\$639,965	NA	\$639,965	0%
	Auto	462,262	382,624	17%	79,638	NA	79,638	\$7,133,572	NA	\$7,133,572	12%
	Noncaptive Auto	204,694	155,456	24%	49,238	NA	49,238	\$4,410,458	NA	\$4,410,458	5%
	Destination Captive Auto	241,765	211,365	13%	30,400	NA	30,400	\$2,723,113	NA	\$2,723,113	7%
	En Route Captive Auto	15,803	15,803	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	466,821	NA	NA	NA	NA	NA	NA	NA	15%
	Total	828,341	899,575	48%	395,587	71,234	466,821	\$35,434,605	\$6,380,787	\$41,815,392	29%
Nonbusiness	Local Air	55,616	14,761	73%	40,854	NA	40,854	\$2,809,987	NA	\$2,809,987	0%
	Connect Air	83,658	40,600	51%	43,058	NA	43,058	\$2,961,569	NA	\$2,961,569	1%
	Rail	78,888	0	97%	76,608	NA	76,608	\$5,269,123	NA	\$5,269,123	0%
	Bus	32,673	5,644	90%	29,309	NA	29,309	\$2,015,893	NA	\$2,015,893	0%
	Auto	1,888,547	1,746,213	8%	142,334	NA	142,334	\$9,789,797	NA	\$9,789,797	57%
	Noncaptive Auto	1,081,903	972,978	10%	108,924	NA	108,924	\$7,491,884	NA	\$7,491,884	32%
	Destination Captive Auto	706,621	673,212	5%	33,409	NA	33,409	\$2,297,912	NA	\$2,297,912	22%
	En Route Captive Auto	100,023	100,023	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	375,610	NA	NA	NA	NA	NA	NA	NA	12%
	Total	2,139,381	2,182,829	16%	332,163	43,448	375,610	\$22,846,368	\$2,988,359	\$25,834,728	71%
Total	Local Air	321,970	42,258	87%	279,712	NA	279,712	\$24,205,621	NA	\$24,205,621	1%
	Connect Air	145,631	62,297	57%	83,334	NA	83,334	\$6,569,233	NA	\$6,569,233	2%
	Rail	109,273	0	97%	106,279	NA	106,279	\$7,926,894	NA	\$7,926,894	0%
	Bus	40,039	6,580	91%	36,453	NA	36,453	\$2,655,858	NA	\$2,655,858	0%
	Auto	2,350,809	2,128,837	9%	221,972	NA	221,972	\$16,923,368	NA	\$16,923,368	69%
	Noncaptive Auto	1,286,596	1,128,434	12%	158,162	NA	158,162	\$11,902,343	NA	\$11,902,343	37%
	Destination Captive Auto	948,386	884,577	7%	63,810	NA	63,810	\$5,021,026	NA	\$5,021,026	29%
	En Route Captive Auto	115,826	115,826	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	842,431	NA	NA	NA	NA	NA	NA	NA	27%
	Total	2,967,722	3,082,404	25%	727,749	114,682	842,431	\$58,280,974	\$9,369,146	\$67,650,120	100%

2025 Link Volumes**Base Run - 300+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	1,332,461	1,332,461	2,664,921
Kitch.-Waterloo-London	2,618,714	2,618,714	5,237,428
Kitch.-Waterloo-Toronto	2,833,276	2,833,276	5,666,553
Kingston-Toronto	3,739,468	3,739,468	7,478,936
Kingston-Ottawa	3,522,841	3,522,841	7,045,683
Montreal-Ottawa	2,359,547	2,359,547	4,719,093
Montreal-Trois Rivières	2,325,402	2,325,402	4,650,805
Quebec-Trois Rivières	1,924,202	1,924,202	3,848,404

2025 Station Volumes**Base Run - 300+ kph / Composite ROW / HSR in Full Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	750,939	750,939	1,501,878
Kitchener	265,447	265,447	530,894
London	1,244,564	1,244,564	2,489,128
Montreal	3,149,506	3,149,506	6,299,013
Ottawa	2,796,627	2,796,627	5,593,254
Quebec	1,065,880	1,065,880	2,131,759
Toronto	4,897,706	4,897,706	9,795,411
Trois Rivières	240,822	240,822	481,644
Windsor	763,024	763,024	1,526,048
Total	15,174,514	15,174,514	30,349,028

Diverted HSR Trips for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	760	3,370	1,841	0	0	2,181	2,501	6,139	1,434	18,226
KINGSTON-LONDON	1,398	0	1,081	36	2,252	182	0	0	5,583	2,064	11,811	2,358	26,764
KINGSTON-MONTREAL	43	0	12,575	2,977	2,752	2,505	0	0	19,511	31,700	21,569	9,498	103,129
KINGSTON-OTTAWA	0	0	13,395	7,045	49,944	13,511	0	0	17,924	57,889	137,804	26,042	323,555
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,146	0	524	180	2,274
KINGSTON-TORONTO	14,611	35,372	67,817	7,172	105,148	29,967	8,365	20,939	117,514	73,296	226,586	50,360	757,148
KINGSTON-TROIS RIVIERES	0	0	0	0	2,434	0	0	0	0	0	0	0	2,434
KINGSTON-WINDSOR	0	0	1,309	0	1,352	528	0	0	3,459	914	1,468	722	9,752
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,085	10,140	0	0	31,239
KITCH.-WATERLOO-MONTREAL	0	0	1,520	108	8,365	4,997	0	0	4,472	1,401	10,271	2,808	33,940
KITCH.-WATERLOO-OTTAWA	0	0	719	408	2,335	5,591	0	0	3,097	3,289	18,859	6,729	41,026
KITCH.-WATERLOO-QUEBEC	0	0	0	0	7,161	0	0	0	484	0	646	120	8,411
KITCH.-WATERLOO-TORONTO	0	0	4,199	19,434	0	0	0	0	29,429	157,851	0	0	210,912
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	347	0	0	0	0	0	0	347
KITCH.-WATERLOO-WINDSOR	0	0	0	375	21,976	5,303	0	0	2,811	947	28,200	7,448	67,061
LONDON-MONTREAL	27,661	0	387	217	367	3,402	5,917	0	12,018	1,730	16,018	1,754	69,471
LONDON-OTTAWA	57,448	1,672	1,490	178	8,881	3,753	13,025	259	8,756	4,735	13,935	4,148	118,280
LONDON-QUEBEC	3,911	0	0	0	216	0	239	0	584	0	71	447	5,468
LONDON-TORONTO	32,714	81,503	67,781	11,747	242,597	56,221	16,491	104,627	138,152	131,523	480,518	78,559	1,442,433
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,599	621	106,632	24,342	0	0	27,245	20,818	174,532	44,612	407,402
MONTREAL-OTTAWA	70,297	10,678	103,924	12,993	130,908	43,112	14,543	8,509	108,433	197,541	422,205	116,281	1,239,424
MONTREAL-QUEBEC	93,662	8,606	48,455	7,473	330,083	121,631	12,737	2,801	88,456	25,119	629,943	122,947	1,491,913
MONTREAL-TORONTO	1,099,865	155,700	94,149	5,394	83,789	52,143	188,012	181,988	258,791	44,342	95,367	47,856	2,307,397
MONTREAL-TROIS RIVIERES	0	0	0	14,986	60,646	6,177	0	0	0	52,133	229,630	23,491	387,063
MONTREAL-WINDSOR	48,086	0	1,907	56	1,297	117	15,136	0	7,150	199	4,312	417	78,676
OTTAWA-QUEBEC	60,608	2,908	1,312	235	13,647	5,124	10,824	482	8,262	2,432	38,135	10,398	154,367
OTTAWA-TORONTO	1,269,813	332,071	76,190	17,565	137,298	80,116	152,817	241,874	123,163	71,683	199,056	83,406	2,785,051
OTTAWA-TROIS RIVIERES	0	0	0	1,857	1,699	0	0	0	0	6,701	1,761	92	12,109
OTTAWA-WINDSOR	11,229	0	819	51	2,431	0	6,178	0	6,745	2,231	5,623	5,147	40,455
QUEBEC-TORONTO	115,235	32,932	7,670	425	7,916	8,232	21,406	17,772	18,597	4,132	9,708	9,586	253,612
QUEBEC-TROIS RIVIERES	0	0	0	734	1,225	631	0	0	0	2,237	1,316	648	6,790
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,137	0	228	0	1,365
TORONTO-TROIS RIVIERES	0	0	0	91	0	421	0	0	0	3,849	1,479	198	6,038
TORONTO-WINDSOR	238,858	40,275	29,671	7,144	49,238	30,400	40,854	43,058	76,608	29,309	108,924	33,409	727,749
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3,145,438	701,718	546,632	120,856	1,385,958	500,594	506,547	622,309	1,110,791	942,704	2,896,639	691,098	13,171,283

Total HSR Trips for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	6,398	15,501	21,899
KINGSTON-LONDON	6,488	24,416	30,904
KINGSTON-MONTREAL	23,999	96,885	120,883
KINGSTON-OTTAWA	102,385	305,602	407,988
KINGSTON-QUEBEC	580	2,190	2,769
KINGSTON-TORONTO	333,979	569,164	903,143
KINGSTON-TROIS RIVIERES	2,672	0	2,672
KINGSTON-WINDSOR	3,718	7,902	11,620
KITCH.-WATERLOO-LONDON	3,757	60,362	64,120
KITCH.-WATERLOO-MONTREAL	16,968	23,080	40,048
KITCH.-WATERLOO-OTTAWA	10,113	36,101	46,214
KITCH.-WATERLOO-QUEBEC	8,860	1,332	10,192
KITCH.-WATERLOO-TORONTO	28,975	244,415	273,391
KITCH.-WATERLOO-TROIS RIVIERES	415	0	415
KITCH.-WATERLOO-WINDSOR	30,282	44,333	74,616
LONDON-MONTREAL	34,969	40,969	75,938
LONDON-OTTAWA	83,908	50,189	134,097
LONDON-QUEBEC	5,772	1,582	7,354
LONDON-TORONTO	572,150	1,141,812	1,713,962
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	157,754	304,999	462,753
MONTREAL-OTTAWA	451,165	988,709	1,439,874
MONTREAL-QUEBEC	683,909	954,486	1,638,394
MONTREAL-TORONTO	1,573,644	877,469	2,451,113
MONTREAL-TROIS RIVIERES	92,998	355,714	448,711
MONTREAL-WINDSOR	53,880	30,172	84,052
OTTAWA-QUEBEC	99,828	80,884	180,712
OTTAWA-TORONTO	2,292,379	1,030,268	3,322,647
OTTAWA-TROIS RIVIERES	3,846	8,901	12,747
OTTAWA-WINDSOR	17,548	31,427	48,976
QUEBEC-TORONTO	189,630	91,552	281,182
QUEBEC-TROIS RIVIERES	3,317	6,239	9,556
QUEBEC-WINDSOR	0	1,600	1,600
TORONTO-TROIS RIVIERES	550	6,993	7,543
TORONTO-WINDSOR	466,821	375,610	842,431
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	7,363,655	7,810,859	15,174,514

HSR Input Data for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$62.38	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$62.38	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$32.79	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$79.98	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$88.78	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$171.15	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$24.79	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$24.79	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$84.38	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$107.17	\$8.40	\$16.80
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$113.57	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$70.38	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$49.59	\$8.15	\$18.30
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	11.00	0.82	\$70.38	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$73.58	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	11.00	0.82	\$75.18	\$7.56	\$15.11
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$134.36	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$31.99	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	15.00	0.60	\$159.96	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$148.76	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	11.00	0.82	\$111.97	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$33.59	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	11.00	0.82	\$28.79	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$68.78	\$11.95	\$23.90
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	15.00	0.60	\$169.55	\$7.15	\$15.70
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$158.36	\$7.15	\$17.30
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	11.00	0.82	\$84.78	\$3.40	\$6.79
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$60.78	\$7.15	\$15.80
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	11.00	0.82	\$164.75	\$5.23	\$10.46
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$47.99	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$68.78	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$86.38	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$135.96	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$43.99	\$9.00	\$17.50
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	11.00	0.82	\$185.55	\$15.25	\$23.80
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$124.76	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$115.17	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$100.77	\$9.00	\$19.10
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$164.75	\$15.25	\$25.40
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$174.35	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$44.99	\$7.55	\$15.10
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	9.00	1.00	\$38.39	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$148.76	\$9.00	\$17.60
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$89.57	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	11.00	0.82	\$127.96	\$6.03	\$12.07

HSR Input Data for 2025 / 300+ kph / Com

HSR in Full corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$52.39	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$52.39	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$30.39	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$103.97	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$100.77	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$135.96	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$29.59	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$42.79	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$75.18	\$3.80	\$7.60
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$79.98	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$54.38	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$36.79	\$4.65	\$8.50
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	11.00	0.82	\$84.78	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$65.58	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	11.00	0.82	\$70.64	\$3.78	\$7.56
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$94.37	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$22.39	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	15.00	0.60	\$111.97	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$103.97	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	11.00	0.82	\$172.75	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$23.99	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	11.00	0.82	\$158.36	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$47.99	\$5.90	\$11.80
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	15.00	0.60	\$118.37	\$3.05	\$6.30
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$110.37	\$3.05	\$6.90
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	11.00	0.82	\$111.97	\$1.70	\$3.40
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$41.59	\$3.05	\$6.30
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	11.00	0.82	\$142.36	\$2.62	\$5.23
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$33.59	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$41.59	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$65.58	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$102.37	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$30.99	\$3.50	\$6.70
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	11.00	0.82	\$129.56	\$8.90	\$12.10
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$87.98	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$91.17	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$91.17	\$3.65	\$7.30
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$115.17	\$6.35	\$12.70
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$121.57	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$31.99	\$3.35	\$6.70
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	9.00	1.00	\$116.77	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$81.58	\$3.35	\$6.70
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$68.78	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	11.00	0.82	\$116.77	\$3.02	\$6.03

2025 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	5,108,851	2,227,605	56%	2,881,246	NA	2,881,246	\$338,581,203	NA	\$338,581,203	2%
	Connect Air	1,811,511	1,788,309	1%	23,202	NA	23,202	\$1,843,349	NA	\$1,843,349	2%
	Rail	596,839	0	75%	445,390	NA	445,390	\$40,986,840	NA	\$40,986,840	0%
	Bus	378,703	436,762	25%	93,390	NA	93,390	\$7,274,609	NA	\$7,274,609	0%
	Auto	17,376,587	16,003,573	8%	1,373,013	NA	1,373,013	\$118,336,123	NA	\$118,336,123	17%
	Noncaptive Auto	10,923,635	9,941,397	9%	982,239	NA	982,239	\$82,182,465	NA	\$82,182,465	11%
	Destination Captive Auto	5,293,472	4,902,697	7%	390,775	NA	390,775	\$36,153,658	NA	\$36,153,658	5%
	En Route Captive Auto	1,159,479	1,159,479	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	5,524,452	NA	NA	NA	NA	NA	NA	NA	6%
	Total	25,272,490	25,980,701	19%	4,816,241	708,211	5,524,452	\$507,022,124	\$70,206,383	\$577,228,507	28%
Nonbusiness	Local Air	911,789	470,975	48%	440,814	NA	440,814	\$39,599,433	NA	\$39,599,433	1%
	Connect Air	1,635,318	1,623,297	1%	12,022	NA	12,022	\$564,605	NA	\$564,605	2%
	Rail	1,257,753	0	66%	832,441	NA	832,441	\$63,538,189	NA	\$63,538,189	0%
	Bus	1,523,136	1,304,124	42%	644,324	NA	644,324	\$36,169,404	NA	\$36,169,404	1%
	Auto	60,641,333	57,967,256	4%	2,674,076	NA	2,674,076	\$155,947,525	NA	\$155,947,525	63%
	Noncaptive Auto	41,744,352	39,606,325	5%	2,138,027	NA	2,138,027	\$122,065,608	NA	\$122,065,608	43%
	Destination Captive Auto	16,000,060	15,464,010	3%	536,049	NA	536,049	\$33,881,917	NA	\$33,881,917	17%
	En Route Captive Auto	2,896,921	2,896,921	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	5,190,207	NA	NA	NA	NA	NA	NA	NA	6%
	Total	65,969,329	66,555,858	7%	4,603,678	586,529	5,190,207	\$295,819,156	\$34,389,394	\$330,208,550	72%
Total	Local Air	6,020,640	2,698,580	55%	3,322,060	NA	3,322,060	\$378,180,637	NA	\$378,180,637	3%
	Connect Air	3,446,829	3,411,605	1%	35,224	NA	35,224	\$2,407,954	NA	\$2,407,954	4%
	Rail	1,854,592	0	69%	1,277,831	NA	1,277,831	\$104,525,029	NA	\$104,525,029	0%
	Bus	1,901,839	1,740,885	39%	737,714	NA	737,714	\$43,444,012	NA	\$43,444,012	2%
	Auto	78,017,920	73,970,830	5%	4,047,090	NA	4,047,090	\$274,283,649	NA	\$274,283,649	80%
	Noncaptive Auto	52,667,988	49,547,722	6%	3,120,266	NA	3,120,266	\$204,248,073	NA	\$204,248,073	54%
	Destination Captive Auto	21,293,531	20,366,707	4%	926,824	NA	926,824	\$70,035,575	NA	\$70,035,575	22%
	En Route Captive Auto	4,056,400	4,056,400	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	10,714,659	NA	NA	NA	NA	NA	NA	NA	12%
	Total	91,241,819	92,536,559	10%	9,419,919	1,294,740	10,714,659	\$802,841,280	\$104,595,778	\$907,437,058	100%

2025 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	2,456,522	1,262,789	49%	1,193,733	NA	1,193,733	\$153,529,020	NA	\$153,529,020	18%
	Connect Air	513,977	513,977	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	84%	104,140	NA	104,140	\$13,393,679	NA	\$13,393,679	0%
	Bus	12,730	24,335	63%	8,025	NA	8,025	\$1,032,100	NA	\$1,032,100	0%
	Auto	533,898	389,744	27%	144,154	NA	144,154	\$18,540,032	NA	\$18,540,032	5%
	Noncaptive Auto	244,466	156,046	36%	88,420	NA	88,420	\$11,371,945	NA	\$11,371,945	2%
	Destination Captive Auto	272,337	216,603	20%	55,734	NA	55,734	\$7,168,087	NA	\$7,168,087	3%
	En Route Captive Auto	17,095	17,095	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	1,538,206	NA	NA	NA	NA	NA	NA	NA	22%
	Total	3,640,897	3,729,051	40%	1,450,052	88,154	1,538,206	\$186,494,831	\$11,337,696	\$197,832,527	52%
Nonbusiness	Local Air	454,137	252,339	44%	201,798	NA	201,798	\$19,541,658	NA	\$19,541,658	4%
	Connect Air	574,810	574,810	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	345,891	0	83%	288,360	NA	288,360	\$27,924,133	NA	\$27,924,133	0%
	Bus	105,446	103,143	57%	59,835	NA	59,835	\$5,794,253	NA	\$5,794,253	1%
	Auto	1,852,619	1,698,829	8%	153,790	NA	153,790	\$14,892,683	NA	\$14,892,683	24%
	Noncaptive Auto	864,525	762,284	12%	102,241	NA	102,241	\$9,900,796	NA	\$9,900,796	11%
	Destination Captive Auto	918,546	866,997	6%	51,549	NA	51,549	\$4,991,887	NA	\$4,991,887	12%
	En Route Captive Auto	69,548	69,548	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	751,014	NA	NA	NA	NA	NA	NA	NA	11%
	Total	3,332,904	3,380,135	21%	703,783	47,231	751,014	\$68,152,727	\$4,573,713	\$72,726,440	48%
Total	Local Air	2,910,659	1,515,128	48%	1,395,531	NA	1,395,531	\$173,070,678	NA	\$173,070,678	21%
	Connect Air	1,088,787	1,088,787	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	469,662	0	84%	392,500	NA	392,500	\$41,317,811	NA	\$41,317,811	0%
	Bus	118,176	127,478	57%	67,860	NA	67,860	\$6,826,353	NA	\$6,826,353	2%
	Auto	2,386,518	2,088,573	12%	297,944	NA	297,944	\$33,432,715	NA	\$33,432,715	29%
	Noncaptive Auto	1,108,992	918,330	17%	190,661	NA	190,661	\$21,272,742	NA	\$21,272,742	13%
	Destination Captive Auto	1,190,883	1,083,600	9%	107,283	NA	107,283	\$12,159,974	NA	\$12,159,974	15%
	En Route Captive Auto	86,643	86,643	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,289,220	NA	NA	NA	NA	NA	NA	NA	32%
	Total	6,973,801	7,109,185	31%	2,153,835	135,385	2,289,220	\$254,647,558	\$15,911,409	\$270,558,967	100%

2025 Montréal-Québec Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	101,915	7,542	93%	94,373	NA	94,373	\$7,710,898	NA	\$7,710,898	0%
	Connect Air	211,633	202,867	4%	8,766	NA	8,766	\$716,277	NA	\$716,277	1%
	Rail	49,447	0	99%	48,727	NA	48,727	\$3,981,286	NA	\$3,981,286	0%
	Bus	164,431	152,793	8%	12,358	NA	12,358	\$1,009,749	NA	\$1,009,749	1%
	Auto	3,088,922	2,616,998	15%	471,924	NA	471,924	\$38,559,390	NA	\$38,559,390	19%
	Noncaptive Auto	1,716,423	1,372,045	20%	344,378	NA	344,378	\$28,137,994	NA	\$28,137,994	10%
	Destination Captive Auto	1,246,583	1,119,037	10%	127,546	NA	127,546	\$10,421,396	NA	\$10,421,396	8%
	En Route Captive Auto	125,915	125,915	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	716,476	NA	NA	NA	NA	NA	NA	NA	5%
	Total	3,616,348	3,696,675	18%	636,148	80,328	716,476	\$51,977,601	\$6,563,325	\$58,540,926	27%
Nonbusiness	Local Air	15,140	2,247	85%	12,893	NA	12,893	\$799,847	NA	\$799,847	0%
	Connect Air	85,777	82,932	3%	2,845	NA	2,845	\$176,524	NA	\$176,524	1%
	Rail	90,524	0	98%	89,035	NA	89,035	\$5,523,407	NA	\$5,523,407	0%
	Bus	254,712	221,093	14%	35,108	NA	35,108	\$2,177,983	NA	\$2,177,983	2%
	Auto	9,327,724	8,539,634	8%	788,091	NA	788,091	\$48,890,500	NA	\$48,890,500	63%
	Noncaptive Auto	6,379,639	5,720,534	10%	659,105	NA	659,105	\$40,888,653	NA	\$40,888,653	42%
	Destination Captive Auto	2,654,385	2,525,399	5%	128,986	NA	128,986	\$8,001,846	NA	\$8,001,846	19%
	En Route Captive Auto	293,700	293,700	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	1,008,254	NA	NA	NA	NA	NA	NA	NA	7%
	Total	9,773,877	9,854,159	9%	927,972	80,282	1,008,254	\$57,568,260	\$4,980,440	\$62,548,699	73%
Total	Local Air	117,055	9,789	92%	107,266	NA	107,266	\$8,510,745	NA	\$8,510,745	0%
	Connect Air	297,411	285,799	4%	11,612	NA	11,612	\$892,801	NA	\$892,801	2%
	Rail	139,971	0	98%	137,761	NA	137,761	\$9,504,692	NA	\$9,504,692	0%
	Bus	419,143	373,886	11%	47,466	NA	47,466	\$3,187,732	NA	\$3,187,732	3%
	Auto	12,416,646	11,156,631	10%	1,260,015	NA	1,260,015	\$87,449,890	NA	\$87,449,890	82%
	Noncaptive Auto	8,096,062	7,092,579	12%	1,003,483	NA	1,003,483	\$69,026,647	NA	\$69,026,647	52%
	Destination Captive Auto	3,900,969	3,644,436	7%	256,532	NA	256,532	\$18,423,243	NA	\$18,423,243	27%
	En Route Captive Auto	419,615	419,615	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,724,730	NA	NA	NA	NA	NA	NA	NA	13%
	Total	13,390,225	13,550,835	12%	1,564,120	160,610	1,724,730	\$109,545,861	\$11,543,764	\$121,089,625	100%

2025 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,449,342	160,045	89%	1,289,297	NA	1,289,297	\$140,459,069	NA	\$140,459,069	2%
	Connect Air	556,859	556,859	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	99%	76,409	NA	76,409	\$8,324,167	NA	\$8,324,167	0%
	Bus	18,533	893	97%	18,045	NA	18,045	\$1,965,916	NA	\$1,965,916	0%
	Auto	802,617	574,839	28%	227,779	NA	227,779	\$24,814,762	NA	\$24,814,762	8%
	Noncaptive Auto	350,703	207,485	41%	143,218	NA	143,218	\$15,602,463	NA	\$15,602,463	3%
	Destination Captive Auto	354,339	269,778	24%	84,561	NA	84,561	\$9,212,299	NA	\$9,212,299	4%
	En Route Captive Auto	97,576	97,576	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,950,965	NA	NA	NA	NA	NA	NA	NA	28%
	Total	2,904,165	3,243,601	55%	1,611,530	339,435	1,950,965	\$175,563,913	\$36,978,868	\$212,542,782	47%
Nonbusiness	Local Air	189,672	33,686	82%	155,985	NA	155,985	\$13,453,110	NA	\$13,453,110	0%
	Connect Air	462,423	462,423	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	124,661	0	99%	123,716	NA	123,716	\$10,670,047	NA	\$10,670,047	0%
	Bus	103,970	22,779	79%	82,136	NA	82,136	\$7,083,891	NA	\$7,083,891	0%
	Auto	2,635,710	2,335,474	11%	300,236	NA	300,236	\$25,894,165	NA	\$25,894,165	34%
	Noncaptive Auto	1,358,038	1,146,797	16%	211,241	NA	211,241	\$18,218,681	NA	\$18,218,681	17%
	Destination Captive Auto	1,178,882	1,089,887	8%	88,995	NA	88,995	\$7,675,483	NA	\$7,675,483	16%
	En Route Captive Auto	98,790	98,790	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	757,934	NA	NA	NA	NA	NA	NA	NA	11%
	Total	3,516,435	3,612,296	19%	662,073	95,861	757,934	\$57,101,212	\$8,267,622	\$65,368,834	53%
Total	Local Air	1,639,013	193,731	88%	1,445,282	NA	1,445,282	\$153,912,179	NA	\$153,912,179	3%
	Connect Air	1,019,281	1,019,281	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	201,476	0	99%	200,125	NA	200,125	\$18,994,213	NA	\$18,994,213	0%
	Bus	122,503	23,672	82%	100,181	NA	100,181	\$9,049,806	NA	\$9,049,806	0%
	Auto	3,438,328	2,910,313	15%	528,015	NA	528,015	\$50,708,927	NA	\$50,708,927	42%
	Noncaptive Auto	1,708,741	1,354,283	21%	354,458	NA	354,458	\$33,821,144	NA	\$33,821,144	20%
	Destination Captive Auto	1,533,221	1,359,665	11%	173,556	NA	173,556	\$16,887,783	NA	\$16,887,783	20%
	En Route Captive Auto	196,366	196,366	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,708,899	NA	NA	NA	NA	NA	NA	NA	40%
	Total	6,420,601	6,855,897	35%	2,273,603	435,296	2,708,899	\$232,665,125	\$45,246,490	\$277,911,616	100%

2025 London-Toronto Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	37,838	37,838	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	140,665	140,665	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	2,153,157	2,153,157	0%	0	NA	0	\$0	NA	\$0	24%
	Noncaptive Auto	1,417,622	1,417,622	0%	0	NA	0	\$0	NA	\$0	16%
	Destination Captive Auto	655,876	655,876	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	79,659	79,659	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,414,129	2,414,129	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	17,992	17,992	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	165,676	165,676	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	3%
	Auto	6,167,778	6,167,778	0%	0	NA	0	\$0	NA	\$0	68%
	Noncaptive Auto	4,446,815	4,446,815	0%	0	NA	0	\$0	NA	\$0	49%
	Destination Captive Auto	1,541,338	1,541,338	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	179,626	179,626	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,635,823	6,635,823	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	55,830	55,830	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	306,340	306,340	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	8,320,935	8,320,935	0%	0	NA	0	\$0	NA	\$0	92%
	Noncaptive Auto	5,864,437	5,864,437	0%	0	NA	0	\$0	NA	\$0	65%
	Destination Captive Auto	2,197,214	2,197,214	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	259,285	259,285	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,049,952	9,049,952	0%	0	0	0	\$0	\$0	\$0	100%

2025 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	66,247	4,953	93%	61,294	NA	61,294	\$7,233,960	NA	\$7,233,960	1%
	Connect Air	4,386	1,401	68%	2,985	NA	2,985	\$352,266	NA	\$352,266	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$154,913	NA	\$154,913	0%
	Bus	4,792	4,312	10%	481	NA	481	\$56,808	NA	\$56,808	1%
	Auto	67,255	47,465	29%	19,790	NA	19,790	\$2,335,666	NA	\$2,335,666	7%
	Noncaptive Auto	40,188	25,846	36%	14,342	NA	14,342	\$1,692,707	NA	\$1,692,707	4%
	Destination Captive Auto	27,067	21,619	20%	5,448	NA	5,448	\$642,959	NA	\$642,959	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	103,217	NA	NA	NA	NA	NA	NA	NA	16%
	Total	143,993	161,348	60%	85,863	17,354	103,217	\$10,133,614	\$2,048,185	\$12,181,799	24%
Nonbusiness	Local Air	11,050	204	98%	10,846	NA	10,846	\$902,629	NA	\$902,629	0%
	Connect Air	641	154	76%	487	NA	487	\$40,541	NA	\$40,541	0%
	Rail	8,280	0	100%	8,268	NA	8,268	\$688,093	NA	\$688,093	0%
	Bus	14,948	11,308	24%	3,652	NA	3,652	\$303,890	NA	\$303,890	2%
	Auto	453,085	401,595	11%	51,490	NA	51,490	\$4,285,003	NA	\$4,285,003	61%
	Noncaptive Auto	281,050	240,634	14%	40,416	NA	40,416	\$3,363,398	NA	\$3,363,398	36%
	Destination Captive Auto	159,815	148,741	7%	11,074	NA	11,074	\$921,605	NA	\$921,605	23%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	85,956	NA	NA	NA	NA	NA	NA	NA	13%
	Total	488,004	499,216	15%	74,744	11,212	85,956	\$6,220,155	\$933,057	\$7,153,212	76%
Total	Local Air	77,297	5,156	93%	72,140	NA	72,140	\$8,136,589	NA	\$8,136,589	1%
	Connect Air	5,027	1,555	69%	3,472	NA	3,472	\$392,807	NA	\$392,807	0%
	Rail	9,594	0	100%	9,581	NA	9,581	\$843,006	NA	\$843,006	0%
	Bus	19,740	15,620	21%	4,133	NA	4,133	\$360,698	NA	\$360,698	2%
	Auto	520,340	449,060	14%	71,280	NA	71,280	\$6,620,669	NA	\$6,620,669	68%
	Noncaptive Auto	321,238	266,480	17%	54,758	NA	54,758	\$5,056,105	NA	\$5,056,105	40%
	Destination Captive Auto	186,882	170,360	9%	16,522	NA	16,522	\$1,564,565	NA	\$1,564,565	26%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	189,173	NA	NA	NA	NA	NA	NA	NA	29%
	Total	631,997	660,564	25%	160,606	28,566	189,173	\$16,353,769	\$2,981,242	\$19,335,011	100%

2025 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	266,354	266,354	0%	0	NA	0	\$0	NA	\$0	9%
	Connect Air	61,973	61,973	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	462,262	462,262	0%	0	NA	0	\$0	NA	\$0	16%
	Noncaptive Auto	204,694	204,694	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	241,765	241,765	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	15,803	15,803	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	828,341	828,341	0%	0	0	0	\$0	\$0	\$0	28%
Nonbusiness	Local Air	55,616	55,616	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	83,658	83,658	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	1,888,547	1,888,547	0%	0	NA	0	\$0	NA	\$0	64%
	Noncaptive Auto	1,081,903	1,081,903	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	706,621	706,621	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	100,023	100,023	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,139,381	2,139,381	0%	0	0	0	\$0	\$0	\$0	72%
Total	Local Air	321,970	321,970	0%	0	NA	0	\$0	NA	\$0	11%
	Connect Air	145,631	145,631	0%	0	NA	0	\$0	NA	\$0	5%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	2,350,809	2,350,809	0%	0	NA	0	\$0	NA	\$0	79%
	Noncaptive Auto	1,286,596	1,286,596	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	948,386	948,386	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	115,826	115,826	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,967,722	2,967,722	0%	0	0	0	\$0	\$0	\$0	100%

2025 Link Volumes**Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	3,132,354	3,132,354	6,264,708
Kingston-Ottawa	2,979,643	2,979,643	5,959,286
Montreal-Ottawa	2,211,034	2,211,034	4,422,069
Montreal-Trois Rivières	2,361,230	2,361,230	4,722,460
Quebec-Trois Rivières	1,951,036	1,951,036	3,902,072

2025 Station Volumes**Base Run - 300+ kph / Composite ROW / HSR in Quebec-Toronto Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	700,679	700,679	1,401,357
Kitchener	0	0	0
London	0	0	0
Montreal	3,073,733	3,073,733	6,147,465
Ottawa	2,475,965	2,475,965	4,951,930
Quebec	1,084,412	1,084,412	2,168,825
Toronto	3,036,696	3,036,696	6,073,393
Trois Rivières	247,516	247,516	495,033
Windsor	0	0	0
Total	10,619,001	10,619,001	21,238,003

Diverted HSR Trips for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	1,058	529	0	0	2,181	0	1,745	391	5,903
KINGSTON-LONDON	1,393	0	689	10	1,220	91	0	0	2,334	530	5,418	1,041	12,725
KINGSTON-MONTREAL	43	0	12,821	2,979	2,844	2,602	0	0	19,902	31,846	22,383	9,881	105,301
KINGSTON-OTTAWA	0	0	13,412	7,045	51,086	13,871	0	0	17,947	57,905	141,137	26,731	329,134
KINGSTON-QUEBEC	0	0	409	0	0	0	0	0	1,061	0	409	138	2,017
KINGSTON-TORONTO	14,611	0	69,248	7,294	108,796	31,168	8,369	0	121,469	79,921	236,988	52,824	730,687
KINGSTON-TROIS RIVIERES	0	0	0	0	2,064	0	0	0	0	0	0	0	2,064
KINGSTON-WINDSOR	0	0	795	0	295	93	0	0	1,016	137	237	109	2,681
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	2,785	1,440	0	0	4,472	0	3,012	788	14,017
KITCH.-WATERLOO-OTTAWA	0	0	719	0	824	1,736	0	0	3,097	0	5,778	1,966	14,120
KITCH.-WATERLOO-QUEBEC	0	0	0	0	2,315	0	0	0	96	0	351	64	2,826
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	50	0	0	0	0	0	0	50
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	3,697	0	187	93	216	1,759	1,193	0	4,775	897	7,703	809	21,330
LONDON-OTTAWA	26,506	679	1,482	155	7,646	3,108	7,547	122	8,767	4,717	12,690	3,750	77,168
LONDON-QUEBEC	2,090	0	0	0	115	0	205	0	178	0	28	160	2,775
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	70,453	10,772	104,212	18,495	135,579	44,806	14,587	8,568	108,624	215,805	434,343	119,850	1,286,095
MONTREAL-QUEBEC	94,373	8,766	48,727	12,358	344,378	127,546	12,893	2,845	89,035	35,108	659,105	128,986	1,564,120
MONTREAL-TORONTO	1,193,733	0	104,140	8,025	88,420	55,734	201,798	0	288,360	59,835	102,241	51,549	2,153,835
MONTREAL-TROIS RIVIERES	0	0	0	15,127	62,054	6,333	0	0	0	52,567	234,577	24,029	394,686
MONTREAL-WINDSOR	1,036	0	806	24	593	43	1,857	0	1,771	109	1,288	117	7,644
OTTAWA-QUEBEC	61,294	2,985	1,313	481	14,342	5,448	10,846	487	8,268	3,652	40,416	11,074	160,606
OTTAWA-TORONTO	1,289,297	0	76,409	18,045	143,218	84,561	155,985	0	123,716	82,136	211,241	88,995	2,273,603
OTTAWA-TROIS RIVIERES	0	0	0	1,969	1,781	0	0	0	0	8,395	1,876	98	14,118
OTTAWA-WINDSOR	2,380	0	817	2	1,105	0	3,370	0	6,688	188	1,629	1,388	17,567
QUEBEC-TORONTO	120,340	0	7,685	462	8,253	8,762	22,164	0	18,634	4,491	10,480	10,438	211,708
QUEBEC-TROIS RIVIERES	0	0	0	734	1,253	647	0	0	0	2,237	1,344	663	6,879
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	51	0	54	0	105
TORONTO-TROIS RIVIERES	0	0	0	91	0	449	0	0	0	3,850	1,556	209	6,155
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,881,246	23,202	445,390	93,390	982,239	390,775	440,814	12,022	832,441	644,324	2,138,027	536,049	9,419,919

Total HSR Trips for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Quebec-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	1,615	5,077	6,692
KINGSTON-LONDON	4,003	9,522	13,526
KINGSTON-MONTREAL	24,816	100,307	125,123
KINGSTON-OTTAWA	104,928	313,480	418,408
KINGSTON-QUEBEC	471	1,739	2,210
KINGSTON-TORONTO	273,016	557,432	830,447
KINGSTON-TROIS RIVIERES	2,227	0	2,227
KINGSTON-WINDSOR	1,211	1,512	2,724
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	6,237	9,516	15,753
KITCH.-WATERLOO-OTTAWA	3,563	11,924	15,487
KITCH.-WATERLOO-QUEBEC	2,404	515	2,918
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	50	0	50
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	6,035	15,626	21,661
LONDON-OTTAWA	41,567	41,265	82,832
LONDON-QUEBEC	2,295	602	2,897
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	468,559	1,034,572	1,503,131
MONTREAL-QUEBEC	716,476	1,008,254	1,724,730
MONTREAL-TORONTO	1,538,206	751,014	2,289,220
MONTREAL-TROIS RIVIERES	95,445	364,680	460,125
MONTREAL-WINDSOR	2,539	5,183	7,722
OTTAWA-QUEBEC	103,217	85,956	189,173
OTTAWA-TORONTO	1,950,965	757,934	2,708,899
OTTAWA-TROIS RIVIERES	4,109	10,943	15,052
OTTAWA-WINDSOR	4,523	14,424	18,947
QUEBEC-TORONTO	161,995	75,025	237,020
QUEBEC-TROIS RIVIERES	3,396	6,376	9,772
QUEBEC-WINDSOR	0	105	105
TORONTO-TROIS RIVIERES	585	7,222	7,806
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	5,524,452	5,190,207	10,714,659

HSR Input Data for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Quebec-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$59.01	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$59.01	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$31.02	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$75.65	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$83.98	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$161.90	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$23.45	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$23.45	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$79.82	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$90.60	\$8.40	\$16.80
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$107.60	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$66.58	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$46.91	\$8.15	\$18.30
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	4.00	2.25	\$66.58	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$69.60	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	5.00	1.80	\$71.12	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$125.60	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$30.26	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$149.61	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$129.94	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	5.92	0.35	0.71	0.27	0.97	2.00	4.50	\$185.93	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$31.77	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.25	0.51	1.01	0.27	1.28	2.00	4.50	\$161.72	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$65.06	\$11.95	\$23.90
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$166.61	\$7.15	\$15.70
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$103.06	\$7.15	\$17.30
LONDON-QUEBEC	6.53	0.28	0.57	0.27	0.83	5.00	1.80	\$202.93	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$57.50	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.87	0.44	0.87	0.27	1.14	5.00	1.80	\$178.72	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$45.39	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$65.06	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$81.71	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$128.61	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$41.61	\$9.00	\$17.50
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$184.61	\$15.25	\$23.80
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$118.02	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$108.94	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$95.32	\$9.00	\$19.10
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$164.94	\$15.25	\$25.40
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$164.93	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$42.56	\$7.55	\$15.10
QUEBEC-WINDSOR	8.57	0.35	0.70	0.27	0.97	5.00	1.80	\$220.93	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$140.72	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$84.73	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	7.90	0.50	1.01	0.27	1.27	5.00	1.80	\$196.72	\$6.03	\$12.07

HSR Input Data for 2025 / 300+ kph / Com

HSR in Quebec-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$49.55	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$49.55	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.75	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$98.35	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$95.32	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$128.61	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$27.99	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$40.48	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$77.04	\$3.80	\$7.60
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$88.04	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$51.45	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.86	0.27	1.15	18.00	0.50	\$34.80	\$4.65	\$8.50
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	4.00	2.25	\$80.19	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$62.04	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	5.00	1.80	\$66.83	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$105.04	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$21.18	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$111.84	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$101.25	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	5.92	0.35	0.71	0.27	0.97	2.00	4.50	\$129.99	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$22.70	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.25	0.51	1.01	0.27	1.28	2.00	4.50	\$92.17	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$45.39	\$5.90	\$11.80
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$122.84	\$3.05	\$6.30
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$65.34	\$3.05	\$6.90
LONDON-QUEBEC	6.53	0.28	0.57	0.27	0.83	5.00	1.80	\$140.99	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$39.34	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.87	0.44	0.87	0.27	1.14	5.00	1.80	\$103.17	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$31.77	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$39.34	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$62.04	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$96.84	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$29.32	\$3.50	\$6.70
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$139.84	\$8.90	\$12.10
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$83.22	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$86.25	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$86.25	\$3.65	\$7.30
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$129.25	\$6.35	\$12.70
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$114.99	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$30.26	\$3.35	\$6.70
QUEBEC-WINDSOR	8.57	0.35	0.70	0.27	0.97	5.00	1.80	\$157.99	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$77.17	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$65.06	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	7.90	0.50	1.01	0.27	1.27	5.00	1.80	\$120.17	\$3.02	\$6.03

2025 Québec-Windsor Corridor Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	5,108,851	2,460,162	52%	2,648,689	NA	2,648,689	\$303,494,945	NA	\$303,494,945	3%
	Connect Air	1,811,511	1,799,590	1%	11,921	NA	11,921	\$792,029	NA	\$792,029	2%
	Rail	596,839	0	66%	393,940	NA	393,940	\$35,703,225	NA	\$35,703,225	0%
	Bus	378,703	516,645	17%	64,957	NA	64,957	\$5,409,595	NA	\$5,409,595	1%
	Auto	17,376,587	16,564,445	5%	812,142	NA	812,142	\$72,106,085	NA	\$72,106,085	18%
	Noncaptive Auto	10,923,635	10,361,522	5%	562,114	NA	562,114	\$48,348,618	NA	\$48,348,618	11%
	Destination Captive Auto	5,293,472	5,043,444	5%	250,028	NA	250,028	\$23,757,467	NA	\$23,757,467	5%
	En Route Captive Auto	1,159,479	1,159,479	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,530,003	NA	NA	NA	NA	NA	NA	NA	5%
	Total	25,272,490	25,870,844	16%	3,931,648	598,354	4,530,003	\$417,505,879	\$59,148,961	\$476,654,840	28%
Nonbusiness	Local Air	911,789	501,538	45%	410,251	NA	410,251	\$35,752,484	NA	\$35,752,484	1%
	Connect Air	1,635,318	1,626,432	1%	8,887	NA	8,887	\$349,315	NA	\$349,315	2%
	Rail	1,257,753	0	58%	735,467	NA	735,467	\$55,612,186	NA	\$55,612,186	0%
	Bus	1,523,136	1,497,207	36%	548,215	NA	548,215	\$30,991,389	NA	\$30,991,389	2%
	Auto	60,641,333	59,047,481	3%	1,593,852	NA	1,593,852	\$93,409,512	NA	\$93,409,512	64%
	Noncaptive Auto	41,744,352	40,522,891	3%	1,221,461	NA	1,221,461	\$70,023,449	NA	\$70,023,449	44%
	Destination Captive Auto	16,000,060	15,627,668	2%	372,391	NA	372,391	\$23,386,063	NA	\$23,386,063	17%
	En Route Captive Auto	2,896,921	2,896,921	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	3,742,991	NA	NA	NA	NA	NA	NA	NA	4%
	Total	65,969,329	66,415,648	5%	3,296,672	446,319	3,742,991	\$216,114,886	\$26,395,827	\$242,510,712	72%
Total	Local Air	6,020,640	2,961,700	51%	3,058,940	NA	3,058,940	\$339,247,429	NA	\$339,247,429	3%
	Connect Air	3,446,829	3,426,021	1%	20,808	NA	20,808	\$1,141,344	NA	\$1,141,344	4%
	Rail	1,854,592	0	61%	1,129,406	NA	1,129,406	\$91,315,411	NA	\$91,315,411	0%
	Bus	1,901,839	2,013,852	32%	613,172	NA	613,172	\$36,400,984	NA	\$36,400,984	2%
	Auto	78,017,920	75,611,926	3%	2,405,994	NA	2,405,994	\$165,515,597	NA	\$165,515,597	82%
	Noncaptive Auto	52,667,988	50,884,413	3%	1,783,575	NA	1,783,575	\$118,372,068	NA	\$118,372,068	55%
	Destination Captive Auto	21,293,531	20,671,112	3%	622,419	NA	622,419	\$47,143,529	NA	\$47,143,529	22%
	En Route Captive Auto	4,056,400	4,056,400	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	8,272,994	NA	NA	NA	NA	NA	NA	NA	9%
	Total	91,241,819	92,286,492	8%	7,228,320	1,044,673	8,272,994	\$633,620,764	\$85,544,788	\$719,165,552	100%

2025 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	2,456,522	1,234,802	50%	1,221,719	NA	1,221,719	\$154,463,702	NA	\$154,463,702	17%
	Connect Air	513,977	513,977	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	123,770	0	86%	106,523	NA	106,523	\$13,467,792	NA	\$13,467,792	0%
	Bus	12,730	21,239	69%	8,739	NA	8,739	\$1,104,837	NA	\$1,104,837	0%
	Auto	533,898	387,248	27%	146,650	NA	146,650	\$18,541,217	NA	\$18,541,217	5%
	Noncaptive Auto	244,466	154,650	37%	89,816	NA	89,816	\$11,355,556	NA	\$11,355,556	2%
	Destination Captive Auto	272,337	215,503	21%	56,834	NA	56,834	\$7,185,661	NA	\$7,185,661	3%
	En Route Captive Auto	17,095	17,095	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	1,577,263	NA	NA	NA	NA	NA	NA	NA	22%
	Total	3,640,897	3,734,529	41%	1,483,631	93,632	1,577,263	\$187,577,547	\$11,838,057	\$199,415,604	52%
Nonbusiness	Local Air	454,137	248,206	45%	205,931	NA	205,931	\$19,603,678	NA	\$19,603,678	3%
	Connect Air	574,810	574,810	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	345,891	0	85%	295,424	NA	295,424	\$28,122,981	NA	\$28,122,981	0%
	Bus	105,446	91,596	61%	64,318	NA	64,318	\$6,122,784	NA	\$6,122,784	1%
	Auto	1,852,619	1,695,562	8%	157,058	NA	157,058	\$14,951,177	NA	\$14,951,177	24%
	Noncaptive Auto	864,525	760,163	12%	104,362	NA	104,362	\$9,934,808	NA	\$9,934,808	11%
	Destination Captive Auto	918,546	865,850	6%	52,695	NA	52,695	\$5,016,369	NA	\$5,016,369	12%
	En Route Captive Auto	69,548	69,548	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	774,153	NA	NA	NA	NA	NA	NA	NA	11%
	Total	3,332,904	3,384,326	22%	722,730	51,423	774,153	\$68,800,620	\$4,895,199	\$73,695,819	48%
Total	Local Air	2,910,659	1,483,009	49%	1,427,650	NA	1,427,650	\$174,067,379	NA	\$174,067,379	21%
	Connect Air	1,088,787	1,088,787	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	469,662	0	86%	401,946	NA	401,946	\$41,590,773	NA	\$41,590,773	0%
	Bus	118,176	112,835	62%	73,057	NA	73,057	\$7,227,621	NA	\$7,227,621	2%
	Auto	2,386,518	2,082,809	13%	303,708	NA	303,708	\$33,492,394	NA	\$33,492,394	29%
	Noncaptive Auto	1,108,992	914,813	18%	194,178	NA	194,178	\$21,290,363	NA	\$21,290,363	13%
	Destination Captive Auto	1,190,883	1,081,353	9%	109,530	NA	109,530	\$12,202,031	NA	\$12,202,031	15%
	En Route Captive Auto	86,643	86,643	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	2,351,416	NA	NA	NA	NA	NA	NA	NA	33%
	Total	6,973,801	7,118,856	32%	2,206,361	145,055	2,351,416	\$256,378,167	\$16,733,256	\$273,111,423	100%

2025 Montréal-Québec Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	101,915	101,915	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	211,633	211,633	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	49,447	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	164,431	213,878	0%	0	NA	0	\$0	NA	\$0	2%
	Auto	3,088,922	3,088,922	0%	0	NA	0	\$0	NA	\$0	23%
	Noncaptive Auto	1,716,423	1,716,423	0%	0	NA	0	\$0	NA	\$0	13%
	Destination Captive Auto	1,246,583	1,246,583	0%	0	NA	0	\$0	NA	\$0	9%
	En Route Captive Auto	125,915	125,915	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	3,616,348	3,616,348	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	15,140	15,140	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	85,777	85,777	0%	0	NA	0	\$0	NA	\$0	1%
	Rail	90,524	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	254,712	345,235	0%	0	NA	0	\$0	NA	\$0	3%
	Auto	9,327,724	9,327,724	0%	0	NA	0	\$0	NA	\$0	70%
	Noncaptive Auto	6,379,639	6,379,639	0%	0	NA	0	\$0	NA	\$0	48%
	Destination Captive Auto	2,654,385	2,654,385	0%	0	NA	0	\$0	NA	\$0	20%
	En Route Captive Auto	293,700	293,700	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,773,877	9,773,877	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	117,055	117,055	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	297,411	297,411	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	139,971	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	419,143	559,113	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	12,416,646	12,416,646	0%	0	NA	0	\$0	NA	\$0	93%
	Noncaptive Auto	8,096,062	8,096,062	0%	0	NA	0	\$0	NA	\$0	60%
	Destination Captive Auto	3,900,969	3,900,969	0%	0	NA	0	\$0	NA	\$0	29%
	En Route Captive Auto	419,615	419,615	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	13,390,225	13,390,225	0%	0	0	0	\$0	\$0	\$0	100%

2025 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,449,342	154,629	89%	1,294,712	NA	1,294,712	\$138,656,993	NA	\$138,656,993	2%
	Connect Air	556,859	556,859	0%	0	NA	0	\$0	NA	\$0	8%
	Rail	76,815	0	100%	76,458	NA	76,458	\$8,188,227	NA	\$8,188,227	0%
	Bus	18,533	754	98%	18,136	NA	18,136	\$1,942,314	NA	\$1,942,314	0%
	Auto	802,617	571,715	29%	230,902	NA	230,902	\$24,728,464	NA	\$24,728,464	8%
	Noncaptive Auto	350,703	205,713	41%	144,990	NA	144,990	\$15,527,665	NA	\$15,527,665	3%
	Destination Captive Auto	354,339	268,426	24%	85,913	NA	85,913	\$9,200,799	NA	\$9,200,799	4%
	En Route Captive Auto	97,576	97,576	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,968,306	NA	NA	NA	NA	NA	NA	NA	29%
	Total	2,904,165	3,252,262	56%	1,620,209	348,097	1,968,306	\$173,515,998	\$37,279,393	\$210,795,391	47%
Nonbusiness	Local Air	189,672	32,788	83%	156,883	NA	156,883	\$13,301,103	NA	\$13,301,103	0%
	Connect Air	462,423	462,423	0%	0	NA	0	\$0	NA	\$0	7%
	Rail	124,661	0	99%	123,837	NA	123,837	\$10,499,365	NA	\$10,499,365	0%
	Bus	103,970	20,080	81%	84,713	NA	84,713	\$7,182,264	NA	\$7,182,264	0%
	Auto	2,635,710	2,330,019	12%	305,691	NA	305,691	\$25,917,560	NA	\$25,917,560	34%
	Noncaptive Auto	1,358,038	1,143,066	16%	214,972	NA	214,972	\$18,226,079	NA	\$18,226,079	17%
	Destination Captive Auto	1,178,882	1,088,163	8%	90,719	NA	90,719	\$7,691,481	NA	\$7,691,481	16%
	En Route Captive Auto	98,790	98,790	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	770,848	NA	NA	NA	NA	NA	NA	NA	11%
	Total	3,516,435	3,616,158	19%	671,125	99,723	770,848	\$56,900,291	\$8,454,841	\$65,355,132	53%
Total	Local Air	1,639,013	187,418	89%	1,451,596	NA	1,451,596	\$151,958,096	NA	\$151,958,096	3%
	Connect Air	1,019,281	1,019,281	0%	0	NA	0	\$0	NA	\$0	15%
	Rail	201,476	0	99%	200,295	NA	200,295	\$18,687,592	NA	\$18,687,592	0%
	Bus	122,503	20,834	84%	102,849	NA	102,849	\$9,124,577	NA	\$9,124,577	0%
	Auto	3,438,328	2,901,734	16%	536,594	NA	536,594	\$50,646,024	NA	\$50,646,024	42%
	Noncaptive Auto	1,708,741	1,348,779	21%	359,962	NA	359,962	\$33,753,744	NA	\$33,753,744	20%
	Destination Captive Auto	1,533,221	1,356,589	12%	176,632	NA	176,632	\$16,892,280	NA	\$16,892,280	20%
	En Route Captive Auto	196,366	196,366	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,739,154	NA	NA	NA	NA	NA	NA	NA	40%
	Total	6,420,601	6,868,421	36%	2,291,334	447,820	2,739,154	\$230,416,290	\$45,734,234	\$276,150,523	100%

2025 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	37,838	37,838	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	140,665	140,665	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	69,704	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	12,765	82,469	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	2,153,157	2,153,157	0%	0	NA	0	\$0	NA	\$0	24%
	Noncaptive Auto	1,417,622	1,417,622	0%	0	NA	0	\$0	NA	\$0	16%
	Destination Captive Auto	655,876	655,876	0%	0	NA	0	\$0	NA	\$0	7%
	En Route Captive Auto	79,659	79,659	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,414,129	2,414,129	0%	0	0	0	\$0	\$0	\$0	27%
Nonbusiness	Local Air	17,992	17,992	0%	0	NA	0	\$0	NA	\$0	0%
	Connect Air	165,676	165,676	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	141,631	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	142,746	284,377	0%	0	NA	0	\$0	NA	\$0	3%
	Auto	6,167,778	6,167,778	0%	0	NA	0	\$0	NA	\$0	68%
	Noncaptive Auto	4,446,815	4,446,815	0%	0	NA	0	\$0	NA	\$0	49%
	Destination Captive Auto	1,541,338	1,541,338	0%	0	NA	0	\$0	NA	\$0	17%
	En Route Captive Auto	179,626	179,626	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	6,635,823	6,635,823	0%	0	0	0	\$0	\$0	\$0	73%
Total	Local Air	55,830	55,830	0%	0	NA	0	\$0	NA	\$0	1%
	Connect Air	306,340	306,340	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	211,335	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	155,512	366,846	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	8,320,935	8,320,935	0%	0	NA	0	\$0	NA	\$0	92%
	Noncaptive Auto	5,864,437	5,864,437	0%	0	NA	0	\$0	NA	\$0	65%
	Destination Captive Auto	2,197,214	2,197,214	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	259,285	259,285	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	9,049,952	9,049,952	0%	0	0	0	\$0	\$0	\$0	100%

2025 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor
Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	66,247	59,125	11%	7,122	NA	7,122	\$455,529	NA	\$455,529	9%
	Connect Air	4,386	3,950	10%	436	NA	436	\$27,903	NA	\$27,903	1%
	Rail	1,314	0	72%	948	NA	948	\$111,863	NA	\$111,863	0%
	Bus	4,792	5,158	0%	0	NA	0	\$1	NA	\$1	1%
	Auto	67,255	60,021	11%	7,234	NA	7,234	\$462,680	NA	\$462,680	9%
	Noncaptive Auto	40,188	34,750	14%	5,438	NA	5,438	\$347,819	NA	\$347,819	5%
	Destination Captive Auto	27,067	25,271	7%	1,796	NA	1,796	\$114,862	NA	\$114,862	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	16,061	NA	NA	NA	NA	NA	NA	NA	3%
	Total	143,993	144,314	11%	15,741	321	16,061	\$1,057,977	\$20,510	\$1,078,486	23%
Nonbusiness	Local Air	11,050	3,237	71%	7,813	NA	7,813	\$302,153	NA	\$302,153	1%
	Connect Air	641	461	28%	180	NA	180	\$6,954	NA	\$6,954	0%
	Rail	8,280	0	82%	6,793	NA	6,793	\$541,219	NA	\$541,219	0%
	Bus	14,948	16,421	0%	13	NA	13	\$518	NA	\$518	3%
	Auto	453,085	433,276	4%	19,809	NA	19,809	\$766,087	NA	\$766,087	68%
	Noncaptive Auto	281,050	265,331	6%	15,719	NA	15,719	\$607,921	NA	\$607,921	42%
	Destination Captive Auto	159,815	155,725	3%	4,090	NA	4,090	\$158,166	NA	\$158,166	25%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	36,322	NA	NA	NA	NA	NA	NA	NA	6%
	Total	488,004	489,717	7%	34,608	1,714	36,322	\$1,616,932	\$66,268	\$1,683,200	77%
Total	Local Air	77,297	62,361	19%	14,935	NA	14,935	\$757,682	NA	\$757,682	10%
	Connect Air	5,027	4,411	12%	616	NA	616	\$34,857	NA	\$34,857	1%
	Rail	9,594	0	81%	7,741	NA	7,741	\$653,083	NA	\$653,083	0%
	Bus	19,740	21,579	0%	13	NA	13	\$519	NA	\$519	3%
	Auto	520,340	493,297	5%	27,043	NA	27,043	\$1,228,768	NA	\$1,228,768	78%
	Noncaptive Auto	321,238	300,081	7%	21,158	NA	21,158	\$955,740	NA	\$955,740	47%
	Destination Captive Auto	186,882	180,996	3%	5,886	NA	5,886	\$273,028	NA	\$273,028	29%
	En Route Captive Auto	12,220	12,220	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	52,383	NA	NA	NA	NA	NA	NA	NA	8%
	Total	631,997	634,031	8%	50,349	2,034	52,383	\$2,674,909	\$86,777	\$2,761,686	100%

2025 Toronto-Windsor Forecast Summary by Mode

Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	266,354	266,354	0%	0	NA	0	\$0	NA	\$0	9%
	Connect Air	61,973	61,973	0%	0	NA	0	\$0	NA	\$0	2%
	Rail	30,385	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	7,366	37,752	0%	0	NA	0	\$0	NA	\$0	1%
	Auto	462,262	462,262	0%	0	NA	0	\$0	NA	\$0	16%
	Noncaptive Auto	204,694	204,694	0%	0	NA	0	\$0	NA	\$0	7%
	Destination Captive Auto	241,765	241,765	0%	0	NA	0	\$0	NA	\$0	8%
	En Route Captive Auto	15,803	15,803	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	828,341	828,341	0%	0	0	0	\$0	\$0	\$0	28%
Nonbusiness	Local Air	55,616	55,616	0%	0	NA	0	\$0	NA	\$0	2%
	Connect Air	83,658	83,658	0%	0	NA	0	\$0	NA	\$0	3%
	Rail	78,888	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	32,673	111,561	0%	0	NA	0	\$0	NA	\$0	4%
	Auto	1,888,547	1,888,547	0%	0	NA	0	\$0	NA	\$0	64%
	Noncaptive Auto	1,081,903	1,081,903	0%	0	NA	0	\$0	NA	\$0	36%
	Destination Captive Auto	706,621	706,621	0%	0	NA	0	\$0	NA	\$0	24%
	En Route Captive Auto	100,023	100,023	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,139,381	2,139,381	0%	0	0	0	\$0	\$0	\$0	72%
Total	Local Air	321,970	321,970	0%	0	NA	0	\$0	NA	\$0	11%
	Connect Air	145,631	145,631	0%	0	NA	0	\$0	NA	\$0	5%
	Rail	109,273	0	0%	0	NA	0	\$0	NA	\$0	0%
	Bus	40,039	149,312	0%	0	NA	0	\$0	NA	\$0	5%
	Auto	2,350,809	2,350,809	0%	0	NA	0	\$0	NA	\$0	79%
	Noncaptive Auto	1,286,596	1,286,596	0%	0	NA	0	\$0	NA	\$0	43%
	Destination Captive Auto	948,386	948,386	0%	0	NA	0	\$0	NA	\$0	32%
	En Route Captive Auto	115,826	115,826	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	0	NA	NA	NA	NA	NA	NA	NA	0%
	Total	2,967,722	2,967,722	0%	0	0	0	\$0	\$0	\$0	100%

2025 Link Volumes**Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	0	0	0
Kitch.-Waterloo-London	0	0	0
Kitch.-Waterloo-Toronto	0	0	0
Kingston-Toronto	3,074,810	3,074,810	6,149,621
Kingston-Ottawa	2,916,134	2,916,134	5,832,269
Montreal-Ottawa	2,063,837	2,063,837	4,127,673
Montreal-Trois Rivières	0	0	0
Quebec-Trois Rivières	0	0	0

2025 Station Volumes**Base Run - 300+ kph / Composite ROW / HSR in Montreal-Toronto Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	707,314	707,314	1,414,627
Kitchener	0	0	0
London	0	0	0
Montreal	2,023,493	2,023,493	4,046,986
Ottawa	2,427,033	2,427,033	4,854,066
Quebec	0	0	0
Toronto	2,979,518	2,979,518	5,959,036
Trois Rivières	0	0	0
Windsor	0	0	0
Total	8,137,358	8,137,358	16,274,716

Diverted HSR Trips for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	0	1,071	536	0	0	2,181	0	1,770	396	5,955
KINGSTON-LONDON	1,393	0	710	11	1,234	92	0	0	2,471	576	5,495	1,056	13,037
KINGSTON-MONTREAL	43	0	12,884	2,980	2,872	2,631	0	0	20,001	31,882	22,629	9,997	105,919
KINGSTON-OTTAWA	0	0	13,416	7,045	51,428	13,979	0	0	17,953	57,910	142,139	26,939	330,808
KINGSTON-QUEBEC	0	0	33	0	0	0	0	0	424	0	172	57	686
KINGSTON-TORONTO	14,612	0	69,611	7,321	109,894	31,532	8,370	0	122,448	81,624	240,155	53,577	739,143
KINGSTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-WINDSOR	0	0	821	0	298	94	0	0	1,088	151	240	110	2,803
KITCH.-WATERLOO-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-MONTREAL	0	0	1,520	0	2,847	1,474	0	0	4,472	0	3,081	806	14,199
KITCH.-WATERLOO-OTTAWA	0	0	719	0	839	1,771	0	0	3,097	0	5,895	2,007	14,327
KITCH.-WATERLOO-QUEBEC	0	0	0	0	967	0	0	0	2	0	126	23	1,118
KITCH.-WATERLOO-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-MONTREAL	3,851	0	202	107	220	1,797	1,232	0	5,233	973	7,873	828	22,316
LONDON-OTTAWA	26,877	685	1,483	158	7,708	3,139	7,613	122	8,771	4,731	12,795	3,784	77,867
LONDON-QUEBEC	278	0	0	0	58	0	100	0	5	0	10	57	509
LONDON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-OTTAWA	70,497	10,799	104,285	20,431	136,990	45,321	14,600	8,585	108,674	220,982	438,003	120,929	1,300,095
MONTREAL-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-TORONTO	1,221,719	0	106,523	8,739	89,816	56,834	205,931	0	295,424	64,318	104,362	52,695	2,206,361
MONTREAL-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
MONTREAL-WINDSOR	1,084	0	878	28	604	44	1,920	0	1,987	117	1,317	120	8,098
OTTAWA-QUEBEC	7,122	436	948	0	5,438	1,796	7,813	180	6,793	13	15,719	4,090	50,349
OTTAWA-TORONTO	1,294,712	0	76,458	18,136	144,990	85,913	156,883	0	123,837	84,713	214,972	90,719	2,291,334
OTTAWA-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
OTTAWA-WINDSOR	2,454	0	818	2	1,122	0	3,422	0	6,695	217	1,662	1,416	17,807
QUEBEC-TORONTO	4,046	0	2,633	0	3,717	3,077	2,368	0	3,909	10	3,025	2,784	25,568
QUEBEC-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1	0	20	0	21
TORONTO-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
TORONTO-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,648,689	11,921	393,940	64,957	562,114	250,028	410,251	8,887	735,467	548,215	1,221,461	372,391	7,228,320

Total HSR Trips for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Montreal-Toronto Corridor

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	1,636	5,119	6,755
KINGSTON-LONDON	4,047	9,811	13,858
KINGSTON-MONTREAL	25,053	101,323	126,376
KINGSTON-OTTAWA	105,696	315,869	421,565
KINGSTON-QUEBEC	33	664	696
KINGSTON-TORONTO	275,871	566,655	842,526
KINGSTON-TROIS RIVIERES	0	0	0
KINGSTON-WINDSOR	1,244	1,606	2,850
KITCH.-WATERLOO-LONDON	0	0	0
KITCH.-WATERLOO-MONTREAL	6,343	9,629	15,972
KITCH.-WATERLOO-OTTAWA	3,618	12,102	15,720
KITCH.-WATERLOO-QUEBEC	981	151	1,132
KITCH.-WATERLOO-TORONTO	0	0	0
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0
KITCH.-WATERLOO-WINDSOR	0	0	0
LONDON-MONTREAL	6,265	16,419	22,684
LONDON-OTTAWA	42,096	41,559	83,655
LONDON-QUEBEC	339	177	515
LONDON-TORONTO	0	0	0
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	0	0	0
MONTREAL-OTTAWA	474,104	1,048,248	1,522,352
MONTREAL-QUEBEC	0	0	0
MONTREAL-TORONTO	1,577,263	774,153	2,351,416
MONTREAL-TROIS RIVIERES	0	0	0
MONTREAL-WINDSOR	2,677	5,508	8,186
OTTAWA-QUEBEC	16,061	36,322	52,383
OTTAWA-TORONTO	1,968,306	770,848	2,739,154
OTTAWA-TROIS RIVIERES	0	0	0
OTTAWA-WINDSOR	4,622	14,615	19,237
QUEBEC-TORONTO	13,748	12,192	25,940
QUEBEC-TROIS RIVIERES	0	0	0
QUEBEC-WINDSOR	0	21	21
TORONTO-TROIS RIVIERES	0	0	0
TORONTO-WINDSOR	0	0	0
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,530,003	3,742,991	8,272,994

HSR Input Data for 2025 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Montreal-Toronto corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$58.01	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$58.01	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$30.49	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$74.37	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$82.55	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$159.15	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$23.06	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$23.06	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$78.46	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$89.42	\$8.40	\$16.80
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$106.42	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$65.45	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$46.11	\$8.15	\$18.30
KINGSTON-QUEBEC	5.07	0.48	0.95	0.27	1.22	4.00	2.25	\$119.45	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$68.42	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$92.95	\$7.56	\$15.11
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$124.42	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$29.75	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$147.43	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$128.09	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	8.03	0.35	0.71	0.27	0.97	2.00	4.50	\$201.43	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$31.24	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$174.93	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$63.96	\$11.95	\$23.90
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$164.43	\$7.15	\$15.70
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$101.96	\$7.15	\$17.30
LONDON-QUEBEC	8.65	0.28	0.57	0.27	0.83	5.00	1.80	\$218.43	\$3.40	\$6.79
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$56.52	\$7.15	\$15.80
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$191.93	\$5.23	\$10.46
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$44.62	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$63.96	\$9.60	\$18.60
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$80.32	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$126.43	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$40.90	\$9.00	\$17.50
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$182.43	\$15.25	\$23.80
OTTAWA-QUEBEC	4.33	0.39	0.82	0.27	1.08	4.00	2.25	\$117.96	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$107.09	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$91.46	\$9.00	\$19.10
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$163.09	\$15.25	\$25.40
QUEBEC-TORONTO	6.18	0.39	0.98	0.30	1.28	4.00	2.25	\$180.43	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$41.83	\$7.55	\$15.10
QUEBEC-WINDSOR	10.68	0.35	0.70	0.27	0.97	5.00	1.80	\$236.43	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$153.93	\$9.00	\$17.60
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$83.30	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$209.93	\$6.03	\$12.07

HSR Input Data for 2025 / 300+ kph / Com

HSR in Montreal-Toronto corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$48.71	\$2.20	\$4.95
HAMILTON-KITCH-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$48.71	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.26	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$96.68	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$93.71	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$126.43	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$27.52	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$39.79	\$2.20	\$3.43
KINGSTON-KITCH-WATERLOO	2.97	0.50	1.00	0.27	1.27	2.00	4.50	\$75.98	\$3.80	\$7.60
KINGSTON-LONDON	3.58	0.43	0.85	0.27	1.12	5.00	1.80	\$86.98	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$50.57	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$34.21	\$4.65	\$8.50
KINGSTON-QUEBEC	5.07	0.48	0.95	0.27	1.22	4.00	2.25	\$91.57	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$60.98	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	999.00	0.63	1.26	0.27	1.53	5.00	1.80	\$69.95	\$3.78	\$7.56
KINGSTON-WINDSOR	7.33	0.57	1.13	0.27	1.40	5.00	1.80	\$103.98	\$6.80	\$13.60
KITCH-WATERLOO-LONDON	999.00	0.48	0.95	0.27	1.22	2.00	4.50	\$20.82	\$3.00	\$6.00
KITCH-WATERLOO-MONTREAL	4.78	0.55	1.12	0.30	1.42	2.00	4.50	\$110.20	\$2.90	\$6.10
KITCH-WATERLOO-OTTAWA	3.62	0.55	0.98	0.27	1.25	2.00	4.50	\$99.78	\$2.90	\$6.70
KITCH-WATERLOO-QUEBEC	8.03	0.35	0.71	0.27	0.97	2.00	4.50	\$151.20	\$2.12	\$4.23
KITCH-WATERLOO-TORONTO	999.00	0.55	1.15	0.30	1.45	2.00	4.50	\$22.31	\$2.90	\$6.10
KITCH-WATERLOO-TROIS RIVIERES	999.00	0.51	1.01	0.27	1.28	2.00	4.50	\$129.57	\$3.03	\$6.07
KITCH-WATERLOO-WINDSOR	999.00	0.63	1.25	0.27	1.52	2.00	4.50	\$44.62	\$5.90	\$11.80
LONDON-MONTREAL	5.40	0.40	0.97	0.30	1.27	5.00	1.80	\$121.20	\$3.05	\$6.30
LONDON-OTTAWA	4.23	0.40	0.83	0.27	1.10	5.00	1.80	\$64.67	\$3.05	\$6.90
LONDON-QUEBEC	8.65	0.28	0.57	0.27	0.83	5.00	1.80	\$162.20	\$1.70	\$3.40
LONDON-TORONTO	999.00	0.40	1.00	0.30	1.30	5.00	1.80	\$38.67	\$3.05	\$6.30
LONDON-TROIS RIVIERES	999.00	0.44	0.87	0.27	1.14	5.00	1.80	\$140.57	\$2.62	\$5.23
LONDON-WINDSOR	999.00	0.55	1.10	0.27	1.37	4.00	2.25	\$31.24	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$38.67	\$3.80	\$7.00
MONTREAL-QUEBEC	999.00	0.39	0.93	0.30	1.23	4.00	2.25	\$60.98	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$95.20	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	999.00	0.38	1.02	0.30	1.32	5.00	1.80	\$28.82	\$3.50	\$6.70
MONTREAL-WINDSOR	7.43	0.69	1.25	0.30	1.55	5.00	1.80	\$138.20	\$8.90	\$12.10
OTTAWA-QUEBEC	4.33	0.39	0.82	0.27	1.08	4.00	2.25	\$79.67	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$84.78	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	999.00	0.45	0.90	0.27	1.17	5.00	1.80	\$58.05	\$3.65	\$7.30
OTTAWA-WINDSOR	6.27	0.57	1.13	0.27	1.40	5.00	1.80	\$127.78	\$6.35	\$12.70
QUEBEC-TORONTO	6.18	0.39	0.98	0.30	1.28	4.00	2.25	\$136.20	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	999.00	0.42	0.83	0.27	1.10	5.00	1.80	\$29.75	\$3.35	\$6.70
QUEBEC-WINDSOR	10.68	0.35	0.70	0.27	0.97	5.00	1.80	\$179.20	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	999.00	0.53	1.07	0.30	1.37	4.00	2.25	\$114.57	\$3.35	\$6.70
TORONTO-WINDSOR	999.00	0.69	1.30	0.30	1.60	5.00	1.80	\$63.96	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	999.00	0.50	1.01	0.27	1.27	5.00	1.80	\$157.57	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,599,675	48%	1,475,363	NA	1,475,363	\$160,893,852	NA	\$160,893,852	3%
	Connect Air	1,090,355	563,714	48%	526,642	NA	526,642	\$47,898,431	NA	\$47,898,431	1%
	Rail	596,839	0	94%	561,005	NA	561,005	\$46,930,460	NA	\$46,930,460	0%
	Bus	378,703	255,554	42%	158,983	NA	158,983	\$10,681,302	NA	\$10,681,302	0%
	Auto	11,487,187	10,360,223	10%	1,126,965	NA	1,126,965	\$84,734,679	NA	\$84,734,679	17%
	Noncaptive Auto	7,221,317	6,385,447	12%	835,871	NA	835,871	\$60,873,396	NA	\$60,873,396	10%
	Destination Captive Auto	3,499,370	3,208,276	8%	291,094	NA	291,094	\$23,861,283	NA	\$23,861,283	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,414,855	NA	NA	NA	NA	NA	NA	NA	7%
	Total	16,628,122	17,194,021	23%	3,848,957	565,899	4,414,855	\$351,138,724	\$45,861,263	\$396,999,987	27%
Nonbusiness	Local Air	548,809	296,729	46%	252,080	NA	252,080	\$21,003,898	NA	\$21,003,898	0%
	Connect Air	984,305	540,012	45%	444,292	NA	444,292	\$30,544,300	NA	\$30,544,300	1%
	Rail	1,257,753	0	92%	1,152,444	NA	1,152,444	\$76,345,665	NA	\$76,345,665	0%
	Bus	1,523,136	555,280	70%	1,063,164	NA	1,063,164	\$49,615,684	NA	\$49,615,684	1%
	Auto	40,088,331	37,771,668	6%	2,316,663	NA	2,316,663	\$120,218,841	NA	\$120,218,841	60%
	Noncaptive Auto	27,596,052	25,722,234	7%	1,873,818	NA	1,873,818	\$95,451,436	NA	\$95,451,436	41%
	Destination Captive Auto	10,577,203	10,134,358	4%	442,845	NA	442,845	\$24,767,405	NA	\$24,767,405	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	6,176,237	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,349,926	12%	5,228,644	947,593	6,176,237	\$297,728,387	\$46,968,247	\$344,696,634	73%
Total	Local Air	3,623,847	1,896,404	48%	1,727,443	NA	1,727,443	\$181,897,750	NA	\$181,897,750	3%
	Connect Air	2,074,660	1,103,726	47%	970,934	NA	970,934	\$78,442,732	NA	\$78,442,732	2%
	Rail	1,854,592	0	92%	1,713,449	NA	1,713,449	\$123,276,125	NA	\$123,276,125	0%
	Bus	1,901,839	820,834	64%	1,222,147	NA	1,222,147	\$60,296,986	NA	\$60,296,986	1%
	Auto	51,575,518	48,131,890	7%	3,443,628	NA	3,443,628	\$204,953,519	NA	\$204,953,519	77%
	Noncaptive Auto	34,817,370	32,107,681	8%	2,709,689	NA	2,709,689	\$156,324,832	NA	\$156,324,832	51%
	Destination Captive Auto	14,076,573	13,342,633	5%	733,939	NA	733,939	\$48,628,687	NA	\$48,628,687	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	10,591,092	NA	NA	NA	NA	NA	NA	NA	17%
	Total	61,030,456	62,543,947	15%	9,077,601	1,513,491	10,591,092	\$648,867,112	\$92,829,510	\$741,696,621	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,050,433	29%	428,158	NA	428,158	\$53,037,377	NA	\$53,037,377	23%
	Connect Air	309,365	231,170	25%	78,195	NA	78,195	\$9,686,311	NA	\$9,686,311	5%
	Rail	123,770	0	85%	104,682	NA	104,682	\$12,967,296	NA	\$12,967,296	0%
	Bus	12,730	23,970	62%	7,849	NA	7,849	\$972,236	NA	\$972,236	1%
	Auto	352,946	278,229	21%	74,716	NA	74,716	\$9,255,369	NA	\$9,255,369	6%
	Noncaptive Auto	161,610	114,929	29%	46,681	NA	46,681	\$5,782,524	NA	\$5,782,524	2%
	Destination Captive Auto	180,035	151,999	16%	28,035	NA	28,035	\$3,472,845	NA	\$3,472,845	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	724,354	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,277,401	2,308,155	30%	693,600	30,755	724,354	\$85,918,589	\$3,809,675	\$89,728,264	50%
Nonbusiness	Local Air	273,347	188,453	31%	84,894	NA	84,894	\$7,917,996	NA	\$7,917,996	4%
	Connect Air	345,980	244,878	29%	101,102	NA	101,102	\$9,429,756	NA	\$9,429,756	5%
	Rail	345,891	0	84%	291,560	NA	291,560	\$27,193,606	NA	\$27,193,606	0%
	Bus	105,446	99,663	57%	60,115	NA	60,115	\$5,606,918	NA	\$5,606,918	2%
	Auto	1,224,716	1,136,101	7%	88,615	NA	88,615	\$8,265,084	NA	\$8,265,084	24%
	Noncaptive Auto	571,514	512,428	10%	59,086	NA	59,086	\$5,510,940	NA	\$5,510,940	11%
	Destination Captive Auto	607,226	577,697	5%	29,529	NA	29,529	\$2,754,145	NA	\$2,754,145	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	675,224	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,295,381	2,344,318	27%	626,286	48,937	675,224	\$58,413,360	\$4,564,360	\$62,977,720	50%
Total	Local Air	1,751,937	1,238,886	29%	513,051	NA	513,051	\$60,955,373	NA	\$60,955,373	27%
	Connect Air	655,345	476,047	27%	179,298	NA	179,298	\$19,116,068	NA	\$19,116,068	10%
	Rail	469,662	0	84%	396,241	NA	396,241	\$40,160,902	NA	\$40,160,902	0%
	Bus	118,176	123,632	58%	67,964	NA	67,964	\$6,579,154	NA	\$6,579,154	3%
	Auto	1,577,662	1,414,330	10%	163,331	NA	163,331	\$17,520,453	NA	\$17,520,453	30%
	Noncaptive Auto	733,124	627,357	14%	105,767	NA	105,767	\$11,293,463	NA	\$11,293,463	13%
	Destination Captive Auto	787,260	729,696	7%	57,564	NA	57,564	\$6,226,990	NA	\$6,226,990	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,399,578	NA	NA	NA	NA	NA	NA	NA	30%
	Total	4,572,781	4,652,473	29%	1,319,886	79,692	1,399,578	\$144,331,949	\$8,374,035	\$152,705,984	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	7,171	88%	54,172	NA	54,172	\$4,263,085	NA	\$4,263,085	0%
	Connect Air	127,383	53,159	58%	74,224	NA	74,224	\$5,841,121	NA	\$5,841,121	1%
	Rail	49,447	0	99%	48,901	NA	48,901	\$3,848,301	NA	\$3,848,301	0%
	Bus	164,431	145,117	12%	19,860	NA	19,860	\$1,562,897	NA	\$1,562,897	2%
	Auto	2,042,002	1,770,007	13%	271,994	NA	271,994	\$21,404,896	NA	\$21,404,896	19%
	Noncaptive Auto	1,134,680	935,385	18%	199,296	NA	199,296	\$15,683,797	NA	\$15,683,797	10%
	Destination Captive Auto	824,082	751,384	9%	72,699	NA	72,699	\$5,721,099	NA	\$5,721,099	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	532,797	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,444,606	2,508,252	19%	469,150	63,646	532,797	\$36,920,300	\$5,008,721	\$41,929,021	27%
Nonbusiness	Local Air	9,113	1,807	80%	7,306	NA	7,306	\$436,541	NA	\$436,541	0%
	Connect Air	51,630	26,544	49%	25,085	NA	25,085	\$1,498,867	NA	\$1,498,867	0%
	Rail	90,524	0	99%	89,405	NA	89,405	\$5,342,020	NA	\$5,342,020	0%
	Bus	254,712	207,582	19%	48,248	NA	48,248	\$2,882,871	NA	\$2,882,871	2%
	Auto	6,166,304	5,680,461	8%	485,843	NA	485,843	\$29,029,465	NA	\$29,029,465	62%
	Noncaptive Auto	4,217,405	3,810,810	10%	406,596	NA	406,596	\$24,294,400	NA	\$24,294,400	42%
	Destination Captive Auto	1,754,742	1,675,495	5%	79,247	NA	79,247	\$4,735,065	NA	\$4,735,065	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	722,978	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,639,373	10%	655,888	67,091	722,978	\$39,189,764	\$4,008,707	\$43,198,471	73%
Total	Local Air	70,456	8,978	87%	61,478	NA	61,478	\$4,699,627	NA	\$4,699,627	0%
	Connect Air	179,013	79,704	55%	99,309	NA	99,309	\$7,339,988	NA	\$7,339,988	1%
	Rail	139,971	0	99%	138,306	NA	138,306	\$9,190,321	NA	\$9,190,321	0%
	Bus	419,143	352,699	16%	68,108	NA	68,108	\$4,445,767	NA	\$4,445,767	4%
	Auto	8,208,306	7,450,469	9%	757,837	NA	757,837	\$50,434,361	NA	\$50,434,361	81%
	Noncaptive Auto	5,352,086	4,746,194	11%	605,892	NA	605,892	\$39,978,198	NA	\$39,978,198	52%
	Destination Captive Auto	2,578,824	2,426,878	6%	151,946	NA	151,946	\$10,456,163	NA	\$10,456,163	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,255,775	NA	NA	NA	NA	NA	NA	NA	14%
	Total	9,016,888	9,147,624	12%	1,125,038	130,737	1,255,775	\$76,110,064	\$9,017,428	\$85,127,492	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	220,412	75%	651,952	NA	651,952	\$68,408,099	NA	\$68,408,099	5%
	Connect Air	335,175	165,226	51%	169,950	NA	169,950	\$17,832,519	NA	\$17,832,519	4%
	Rail	76,815	0	99%	76,343	NA	76,343	\$8,010,514	NA	\$8,010,514	0%
	Bus	18,533	1,174	96%	17,831	NA	17,831	\$1,870,957	NA	\$1,870,957	0%
	Auto	530,589	410,920	23%	119,669	NA	119,669	\$12,556,612	NA	\$12,556,612	9%
	Noncaptive Auto	231,840	155,127	33%	76,713	NA	76,713	\$8,049,328	NA	\$8,049,328	3%
	Destination Captive Auto	234,244	191,288	18%	42,956	NA	42,956	\$4,507,284	NA	\$4,507,284	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,184,990	NA	NA	NA	NA	NA	NA	NA	27%
	Total	1,833,476	1,982,722	56%	1,035,744	149,246	1,184,990	\$108,678,701	\$15,660,093	\$124,338,794	45%
Nonbusiness	Local Air	114,164	34,851	69%	79,313	NA	79,313	\$6,588,412	NA	\$6,588,412	1%
	Connect Air	278,334	146,430	47%	131,905	NA	131,905	\$10,957,059	NA	\$10,957,059	3%
	Rail	124,661	0	99%	123,624	NA	123,624	\$10,269,228	NA	\$10,269,228	0%
	Bus	103,970	25,352	77%	79,655	NA	79,655	\$6,616,779	NA	\$6,616,779	1%
	Auto	1,742,396	1,571,989	10%	170,407	NA	170,407	\$14,155,376	NA	\$14,155,376	35%
	Noncaptive Auto	897,762	777,406	13%	120,356	NA	120,356	\$9,997,781	NA	\$9,997,781	17%
	Destination Captive Auto	779,327	729,277	6%	50,050	NA	50,050	\$4,157,595	NA	\$4,157,595	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	681,903	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,363,525	2,460,524	25%	584,904	96,999	681,903	\$48,586,855	\$8,057,547	\$56,644,402	55%
Total	Local Air	986,529	255,263	74%	731,265	NA	731,265	\$74,996,511	NA	\$74,996,511	6%
	Connect Air	613,510	311,655	49%	301,854	NA	301,854	\$28,789,579	NA	\$28,789,579	7%
	Rail	201,476	0	99%	199,967	NA	199,967	\$18,279,741	NA	\$18,279,741	0%
	Bus	122,503	26,526	80%	97,486	NA	97,486	\$8,487,736	NA	\$8,487,736	1%
	Auto	2,272,985	1,982,909	13%	290,076	NA	290,076	\$26,711,989	NA	\$26,711,989	45%
	Noncaptive Auto	1,129,602	932,533	17%	197,069	NA	197,069	\$18,047,109	NA	\$18,047,109	21%
	Destination Captive Auto	1,013,571	920,564	9%	93,006	NA	93,006	\$8,664,879	NA	\$8,664,879	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,866,893	NA	NA	NA	NA	NA	NA	NA	42%
	Total	4,197,001	4,443,247	39%	1,620,648	246,245	1,866,893	\$157,265,556	\$23,717,640	\$180,983,196	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	4,356	81%	18,419	NA	18,419	\$1,019,995	NA	\$1,019,995	0%
	Connect Air	84,667	38,064	55%	46,602	NA	46,602	\$2,580,780	NA	\$2,580,780	1%
	Rail	69,704	0	98%	68,276	NA	68,276	\$3,781,017	NA	\$3,781,017	0%
	Bus	12,765	2,076	95%	12,117	NA	12,117	\$671,014	NA	\$671,014	0%
	Auto	1,423,393	1,239,761	13%	183,633	NA	183,633	\$10,169,336	NA	\$10,169,336	20%
	Noncaptive Auto	937,151	787,869	16%	149,282	NA	149,282	\$8,267,044	NA	\$8,267,044	13%
	Destination Captive Auto	433,582	399,231	8%	34,351	NA	34,351	\$1,902,292	NA	\$1,902,292	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	383,976	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,668,234	20%	329,046	54,930	383,976	\$18,222,143	\$3,041,978	\$21,264,121	27%
Nonbusiness	Local Air	10,829	1,288	88%	9,541	NA	9,541	\$361,527	NA	\$361,527	0%
	Connect Air	99,721	38,998	61%	60,723	NA	60,723	\$2,300,823	NA	\$2,300,823	1%
	Rail	141,631	0	98%	139,002	NA	139,002	\$5,266,884	NA	\$5,266,884	0%
	Bus	142,746	11,182	94%	134,193	NA	134,193	\$5,084,681	NA	\$5,084,681	0%
	Auto	4,077,350	3,717,096	9%	360,254	NA	360,254	\$13,650,293	NA	\$13,650,293	59%
	Noncaptive Auto	2,939,668	2,629,965	11%	309,703	NA	309,703	\$11,734,850	NA	\$11,734,850	42%
	Destination Captive Auto	1,018,936	968,385	5%	50,552	NA	50,552	\$1,915,443	NA	\$1,915,443	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	858,333	NA	NA	NA	NA	NA	NA	NA	14%
	Total	4,472,277	4,626,897	16%	703,714	154,620	858,333	\$26,664,208	\$5,858,647	\$32,522,854	73%
Total	Local Air	33,604	5,645	83%	27,960	NA	27,960	\$1,381,522	NA	\$1,381,522	0%
	Connect Air	184,387	77,062	58%	107,325	NA	107,325	\$4,881,603	NA	\$4,881,603	1%
	Rail	211,335	0	98%	207,278	NA	207,278	\$9,047,901	NA	\$9,047,901	0%
	Bus	155,512	13,258	94%	146,310	NA	146,310	\$5,755,695	NA	\$5,755,695	0%
	Auto	5,500,743	4,956,856	10%	543,887	NA	543,887	\$23,819,630	NA	\$23,819,630	79%
	Noncaptive Auto	3,876,819	3,417,835	12%	458,984	NA	458,984	\$20,001,894	NA	\$20,001,894	54%
	Destination Captive Auto	1,452,518	1,367,616	6%	84,902	NA	84,902	\$3,817,736	NA	\$3,817,736	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,242,309	NA	NA	NA	NA	NA	NA	NA	20%
	Total	6,085,581	6,295,131	17%	1,032,759	209,550	1,242,309	\$44,886,351	\$8,900,624	\$53,786,975	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	6,042	85%	33,832	NA	33,832	\$3,845,762	NA	\$3,845,762	1%
	Connect Air	2,640	1,022	61%	1,617	NA	1,617	\$183,856	NA	\$183,856	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$149,249	NA	\$149,249	0%
	Bus	4,792	3,943	18%	850	NA	850	\$96,667	NA	\$96,667	1%
	Auto	44,460	34,361	23%	10,099	NA	10,099	\$1,147,998	NA	\$1,147,998	8%
	Noncaptive Auto	26,567	19,146	28%	7,421	NA	7,421	\$843,578	NA	\$843,578	4%
	Destination Captive Auto	17,893	15,215	15%	2,678	NA	2,678	\$304,420	NA	\$304,420	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	54,860	NA	NA	NA	NA	NA	NA	NA	13%
	Total	93,080	100,228	51%	47,712	7,148	54,860	\$5,423,532	\$812,497	\$6,236,028	23%
Nonbusiness	Local Air	6,651	249	96%	6,402	NA	6,402	\$513,144	NA	\$513,144	0%
	Connect Air	386	105	73%	281	NA	281	\$22,505	NA	\$22,505	0%
	Rail	8,280	0	100%	8,271	NA	8,271	\$662,967	NA	\$662,967	0%
	Bus	14,948	9,751	35%	5,205	NA	5,205	\$417,236	NA	\$417,236	2%
	Auto	299,522	270,967	10%	28,555	NA	28,555	\$2,288,775	NA	\$2,288,775	62%
	Noncaptive Auto	185,795	163,315	12%	22,479	NA	22,479	\$1,801,789	NA	\$1,801,789	37%
	Destination Captive Auto	105,650	99,574	6%	6,076	NA	6,076	\$486,985	NA	\$486,985	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	55,849	NA	NA	NA	NA	NA	NA	NA	13%
	Total	329,787	336,921	15%	48,714	7,135	55,849	\$3,904,627	\$571,858	\$4,476,485	77%
Total	Local Air	46,525	6,291	86%	40,234	NA	40,234	\$4,358,905	NA	\$4,358,905	1%
	Connect Air	3,026	1,128	63%	1,898	NA	1,898	\$206,361	NA	\$206,361	0%
	Rail	9,594	0	100%	9,584	NA	9,584	\$812,216	NA	\$812,216	0%
	Bus	19,740	13,694	31%	6,056	NA	6,056	\$513,903	NA	\$513,903	3%
	Auto	343,983	305,328	11%	38,654	NA	38,654	\$3,436,773	NA	\$3,436,773	70%
	Noncaptive Auto	212,362	182,462	14%	29,900	NA	29,900	\$2,645,367	NA	\$2,645,367	42%
	Destination Captive Auto	123,543	114,789	7%	8,754	NA	8,754	\$791,406	NA	\$791,406	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	110,709	NA	NA	NA	NA	NA	NA	NA	25%
	Total	422,867	437,149	23%	96,426	14,282	110,709	\$9,328,159	\$1,384,354	\$10,712,513	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	29,517	82%	130,803	NA	130,803	\$10,674,928	NA	\$10,674,928	1%
	Connect Air	37,302	14,931	60%	22,371	NA	22,371	\$1,825,675	NA	\$1,825,675	1%
	Rail	30,385	0	98%	29,923	NA	29,923	\$2,442,030	NA	\$2,442,030	0%
	Bus	7,366	568	99%	7,261	NA	7,261	\$592,545	NA	\$592,545	0%
	Auto	305,589	261,404	14%	44,185	NA	44,185	\$3,606,001	NA	\$3,606,001	13%
	Noncaptive Auto	135,317	107,761	20%	27,557	NA	27,557	\$2,248,929	NA	\$2,248,929	5%
	Destination Captive Auto	159,825	143,196	10%	16,629	NA	16,629	\$1,357,071	NA	\$1,357,071	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	269,464	NA	NA	NA	NA	NA	NA	NA	13%
	Total	540,962	575,884	43%	234,542	34,922	269,464	\$19,141,179	\$2,850,013	\$21,991,192	28%
Nonbusiness	Local Air	33,475	11,905	64%	21,570	NA	21,570	\$1,351,701	NA	\$1,351,701	1%
	Connect Air	50,354	25,232	50%	25,122	NA	25,122	\$1,574,273	NA	\$1,574,273	1%
	Rail	78,888	0	98%	77,466	NA	77,466	\$4,854,469	NA	\$4,854,469	0%
	Bus	32,673	3,393	94%	30,701	NA	30,701	\$1,923,878	NA	\$1,923,878	0%
	Auto	1,248,467	1,161,437	7%	87,030	NA	87,030	\$5,453,741	NA	\$5,453,741	57%
	Noncaptive Auto	715,216	648,546	9%	66,670	NA	66,670	\$4,177,907	NA	\$4,177,907	32%
	Destination Captive Auto	467,128	446,768	4%	20,359	NA	20,359	\$1,275,834	NA	\$1,275,834	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	277,686	NA	NA	NA	NA	NA	NA	NA	14%
	Total	1,443,857	1,479,654	17%	241,889	35,797	277,686	\$15,158,062	\$2,243,254	\$17,401,316	72%
Total	Local Air	193,795	41,422	79%	152,373	NA	152,373	\$12,026,629	NA	\$12,026,629	2%
	Connect Air	87,656	40,163	54%	47,492	NA	47,492	\$3,399,947	NA	\$3,399,947	2%
	Rail	109,273	0	98%	107,389	NA	107,389	\$7,296,500	NA	\$7,296,500	0%
	Bus	40,039	3,962	95%	37,961	NA	37,961	\$2,516,423	NA	\$2,516,423	0%
	Auto	1,554,056	1,422,841	8%	131,215	NA	131,215	\$9,059,741	NA	\$9,059,741	69%
	Noncaptive Auto	850,534	756,307	11%	94,227	NA	94,227	\$6,426,836	NA	\$6,426,836	37%
	Destination Captive Auto	626,952	589,964	6%	36,988	NA	36,988	\$2,632,905	NA	\$2,632,905	29%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	547,151	NA	NA	NA	NA	NA	NA	NA	27%
	Total	1,984,819	2,055,538	24%	476,431	70,719	547,151	\$34,299,241	\$5,093,267	\$39,392,508	100%

200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	868,355	868,355	1,736,710
Kitch.-Waterloo-London	1,787,528	1,787,528	3,575,056
Kitch.-Waterloo-Toronto	2,002,278	2,002,278	4,004,557
Kingston-Toronto	2,205,559	2,205,559	4,411,118
Kingston-Ottawa	2,056,794	2,056,794	4,113,589
Montreal-Ottawa	1,704,976	1,704,976	3,409,951
Montreal-Trois Rivieres	1,654,515	1,654,515	3,309,030
Quebec-Trois Rivieres	1,360,384	1,360,384	2,720,768

2005 Station Volumes
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	589,998	589,998	1,179,997
Kitchener	242,737	242,737	485,473
London	889,432	889,432	1,778,863
Montreal	2,357,935	2,357,935	4,715,870
Ottawa	1,980,817	1,980,817	3,961,633
Quebec	761,170	761,170	1,522,339
Toronto	3,087,291	3,087,291	6,174,582
Trois Rivieres	182,188	182,188	364,377
Windsor	499,525	499,525	999,050
Total	10,591,092	10,591,092	21,182,184

SENSITIVITY ANALYSIS

Diverted HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

3 more HSR trains per day

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH-WATERLOO	0	0	0	771	1,964	1,056	0	0	2,181	2,560	3,872	902	13,306
KINGSTON-LONDON	841	0	1,086	36	1,258	99	0	0	5,608	2,073	7,173	1,424	19,597
KINGSTON-MONTREAL	26	0	12,964	2,980	1,700	1,533	0	0	20,130	31,901	14,268	6,284	91,787
KINGSTON-OTTAWA	0	0	13,430	7,045	31,302	8,399	0	0	17,972	57,924	89,987	16,986	243,045
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,148	0	285	97	1,953
KINGSTON-TORONTO	8,789	21,200	69,155	7,275	62,153	17,439	5,016	12,517	121,831	80,119	144,460	32,036	581,991
KINGSTON-TROIS RIVIERES	0	0	0	0	1,250	0	0	0	0	0	0	0	1,250
KINGSTON-WINDSOR	0	0	1,310	0	705	258	0	0	3,460	915	827	401	7,877
KITCH-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,086	10,141	0	0	31,240
KITCH-WATERLOO-MONTREAL	0	0	1,520	112	4,563	2,619	0	0	4,472	1,454	6,271	1,706	22,717
KITCH-WATERLOO-OTTAWA	0	0	719	475	1,269	2,930	0	0	3,097	3,510	11,305	4,008	27,314
KITCH-WATERLOO-QUEBEC	0	0	0	0	3,830	0	0	0	487	0	332	61	4,711
KITCH-WATERLOO-TORONTO	0	0	4,199	20,809	0	0	0	0	29,429	165,097	0	0	219,534
KITCH-WATERLOO-TROIS RIVIERES	0	0	0	0	0	175	0	0	0	0	0	0	175
KITCH-WATERLOO-WINDSOR	0	0	0	375	12,680	3,007	0	0	2,811	947	17,378	4,568	41,766
LONDON-MONTREAL	12,447	0	390	217	197	1,713	2,777	0	12,101	1,733	9,369	1,016	41,960
LONDON-OTTAWA	28,477	831	1,494	180	4,684	1,871	6,457	139	8,781	4,796	8,013	2,360	68,084
LONDON-QUEBEC	2,304	0	0	0	124	0	139	0	584	0	34	205	3,390
LONDON-TORONTO	18,419	46,602	68,276	12,117	149,282	34,351	9,541	60,723	139,002	134,193	309,703	50,552	1,032,759
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,624	630	65,080	14,731	0	0	27,323	21,441	111,573	28,456	277,858
MONTREAL-OTTAWA	42,203	96,988	104,597	32,744	89,599	29,610	8,705	77,994	108,917	243,829	298,777	82,670	1,216,631
MONTREAL-QUEBEC	54,172	74,224	48,901	19,860	199,296	72,699	7,306	25,085	89,405	48,248	406,596	79,247	1,125,038
MONTREAL-TORONTO	428,158	78,195	104,682	7,849	46,681	28,035	84,894	101,102	291,560	60,115	59,086	29,529	1,319,886
MONTREAL-TROIS RIVIERES	0	0	0	15,347	38,879	3,950	0	0	0	53,340	151,769	15,526	278,811
MONTREAL-WINDSOR	16,577	0	1,915	56	679	56	7,174	0	7,185	199	2,383	227	36,452
OTTAWA-QUEBEC	33,832	1,617	1,313	850	7,421	2,678	6,402	281	8,271	5,205	22,479	6,076	96,426
OTTAWA-TORONTO	651,952	169,950	76,343	17,831	76,713	42,956	79,313	131,905	123,624	79,655	120,356	50,050	1,620,648
OTTAWA-TROIS RIVIERES	0	0	0	2,049	968	0	0	0	0	10,187	1,104	57	14,365
OTTAWA-WINDSOR	6,232	0	819	51	1,271	0	3,575	0	6,745	2,247	3,050	2,740	26,729
QUEBEC-TORONTO	40,132	14,663	7,683	462	3,974	3,702	9,210	9,425	18,630	4,548	4,949	4,771	122,148
QUEBEC-TROIS RIVIERES	0	0	0	734	791	407	0	0	0	2,237	875	431	5,475
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,139	0	104	0	1,243
TORONTO-TROIS RIVIERES	0	0	0	91	0	192	0	0	0	3,850	771	101	5,005
TORONTO-WINDSOR	130,803	22,371	29,923	7,261	27,557	16,629	21,570	25,122	77,466	30,701	66,670	20,359	476,431
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,475,363	526,642	561,005	158,983	835,871	291,094	252,080	444,292	1,152,444	1,063,164	1,873,818	442,845	9,077,601

Total HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS
3 more HSR trains per day

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	4,085	12,848	16,933
KINGSTON-LONDON	4,278	18,856	23,134
KINGSTON-MONTREAL	22,785	89,216	112,000
KINGSTON-OTTAWA	76,341	249,067	325,407
KINGSTON-QUEBEC	587	1,895	2,481
KINGSTON-TORONTO	233,570	455,385	688,955
KINGSTON-TROIS RIVIERES	1,344	0	1,344
KINGSTON-WINDSOR	2,722	7,020	9,742
KITCH.-WATERLOO-LONDON	3,837	61,975	65,812
KITCH.-WATERLOO-MONTREAL	10,394	18,139	28,533
KITCH.-WATERLOO-OTTAWA	6,254	25,879	32,133
KITCH.-WATERLOO-QUEBEC	4,421	972	5,392
KITCH.-WATERLOO-TORONTO	30,979	258,200	289,179
KITCH.-WATERLOO-TROIS RIVIERES	196	0	196
KITCH.-WATERLOO-WINDSOR	17,512	29,782	47,294
LONDON-MONTREAL	15,857	30,236	46,093
LONDON-OTTAWA	41,131	34,543	75,673
LONDON-QUEBEC	3,019	1,143	4,163
LONDON-TORONTO	383,976	858,333	1,242,309
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	100,871	220,808	321,679
MONTREAL-OTTAWA	505,455	997,188	1,502,643
MONTREAL-QUEBEC	532,797	722,978	1,255,775
MONTREAL-TORONTO	724,354	675,224	1,399,578
MONTREAL-TROIS RIVIERES	67,435	264,642	332,077
MONTREAL-WINDSOR	20,021	19,150	39,171
OTTAWA-QUEBEC	54,860	55,849	110,709
OTTAWA-TORONTO	1,184,990	681,903	1,866,893
OTTAWA-TROIS RIVIERES	3,362	12,283	15,646
OTTAWA-WINDSOR	9,701	22,828	32,529
QUEBEC-TORONTO	75,295	58,574	133,869
QUEBEC-TROIS RIVIERES	2,655	5,810	8,466
QUEBEC-WINDSOR	0	1,485	1,485
TORONTO-TROIS RIVIERES	308	6,339	6,648
TORONTO-WINDSOR	269,464	277,686	547,151
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,414,855	6,176,237	10,591,092

HSR Input Data for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

SENSITIVITY ANALYSIS
3 more HSR trains per day

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	15.00	0.60	\$56.84	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	15.00	0.60	\$56.84	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	15.00	0.60	\$29.88	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	15.00	0.60	\$72.87	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	15.00	0.60	\$80.88	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	15.00	0.60	\$155.93	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	15.00	0.60	\$22.59	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	15.00	0.60	\$22.59	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	15.00	0.60	\$76.87	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	17.00	0.53	\$97.64	\$8.40	\$16.80
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	17.00	0.53	\$103.47	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	21.00	0.43	\$64.12	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	25.00	0.36	\$45.18	\$8.15	\$18.30
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	17.00	0.53	\$64.12	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	26.00	0.35	\$67.04	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	17.00	0.53	\$68.49	\$7.56	\$15.11
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	15.00	0.60	\$122.42	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	19.00	0.47	\$29.15	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	17.00	0.53	\$145.73	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	17.00	0.53	\$135.53	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	17.00	0.53	\$102.01	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	19.00	0.47	\$30.60	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	17.00	0.53	\$26.23	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	15.00	0.60	\$62.67	\$11.95	\$23.90
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	17.00	0.53	\$154.48	\$7.15	\$15.70
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	17.00	0.53	\$144.28	\$7.15	\$17.30
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	17.00	0.53	\$77.24	\$3.40	\$6.79
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	19.00	0.47	\$55.38	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	17.00	0.53	\$150.11	\$5.23	\$10.46
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	15.00	0.60	\$43.72	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	23.00	0.39	\$62.67	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	17.00	0.53	\$78.70	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	21.00	0.43	\$123.87	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	17.00	0.53	\$40.08	\$9.00	\$17.50
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	15.00	0.60	\$169.05	\$15.25	\$23.80
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	17.00	0.53	\$113.67	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	28.00	0.32	\$104.93	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	17.00	0.53	\$91.81	\$9.00	\$19.10
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	15.00	0.60	\$150.11	\$15.25	\$25.40
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	17.00	0.53	\$158.85	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	17.00	0.53	\$40.99	\$7.55	\$15.10
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	15.00	0.60	\$34.98	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	17.00	0.53	\$135.53	\$9.00	\$17.60
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	15.00	0.60	\$81.61	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	15.00	0.60	\$116.59	\$6.03	\$12.07

HSR Input Data for 2005 / 200+ kph / Comp

HSR in Full corridor

SENSITIVITY ANALYSIS

3 more HSR trains per day

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	15.00	0.60	\$47.73	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	15.00	0.60	\$47.73	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	15.00	0.60	\$27.69	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	15.00	0.60	\$94.73	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	15.00	0.60	\$91.81	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	15.00	0.60	\$123.87	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	15.00	0.60	\$26.96	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	15.00	0.60	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	15.00	0.60	\$38.98	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	17.00	0.53	\$68.49	\$3.80	\$7.60
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	17.00	0.53	\$72.87	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	21.00	0.43	\$49.55	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	25.00	0.36	\$33.52	\$4.65	\$8.50
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	17.00	0.53	\$77.24	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	26.00	0.35	\$59.75	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	17.00	0.53	\$64.36	\$3.78	\$7.56
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	15.00	0.60	\$85.98	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	19.00	0.47	\$20.40	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	17.00	0.53	\$102.01	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	17.00	0.53	\$94.73	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	17.00	0.53	\$157.39	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	19.00	0.47	\$21.86	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	17.00	0.53	\$144.28	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	15.00	0.60	\$43.72	\$5.90	\$11.80
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	17.00	0.53	\$107.84	\$3.05	\$6.30
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	17.00	0.53	\$100.56	\$3.05	\$6.90
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	17.00	0.53	\$102.01	\$1.70	\$3.40
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	19.00	0.47	\$37.89	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	17.00	0.53	\$129.70	\$2.62	\$5.23
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	15.00	0.60	\$30.60	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	23.00	0.39	\$37.89	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	17.00	0.53	\$59.75	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	21.00	0.43	\$93.27	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	17.00	0.53	\$28.24	\$3.50	\$6.70
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	15.00	0.60	\$118.04	\$8.90	\$12.10
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	17.00	0.53	\$80.15	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	28.00	0.32	\$83.07	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	17.00	0.53	\$83.07	\$3.65	\$7.30
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	15.00	0.60	\$104.93	\$6.35	\$12.70
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	17.00	0.53	\$110.76	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	17.00	0.53	\$29.15	\$3.35	\$6.70
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	15.00	0.60	\$106.39	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	17.00	0.53	\$74.32	\$3.35	\$6.70
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	15.00	0.60	\$62.67	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	15.00	0.60	\$106.39	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR In Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,321,064	57%	1,753,974	NA	1,753,974	\$203,033,602	NA	\$203,033,602	2%
	Connect Air	1,090,355	678,922	38%	411,433	NA	411,433	\$43,510,086	NA	\$43,510,086	1%
	Rail	596,839	0	94%	563,724	NA	563,724	\$49,151,920	NA	\$49,151,920	0%
	Bus	378,703	262,850	39%	148,968	NA	148,968	\$10,452,788	NA	\$10,452,788	0%
	Auto	11,487,187	10,272,147	11%	1,215,040	NA	1,215,040	\$96,098,867	NA	\$96,098,867	16%
	Noncaptive Auto	7,221,317	6,325,355	12%	895,962	NA	895,962	\$68,507,984	NA	\$68,507,984	10%
	Destination Captive Auto	3,499,370	3,180,292	9%	319,078	NA	319,078	\$27,590,883	NA	\$27,590,883	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,721,665	NA	NA	NA	NA	NA	NA	NA	8%
	Total	16,628,122	17,256,648	25%	4,093,139	628,526	4,721,665	\$402,247,264	\$56,742,969	\$458,990,233	28%
Nonbusiness	Local Air	548,809	263,310	52%	285,499	NA	285,499	\$25,053,029	NA	\$25,053,029	0%
	Connect Air	984,305	611,939	38%	372,365	NA	372,365	\$29,577,638	NA	\$29,577,638	1%
	Rail	1,257,753	0	92%	1,157,354	NA	1,157,354	\$79,889,551	NA	\$79,889,551	0%
	Bus	1,523,136	585,237	68%	1,038,297	NA	1,038,297	\$50,354,057	NA	\$50,354,057	1%
	Auto	40,088,331	37,625,762	6%	2,462,569	NA	2,462,569	\$135,157,010	NA	\$135,157,010	60%
	Noncaptive Auto	27,596,052	25,608,872	7%	1,987,180	NA	1,987,180	\$106,904,540	NA	\$106,904,540	41%
	Destination Captive Auto	10,577,203	10,101,814	4%	475,389	NA	475,389	\$28,252,471	NA	\$28,252,471	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	6,259,039	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,345,288	12%	5,316,085	942,955	6,259,039	\$320,031,286	\$50,421,405	\$370,452,691	72%
Total	Local Air	3,623,847	1,584,374	56%	2,039,473	NA	2,039,473	\$228,086,632	NA	\$228,086,632	3%
	Connect Air	2,074,660	1,290,861	38%	783,799	NA	783,799	\$73,087,724	NA	\$73,087,724	2%
	Rail	1,854,592	0	93%	1,721,078	NA	1,721,078	\$129,041,472	NA	\$129,041,472	0%
	Bus	1,901,839	848,087	62%	1,187,265	NA	1,187,265	\$60,806,845	NA	\$60,806,845	1%
	Auto	51,575,518	47,897,909	7%	3,677,609	NA	3,677,609	\$231,255,878	NA	\$231,255,878	77%
	Noncaptive Auto	34,817,370	31,934,228	8%	2,883,142	NA	2,883,142	\$175,412,524	NA	\$175,412,524	51%
	Destination Captive Auto	14,076,573	13,282,106	6%	794,467	NA	794,467	\$55,843,354	NA	\$55,843,354	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	10,980,705	NA	NA	NA	NA	NA	NA	NA	18%
	Total	61,030,456	62,601,937	15%	9,409,224	1,571,481	10,980,705	\$722,278,550	\$107,164,374	\$829,442,925	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	906,135	39%	572,456	NA	572,456	\$73,793,475	NA	\$73,793,475	19%
	Connect Air	309,365	217,892	30%	91,472	NA	91,472	\$11,791,434	NA	\$11,791,434	5%
	Rail	123,770	0	86%	106,687	NA	106,687	\$13,752,659	NA	\$13,752,659	0%
	Bus	12,730	21,657	64%	8,156	NA	8,156	\$1,051,390	NA	\$1,051,390	0%
	Auto	352,946	269,823	24%	83,123	NA	83,123	\$10,715,088	NA	\$10,715,088	6%
	Noncaptive Auto	161,610	110,062	32%	51,548	NA	51,548	\$6,644,887	NA	\$6,644,887	2%
	Destination Captive Auto	180,035	148,460	18%	31,575	NA	31,575	\$4,070,201	NA	\$4,070,201	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	908,813	NA	NA	NA	NA	NA	NA	NA	19%
	Total	2,277,401	2,324,320	38%	861,894	46,919	908,813	\$111,104,046	\$6,048,202	\$117,152,248	50%
Nonbusiness	Local Air	273,347	171,598	37%	101,749	NA	101,749	\$9,875,689	NA	\$9,875,689	4%
	Connect Air	345,980	235,794	32%	110,186	NA	110,186	\$10,694,559	NA	\$10,694,559	5%
	Rail	345,891	0	85%	295,281	NA	295,281	\$28,659,726	NA	\$28,659,726	0%
	Bus	105,446	97,489	56%	58,568	NA	58,568	\$5,684,559	NA	\$5,684,559	2%
	Auto	1,224,716	1,126,044	8%	98,672	NA	98,672	\$9,577,041	NA	\$9,577,041	24%
	Noncaptive Auto	571,514	505,871	11%	65,643	NA	65,643	\$6,371,232	NA	\$6,371,232	11%
	Destination Captive Auto	607,226	574,196	5%	33,029	NA	33,029	\$3,205,809	NA	\$3,205,809	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	720,603	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,295,381	2,351,529	29%	664,455	56,148	720,603	\$64,491,574	\$5,449,661	\$69,941,234	50%
Total	Local Air	1,751,937	1,077,733	38%	674,205	NA	674,205	\$83,669,164	NA	\$83,669,164	23%
	Connect Air	655,345	453,687	31%	201,658	NA	201,658	\$22,485,993	NA	\$22,485,993	10%
	Rail	469,662	0	86%	401,967	NA	401,967	\$42,412,384	NA	\$42,412,384	0%
	Bus	118,176	119,146	56%	66,724	NA	66,724	\$6,735,949	NA	\$6,735,949	3%
	Auto	1,577,662	1,395,867	12%	181,795	NA	181,795	\$20,292,129	NA	\$20,292,129	30%
	Noncaptive Auto	733,124	615,934	16%	117,191	NA	117,191	\$13,016,119	NA	\$13,016,119	13%
	Destination Captive Auto	787,260	722,656	8%	64,604	NA	64,604	\$7,276,010	NA	\$7,276,010	15%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,629,416	NA	NA	NA	NA	NA	NA	NA	35%
	Total	4,572,781	4,675,848	33%	1,526,349	103,067	1,629,416	\$175,595,620	\$11,497,863	\$187,093,483	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	5,607	91%	55,736	NA	55,736	\$4,564,439	NA	\$4,564,439	0%
	Connect Air	127,383	122,255	4%	5,127	NA	5,127	\$419,909	NA	\$419,909	1%
	Rail	49,447	0	99%	48,922	NA	48,922	\$4,006,414	NA	\$4,006,414	0%
	Bus	164,431	145,874	12%	19,082	NA	19,082	\$1,562,693	NA	\$1,562,693	2%
	Auto	2,042,002	1,746,355	14%	295,647	NA	295,647	\$24,211,668	NA	\$24,211,668	19%
	Noncaptive Auto	1,134,680	918,575	19%	216,105	NA	216,105	\$17,697,683	NA	\$17,697,683	10%
	Destination Captive Auto	824,082	744,540	10%	79,542	NA	79,542	\$6,513,985	NA	\$6,513,985	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	478,567	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,498,658	17%	424,515	54,052	478,567	\$34,765,123	\$4,426,538	\$39,191,661	27%
Nonbusiness	Local Air	9,113	1,574	83%	7,539	NA	7,539	\$468,743	NA	\$468,743	0%
	Connect Air	51,630	49,924	3%	1,706	NA	1,706	\$106,060	NA	\$106,060	1%
	Rail	90,524	0	99%	89,417	NA	89,417	\$5,559,797	NA	\$5,559,797	0%
	Bus	254,712	212,059	17%	43,760	NA	43,760	\$2,720,942	NA	\$2,720,942	2%
	Auto	6,166,304	5,642,798	8%	523,506	NA	523,506	\$32,550,892	NA	\$32,550,892	62%
	Noncaptive Auto	4,217,405	3,779,602	10%	437,804	NA	437,804	\$27,222,026	NA	\$27,222,026	41%
	Destination Captive Auto	1,754,742	1,669,039	5%	85,703	NA	85,703	\$5,328,866	NA	\$5,328,866	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	730,618	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,636,973	10%	665,927	64,691	730,618	\$41,406,434	\$4,022,404	\$45,428,838	73%
Total	Local Air	70,456	7,181	90%	63,275	NA	63,275	\$5,033,182	NA	\$5,033,182	0%
	Connect Air	179,013	172,179	4%	6,833	NA	6,833	\$525,969	NA	\$525,969	2%
	Rail	139,971	0	99%	138,339	NA	138,339	\$9,566,211	NA	\$9,566,211	0%
	Bus	419,143	357,933	15%	62,842	NA	62,842	\$4,283,635	NA	\$4,283,635	4%
	Auto	8,208,306	7,389,153	10%	819,153	NA	819,153	\$56,762,560	NA	\$56,762,560	81%
	Noncaptive Auto	5,352,086	4,698,177	12%	653,909	NA	653,909	\$44,919,709	NA	\$44,919,709	51%
	Destination Captive Auto	2,578,824	2,413,579	6%	165,244	NA	165,244	\$11,842,851	NA	\$11,842,851	26%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,209,185	NA	NA	NA	NA	NA	NA	NA	13%
	Total	9,016,888	9,135,631	12%	1,090,442	118,743	1,209,185	\$76,171,557	\$8,448,942	\$84,620,499	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	147,153	83%	725,211	NA	725,211	\$79,187,056	NA	\$79,187,056	3%
	Connect Air	335,175	144,145	57%	191,031	NA	191,031	\$20,858,954	NA	\$20,858,954	3%
	Rail	76,815	0	100%	76,441	NA	76,441	\$8,346,684	NA	\$8,346,684	0%
	Bus	18,533	919	97%	17,988	NA	17,988	\$1,964,128	NA	\$1,964,128	0%
	Auto	530,589	395,507	25%	135,082	NA	135,082	\$14,749,807	NA	\$14,749,807	9%
	Noncaptive Auto	231,840	146,070	37%	85,770	NA	85,770	\$9,365,418	NA	\$9,365,418	3%
	Destination Captive Auto	234,244	184,932	21%	49,311	NA	49,311	\$5,384,389	NA	\$5,384,389	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,356,056	NA	NA	NA	NA	NA	NA	NA	30%
	Total	1,833,476	2,043,780	62%	1,145,752	210,304	1,356,056	\$125,106,629	\$22,963,486	\$148,070,115	45%
Nonbusiness	Local Air	114,164	27,588	76%	86,576	NA	86,576	\$7,483,918	NA	\$7,483,918	1%
	Connect Air	278,334	136,395	51%	141,939	NA	141,939	\$12,269,697	NA	\$12,269,697	3%
	Rail	124,661	0	99%	123,784	NA	123,784	\$10,700,303	NA	\$10,700,303	0%
	Bus	103,970	24,812	77%	80,034	NA	80,034	\$6,918,458	NA	\$6,918,458	1%
	Auto	1,742,396	1,549,367	11%	193,029	NA	193,029	\$16,686,094	NA	\$16,686,094	34%
	Noncaptive Auto	897,762	761,848	15%	135,914	NA	135,914	\$11,748,845	NA	\$11,748,845	17%
	Destination Captive Auto	779,327	722,212	7%	57,115	NA	57,115	\$4,937,249	NA	\$4,937,249	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	739,761	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,363,525	2,477,924	26%	625,362	114,398	739,761	\$54,058,470	\$9,888,994	\$63,947,464	55%
Total	Local Air	986,529	174,742	82%	811,787	NA	811,787	\$86,670,974	NA	\$86,670,974	4%
	Connect Air	613,510	280,540	54%	332,970	NA	332,970	\$33,128,651	NA	\$33,128,651	6%
	Rail	201,476	0	99%	200,224	NA	200,224	\$19,046,987	NA	\$19,046,987	0%
	Bus	122,503	25,732	80%	98,022	NA	98,022	\$8,882,586	NA	\$8,882,586	1%
	Auto	2,272,985	1,944,874	14%	328,111	NA	328,111	\$31,435,901	NA	\$31,435,901	43%
	Noncaptive Auto	1,129,602	907,918	20%	221,684	NA	221,684	\$21,114,263	NA	\$21,114,263	20%
	Destination Captive Auto	1,013,571	907,144	11%	106,427	NA	106,427	\$10,321,638	NA	\$10,321,638	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,095,817	NA	NA	NA	NA	NA	NA	NA	46%
	Total	4,197,001	4,521,704	42%	1,771,114	324,703	2,095,817	\$179,165,099	\$32,852,480	\$212,017,579	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	3,591	84%	19,184	NA	19,184	\$1,105,537	NA	\$1,105,537	0%
	Connect Air	84,667	35,446	58%	49,221	NA	49,221	\$2,836,554	NA	\$2,836,554	1%
	Rail	69,704	0	98%	68,434	NA	68,434	\$3,943,759	NA	\$3,943,759	0%
	Bus	12,765	1,822	96%	12,214	NA	12,214	\$703,865	NA	\$703,865	0%
	Auto	1,423,393	1,228,412	14%	194,981	NA	194,981	\$11,236,548	NA	\$11,236,548	19%
	Noncaptive Auto	937,151	778,816	17%	158,335	NA	158,335	\$9,124,705	NA	\$9,124,705	12%
	Destination Captive Auto	433,582	396,936	8%	36,646	NA	36,646	\$2,111,843	NA	\$2,111,843	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	405,438	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,674,709	21%	344,033	61,405	405,438	\$19,826,264	\$3,538,719	\$23,364,983	27%
Nonbusiness	Local Air	10,829	1,124	90%	9,705	NA	9,705	\$382,682	NA	\$382,682	0%
	Connect Air	99,721	37,101	63%	62,620	NA	62,620	\$2,469,120	NA	\$2,469,120	1%
	Rail	141,631	0	98%	139,271	NA	139,271	\$5,491,500	NA	\$5,491,500	0%
	Bus	142,746	10,375	94%	134,731	NA	134,731	\$5,312,487	NA	\$5,312,487	0%
	Auto	4,077,350	3,696,831	9%	380,519	NA	380,519	\$15,003,985	NA	\$15,003,985	59%
	Noncaptive Auto	2,939,668	2,612,704	11%	326,963	NA	326,963	\$12,892,284	NA	\$12,892,284	41%
	Destination Captive Auto	1,018,936	965,381	5%	53,555	NA	53,555	\$2,111,701	NA	\$2,111,701	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	893,382	NA	NA	NA	NA	NA	NA	NA	14%
	Total	4,472,277	4,638,814	16%	726,846	166,536	893,382	\$28,659,774	\$6,566,589	\$35,226,362	73%
Total	Local Air	33,604	4,715	86%	28,889	NA	28,889	\$1,488,219	NA	\$1,488,219	0%
	Connect Air	184,387	72,547	61%	111,841	NA	111,841	\$5,305,674	NA	\$5,305,674	1%
	Rail	211,335	0	98%	207,705	NA	207,705	\$9,435,259	NA	\$9,435,259	0%
	Bus	155,512	12,197	94%	146,945	NA	146,945	\$6,016,352	NA	\$6,016,352	0%
	Auto	5,500,743	4,925,244	10%	575,500	NA	575,500	\$26,240,533	NA	\$26,240,533	78%
	Noncaptive Auto	3,876,819	3,391,520	13%	485,299	NA	485,299	\$22,016,990	NA	\$22,016,990	54%
	Destination Captive Auto	1,452,518	1,362,317	6%	90,201	NA	90,201	\$4,223,543	NA	\$4,223,543	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,298,820	NA	NA	NA	NA	NA	NA	NA	21%
	Total	6,085,581	6,313,523	18%	1,070,879	227,942	1,298,820	\$48,486,037	\$10,105,308	\$58,591,345	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	3,602	91%	36,272	NA	36,272	\$4,290,655	NA	\$4,290,655	1%
	Connect Air	2,640	875	67%	1,765	NA	1,765	\$208,756	NA	\$208,756	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$155,332	NA	\$155,332	0%
	Bus	4,792	3,969	17%	824	NA	824	\$97,451	NA	\$97,451	1%
	Auto	44,460	32,481	27%	11,980	NA	11,980	\$1,417,104	NA	\$1,417,104	7%
	Noncaptive Auto	26,567	17,840	33%	8,727	NA	8,727	\$1,032,371	NA	\$1,032,371	4%
	Destination Captive Auto	17,893	14,641	18%	3,252	NA	3,252	\$384,734	NA	\$384,734	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	62,260	NA	NA	NA	NA	NA	NA	NA	14%
	Total	93,080	103,187	56%	52,154	10,107	62,260	\$6,169,298	\$1,195,555	\$7,364,854	23%
Nonbusiness	Local Air	6,651	174	97%	6,477	NA	6,477	\$540,263	NA	\$540,263	0%
	Connect Air	386	97	75%	289	NA	289	\$24,101	NA	\$24,101	0%
	Rail	8,280	0	100%	8,272	NA	8,272	\$689,986	NA	\$689,986	0%
	Bus	14,948	10,331	31%	4,624	NA	4,624	\$385,698	NA	\$385,698	2%
	Auto	299,522	265,468	11%	34,054	NA	34,054	\$2,840,482	NA	\$2,840,482	60%
	Noncaptive Auto	185,795	159,065	14%	26,730	NA	26,730	\$2,229,541	NA	\$2,229,541	36%
	Destination Captive Auto	105,650	98,325	7%	7,325	NA	7,325	\$610,941	NA	\$610,941	22%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	61,939	NA	NA	NA	NA	NA	NA	NA	14%
	Total	329,787	338,009	16%	53,717	8,222	61,939	\$4,480,529	\$685,810	\$5,166,339	77%
Total	Local Air	46,525	3,776	92%	42,749	NA	42,749	\$4,830,918	NA	\$4,830,918	1%
	Connect Air	3,026	972	68%	2,054	NA	2,054	\$232,857	NA	\$232,857	0%
	Rail	9,594	0	100%	9,585	NA	9,585	\$845,318	NA	\$845,318	0%
	Bus	19,740	14,300	28%	5,448	NA	5,448	\$483,149	NA	\$483,149	3%
	Auto	343,983	297,948	13%	46,034	NA	46,034	\$4,257,586	NA	\$4,257,586	68%
	Noncaptive Auto	212,362	176,905	17%	35,457	NA	35,457	\$3,261,912	NA	\$3,261,912	40%
	Destination Captive Auto	123,543	112,966	9%	10,577	NA	10,577	\$995,674	NA	\$995,674	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	124,199	NA	NA	NA	NA	NA	NA	NA	28%
	Total	422,867	441,196	25%	105,870	18,329	124,199	\$10,649,828	\$1,881,365	\$12,531,193	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
3 more HSR trains per day

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	19,423	88%	140,897	NA	140,897	\$11,965,930	NA	\$11,965,930	1%
	Connect Air	37,302	12,796	66%	24,506	NA	24,506	\$2,081,244	NA	\$2,081,244	1%
	Rail	30,385	0	99%	30,030	NA	30,030	\$2,550,329	NA	\$2,550,329	0%
	Bus	7,366	432	99%	7,290	NA	7,290	\$619,081	NA	\$619,081	0%
	Auto	305,589	254,829	17%	50,760	NA	50,760	\$4,310,906	NA	\$4,310,906	12%
	Noncaptive Auto	135,317	103,873	23%	31,445	NA	31,445	\$2,670,499	NA	\$2,670,499	5%
	Destination Captive Auto	159,825	140,509	12%	19,316	NA	19,316	\$1,640,407	NA	\$1,640,407	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	299,769	NA	NA	NA	NA	NA	NA	NA	14%
	Total	540,962	587,248	47%	253,483	46,286	299,769	\$21,527,490	\$3,930,948	\$25,458,438	28%
Nonbusiness	Local Air	33,475	9,611	71%	23,864	NA	23,864	\$1,556,198	NA	\$1,556,198	0%
	Connect Air	50,354	23,458	53%	26,896	NA	26,896	\$1,753,947	NA	\$1,753,947	1%
	Rail	78,888	0	99%	77,739	NA	77,739	\$5,069,495	NA	\$5,069,495	0%
	Bus	32,673	2,969	94%	30,853	NA	30,853	\$2,011,987	NA	\$2,011,987	0%
	Auto	1,248,467	1,149,419	8%	99,048	NA	99,048	\$6,459,088	NA	\$6,459,088	55%
	Noncaptive Auto	715,216	639,472	11%	75,744	NA	75,744	\$4,939,393	NA	\$4,939,393	31%
	Destination Captive Auto	467,128	443,824	5%	23,304	NA	23,304	\$1,519,695	NA	\$1,519,695	21%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	299,374	NA	NA	NA	NA	NA	NA	NA	14%
	Total	1,443,857	1,484,831	18%	258,400	40,974	299,374	\$16,850,714	\$2,672,001	\$19,522,715	72%
Total	Local Air	193,795	29,034	85%	164,761	NA	164,761	\$13,522,128	NA	\$13,522,128	1%
	Connect Air	87,656	36,253	59%	51,402	NA	51,402	\$3,835,191	NA	\$3,835,191	2%
	Rail	109,273	0	99%	107,769	NA	107,769	\$7,619,824	NA	\$7,619,824	0%
	Bus	40,039	3,401	95%	38,143	NA	38,143	\$2,631,067	NA	\$2,631,067	0%
	Auto	1,554,056	1,404,248	10%	149,808	NA	149,808	\$10,769,994	NA	\$10,769,994	68%
	Noncaptive Auto	850,534	743,345	13%	107,189	NA	107,189	\$7,609,893	NA	\$7,609,893	36%
	Destination Captive Auto	626,952	584,333	7%	42,620	NA	42,620	\$3,160,101	NA	\$3,160,101	28%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	599,143	NA	NA	NA	NA	NA	NA	NA	29%
	Total	1,984,819	2,072,079	26%	511,883	87,260	599,143	\$38,378,204	\$6,602,949	\$44,981,153	100%

2005 Link Volumes

Base Run - 300+ kph / Composite ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

3 more HSR trains per day

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	944,080	944,080	1,888,160
Kitch.-Waterloo-London	1,901,994	1,901,994	3,803,988
Kitch.-Waterloo-Toronto	2,123,393	2,123,393	4,246,787
Kingston-Toronto	2,499,899	2,499,899	4,999,797
Kingston-Ottawa	2,337,740	2,337,740	4,675,481
Montreal-Ottawa	1,702,317	1,702,317	3,404,634
Montreal-Trois Rivières	1,679,063	1,679,063	3,358,125
Quebec-Trois Rivières	1,376,900	1,376,900	2,753,801

2005 Station Volumes

Base Run - 300+ kph / Composite ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

3 more HSR trains per day

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	608,235	608,235	1,216,469
Kitchener	254,243	254,243	508,487
London	941,513	941,513	1,883,027
Montreal	2,304,748	2,304,748	4,609,495
Ottawa	1,951,462	1,951,462	3,902,924
Quebec	769,827	769,827	1,539,654
Toronto	3,413,502	3,413,502	6,827,005
Trois Rivières	187,054	187,054	374,107
Windsor	550,120	550,120	1,100,241
Total	10,980,705	10,980,705	21,961,410

SENSITIVITY ANALYSIS
3 more HSR trains per day

Diverted HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares **Base Case / HSR in Full Corridor**

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH. WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH. WATERLOO	0	0	0	774	2,164	1,178	0	0	2,181	2,567	4,250	995	14,109
KINGSTON-LONDON	841	0	1,088	36	1,428	114	0	0	5,616	2,073	8,170	1,637	21,004
KINGSTON-MONTREAL	26	0	12,953	2,980	1,753	1,588	0	0	20,090	31,867	14,662	6,469	92,388
KINGSTON-OTTAWA	0	0	13,424	7,045	32,505	8,772	0	0	17,964	57,912	93,205	17,651	248,478
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,149	0	366	126	2,065
KINGSTON-TORONTO	8,792	21,250	69,707	7,304	67,181	19,052	5,024	12,569	122,414	79,598	154,918	34,505	602,315
KINGSTON-TROIS RIVIERES	0	0	0	0	1,538	0	0	0	0	0	0	0	1,538
KINGSTON-WINDSOR	0	0	1,310	0	841	322	0	0	3,461	915	1,019	503	8,371
KITCH. WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,086	10,141	0	0	31,240
KITCH. WATERLOO-MONTREAL	0	0	1,520	113	5,130	3,013	0	0	4,472	1,457	7,131	1,956	24,791
KITCH. WATERLOO-OTTAWA	0	0	719	500	1,459	3,453	0	0	3,097	3,552	13,092	4,688	30,558
KITCH. WATERLOO-QUEBEC	0	0	0	0	4,487	0	0	0	488	0	466	87	5,529
KITCH. WATERLOO-TORONTO	0	0	4,199	21,550	0	0	0	0	29,429	168,750	0	0	223,927
KITCH. WATERLOO-TROIS RIVIERES	0	0	0	0	0	212	0	0	0	0	0	0	212
KITCH. WATERLOO-WINDSOR	0	0	0	375	14,283	3,438	0	0	2,811	947	19,474	5,160	46,488
LONDON-MONTREAL	16,000	0	391	217	225	2,036	3,439	0	12,132	1,733	11,088	1,219	48,479
LONDON-OTTAWA	33,863	990	1,497	182	5,510	2,288	7,665	157	8,796	4,819	9,668	2,890	78,324
LONDON-QUEBEC	2,349	0	0	0	138	0	143	0	585	0	48	308	3,572
LONDON-TORONTO	19,184	49,221	68,434	12,214	158,335	36,646	9,705	62,620	139,271	134,731	326,963	53,555	1,070,879
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,631	631	70,484	16,090	0	0	27,344	21,506	120,109	30,786	295,583
MONTREAL-OTTAWA	41,956	6,269	104,368	22,173	85,243	28,032	8,636	5,042	108,747	222,192	286,239	78,967	997,864
MONTREAL-QUEBEC	55,736	5,127	48,922	19,082	216,105	79,542	7,539	1,706	89,417	43,760	437,804	85,703	1,090,442
MONTREAL-TORONTO	572,456	91,472	106,687	8,156	51,548	31,575	101,749	110,186	295,281	58,568	65,643	33,029	1,526,349
MONTREAL-TROIS RIVIERES	0	0	0	15,321	40,516	4,130	0	0	0	53,180	157,453	16,144	286,744
MONTREAL-WINDSOR	28,799	0	1,918	56	795	69	8,833	0	7,195	199	3,012	292	51,168
OTTAWA-QUEBEC	36,272	1,765	1,313	824	8,727	3,252	6,477	289	8,272	4,624	26,730	7,325	105,870
OTTAWA-TORONTO	725,211	191,031	76,441	17,988	85,770	49,311	86,576	141,939	123,784	80,034	135,914	57,115	1,771,114
OTTAWA-TROIS RIVIERES	0	0	0	2,037	1,110	0	0	0	0	9,411	1,253	65	13,877
OTTAWA-WINDSOR	6,712	0	819	51	1,507	0	3,690	0	6,745	2,249	3,914	3,603	29,289
QUEBEC-TORONTO	64,882	19,802	7,690	470	4,917	4,968	12,159	10,961	18,648	4,572	6,771	6,725	162,566
QUEBEC-TROIS RIVIERES	0	0	0	734	819	422	0	0	0	2,237	902	445	5,559
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,142	0	157	0	1,298
TORONTO-TROIS RIVIERES	0	0	0	91	0	256	0	0	0	3,850	1,017	137	5,351
TORONTO-WINDSOR	140,897	24,506	30,030	7,290	31,445	19,316	23,864	26,896	77,739	30,853	75,744	23,304	511,883
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,753,974	411,433	563,724	148,968	895,962	319,078	285,499	372,365	1,157,354	1,038,297	1,987,180	475,389	9,409,224

Total HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS
3 more HSR trains per day

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	4,460	13,439	17,899
KINGSTON-LONDON	4,590	20,303	24,893
KINGSTON-MONTREAL	22,870	89,384	112,254
KINGSTON-OTTAWA	78,118	251,372	329,490
KINGSTON-QUEBEC	604	2,041	2,645
KINGSTON-TORONTO	245,333	471,837	717,170
KINGSTON-TROIS RIVIERES	1,687	0	1,687
KINGSTON-WINDSOR	2,992	7,439	10,431
KITCH.-WATERLOO-LONDON	3,889	62,868	66,757
KITCH.-WATERLOO-MONTREAL	11,496	19,387	30,883
KITCH.-WATERLOO-OTTAWA	7,087	28,678	35,766
KITCH.-WATERLOO-QUEBEC	5,473	1,146	6,618
KITCH.-WATERLOO-TORONTO	32,109	265,302	297,411
KITCH.-WATERLOO-TROIS RIVIERES	250	0	250
KITCH.-WATERLOO-WINDSOR	19,942	32,961	52,903
LONDON-MONTREAL	20,554	33,324	53,877
LONDON-OTTAWA	50,591	38,902	89,493
LONDON-QUEBEC	3,427	1,312	4,739
LONDON-TORONTO	405,438	893,382	1,298,820
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	109,488	234,959	344,447
MONTREAL-OTTAWA	352,051	824,807	1,176,859
MONTREAL-QUEBEC	478,567	730,618	1,209,185
MONTREAL-TORONTO	908,813	720,603	1,629,416
MONTREAL-TROIS RIVIERES	69,652	271,967	341,619
MONTREAL-WINDSOR	33,314	22,088	55,401
OTTAWA-QUEBEC	62,260	61,939	124,199
OTTAWA-TORONTO	1,356,056	739,761	2,095,817
OTTAWA-TROIS RIVIERES	3,504	11,476	14,980
OTTAWA-WINDSOR	11,049	25,272	36,320
QUEBEC-TORONTO	113,150	69,014	182,164
QUEBEC-TROIS RIVIERES	2,701	5,807	8,507
QUEBEC-WINDSOR	0	1,595	1,595
TORONTO-TROIS RIVIERES	380	6,683	7,064
TORONTO-WINDSOR	299,769	299,374	599,143
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,721,665	6,259,039	10,980,705

HSR Input Data for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

SENSITIVITY ANALYSIS

3 more HSR trains per day

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	15.00	0.60	\$59.15	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	15.00	0.60	\$59.15	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	15.00	0.60	\$31.09	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	15.00	0.60	\$75.83	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	15.00	0.60	\$84.17	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	15.00	0.60	\$162.27	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	15.00	0.60	\$23.51	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	15.00	0.60	\$23.51	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	15.00	0.60	\$80.00	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	18.00	0.50	\$101.61	\$8.40	\$16.80
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	17.00	0.53	\$107.68	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	21.00	0.43	\$66.73	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	21.00	0.43	\$47.01	\$8.15	\$18.30
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	14.00	0.64	\$66.73	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	26.00	0.35	\$69.76	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	14.00	0.64	\$71.28	\$7.56	\$15.11
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	15.00	0.60	\$127.39	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	20.00	0.45	\$30.33	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	18.00	0.50	\$151.66	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	18.00	0.50	\$141.04	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	14.00	0.64	\$106.16	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	21.00	0.43	\$31.85	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	14.00	0.64	\$27.30	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	15.00	0.60	\$65.21	\$11.95	\$23.90
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	18.00	0.50	\$160.75	\$7.15	\$15.70
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	18.00	0.50	\$150.14	\$7.15	\$17.30
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	14.00	0.64	\$80.38	\$3.40	\$6.79
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	20.00	0.45	\$57.63	\$7.15	\$15.80
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	14.00	0.64	\$156.20	\$5.23	\$10.46
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	15.00	0.60	\$45.50	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	21.00	0.43	\$65.21	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	16.00	0.56	\$81.89	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	21.00	0.43	\$128.91	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	16.00	0.56	\$41.71	\$9.00	\$17.50
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	14.00	0.64	\$175.92	\$15.25	\$23.80
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	14.00	0.64	\$118.29	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	28.00	0.32	\$109.19	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	14.00	0.64	\$95.54	\$9.00	\$19.10
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	14.00	0.64	\$156.20	\$15.25	\$25.40
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	14.00	0.64	\$165.30	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	16.00	0.56	\$42.65	\$7.55	\$15.10
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	12.00	0.75	\$36.40	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	14.00	0.64	\$141.04	\$9.00	\$17.60
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	15.00	0.60	\$84.93	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	14.00	0.64	\$121.32	\$6.03	\$12.07

HSR Input Data for 2005 / 300+ kph / Comp

HSR in Full corridor

SENSITIVITY ANALYSIS

3 more HSR trains per day

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	15.00	0.60	\$49.67	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	15.00	0.60	\$49.67	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	15.00	0.60	\$28.81	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	15.00	0.60	\$98.58	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	15.00	0.60	\$95.54	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	15.00	0.60	\$128.91	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	15.00	0.60	\$28.06	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	15.00	0.60	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	15.00	0.60	\$40.57	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	18.00	0.50	\$71.28	\$3.80	\$7.60
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	17.00	0.53	\$75.83	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	21.00	0.43	\$51.56	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	21.00	0.43	\$34.88	\$4.65	\$8.50
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	14.00	0.64	\$80.38	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	26.00	0.35	\$62.18	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	14.00	0.64	\$66.98	\$3.78	\$7.56
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	15.00	0.60	\$89.48	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	20.00	0.45	\$21.23	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	18.00	0.50	\$106.16	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	18.00	0.50	\$98.58	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	14.00	0.64	\$163.79	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	21.00	0.43	\$22.75	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	14.00	0.64	\$150.14	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	15.00	0.60	\$45.50	\$5.90	\$11.80
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	18.00	0.50	\$112.22	\$3.05	\$6.30
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	18.00	0.50	\$104.64	\$3.05	\$6.90
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	14.00	0.64	\$106.16	\$1.70	\$3.40
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	20.00	0.45	\$39.43	\$3.05	\$6.30
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	14.00	0.64	\$134.97	\$2.62	\$5.23
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	15.00	0.60	\$31.85	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	21.00	0.43	\$39.43	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	16.00	0.56	\$62.18	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	21.00	0.43	\$97.06	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	16.00	0.56	\$29.38	\$3.50	\$6.70
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	14.00	0.64	\$122.84	\$8.90	\$12.10
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	14.00	0.64	\$83.41	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	28.00	0.32	\$86.44	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	14.00	0.64	\$86.44	\$3.65	\$7.30
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	14.00	0.64	\$109.19	\$6.35	\$12.70
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	14.00	0.64	\$115.26	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	16.00	0.56	\$30.33	\$3.35	\$6.70
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	12.00	0.75	\$110.71	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	14.00	0.64	\$77.34	\$3.35	\$6.70
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	15.00	0.60	\$65.21	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	14.00	0.64	\$110.71	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / North Shore via Mirabel ROW / HSR In Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,741,343	43%	1,333,695	NA	1,333,695	\$143,211,611	NA	\$143,211,611	3%
	Connect Air	1,090,355	746,160	32%	344,195	NA	344,195	\$34,208,912	NA	\$34,208,912	1%
	Rail	596,839	0	92%	551,229	NA	551,229	\$45,835,005	NA	\$45,835,005	0%
	Bus	378,703	291,697	35%	132,615	NA	132,615	\$8,798,472	NA	\$8,798,472	0%
	Auto	11,487,187	10,400,291	9%	1,086,896	NA	1,086,896	\$81,559,554	NA	\$81,559,554	17%
	Noncaptive Auto	7,221,317	6,413,780	11%	807,538	NA	807,538	\$58,722,437	NA	\$58,722,437	10%
	Destination Captive Auto	3,499,370	3,220,011	8%	279,359	NA	279,359	\$22,837,117	NA	\$22,837,117	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	3,907,891	NA	NA	NA	NA	NA	NA	NA	6%
	Total	16,628,122	17,087,383	21%	3,448,631	459,260	3,907,891	\$313,613,554	\$37,635,690	\$351,249,244	27%
Nonbusiness	Local Air	548,809	316,588	42%	232,222	NA	232,222	\$19,164,487	NA	\$19,164,487	1%
	Connect Air	984,305	654,253	34%	330,052	NA	330,052	\$24,905,648	NA	\$24,905,648	1%
	Rail	1,257,753	0	90%	1,128,587	NA	1,128,587	\$74,260,777	NA	\$74,260,777	0%
	Bus	1,523,136	663,394	65%	988,908	NA	988,908	\$45,770,532	NA	\$45,770,532	1%
	Auto	40,088,331	37,855,953	6%	2,232,378	NA	2,232,378	\$115,857,909	NA	\$115,857,909	61%
	Noncaptive Auto	27,596,052	25,787,980	7%	1,808,072	NA	1,808,072	\$92,113,944	NA	\$92,113,944	41%
	Destination Captive Auto	10,577,203	10,152,897	4%	424,306	NA	424,306	\$23,743,966	NA	\$23,743,966	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	5,712,624	NA	NA	NA	NA	NA	NA	NA	9%
	Total	44,402,334	45,202,811	11%	4,912,146	800,478	5,712,624	\$279,959,353	\$40,024,451	\$319,983,804	73%
Total	Local Air	3,623,847	2,057,930	43%	1,565,917	NA	1,565,917	\$162,376,098	NA	\$162,376,098	3%
	Connect Air	2,074,660	1,400,413	32%	674,247	NA	674,247	\$59,114,560	NA	\$59,114,560	2%
	Rail	1,854,592	0	91%	1,679,815	NA	1,679,815	\$120,095,782	NA	\$120,095,782	0%
	Bus	1,901,839	955,092	59%	1,121,523	NA	1,121,523	\$54,569,004	NA	\$54,569,004	2%
	Auto	51,575,518	48,256,244	6%	3,319,274	NA	3,319,274	\$197,417,463	NA	\$197,417,463	77%
	Noncaptive Auto	34,817,370	32,201,760	8%	2,615,610	NA	2,615,610	\$150,836,380	NA	\$150,836,380	52%
	Destination Captive Auto	14,076,573	13,372,908	5%	703,665	NA	703,665	\$46,581,083	NA	\$46,581,083	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	9,620,515	NA	NA	NA	NA	NA	NA	NA	15%
	Total	61,030,456	62,290,194	14%	8,360,777	1,259,738	9,620,515	\$593,572,907	\$77,660,141	\$671,233,048	100%

2005 Montréal-Toronto Forecast Summary by Mode

Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,154,963	22%	323,627	NA	323,627	\$40,088,835	NA	\$40,088,835	25%
	Connect Air	309,365	243,331	21%	66,034	NA	66,034	\$8,179,801	NA	\$8,179,801	5%
	Rail	123,770	0	78%	96,972	NA	96,972	\$12,012,273	NA	\$12,012,273	0%
	Bus	12,730	33,871	44%	5,657	NA	5,657	\$700,714	NA	\$700,714	1%
	Auto	352,946	284,614	19%	68,332	NA	68,332	\$8,464,467	NA	\$8,464,467	6%
	Noncaptive Auto	161,610	118,680	27%	42,931	NA	42,931	\$5,317,954	NA	\$5,317,954	3%
	Destination Captive Auto	180,035	154,634	14%	25,401	NA	25,401	\$3,146,513	NA	\$3,146,513	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	580,902	NA	NA	NA	NA	NA	NA	NA	13%
	Total	2,277,401	2,297,682	25%	560,621	20,281	580,902	\$69,446,089	\$2,512,274	\$71,958,363	50%
Nonbusiness	Local Air	273,347	202,532	26%	70,815	NA	70,815	\$6,604,855	NA	\$6,604,855	4%
	Connect Air	345,980	255,159	26%	90,821	NA	90,821	\$8,470,824	NA	\$8,470,824	6%
	Rail	345,891	0	78%	271,466	NA	271,466	\$25,319,526	NA	\$25,319,526	0%
	Bus	105,446	130,354	47%	49,517	NA	49,517	\$4,618,423	NA	\$4,618,423	3%
	Auto	1,224,716	1,143,873	7%	80,843	NA	80,843	\$7,540,161	NA	\$7,540,161	25%
	Noncaptive Auto	571,514	517,516	9%	53,998	NA	53,998	\$5,036,359	NA	\$5,036,359	11%
	Destination Captive Auto	607,226	580,381	4%	26,845	NA	26,845	\$2,503,801	NA	\$2,503,801	13%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	600,280	NA	NA	NA	NA	NA	NA	NA	13%
	Total	2,295,381	2,332,199	25%	563,462	36,818	600,280	\$52,553,789	\$3,434,016	\$55,987,805	50%
Total	Local Air	1,751,937	1,357,495	23%	394,442	NA	394,442	\$46,693,690	NA	\$46,693,690	29%
	Connect Air	655,345	498,490	24%	156,855	NA	156,855	\$16,650,625	NA	\$16,650,625	11%
	Rail	469,662	0	78%	368,439	NA	368,439	\$37,331,799	NA	\$37,331,799	0%
	Bus	118,176	164,225	47%	55,174	NA	55,174	\$5,319,137	NA	\$5,319,137	4%
	Auto	1,577,662	1,428,487	9%	149,174	NA	149,174	\$16,004,627	NA	\$16,004,627	31%
	Noncaptive Auto	733,124	636,196	13%	96,928	NA	96,928	\$10,354,313	NA	\$10,354,313	14%
	Destination Captive Auto	787,260	735,014	7%	52,246	NA	52,246	\$5,650,314	NA	\$5,650,314	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,181,182	NA	NA	NA	NA	NA	NA	NA	26%
	Total	4,572,781	4,629,881	25%	1,124,083	57,099	1,181,182	\$121,999,878	\$5,946,290	\$127,946,168	100%

2005 Montréal-Québec Forecast Summary by Mode

Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	8,382	86%	52,961	NA	52,961	\$4,167,830	NA	\$4,167,830	0%
	Connect Air	127,383	122,740	4%	4,643	NA	4,643	\$365,419	NA	\$365,419	1%
	Rail	49,447	0	99%	48,719	NA	48,719	\$3,833,958	NA	\$3,833,958	0%
	Bus	164,431	153,503	7%	11,657	NA	11,657	\$917,348	NA	\$917,348	2%
	Auto	2,042,002	1,777,120	13%	264,882	NA	264,882	\$20,845,154	NA	\$20,845,154	19%
	Noncaptive Auto	1,134,680	940,456	17%	194,224	NA	194,224	\$15,284,659	NA	\$15,284,659	10%
	Destination Captive Auto	824,082	753,424	9%	70,658	NA	70,658	\$5,560,495	NA	\$5,560,495	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	426,295	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,488,039	16%	382,862	43,433	426,295	\$30,129,710	\$3,418,002	\$33,547,712	27%
Nonbusiness	Local Air	9,113	1,997	78%	7,116	NA	7,116	\$425,160	NA	\$425,160	0%
	Connect Air	51,630	50,062	3%	1,568	NA	1,568	\$93,666	NA	\$93,666	1%
	Rail	90,524	0	98%	89,058	NA	89,058	\$5,321,252	NA	\$5,321,252	0%
	Bus	254,712	220,976	14%	35,202	NA	35,202	\$2,103,355	NA	\$2,103,355	2%
	Auto	6,166,304	5,692,247	8%	474,057	NA	474,057	\$28,325,238	NA	\$28,325,238	62%
	Noncaptive Auto	4,217,405	3,820,585	9%	396,820	NA	396,820	\$23,710,308	NA	\$23,710,308	42%
	Destination Captive Auto	1,754,742	1,677,505	4%	77,236	NA	77,236	\$4,614,930	NA	\$4,614,930	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	661,926	NA	NA	NA	NA	NA	NA	NA	7%
	Total	6,572,282	6,627,208	9%	607,000	54,926	661,926	\$36,268,672	\$3,281,871	\$39,550,543	73%
Total	Local Air	70,456	10,379	85%	60,077	NA	60,077	\$4,592,990	NA	\$4,592,990	0%
	Connect Air	179,013	172,802	3%	6,211	NA	6,211	\$459,085	NA	\$459,085	2%
	Rail	139,971	0	98%	137,776	NA	137,776	\$9,155,210	NA	\$9,155,210	0%
	Bus	419,143	374,478	11%	46,859	NA	46,859	\$3,020,703	NA	\$3,020,703	4%
	Auto	8,208,306	7,469,367	9%	738,938	NA	738,938	\$49,170,392	NA	\$49,170,392	82%
	Noncaptive Auto	5,352,086	4,761,042	11%	591,044	NA	591,044	\$38,994,967	NA	\$38,994,967	52%
	Destination Captive Auto	2,578,824	2,430,930	6%	147,894	NA	147,894	\$10,175,425	NA	\$10,175,425	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,088,220	NA	NA	NA	NA	NA	NA	NA	12%
	Total	9,016,888	9,115,247	11%	989,861	98,359	1,088,220	\$66,398,381	\$6,699,873	\$73,098,255	100%

2005 Ottawa-Toronto Forecast Summary by Mode

SENSITIVITY ANALYSIS

Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor

Optimized HSR Fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	227,398	74%	644,967	NA	644,967	\$67,675,131	NA	\$67,675,131	5%
	Connect Air	335,175	168,396	50%	166,779	NA	166,779	\$17,499,859	NA	\$17,499,859	4%
	Rail	76,815	0	99%	76,302	NA	76,302	\$8,006,277	NA	\$8,006,277	0%
	Bus	18,533	1,344	96%	17,701	NA	17,701	\$1,857,380	NA	\$1,857,380	0%
	Auto	530,589	411,242	22%	119,347	NA	119,347	\$12,522,823	NA	\$12,522,823	9%
	Noncaptive Auto	231,840	155,319	33%	76,521	NA	76,521	\$8,029,251	NA	\$8,029,251	4%
	Destination Captive Auto	234,244	191,418	18%	42,825	NA	42,825	\$4,493,572	NA	\$4,493,572	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,169,075	NA	NA	NA	NA	NA	NA	NA	26%
	Total	1,833,476	1,977,454	56%	1,025,097	143,978	1,169,075	\$107,561,470	\$15,107,360	\$122,668,831	45%
Nonbusiness	Local Air	114,164	35,597	69%	78,567	NA	78,567	\$6,526,395	NA	\$6,526,395	1%
	Connect Air	278,334	148,713	47%	129,621	NA	129,621	\$10,767,358	NA	\$10,767,358	3%
	Rail	124,661	0	99%	123,541	NA	123,541	\$10,262,296	NA	\$10,262,296	0%
	Bus	103,970	27,664	74%	77,426	NA	77,426	\$6,431,621	NA	\$6,431,621	1%
	Auto	1,742,396	1,572,475	10%	169,922	NA	169,922	\$14,115,060	NA	\$14,115,060	35%
	Noncaptive Auto	897,762	777,740	13%	120,022	NA	120,022	\$9,969,963	NA	\$9,969,963	18%
	Destination Captive Auto	779,327	729,427	6%	49,900	NA	49,900	\$4,145,097	NA	\$4,145,097	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	672,533	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,363,525	2,456,982	25%	579,076	93,457	672,533	\$48,102,730	\$7,763,320	\$55,866,050	55%
Total	Local Air	986,529	262,995	73%	723,533	NA	723,533	\$74,201,526	NA	\$74,201,526	6%
	Connect Air	613,510	317,109	48%	296,400	NA	296,400	\$28,267,217	NA	\$28,267,217	7%
	Rail	201,476	0	99%	199,843	NA	199,843	\$18,268,573	NA	\$18,268,573	0%
	Bus	122,503	29,008	78%	95,127	NA	95,127	\$8,289,001	NA	\$8,289,001	1%
	Auto	2,272,985	1,983,716	13%	289,268	NA	289,268	\$26,637,883	NA	\$26,637,883	45%
	Noncaptive Auto	1,129,602	933,059	17%	196,543	NA	196,543	\$17,999,215	NA	\$17,999,215	21%
	Destination Captive Auto	1,013,571	920,845	9%	92,725	NA	92,725	\$8,638,668	NA	\$8,638,668	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,841,608	NA	NA	NA	NA	NA	NA	NA	42%
	Total	4,197,001	4,434,437	38%	1,604,173	237,435	1,841,608	\$155,664,201	\$22,870,680	\$178,534,881	100%

2005 London-Toronto Forecast Summary by Mode

Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	4,870	79%	17,905	NA	17,905	\$991,538	NA	\$991,538	0%
	Connect Air	84,667	40,357	52%	44,309	NA	44,309	\$2,453,797	NA	\$2,453,797	1%
	Rail	69,704	0	97%	67,919	NA	67,919	\$3,761,250	NA	\$3,761,250	0%
	Bus	12,765	2,783	92%	11,767	NA	11,767	\$651,662	NA	\$651,662	0%
	Auto	1,423,393	1,243,564	13%	179,829	NA	179,829	\$9,958,725	NA	\$9,958,725	20%
	Noncaptive Auto	937,151	790,908	16%	146,243	NA	146,243	\$8,098,761	NA	\$8,098,761	13%
	Destination Captive Auto	433,582	399,995	8%	33,586	NA	33,586	\$1,859,964	NA	\$1,859,964	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	371,924	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,663,498	20%	321,730	50,195	371,924	\$17,816,972	\$2,779,711	\$20,596,683	27%
Nonbusiness	Local Air	10,829	1,405	87%	9,424	NA	9,424	\$357,100	NA	\$357,100	0%
	Connect Air	99,721	41,120	59%	58,601	NA	58,601	\$2,220,432	NA	\$2,220,432	1%
	Rail	141,631	0	98%	138,386	NA	138,386	\$5,243,551	NA	\$5,243,551	0%
	Bus	142,746	14,499	92%	131,492	NA	131,492	\$4,982,337	NA	\$4,982,337	0%
	Auto	4,077,350	3,723,884	9%	353,466	NA	353,466	\$13,393,070	NA	\$13,393,070	59%
	Noncaptive Auto	2,939,668	2,635,752	10%	303,916	NA	303,916	\$11,515,599	NA	\$11,515,599	42%
	Destination Captive Auto	1,018,936	969,387	5%	49,550	NA	49,550	\$1,877,470	NA	\$1,877,470	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	831,888	NA	NA	NA	NA	NA	NA	NA	13%
	Total	4,472,277	4,612,796	15%	691,370	140,518	831,888	\$26,196,490	\$5,324,340	\$31,520,829	73%
Total	Local Air	33,604	6,275	81%	27,329	NA	27,329	\$1,348,638	NA	\$1,348,638	0%
	Connect Air	184,387	81,477	56%	102,910	NA	102,910	\$4,674,229	NA	\$4,674,229	1%
	Rail	211,335	0	98%	206,305	NA	206,305	\$9,004,802	NA	\$9,004,802	0%
	Bus	155,512	17,282	92%	143,260	NA	143,260	\$5,633,999	NA	\$5,633,999	0%
	Auto	5,500,743	4,967,448	10%	533,295	NA	533,295	\$23,351,794	NA	\$23,351,794	79%
	Noncaptive Auto	3,876,819	3,426,660	12%	450,159	NA	450,159	\$19,614,360	NA	\$19,614,360	55%
	Destination Captive Auto	1,452,518	1,369,382	6%	83,136	NA	83,136	\$3,737,434	NA	\$3,737,434	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,203,812	NA	NA	NA	NA	NA	NA	NA	19%
	Total	6,085,581	6,276,294	17%	1,013,099	190,713	1,203,812	\$44,013,462	\$8,104,050	\$52,117,512	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	8,790	78%	31,084	NA	31,084	\$3,533,353	NA	\$3,533,353	2%
	Connect Air	2,640	1,203	54%	1,437	NA	1,437	\$163,307	NA	\$163,307	0%
	Rail	1,314	0	100%	1,312	NA	1,312	\$149,153	NA	\$149,153	0%
	Bus	4,792	4,421	8%	373	NA	373	\$42,353	NA	\$42,353	1%
	Auto	44,460	35,349	20%	9,111	NA	9,111	\$1,035,674	NA	\$1,035,674	8%
	Noncaptive Auto	26,567	19,843	25%	6,725	NA	6,725	\$764,405	NA	\$764,405	5%
	Destination Captive Auto	17,893	15,507	13%	2,386	NA	2,386	\$271,269	NA	\$271,269	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	48,529	NA	NA	NA	NA	NA	NA	NA	11%
	Total	93,080	98,293	47%	43,316	5,212	48,529	\$4,923,840	\$592,508	\$5,516,348	23%
Nonbusiness	Local Air	6,651	336	95%	6,315	NA	6,315	\$506,187	NA	\$506,187	0%
	Connect Air	386	121	69%	265	NA	265	\$21,253	NA	\$21,253	0%
	Rail	8,280	0	100%	8,266	NA	8,266	\$662,518	NA	\$662,518	0%
	Bus	14,948	11,454	23%	3,508	NA	3,508	\$281,147	NA	\$281,147	3%
	Auto	299,522	273,787	9%	25,735	NA	25,735	\$2,062,722	NA	\$2,062,722	63%
	Noncaptive Auto	185,795	165,505	11%	20,289	NA	20,289	\$1,626,252	NA	\$1,626,252	38%
	Destination Captive Auto	105,650	100,204	5%	5,445	NA	5,445	\$436,470	NA	\$436,470	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	50,205	NA	NA	NA	NA	NA	NA	NA	12%
	Total	329,787	335,903	13%	44,088	6,117	50,205	\$3,533,828	\$490,259	\$4,024,087	77%
Total	Local Air	46,525	9,126	80%	37,399	NA	37,399	\$4,039,540	NA	\$4,039,540	2%
	Connect Air	3,026	1,324	56%	1,702	NA	1,702	\$184,560	NA	\$184,560	0%
	Rail	9,594	0	100%	9,578	NA	9,578	\$811,671	NA	\$811,671	0%
	Bus	19,740	15,876	20%	3,880	NA	3,880	\$323,501	NA	\$323,501	4%
	Auto	343,983	309,137	10%	34,846	NA	34,846	\$3,098,396	NA	\$3,098,396	71%
	Noncaptive Auto	212,362	185,348	13%	27,014	NA	27,014	\$2,390,657	NA	\$2,390,657	43%
	Destination Captive Auto	123,543	115,711	6%	7,832	NA	7,832	\$707,739	NA	\$707,739	27%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	98,733	NA	NA	NA	NA	NA	NA	NA	23%
	Total	422,867	434,196	21%	87,404	11,329	98,733	\$8,457,668	\$1,082,768	\$9,540,436	100%

2005 Toronto-Windsor Forecast Summary by Mode

Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	35,630	78%	124,690	NA	124,690	\$10,176,007	NA	\$10,176,007	2%
	Connect Air	37,302	16,605	55%	20,697	NA	20,697	\$1,689,085	NA	\$1,689,085	1%
	Rail	30,385	0	98%	29,710	NA	29,710	\$2,424,668	NA	\$2,424,668	0%
	Bus	7,366	901	97%	7,140	NA	7,140	\$582,703	NA	\$582,703	0%
	Auto	305,589	262,902	14%	42,687	NA	42,687	\$3,483,728	NA	\$3,483,728	13%
	Noncaptive Auto	135,317	108,655	20%	26,663	NA	26,663	\$2,175,981	NA	\$2,175,981	5%
	Destination Captive Auto	159,825	143,800	10%	16,024	NA	16,024	\$1,307,747	NA	\$1,307,747	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	254,328	NA	NA	NA	NA	NA	NA	NA	12%
	Total	540,962	570,367	42%	224,924	29,405	254,328	\$18,356,192	\$2,399,729	\$20,755,921	28%
Nonbusiness	Local Air	33,475	13,218	61%	20,257	NA	20,257	\$1,269,410	NA	\$1,269,410	1%
	Connect Air	50,354	27,111	46%	23,243	NA	23,243	\$1,456,549	NA	\$1,456,549	1%
	Rail	78,888	0	97%	76,861	NA	76,861	\$4,816,500	NA	\$4,816,500	0%
	Bus	32,673	5,150	90%	29,550	NA	29,550	\$1,851,764	NA	\$1,851,764	0%
	Auto	1,248,467	1,164,238	7%	84,229	NA	84,229	\$5,278,240	NA	\$5,278,240	57%
	Noncaptive Auto	715,216	650,665	9%	64,551	NA	64,551	\$4,045,106	NA	\$4,045,106	32%
	Destination Captive Auto	467,128	447,450	4%	19,678	NA	19,678	\$1,233,134	NA	\$1,233,134	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	264,753	NA	NA	NA	NA	NA	NA	NA	13%
	Total	1,443,857	1,474,470	16%	234,140	30,614	264,753	\$14,672,464	\$1,918,414	\$16,590,878	72%
Total	Local Air	193,795	48,848	75%	144,946	NA	144,946	\$11,445,417	NA	\$11,445,417	2%
	Connect Air	87,656	43,716	50%	43,940	NA	43,940	\$3,145,634	NA	\$3,145,634	2%
	Rail	109,273	0	98%	106,571	NA	106,571	\$7,241,168	NA	\$7,241,168	0%
	Bus	40,039	6,052	92%	36,690	NA	36,690	\$2,434,468	NA	\$2,434,468	0%
	Auto	1,554,056	1,427,140	8%	126,916	NA	126,916	\$8,761,968	NA	\$8,761,968	70%
	Noncaptive Auto	850,534	759,320	11%	91,214	NA	91,214	\$6,221,087	NA	\$6,221,087	37%
	Destination Captive Auto	626,952	591,250	6%	35,702	NA	35,702	\$2,540,881	NA	\$2,540,881	29%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	519,082	NA	NA	NA	NA	NA	NA	NA	25%
	Total	1,984,819	2,044,837	23%	459,063	60,018	519,082	\$33,028,656	\$4,318,143	\$37,346,800	100%

2005 Link Volumes**SENSITIVITY ANALYSIS****Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	834,678	834,678	1,669,356
Kitch.-Waterloo-London	1,735,226	1,735,226	3,470,452
Kitch.-Waterloo-Toronto	1,934,619	1,934,619	3,869,238
Kingston-Toronto	2,058,168	2,058,168	4,116,337
Kingston-Ottawa	1,910,341	1,910,341	3,820,682
Montreal-Ottawa	1,386,121	1,386,121	2,772,243
Montreal-Trois Rivières	1,485,859	1,485,859	2,971,718
Quebec-Trois Rivières	1,199,720	1,199,720	2,399,441

2005 Station Volumes**SENSITIVITY ANALYSIS****Base Run - 200+ kph / North Shore via Mirabel ROW / HSR in Full Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	578,295	578,295	1,156,590
Kitchener	227,363	227,363	454,727
London	858,563	858,563	1,717,126
Montreal	1,966,523	1,966,523	3,933,045
Ottawa	1,773,534	1,773,534	3,547,068
Quebec	661,675	661,675	1,323,350
Toronto	2,905,241	2,905,241	5,810,481
Trois Rivières	175,024	175,024	350,048
Windsor	474,298	474,298	948,595
Total	9,620,515	9,620,515	19,241,030

SENSITIVITY ANALYSIS

Diverted HSR Trips for 2005 / 200+ kph / North Shore via Mirabel ROW / Optimized HSR Fares Base Case / HSR in Full Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	762	1,915	1,027	0	0	2,181	2,516	3,779	879	13,058
KINGSTON-LONDON	841	0	1,083	36	1,229	96	0	0	5,594	2,067	7,004	1,388	19,337
KINGSTON-MONTREAL	26	0	12,614	2,976	1,550	1,382	0	0	19,650	31,732	13,049	5,714	88,692
KINGSTON-OTTAWA	0	0	13,422	7,045	30,981	8,300	0	0	17,961	57,916	89,100	16,804	241,529
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,146	0	257	87	1,914
KINGSTON-TORONTO	8,789	21,179	68,587	7,214	61,548	17,247	5,014	12,487	120,691	77,683	143,078	31,711	575,227
KINGSTON-TROIS RIVIERES	0	0	0	0	1,131	0	0	0	0	0	0	0	1,131
KINGSTON-WINDSOR	0	0	1,309	0	686	250	0	0	3,459	914	801	388	7,808
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,085	10,139	0	0	31,238
KITCH.-WATERLOO-MONTREAL	0	0	1,520	108	4,159	2,349	0	0	4,472	1,408	5,677	1,536	21,229
KITCH.-WATERLOO-OTTAWA	0	0	719	421	1,240	2,853	0	0	3,097	3,345	11,037	3,907	26,618
KITCH.-WATERLOO-QUEBEC	0	0	0	0	3,641	0	0	0	486	0	300	55	4,482
KITCH.-WATERLOO-TORONTO	0	0	4,199	18,598	0	0	0	0	29,429	153,401	0	0	205,627
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	164	0	0	0	0	0	0	164
KITCH.-WATERLOO-WINDSOR	0	0	0	375	12,264	2,897	0	0	2,811	947	16,835	4,416	40,545
LONDON-MONTREAL	10,007	0	387	217	181	1,548	2,345	0	12,025	1,729	8,500	916	37,856
LONDON-OTTAWA	26,915	774	1,492	178	4,586	1,824	6,126	131	8,765	4,738	7,824	2,301	65,654
LONDON-QUEBEC	2,273	0	0	0	121	0	137	0	583	0	31	185	3,329
LONDON-TORONTO	17,905	44,309	67,919	11,767	146,243	33,586	9,424	58,601	138,386	131,492	303,916	49,550	1,013,099
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,600	620	62,879	14,185	0	0	27,251	20,833	108,086	27,512	269,965
MONTREAL-OTTAWA	41,597	6,109	104,303	20,522	81,062	26,533	8,542	4,919	108,683	218,637	272,731	75,002	968,640
MONTREAL-QUEBEC	52,961	4,643	48,719	11,657	194,224	70,658	7,116	1,568	89,058	35,202	396,820	77,236	989,861
MONTREAL-TORONTO	323,627	66,034	96,972	5,657	42,931	25,401	70,815	90,821	271,466	49,517	53,998	26,845	1,124,083
MONTREAL-TROIS RIVIERES	0	0	0	15,153	37,847	3,836	0	0	0	52,658	148,146	15,133	272,775
MONTREAL-WINDSOR	11,325	0	1,909	56	630	51	6,110	0	7,159	199	2,146	203	29,786
OTTAWA-QUEBEC	31,084	1,437	1,312	373	6,725	2,386	6,315	265	8,266	3,508	20,289	5,445	87,404
OTTAWA-TORONTO	644,967	166,779	76,302	17,701	76,521	42,825	78,567	129,621	123,541	77,426	120,022	49,900	1,604,173
OTTAWA-TROIS RIVIERES	0	0	0	1,953	868	0	0	0	0	8,711	993	51	12,575
OTTAWA-WINDSOR	6,046	0	819	51	1,243	0	3,532	0	6,745	2,237	2,957	2,650	26,281
QUEBEC-TORONTO	30,645	12,234	7,671	434	3,699	3,369	7,922	8,396	18,601	4,319	4,496	4,303	106,088
QUEBEC-TROIS RIVIERES	0	0	0	734	771	395	0	0	0	2,237	854	420	5,411
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,135	0	94	0	1,230
TORONTO-TROIS RIVIERES	0	0	0	91	0	173	0	0	0	3,849	702	91	4,906
TORONTO-WINDSOR	124,690	20,697	29,710	7,140	26,663	16,024	20,257	23,243	76,861	29,550	64,551	19,678	459,063
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,333,695	344,195	551,229	132,615	807,538	279,359	232,222	330,052	1,128,587	988,908	1,808,072	424,306	8,360,777

Total HSR Trips for 2005 / 200+ kph / North Shore via Mirabel ROW / Optimized HSR F Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	3,968	12,520	16,488
KINGSTON-LONDON	4,193	18,433	22,625
KINGSTON-MONTREAL	21,524	84,465	105,989
KINGSTON-OTTAWA	75,379	245,510	320,888
KINGSTON-QUEBEC	569	1,816	2,385
KINGSTON-TORONTO	230,467	447,007	677,474
KINGSTON-TROIS RIVIERES	1,206	0	1,206
KINGSTON-WINDSOR	2,663	6,872	9,535
KITCH.-WATERLOO-LONDON	3,738	60,091	63,829
KITCH.-WATERLOO-MONTREAL	9,588	17,075	26,663
KITCH.-WATERLOO-OTTAWA	6,057	25,156	31,213
KITCH.-WATERLOO-QUEBEC	4,151	921	5,072
KITCH.-WATERLOO-TORONTO	27,909	237,677	265,586
KITCH.-WATERLOO-TROIS RIVIERES	182	0	182
KITCH.-WATERLOO-WINDSOR	16,878	28,816	45,693
LONDON-MONTREAL	12,905	28,286	41,191
LONDON-OTTAWA	38,865	33,518	72,384
LONDON-QUEBEC	2,894	1,097	3,991
LONDON-TORONTO	371,924	831,888	1,203,812
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	97,094	212,200	309,294
MONTREAL-OTTAWA	340,370	796,814	1,137,184
MONTREAL-QUEBEC	426,295	661,926	1,088,220
MONTREAL-TORONTO	580,902	600,280	1,181,182
MONTREAL-TROIS RIVIERES	65,102	255,624	320,725
MONTREAL-WINDSOR	14,462	17,429	31,891
OTTAWA-QUEBEC	48,529	50,205	98,733
OTTAWA-TORONTO	1,169,075	672,533	1,841,608
OTTAWA-TROIS RIVIERES	3,064	10,333	13,397
OTTAWA-WINDSOR	9,347	22,313	31,660
QUEBEC-TORONTO	61,415	53,939	115,354
QUEBEC-TROIS RIVIERES	2,566	5,588	8,154
QUEBEC-WINDSOR	0	1,440	1,440
TORONTO-TROIS RIVIERES	285	6,098	6,383
TORONTO-WINDSOR	254,328	264,753	519,082
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	3,907,891	5,712,624	9,620,515

SENSITIVITY ANALYSIS

HSR Input Data for 2005 / 200+ kph / North Shore via Mirabel ROW / Optimized HSR Fare HSR in Full corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$56.84	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$56.84	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.88	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$72.87	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$80.88	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$155.93	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$22.59	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$22.59	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$76.87	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$97.64	\$8.40	\$16.80
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$103.47	\$7.65	\$15.30
KINGSTON-MONTREAL	2.22	0.44	1.00	0.30	1.30	18.00	0.50	\$64.12	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$45.18	\$8.15	\$18.30
KINGSTON-QUEBEC	4.17	0.48	0.95	0.27	1.22	14.00	0.64	\$64.12	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$67.04	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.33	0.63	1.26	0.27	1.53	14.00	0.64	\$68.49	\$7.56	\$15.11
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$122.42	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$29.15	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.48	0.55	1.12	0.30	1.42	14.00	0.64	\$145.73	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$135.53	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	6.43	0.35	0.71	0.27	0.97	14.00	0.64	\$102.01	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$30.60	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.60	0.51	1.01	0.27	1.28	14.00	0.64	\$26.23	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$62.67	\$11.95	\$23.90
LONDON-MONTREAL	5.03	0.40	0.97	0.30	1.27	14.00	0.64	\$154.48	\$7.15	\$15.70
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$144.28	\$7.15	\$17.30
LONDON-QUEBEC	6.98	0.28	0.57	0.27	0.83	14.00	0.64	\$77.24	\$3.40	\$6.79
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$55.38	\$7.15	\$15.80
LONDON-TROIS RIVIERES	6.15	0.44	0.87	0.27	1.14	14.00	0.64	\$150.11	\$5.23	\$10.46
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$43.72	\$11.20	\$22.40
MONTREAL-OTTAWA	1.28	0.43	1.00	0.30	1.30	20.00	0.45	\$62.67	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$78.70	\$6.10	\$14.60
MONTREAL-TORONTO	3.65	0.56	1.17	0.33	1.50	18.00	0.50	\$123.87	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$40.08	\$9.00	\$17.50
MONTREAL-WINDSOR	6.00	0.69	1.25	0.30	1.55	12.00	0.75	\$169.05	\$15.25	\$23.80
OTTAWA-QUEBEC	3.23	0.39	0.82	0.27	1.08	14.00	0.64	\$113.67	\$6.10	\$16.20
OTTAWA-TORONTO	2.28	0.39	1.03	0.30	1.33	25.00	0.36	\$104.93	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.40	0.45	0.90	0.27	1.17	14.00	0.64	\$91.81	\$9.00	\$19.10
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$150.11	\$15.25	\$25.40
QUEBEC-TORONTO	5.60	0.39	0.98	0.30	1.28	14.00	0.64	\$158.85	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$40.99	\$7.55	\$15.10
QUEBEC-WINDSOR	7.95	0.35	0.70	0.27	0.97	12.00	0.75	\$34.98	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.77	0.53	1.07	0.30	1.37	14.00	0.64	\$135.53	\$9.00	\$17.60
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$81.61	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	7.12	0.50	1.01	0.27	1.27	12.00	0.75	\$116.59	\$6.03	\$12.07

SENSITIVITY ANALYSIS

HSR Input Data for 2005 / 200+ kph / North

HSR in Full corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$47.73	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$47.73	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.69	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$94.73	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$91.81	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$123.87	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.96	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$38.98	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$68.49	\$3.80	\$7.60
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$72.87	\$3.85	\$7.70
KINGSTON-MONTREAL	2.22	0.44	1.00	0.30	1.30	18.00	0.50	\$49.55	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$33.52	\$4.65	\$8.50
KINGSTON-QUEBEC	4.17	0.48	0.95	0.27	1.22	14.00	0.64	\$77.24	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$59.75	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.33	0.63	1.26	0.27	1.53	14.00	0.64	\$64.36	\$3.78	\$7.56
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$85.98	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$20.40	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.48	0.55	1.12	0.30	1.42	14.00	0.64	\$102.01	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$94.73	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	6.43	0.35	0.71	0.27	0.97	14.00	0.64	\$157.39	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$21.86	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.60	0.51	1.01	0.27	1.28	14.00	0.64	\$144.28	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$43.72	\$5.90	\$11.80
LONDON-MONTREAL	5.03	0.40	0.97	0.30	1.27	14.00	0.64	\$107.84	\$3.05	\$6.30
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$100.56	\$3.05	\$6.90
LONDON-QUEBEC	6.98	0.28	0.57	0.27	0.83	14.00	0.64	\$102.01	\$1.70	\$3.40
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$37.89	\$3.05	\$6.30
LONDON-TROIS RIVIERES	6.15	0.44	0.87	0.27	1.14	14.00	0.64	\$129.70	\$2.62	\$5.23
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$30.60	\$6.00	\$12.00
MONTREAL-OTTAWA	1.28	0.43	1.00	0.30	1.30	20.00	0.45	\$37.89	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$59.75	\$3.15	\$6.40
MONTREAL-TORONTO	3.65	0.56	1.17	0.33	1.50	18.00	0.50	\$93.27	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$28.24	\$3.50	\$6.70
MONTREAL-WINDSOR	6.00	0.69	1.25	0.30	1.55	12.00	0.75	\$118.04	\$8.90	\$12.10
OTTAWA-QUEBEC	3.23	0.39	0.82	0.27	1.08	14.00	0.64	\$80.15	\$3.15	\$7.00
OTTAWA-TORONTO	2.28	0.39	1.03	0.30	1.33	25.00	0.36	\$83.07	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.40	0.45	0.90	0.27	1.17	14.00	0.64	\$83.07	\$3.65	\$7.30
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$104.93	\$6.35	\$12.70
QUEBEC-TORONTO	5.60	0.39	0.98	0.30	1.28	14.00	0.64	\$110.76	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$29.15	\$3.35	\$6.70
QUEBEC-WINDSOR	7.95	0.35	0.70	0.27	0.97	12.00	0.75	\$106.39	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.77	0.53	1.07	0.30	1.37	14.00	0.64	\$74.32	\$3.35	\$6.70
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$62.67	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	7.12	0.50	1.01	0.27	1.27	12.00	0.75	\$106.39	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode

Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,274,450	59%	1,800,588	NA	1,800,588	\$209,452,810	NA	\$209,452,810	2%
	Connect Air	1,090,355	525,988	52%	564,367	NA	564,367	\$54,576,855	NA	\$54,576,855	1%
	Rail	596,839	0	94%	563,515	NA	563,515	\$49,189,379	NA	\$49,189,379	0%
	Bus	378,703	274,957	36%	137,071	NA	137,071	\$9,558,178	NA	\$9,558,178	0%
	Auto	11,487,187	10,278,501	11%	1,208,686	NA	1,208,686	\$96,004,910	NA	\$96,004,910	16%
	Noncaptive Auto	7,221,317	6,331,198	12%	890,119	NA	890,119	\$68,314,321	NA	\$68,314,321	10%
	Destination Captive Auto	3,499,370	3,180,803	9%	318,567	NA	318,567	\$27,690,589	NA	\$27,690,589	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,936,350	NA	NA	NA	NA	NA	NA	NA	8%
	Total	16,628,122	17,290,246	26%	4,274,226	662,124	4,936,350	\$418,782,132	\$59,182,467	\$477,964,599	28%
Nonbusiness	Local Air	548,809	258,996	53%	289,813	NA	289,813	\$25,525,852	NA	\$25,525,852	0%
	Connect Air	984,305	523,988	47%	460,316	NA	460,316	\$33,392,815	NA	\$33,392,815	1%
	Rail	1,257,753	0	92%	1,157,138	NA	1,157,138	\$79,965,453	NA	\$79,965,453	0%
	Bus	1,523,136	625,907	66%	997,844	NA	997,844	\$48,193,299	NA	\$48,193,299	1%
	Auto	40,088,331	37,630,284	6%	2,458,047	NA	2,458,047	\$135,084,704	NA	\$135,084,704	60%
	Noncaptive Auto	27,596,052	25,615,249	7%	1,980,803	NA	1,980,803	\$106,682,693	NA	\$106,682,693	41%
	Destination Captive Auto	10,577,203	10,099,959	5%	477,244	NA	477,244	\$28,402,011	NA	\$28,402,011	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	6,305,107	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,344,281	12%	5,363,159	941,948	6,305,107	\$322,162,123	\$50,244,958	\$372,407,081	72%
Total	Local Air	3,623,847	1,533,446	58%	2,090,401	NA	2,090,401	\$234,978,662	NA	\$234,978,662	2%
	Connect Air	2,074,660	1,049,977	49%	1,024,683	NA	1,024,683	\$87,969,670	NA	\$87,969,670	2%
	Rail	1,854,592	0	93%	1,720,652	NA	1,720,652	\$129,154,831	NA	\$129,154,831	0%
	Bus	1,901,839	900,863	60%	1,134,915	NA	1,134,915	\$57,751,477	NA	\$57,751,477	1%
	Auto	51,575,518	47,908,785	7%	3,666,733	NA	3,666,733	\$231,089,614	NA	\$231,089,614	76%
	Noncaptive Auto	34,817,370	31,946,448	8%	2,870,922	NA	2,870,922	\$174,997,014	NA	\$174,997,014	51%
	Destination Captive Auto	14,076,573	13,280,762	6%	795,811	NA	795,811	\$56,092,600	NA	\$56,092,600	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	11,241,457	NA	NA	NA	NA	NA	NA	NA	18%
	Total	61,030,456	62,634,528	16%	9,637,385	1,604,072	11,241,457	\$740,944,255	\$109,427,425	\$850,371,679	100%

2005 Montréal-Toronto Forecast Summary by Mode

Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	845,967	43%	632,623	NA	632,623	\$81,549,453	NA	\$81,549,453	18%
	Connect Air	309,365	214,339	31%	95,026	NA	95,026	\$12,249,492	NA	\$12,249,492	5%
	Rail	123,770	0	87%	107,622	NA	107,622	\$13,873,212	NA	\$13,873,212	0%
	Bus	12,730	20,776	64%	8,102	NA	8,102	\$1,044,357	NA	\$1,044,357	0%
	Auto	352,946	264,617	25%	88,328	NA	88,328	\$11,386,132	NA	\$11,386,132	6%
	Noncaptive Auto	161,610	107,089	34%	54,521	NA	54,521	\$7,028,165	NA	\$7,028,165	2%
	Destination Captive Auto	180,035	146,228	19%	33,807	NA	33,807	\$4,357,967	NA	\$4,357,967	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	987,195	NA	NA	NA	NA	NA	NA	NA	21%
	Total	2,277,401	2,332,895	41%	931,701	55,495	987,195	\$120,102,646	\$7,153,649	\$127,256,295	50%
Nonbusiness	Local Air	273,347	164,720	40%	108,627	NA	108,627	\$10,543,237	NA	\$10,543,237	4%
	Connect Air	345,980	234,931	32%	111,049	NA	111,049	\$10,778,317	NA	\$10,778,317	5%
	Rail	345,891	0	86%	297,639	NA	297,639	\$28,888,647	NA	\$28,888,647	0%
	Bus	105,446	96,650	54%	57,049	NA	57,049	\$5,537,115	NA	\$5,537,115	2%
	Auto	1,224,716	1,119,422	9%	105,294	NA	105,294	\$10,219,776	NA	\$10,219,776	24%
	Noncaptive Auto	571,514	501,571	12%	69,943	NA	69,943	\$6,788,604	NA	\$6,788,604	11%
	Destination Captive Auto	607,226	571,874	6%	35,351	NA	35,351	\$3,431,171	NA	\$3,431,171	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	738,455	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,295,381	2,354,178	30%	679,657	58,797	738,455	\$65,967,090	\$5,706,806	\$71,673,896	50%
Total	Local Air	1,751,937	1,010,688	42%	741,250	NA	741,250	\$92,092,690	NA	\$92,092,690	22%
	Connect Air	655,345	449,270	31%	206,075	NA	206,075	\$23,027,809	NA	\$23,027,809	10%
	Rail	469,662	0	86%	405,261	NA	405,261	\$42,761,858	NA	\$42,761,858	0%
	Bus	118,176	117,426	55%	65,150	NA	65,150	\$6,581,471	NA	\$6,581,471	3%
	Auto	1,577,662	1,384,039	12%	193,622	NA	193,622	\$21,605,908	NA	\$21,605,908	30%
	Noncaptive Auto	733,124	608,660	17%	124,464	NA	124,464	\$13,816,769	NA	\$13,816,769	13%
	Destination Captive Auto	787,260	718,102	9%	69,158	NA	69,158	\$7,789,139	NA	\$7,789,139	15%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,725,650	NA	NA	NA	NA	NA	NA	NA	37%
	Total	4,572,781	4,687,073	35%	1,611,358	114,292	1,725,650	\$186,069,736	\$12,860,455	\$198,930,191	100%

2005 Montréal-Québec Forecast Summary by Mode

Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	6,738	89%	54,605	NA	54,605	\$4,471,787	NA	\$4,471,787	0%
	Connect Air	127,383	54,238	57%	73,145	NA	73,145	\$5,990,129	NA	\$5,990,129	1%
	Rail	49,447	0	99%	48,717	NA	48,717	\$3,989,636	NA	\$3,989,636	0%
	Bus	164,431	154,837	6%	10,324	NA	10,324	\$845,451	NA	\$845,451	2%
	Auto	2,042,002	1,755,056	14%	286,945	NA	286,945	\$23,499,050	NA	\$23,499,050	19%
	Noncaptive Auto	1,134,680	924,749	19%	209,931	NA	209,931	\$17,192,073	NA	\$17,192,073	10%
	Destination Captive Auto	824,082	747,068	9%	77,014	NA	77,014	\$6,306,977	NA	\$6,306,977	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	538,415	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,444,606	2,509,285	19%	473,736	64,679	538,415	\$38,796,052	\$5,296,817	\$44,092,869	27%
Nonbusiness	Local Air	9,113	1,772	81%	7,341	NA	7,341	\$456,447	NA	\$456,447	0%
	Connect Air	51,630	27,388	47%	24,242	NA	24,242	\$1,507,316	NA	\$1,507,316	0%
	Rail	90,524	0	98%	89,015	NA	89,015	\$5,534,819	NA	\$5,534,819	0%
	Bus	254,712	225,958	12%	30,263	NA	30,263	\$1,881,683	NA	\$1,881,683	2%
	Auto	6,166,304	5,657,202	8%	509,103	NA	509,103	\$31,655,295	NA	\$31,655,295	62%
	Noncaptive Auto	4,217,405	3,791,531	10%	425,874	NA	425,874	\$26,480,279	NA	\$26,480,279	41%
	Destination Captive Auto	1,754,742	1,671,513	5%	83,228	NA	83,228	\$5,175,016	NA	\$5,175,016	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	726,362	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,638,682	10%	659,963	66,400	726,362	\$41,035,561	\$4,128,655	\$45,164,216	73%
Total	Local Air	70,456	8,510	88%	61,946	NA	61,946	\$4,928,234	NA	\$4,928,234	0%
	Connect Air	179,013	81,626	54%	97,387	NA	97,387	\$7,497,445	NA	\$7,497,445	1%
	Rail	139,971	0	98%	137,732	NA	137,732	\$9,524,455	NA	\$9,524,455	0%
	Bus	419,143	380,795	10%	40,586	NA	40,586	\$2,727,134	NA	\$2,727,134	4%
	Auto	8,208,306	7,412,258	10%	796,048	NA	796,048	\$55,154,346	NA	\$55,154,346	81%
	Noncaptive Auto	5,352,086	4,716,280	12%	635,806	NA	635,806	\$43,672,352	NA	\$43,672,352	52%
	Destination Captive Auto	2,578,824	2,418,582	6%	160,242	NA	160,242	\$11,481,994	NA	\$11,481,994	26%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,264,778	NA	NA	NA	NA	NA	NA	NA	14%
	Total	9,016,888	9,147,967	13%	1,133,699	131,079	1,264,778	\$79,831,614	\$9,425,472	\$89,257,086	100%

2005 Ottawa-Toronto Forecast Summary by Mode

Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	154,730	82%	717,634	NA	717,634	\$78,359,713	NA	\$78,359,713	3%
	Connect Air	335,175	148,044	56%	187,131	NA	187,131	\$20,433,177	NA	\$20,433,177	3%
	Rail	76,815	0	99%	76,402	NA	76,402	\$8,342,446	NA	\$8,342,446	0%
	Bus	18,533	1,074	96%	17,872	NA	17,872	\$1,951,430	NA	\$1,951,430	0%
	Auto	530,589	396,491	25%	134,098	NA	134,098	\$14,642,392	NA	\$14,642,392	9%
	Noncaptive Auto	231,840	146,642	37%	85,198	NA	85,198	\$9,302,939	NA	\$9,302,939	3%
	Destination Captive Auto	234,244	185,344	21%	48,900	NA	48,900	\$5,339,453	NA	\$5,339,453	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,334,343	NA	NA	NA	NA	NA	NA	NA	30%
	Total	1,833,476	2,034,682	62%	1,133,137	201,206	1,334,343	\$123,729,159	\$21,970,058	\$145,699,218	45%
Nonbusiness	Local Air	114,164	28,499	75%	85,665	NA	85,665	\$7,405,185	NA	\$7,405,185	1%
	Connect Air	278,334	139,070	50%	139,264	NA	139,264	\$12,038,439	NA	\$12,038,439	3%
	Rail	124,661	0	99%	123,699	NA	123,699	\$10,692,943	NA	\$10,692,943	0%
	Bus	103,970	27,337	75%	77,595	NA	77,595	\$6,707,563	NA	\$6,707,563	1%
	Auto	1,742,396	1,550,901	11%	191,495	NA	191,495	\$16,553,524	NA	\$16,553,524	34%
	Noncaptive Auto	897,762	762,900	15%	134,862	NA	134,862	\$11,657,955	NA	\$11,657,955	17%
	Destination Captive Auto	779,327	722,694	7%	56,633	NA	56,633	\$4,895,569	NA	\$4,895,569	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	727,221	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,363,525	2,473,029	26%	617,718	109,503	727,221	\$53,397,654	\$9,465,857	\$62,863,511	55%
Total	Local Air	986,529	183,229	81%	803,299	NA	803,299	\$85,764,898	NA	\$85,764,898	4%
	Connect Air	613,510	287,115	53%	326,395	NA	326,395	\$32,471,616	NA	\$32,471,616	6%
	Rail	201,476	0	99%	200,101	NA	200,101	\$19,035,390	NA	\$19,035,390	0%
	Bus	122,503	28,412	78%	95,466	NA	95,466	\$8,658,994	NA	\$8,658,994	1%
	Auto	2,272,985	1,947,391	14%	325,593	NA	325,593	\$31,195,916	NA	\$31,195,916	43%
	Noncaptive Auto	1,129,602	909,542	19%	220,060	NA	220,060	\$20,960,894	NA	\$20,960,894	20%
	Destination Captive Auto	1,013,571	908,038	10%	105,533	NA	105,533	\$10,235,022	NA	\$10,235,022	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,061,564	NA	NA	NA	NA	NA	NA	NA	46%
	Total	4,197,001	4,507,711	42%	1,750,854	310,710	2,061,564	\$177,126,814	\$31,435,915	\$208,562,729	100%

2005 London-Toronto Forecast Summary by Mode

Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	3,986	82%	18,789	NA	18,789	\$1,082,803	NA	\$1,082,803	0%
	Connect Air	84,667	37,467	56%	47,199	NA	47,199	\$2,720,042	NA	\$2,720,042	1%
	Rail	69,704	0	98%	68,152	NA	68,152	\$3,927,550	NA	\$3,927,550	0%
	Bus	12,765	2,366	94%	11,951	NA	11,951	\$688,713	NA	\$688,713	0%
	Auto	1,423,393	1,231,990	13%	191,403	NA	191,403	\$11,030,378	NA	\$11,030,378	20%
	Noncaptive Auto	937,151	781,668	17%	155,484	NA	155,484	\$8,960,360	NA	\$8,960,360	12%
	Destination Captive Auto	433,582	397,662	8%	35,920	NA	35,920	\$2,070,018	NA	\$2,070,018	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	394,248	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,670,057	21%	337,495	56,753	394,248	\$19,449,486	\$3,270,603	\$22,720,089	27%
Nonbusiness	Local Air	10,829	1,217	89%	9,613	NA	9,613	\$379,035	NA	\$379,035	0%
	Connect Air	99,721	38,963	61%	60,758	NA	60,758	\$2,395,690	NA	\$2,395,690	1%
	Rail	141,631	0	98%	138,781	NA	138,781	\$5,472,184	NA	\$5,472,184	0%
	Bus	142,746	13,109	93%	132,487	NA	132,487	\$5,224,027	NA	\$5,224,027	0%
	Auto	4,077,350	3,703,210	9%	374,140	NA	374,140	\$14,752,461	NA	\$14,752,461	59%
	Noncaptive Auto	2,939,668	2,618,136	11%	321,532	NA	321,532	\$12,678,114	NA	\$12,678,114	42%
	Destination Captive Auto	1,018,936	966,329	5%	52,608	NA	52,608	\$2,074,346	NA	\$2,074,346	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	868,955	NA	NA	NA	NA	NA	NA	NA	14%
	Total	4,472,277	4,625,454	16%	715,779	153,177	868,955	\$28,223,397	\$6,039,804	\$34,263,201	73%
Total	Local Air	33,604	5,202	85%	28,402	NA	28,402	\$1,461,839	NA	\$1,461,839	0%
	Connect Air	184,387	76,431	59%	107,957	NA	107,957	\$5,115,732	NA	\$5,115,732	1%
	Rail	211,335	0	98%	206,933	NA	206,933	\$9,399,734	NA	\$9,399,734	0%
	Bus	155,512	15,474	93%	144,438	NA	144,438	\$5,912,741	NA	\$5,912,741	0%
	Auto	5,500,743	4,935,200	10%	565,543	NA	565,543	\$25,782,838	NA	\$25,782,838	78%
	Noncaptive Auto	3,876,819	3,399,804	12%	477,015	NA	477,015	\$21,638,474	NA	\$21,638,474	54%
	Destination Captive Auto	1,452,518	1,363,991	6%	88,528	NA	88,528	\$4,144,364	NA	\$4,144,364	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,263,203	NA	NA	NA	NA	NA	NA	NA	20%
	Total	6,085,581	6,295,510	17%	1,053,273	209,929	1,263,203	\$47,672,883	\$9,310,407	\$56,983,290	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	3,585	91%	36,289	NA	36,289	\$4,292,633	NA	\$4,292,633	1%
	Connect Air	2,640	918	65%	1,722	NA	1,722	\$203,651	NA	\$203,651	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$155,305	NA	\$155,305	0%
	Bus	4,792	4,284	11%	509	NA	509	\$60,252	NA	\$60,252	1%
	Auto	44,460	32,007	28%	12,453	NA	12,453	\$1,473,104	NA	\$1,473,104	7%
	Noncaptive Auto	26,567	17,515	34%	9,052	NA	9,052	\$1,070,784	NA	\$1,070,784	4%
	Destination Captive Auto	17,893	14,492	19%	3,401	NA	3,401	\$402,320	NA	\$402,320	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	62,467	NA	NA	NA	NA	NA	NA	NA	14%
	Total	93,080	103,261	56%	52,286	10,181	62,467	\$6,184,946	\$1,204,327	\$7,389,273	23%
Nonbusiness	Local Air	6,651	175	97%	6,476	NA	6,476	\$540,126	NA	\$540,126	0%
	Connect Air	386	104	73%	282	NA	282	\$23,530	NA	\$23,530	0%
	Rail	8,280	0	100%	8,271	NA	8,271	\$689,849	NA	\$689,849	0%
	Bus	14,948	11,513	23%	3,444	NA	3,444	\$287,239	NA	\$287,239	3%
	Auto	299,522	264,036	12%	35,486	NA	35,486	\$2,959,887	NA	\$2,959,887	60%
	Noncaptive Auto	185,795	157,963	15%	27,832	NA	27,832	\$2,321,466	NA	\$2,321,466	36%
	Destination Captive Auto	105,650	97,996	7%	7,654	NA	7,654	\$638,422	NA	\$638,422	22%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	62,144	NA	NA	NA	NA	NA	NA	NA	14%
	Total	329,787	337,973	16%	53,958	8,186	62,144	\$4,500,631	\$682,815	\$5,183,446	77%
Total	Local Air	46,525	3,761	92%	42,764	NA	42,764	\$4,832,759	NA	\$4,832,759	1%
	Connect Air	3,026	1,022	66%	2,004	NA	2,004	\$227,181	NA	\$227,181	0%
	Rail	9,594	0	100%	9,583	NA	9,583	\$845,154	NA	\$845,154	0%
	Bus	19,740	15,797	20%	3,953	NA	3,953	\$347,491	NA	\$347,491	4%
	Auto	343,983	296,043	14%	47,939	NA	47,939	\$4,432,991	NA	\$4,432,991	67%
	Noncaptive Auto	212,362	175,478	17%	36,884	NA	36,884	\$3,392,249	NA	\$3,392,249	40%
	Destination Captive Auto	123,543	112,488	9%	11,055	NA	11,055	\$1,040,742	NA	\$1,040,742	25%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	124,611	NA	NA	NA	NA	NA	NA	NA	28%
	Total	422,867	441,234	25%	106,244	18,367	124,611	\$10,685,576	\$1,887,143	\$12,572,719	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	23,826	85%	136,493	NA	136,493	\$11,591,944	NA	\$11,591,944	1%
	Connect Air	37,302	14,384	61%	22,918	NA	22,918	\$1,946,363	NA	\$1,946,363	1%
	Rail	30,385	0	98%	29,865	NA	29,865	\$2,536,362	NA	\$2,536,362	0%
	Bus	7,366	685	98%	7,201	NA	7,201	\$611,577	NA	\$611,577	0%
	Auto	305,589	256,502	16%	49,087	NA	49,087	\$4,168,767	NA	\$4,168,767	12%
	Noncaptive Auto	135,317	104,857	23%	30,460	NA	30,460	\$2,586,905	NA	\$2,586,905	5%
	Destination Captive Auto	159,825	141,198	12%	18,626	NA	18,626	\$1,581,863	NA	\$1,581,863	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	285,329	NA	NA	NA	NA	NA	NA	NA	14%
	Total	540,962	580,727	45%	245,564	39,765	285,329	\$20,855,014	\$3,377,124	\$24,232,138	28%
Nonbusiness	Local Air	33,475	10,798	68%	22,677	NA	22,677	\$1,478,802	NA	\$1,478,802	1%
	Connect Air	50,354	25,337	50%	25,016	NA	25,016	\$1,631,366	NA	\$1,631,366	1%
	Rail	78,888	0	98%	77,247	NA	77,247	\$5,037,399	NA	\$5,037,399	0%
	Bus	32,673	4,531	91%	29,783	NA	29,783	\$1,942,194	NA	\$1,942,194	0%
	Auto	1,248,467	1,152,569	8%	95,898	NA	95,898	\$6,253,672	NA	\$6,253,672	56%
	Noncaptive Auto	715,216	641,847	10%	73,369	NA	73,369	\$4,784,515	NA	\$4,784,515	31%
	Destination Captive Auto	467,128	444,599	5%	22,529	NA	22,529	\$1,469,157	NA	\$1,469,157	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	285,890	NA	NA	NA	NA	NA	NA	NA	14%
	Total	1,443,857	1,479,126	17%	250,621	35,269	285,890	\$16,343,433	\$2,299,949	\$18,643,382	72%
Total	Local Air	193,795	34,625	82%	159,170	NA	159,170	\$13,070,747	NA	\$13,070,747	2%
	Connect Air	87,656	39,721	55%	47,935	NA	47,935	\$3,577,729	NA	\$3,577,729	2%
	Rail	109,273	0	98%	107,112	NA	107,112	\$7,573,761	NA	\$7,573,761	0%
	Bus	40,039	5,216	92%	36,984	NA	36,984	\$2,553,771	NA	\$2,553,771	0%
	Auto	1,554,056	1,409,071	9%	144,985	NA	144,985	\$10,422,440	NA	\$10,422,440	68%
	Noncaptive Auto	850,534	746,704	12%	103,829	NA	103,829	\$7,371,419	NA	\$7,371,419	36%
	Destination Captive Auto	626,952	585,797	7%	41,155	NA	41,155	\$3,051,020	NA	\$3,051,020	28%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	571,219	NA	NA	NA	NA	NA	NA	NA	28%
	Total	1,984,819	2,059,853	25%	496,185	75,034	571,219	\$37,198,447	\$5,677,073	\$42,875,521	100%

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,794,480	42%	1,280,558	NA	1,280,558	\$151,300,212	NA	\$151,300,212	3%
	Connect Air	1,090,355	609,889	44%	480,467	NA	480,467	\$47,515,155	NA	\$47,515,155	1%
	Rail	596,839	0	89%	529,811	NA	529,811	\$47,834,437	NA	\$47,834,437	0%
	Bus	378,703	334,182	29%	111,549	NA	111,549	\$7,852,681	NA	\$7,852,681	1%
	Auto	11,487,187	10,456,951	9%	1,030,236	NA	1,030,236	\$84,711,967	NA	\$84,711,967	17%
	Noncaptive Auto	7,221,317	6,453,708	11%	767,610	NA	767,610	\$61,197,353	NA	\$61,197,353	10%
	Destination Captive Auto	3,499,370	3,236,743	8%	262,627	NA	262,627	\$23,514,614	NA	\$23,514,614	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	3,879,063	NA	NA	NA	NA	NA	NA	NA	6%
	Total	16,628,122	17,074,564	21%	3,432,621	446,442	3,879,063	\$339,214,452	\$38,953,248	\$378,167,701	27%
Nonbusiness	Local Air	548,809	326,224	41%	222,586	NA	222,586	\$20,176,499	NA	\$20,176,499	1%
	Connect Air	984,305	570,491	42%	413,814	NA	413,814	\$31,033,853	NA	\$31,033,853	1%
	Rail	1,257,753	0	85%	1,068,145	NA	1,068,145	\$75,987,417	NA	\$75,987,417	0%
	Bus	1,523,136	835,459	58%	877,285	NA	877,285	\$42,543,971	NA	\$42,543,971	1%
	Auto	40,088,331	37,961,829	5%	2,126,502	NA	2,126,502	\$120,235,546	NA	\$120,235,546	61%
	Noncaptive Auto	27,596,052	25,872,519	6%	1,723,533	NA	1,723,533	\$95,713,104	NA	\$95,713,104	42%
	Destination Captive Auto	10,577,203	10,174,234	4%	402,968	NA	402,968	\$24,522,442	NA	\$24,522,442	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	5,446,913	NA	NA	NA	NA	NA	NA	NA	9%
	Total	44,402,334	45,140,915	11%	4,708,331	738,581	5,446,913	\$289,977,287	\$39,146,229	\$329,123,516	73%
Total	Local Air	3,623,847	2,120,704	41%	1,503,143	NA	1,503,143	\$171,476,711	NA	\$171,476,711	3%
	Connect Air	2,074,660	1,180,379	43%	894,281	NA	894,281	\$78,549,008	NA	\$78,549,008	2%
	Rail	1,854,592	0	86%	1,597,957	NA	1,597,957	\$123,821,854	NA	\$123,821,854	0%
	Bus	1,901,839	1,169,640	52%	988,833	NA	988,833	\$50,396,652	NA	\$50,396,652	2%
	Auto	51,575,518	48,418,780	6%	3,156,738	NA	3,156,738	\$204,947,513	NA	\$204,947,513	78%
	Noncaptive Auto	34,817,370	32,326,227	7%	2,491,143	NA	2,491,143	\$156,910,457	NA	\$156,910,457	52%
	Destination Captive Auto	14,076,573	13,410,977	5%	665,595	NA	665,595	\$48,037,056	NA	\$48,037,056	22%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	9,325,975	NA	NA	NA	NA	NA	NA	NA	15%
	Total	61,030,456	62,215,479	13%	8,140,952	1,185,023	9,325,975	\$629,191,739	\$78,099,477	\$707,291,216	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,154,092	22%	324,498	NA	324,498	\$44,216,365	NA	\$44,216,365	25%
	Connect Air	309,365	243,964	21%	65,400	NA	65,400	\$8,911,493	NA	\$8,911,493	5%
	Rail	123,770	0	66%	81,452	NA	81,452	\$11,098,684	NA	\$11,098,684	0%
	Bus	12,730	52,351	21%	2,697	NA	2,697	\$367,531	NA	\$367,531	1%
	Auto	352,946	286,919	19%	66,027	NA	66,027	\$8,996,876	NA	\$8,996,876	6%
	Noncaptive Auto	161,610	120,045	26%	41,565	NA	41,565	\$5,663,743	NA	\$5,663,743	3%
	Destination Captive Auto	180,035	155,573	14%	24,461	NA	24,461	\$3,333,133	NA	\$3,333,133	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	557,325	NA	NA	NA	NA	NA	NA	NA	12%
	Total	2,277,401	2,294,651	24%	540,074	17,251	557,325	\$73,590,948	\$2,350,610	\$75,941,558	50%
Nonbusiness	Local Air	273,347	204,367	25%	68,980	NA	68,980	\$7,077,060	NA	\$7,077,060	4%
	Connect Air	345,980	255,924	26%	90,057	NA	90,057	\$9,239,487	NA	\$9,239,487	6%
	Rail	345,891	0	65%	225,370	NA	225,370	\$23,122,163	NA	\$23,122,163	0%
	Bus	105,446	196,619	28%	29,348	NA	29,348	\$3,011,042	NA	\$3,011,042	4%
	Auto	1,224,716	1,147,483	6%	77,233	NA	77,233	\$7,923,784	NA	\$7,923,784	25%
	Noncaptive Auto	571,514	519,886	9%	51,628	NA	51,628	\$5,296,871	NA	\$5,296,871	11%
	Destination Captive Auto	607,226	581,621	4%	25,604	NA	25,604	\$2,626,913	NA	\$2,626,913	13%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	517,396	NA	NA	NA	NA	NA	NA	NA	11%
	Total	2,295,381	2,321,789	21%	490,987	26,408	517,396	\$50,373,536	\$2,709,379	\$53,082,916	50%
Total	Local Air	1,751,937	1,358,460	22%	393,478	NA	393,478	\$51,293,424	NA	\$51,293,424	29%
	Connect Air	655,345	499,888	24%	155,457	NA	155,457	\$18,150,980	NA	\$18,150,980	11%
	Rail	469,662	0	65%	306,822	NA	306,822	\$34,220,847	NA	\$34,220,847	0%
	Bus	118,176	248,970	27%	32,046	NA	32,046	\$3,378,573	NA	\$3,378,573	5%
	Auto	1,577,662	1,434,402	9%	143,259	NA	143,259	\$16,920,660	NA	\$16,920,660	31%
	Noncaptive Auto	733,124	639,930	13%	93,194	NA	93,194	\$10,960,614	NA	\$10,960,614	14%
	Destination Captive Auto	787,260	737,195	6%	50,066	NA	50,066	\$5,960,046	NA	\$5,960,046	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,074,721	NA	NA	NA	NA	NA	NA	NA	23%
	Total	4,572,781	4,616,440	23%	1,031,062	43,659	1,074,721	\$123,964,484	\$5,059,989	\$129,024,474	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips			High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail	Percent Diverted to High Speed Rail	Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	9,645	84%	51,698	NA	51,698	\$4,475,294	NA	\$4,475,294	0%
	Connect Air	127,383	59,818	53%	67,565	NA	67,565	\$5,848,836	NA	\$5,848,836	1%
	Rail	49,447	0	97%	48,200	NA	48,200	\$4,172,443	NA	\$4,172,443	0%
	Bus	164,431	160,736	3%	4,942	NA	4,942	\$427,836	NA	\$427,836	2%
	Auto	2,042,002	1,796,557	12%	245,445	NA	245,445	\$21,247,122	NA	\$21,247,122	20%
	Noncaptive Auto	1,134,680	954,356	16%	180,324	NA	180,324	\$15,609,891	NA	\$15,609,891	10%
	Destination Captive Auto	824,082	758,961	8%	65,121	NA	65,121	\$5,637,231	NA	\$5,637,231	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	467,284	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,494,039	17%	417,851	49,433	467,284	\$36,171,531	\$4,279,207	\$40,450,738	27%
Nonbusiness	Local Air	9,113	2,214	76%	6,899	NA	6,899	\$453,443	NA	\$453,443	0%
	Connect Air	51,630	28,600	45%	23,030	NA	23,030	\$1,513,676	NA	\$1,513,676	0%
	Rail	90,524	0	97%	87,976	NA	87,976	\$5,782,311	NA	\$5,782,311	0%
	Bus	254,712	237,388	8%	19,871	NA	19,871	\$1,306,068	NA	\$1,306,068	3%
	Auto	6,166,304	5,727,743	7%	438,561	NA	438,561	\$28,824,752	NA	\$28,824,752	63%
	Noncaptive Auto	4,217,405	3,850,053	9%	367,352	NA	367,352	\$24,144,520	NA	\$24,144,520	42%
	Destination Captive Auto	1,754,742	1,683,533	4%	71,208	NA	71,208	\$4,680,233	NA	\$4,680,233	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	628,157	NA	NA	NA	NA	NA	NA	NA	7%
	Total	6,572,282	6,624,102	9%	576,338	51,820	628,157	\$37,880,250	\$3,405,904	\$41,286,153	73%
Total	Local Air	70,456	11,859	83%	58,597	NA	58,597	\$4,928,737	NA	\$4,928,737	0%
	Connect Air	179,013	88,417	51%	90,595	NA	90,595	\$7,362,512	NA	\$7,362,512	1%
	Rail	139,971	0	97%	136,176	NA	136,176	\$9,954,754	NA	\$9,954,754	0%
	Bus	419,143	398,124	6%	24,814	NA	24,814	\$1,733,903	NA	\$1,733,903	4%
	Auto	8,208,306	7,524,300	8%	684,006	NA	684,006	\$50,071,875	NA	\$50,071,875	83%
	Noncaptive Auto	5,352,086	4,804,409	10%	547,676	NA	547,676	\$39,754,411	NA	\$39,754,411	53%
	Destination Captive Auto	2,578,824	2,442,495	5%	136,329	NA	136,329	\$10,317,463	NA	\$10,317,463	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,095,441	NA	NA	NA	NA	NA	NA	NA	12%
	Total	9,016,888	9,118,141	11%	994,188	101,253	1,095,441	\$74,051,781	\$7,685,110	\$81,736,891	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	269,624	69%	602,741	NA	602,741	\$69,568,884	NA	\$69,568,884	6%
	Connect Air	335,175	179,457	46%	155,718	NA	155,718	\$17,973,133	NA	\$17,973,133	4%
	Rail	76,815	0	99%	75,740	NA	75,740	\$8,742,020	NA	\$8,742,020	0%
	Bus	18,533	3,629	86%	15,979	NA	15,979	\$1,844,260	NA	\$1,844,260	0%
	Auto	530,589	421,747	21%	108,842	NA	108,842	\$12,562,597	NA	\$12,562,597	10%
	Noncaptive Auto	231,840	161,607	30%	70,233	NA	70,233	\$8,106,357	NA	\$8,106,357	4%
	Destination Captive Auto	234,244	195,635	16%	38,609	NA	38,609	\$4,456,239	NA	\$4,456,239	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,075,007	NA	NA	NA	NA	NA	NA	NA	25%
	Total	1,833,476	1,949,464	52%	959,019	115,988	1,075,007	\$110,690,894	\$13,387,465	\$124,078,359	44%
Nonbusiness	Local Air	114,164	40,631	64%	73,533	NA	73,533	\$6,719,078	NA	\$6,719,078	1%
	Connect Air	278,334	154,540	44%	123,794	NA	123,794	\$11,311,679	NA	\$11,311,679	4%
	Rail	124,661	0	98%	122,195	NA	122,195	\$11,165,515	NA	\$11,165,515	0%
	Bus	103,970	50,049	54%	56,387	NA	56,387	\$5,152,350	NA	\$5,152,350	1%
	Auto	1,742,396	1,590,264	9%	152,132	NA	152,132	\$13,901,031	NA	\$13,901,031	36%
	Noncaptive Auto	897,762	790,047	12%	107,715	NA	107,715	\$9,842,424	NA	\$9,842,424	18%
	Destination Captive Auto	779,327	734,910	6%	44,417	NA	44,417	\$4,058,607	NA	\$4,058,607	17%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	602,647	NA	NA	NA	NA	NA	NA	NA	14%
	Total	2,363,525	2,438,131	22%	528,041	74,606	602,647	\$48,249,654	\$6,817,127	\$55,066,781	56%
Total	Local Air	986,529	310,255	69%	676,274	NA	676,274	\$76,287,962	NA	\$76,287,962	7%
	Connect Air	613,510	333,997	46%	279,512	NA	279,512	\$29,284,812	NA	\$29,284,812	8%
	Rail	201,476	0	98%	197,935	NA	197,935	\$19,907,535	NA	\$19,907,535	0%
	Bus	122,503	53,678	59%	72,365	NA	72,365	\$6,996,611	NA	\$6,996,611	1%
	Auto	2,272,985	2,012,011	11%	260,973	NA	260,973	\$26,463,628	NA	\$26,463,628	46%
	Noncaptive Auto	1,129,602	951,654	16%	177,948	NA	177,948	\$17,948,781	NA	\$17,948,781	22%
	Destination Captive Auto	1,013,571	930,545	8%	83,026	NA	83,026	\$8,514,847	NA	\$8,514,847	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,677,654	NA	NA	NA	NA	NA	NA	NA	38%
	Total	4,197,001	4,387,596	35%	1,487,060	190,594	1,677,654	\$158,940,548	\$20,204,592	\$179,145,140	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	5,328	77%	17,447	NA	17,447	\$1,062,803	NA	\$1,062,803	0%
	Connect Air	84,667	41,727	51%	42,939	NA	42,939	\$2,615,718	NA	\$2,615,718	1%
	Rail	69,704	0	96%	67,109	NA	67,109	\$4,088,061	NA	\$4,088,061	0%
	Bus	12,765	4,354	86%	11,006	NA	11,006	\$670,432	NA	\$670,432	0%
	Auto	1,423,393	1,253,011	12%	170,383	NA	170,383	\$10,379,134	NA	\$10,379,134	20%
	Noncaptive Auto	937,151	798,466	15%	138,685	NA	138,685	\$8,448,209	NA	\$8,448,209	13%
	Destination Captive Auto	433,582	401,884	7%	31,698	NA	31,698	\$1,930,925	NA	\$1,930,925	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	353,059	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,657,479	19%	308,884	44,175	353,059	\$18,816,147	\$2,691,021	\$21,507,168	27%
Nonbusiness	Local Air	10,829	1,512	86%	9,317	NA	9,317	\$388,347	NA	\$388,347	0%
	Connect Air	99,721	41,992	58%	57,728	NA	57,728	\$2,406,111	NA	\$2,406,111	1%
	Rail	141,631	0	97%	137,034	NA	137,034	\$5,711,567	NA	\$5,711,567	0%
	Bus	142,746	20,837	89%	126,506	NA	126,506	\$5,272,743	NA	\$5,272,743	0%
	Auto	4,077,350	3,740,712	8%	336,638	NA	336,638	\$14,031,010	NA	\$14,031,010	60%
	Noncaptive Auto	2,939,668	2,650,104	10%	289,564	NA	289,564	\$12,068,977	NA	\$12,068,977	42%
	Destination Captive Auto	1,018,936	971,862	5%	47,074	NA	47,074	\$1,962,033	NA	\$1,962,033	16%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	790,477	NA	NA	NA	NA	NA	NA	NA	13%
	Total	4,472,277	4,595,530	15%	667,225	123,253	790,477	\$27,809,778	\$5,137,148	\$32,946,926	73%
Total	Local Air	33,604	6,840	80%	26,764	NA	26,764	\$1,451,150	NA	\$1,451,150	0%
	Connect Air	184,387	83,720	55%	100,668	NA	100,668	\$5,021,829	NA	\$5,021,829	1%
	Rail	211,335	0	97%	204,144	NA	204,144	\$9,799,628	NA	\$9,799,628	0%
	Bus	155,512	25,191	88%	137,512	NA	137,512	\$5,943,175	NA	\$5,943,175	0%
	Auto	5,500,743	4,993,722	9%	507,021	NA	507,021	\$24,410,143	NA	\$24,410,143	80%
	Noncaptive Auto	3,876,819	3,448,570	11%	428,249	NA	428,249	\$20,517,186	NA	\$20,517,186	55%
	Destination Captive Auto	1,452,518	1,373,746	5%	78,772	NA	78,772	\$3,892,958	NA	\$3,892,958	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,143,537	NA	NA	NA	NA	NA	NA	NA	18%
	Total	6,085,581	6,253,009	16%	976,108	167,428	1,143,537	\$46,625,925	\$7,828,169	\$54,454,094	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	8,496	79%	31,378	NA	31,378	\$3,923,507	NA	\$3,923,507	2%
	Connect Air	2,640	1,197	55%	1,443	NA	1,443	\$180,388	NA	\$180,388	0%
	Rail	1,314	0	100%	1,311	NA	1,311	\$163,887	NA	\$163,887	0%
	Bus	4,792	4,644	3%	151	NA	151	\$18,922	NA	\$18,922	1%
	Auto	44,460	35,528	20%	8,933	NA	8,933	\$1,116,927	NA	\$1,116,927	8%
	Noncaptive Auto	26,567	19,969	25%	6,598	NA	6,598	\$825,026	NA	\$825,026	5%
	Destination Captive Auto	17,893	15,559	13%	2,334	NA	2,334	\$291,901	NA	\$291,901	4%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	48,505	NA	NA	NA	NA	NA	NA	NA	11%
	Total	93,080	98,370	46%	43,215	5,290	48,505	\$5,403,631	\$661,444	\$6,065,075	23%
Nonbusiness	Local Air	6,651	334	95%	6,317	NA	6,317	\$556,988	NA	\$556,988	0%
	Connect Air	386	120	69%	266	NA	266	\$23,426	NA	\$23,426	0%
	Rail	8,280	0	100%	8,256	NA	8,256	\$727,901	NA	\$727,901	0%
	Bus	14,948	12,960	13%	2,012	NA	2,012	\$177,385	NA	\$177,385	3%
	Auto	299,522	274,360	8%	25,162	NA	25,162	\$2,218,501	NA	\$2,218,501	63%
	Noncaptive Auto	185,795	165,951	11%	19,844	NA	19,844	\$1,749,594	NA	\$1,749,594	38%
	Destination Captive Auto	105,650	100,331	5%	5,318	NA	5,318	\$468,908	NA	\$468,908	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	47,741	NA	NA	NA	NA	NA	NA	NA	11%
	Total	329,787	335,515	13%	42,013	5,729	47,741	\$3,704,201	\$505,076	\$4,209,277	77%
Total	Local Air	46,525	8,830	81%	37,695	NA	37,695	\$4,480,495	NA	\$4,480,495	2%
	Connect Air	3,026	1,317	56%	1,708	NA	1,708	\$203,815	NA	\$203,815	0%
	Rail	9,594	0	100%	9,566	NA	9,566	\$891,787	NA	\$891,787	0%
	Bus	19,740	17,604	11%	2,163	NA	2,163	\$196,307	NA	\$196,307	4%
	Auto	343,983	309,888	10%	34,095	NA	34,095	\$3,335,428	NA	\$3,335,428	71%
	Noncaptive Auto	212,362	185,920	12%	26,442	NA	26,442	\$2,574,620	NA	\$2,574,620	43%
	Destination Captive Auto	123,543	115,890	6%	7,653	NA	7,653	\$760,809	NA	\$760,809	27%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	96,246	NA	NA	NA	NA	NA	NA	NA	22%
	Total	422,867	433,886	20%	85,228	11,018	96,246	\$9,107,832	\$1,166,520	\$10,274,353	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	40,579	75%	119,740	NA	119,740	\$10,749,315	NA	\$10,749,315	2%
	Connect Air	37,302	17,489	53%	19,813	NA	19,813	\$1,778,664	NA	\$1,778,664	1%
	Rail	30,385	0	96%	29,213	NA	29,213	\$2,622,491	NA	\$2,622,491	0%
	Bus	7,366	1,723	93%	6,816	NA	6,816	\$611,903	NA	\$611,903	0%
	Auto	305,589	266,103	13%	39,486	NA	39,486	\$3,544,757	NA	\$3,544,757	13%
	Noncaptive Auto	135,317	110,574	18%	24,744	NA	24,744	\$2,221,273	NA	\$2,221,273	5%
	Destination Captive Auto	159,825	145,082	9%	14,743	NA	14,743	\$1,323,484	NA	\$1,323,484	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	240,108	NA	NA	NA	NA	NA	NA	NA	12%
	Total	540,962	566,002	40%	215,069	25,040	240,108	\$19,307,131	\$2,247,847	\$21,554,978	28%
Nonbusiness	Local Air	33,475	14,356	57%	19,119	NA	19,119	\$1,317,926	NA	\$1,317,926	1%
	Connect Air	50,354	27,854	45%	22,500	NA	22,500	\$1,550,982	NA	\$1,550,982	1%
	Rail	78,888	0	95%	75,297	NA	75,297	\$5,190,386	NA	\$5,190,386	0%
	Bus	32,673	9,186	83%	27,078	NA	27,078	\$1,866,520	NA	\$1,866,520	0%
	Auto	1,248,467	1,170,887	6%	77,580	NA	77,580	\$5,347,722	NA	\$5,347,722	58%
	Noncaptive Auto	715,216	655,704	8%	59,512	NA	59,512	\$4,102,296	NA	\$4,102,296	32%
	Destination Captive Auto	467,128	449,060	4%	18,067	NA	18,067	\$1,245,426	NA	\$1,245,426	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	246,352	NA	NA	NA	NA	NA	NA	NA	12%
	Total	1,443,857	1,468,634	15%	221,574	24,777	246,352	\$15,273,536	\$1,707,954	\$16,981,490	72%
Total	Local Air	193,795	54,935	72%	138,860	NA	138,860	\$12,067,241	NA	\$12,067,241	3%
	Connect Air	87,656	45,342	48%	42,313	NA	42,313	\$3,329,646	NA	\$3,329,646	2%
	Rail	109,273	0	96%	104,510	NA	104,510	\$7,812,877	NA	\$7,812,877	0%
	Bus	40,039	10,908	85%	33,894	NA	33,894	\$2,478,423	NA	\$2,478,423	1%
	Auto	1,554,056	1,436,990	8%	117,066	NA	117,066	\$8,892,479	NA	\$8,892,479	71%
	Noncaptive Auto	850,534	766,278	10%	84,256	NA	84,256	\$6,323,569	NA	\$6,323,569	38%
	Destination Captive Auto	626,952	594,142	5%	32,810	NA	32,810	\$2,568,910	NA	\$2,568,910	29%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	486,460	NA	NA	NA	NA	NA	NA	NA	24%
	Total	1,984,819	2,034,636	22%	436,643	49,817	486,460	\$34,580,667	\$3,955,801	\$38,536,468	100%

2005 Link Volumes
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	798,212	798,212	1,596,424
Kitch.-Waterloo-London	1,662,615	1,662,615	3,325,230
Kitch.-Waterloo-Toronto	1,846,636	1,846,636	3,693,272
Kingston-Toronto	1,879,576	1,879,576	3,759,151
Kingston-Ottawa	1,754,876	1,754,876	3,509,751
Montreal-Ottawa	1,432,892	1,432,892	2,865,783
Montreal-Trois Rivières	1,472,742	1,472,742	2,945,483
Quebec-Trois Rivières	1,197,381	1,197,381	2,394,762

2005 Station Volumes
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	539,581	539,581	1,079,162
Kitchener	212,416	212,416	424,832
London	815,576	815,576	1,631,152
Montreal	2,015,952	2,015,952	4,031,904
Ottawa	1,785,152	1,785,152	3,570,304
Quebec	660,883	660,883	1,321,767
Toronto	2,681,643	2,681,643	5,363,285
Trois Rivières	166,708	166,708	333,417
Windsor	448,064	448,064	896,127
Total	9,325,975	9,325,975	18,651,951

SENSITIVITY ANALYSIS
10% increase in HSR fares

Diverted HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares **Base Case / HSR in Full Corridor**

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	723	1,749	929	0	0	2,181	2,373	3,459	801	12,214
KINGSTON-LONDON	841	0	1,072	36	1,123	87	0	0	5,538	2,044	6,383	1,258	18,382
KINGSTON-MONTREAL	26	0	12,378	2,973	1,580	1,412	0	0	19,234	31,511	13,198	5,784	88,093
KINGSTON-OTTAWA	0	0	13,396	7,045	29,788	7,936	0	0	17,926	57,891	85,549	16,076	235,607
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,143	0	251	85	1,902
KINGSTON-TORONTO	8,787	21,148	65,655	6,897	57,945	16,116	5,006	12,447	112,942	64,975	132,530	29,244	533,692
KINGSTON-TROIS RIVIERES	0	0	0	0	1,148	0	0	0	0	0	0	0	1,148
KINGSTON-WINDSOR	0	0	1,308	0	624	223	0	0	3,454	911	719	346	7,583
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,085	10,138	0	0	31,237
KITCH.-WATERLOO-MONTREAL	0	0	1,520	91	3,952	2,214	0	0	4,472	1,266	5,365	1,447	20,327
KITCH.-WATERLOO-OTTAWA	0	0	719	215	1,104	2,496	0	0	3,097	2,648	9,776	3,436	23,490
KITCH.-WATERLOO-QUEBEC	0	0	0	0	3,613	0	0	0	477	0	262	48	4,400
KITCH.-WATERLOO-TORONTO	0	0	4,199	16,593	0	0	0	0	29,429	142,947	0	0	193,168
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	169	0	0	0	0	0	0	169
KITCH.-WATERLOO-WINDSOR	0	0	0	375	11,574	2,716	0	0	2,811	947	15,924	4,163	38,510
LONDON-MONTREAL	9,675	0	379	216	172	1,452	2,250	0	11,789	1,717	7,983	857	36,491
LONDON-OTTAWA	24,072	705	1,473	156	4,093	1,592	5,523	124	8,664	4,412	6,889	2,009	59,712
LONDON-QUEBEC	2,281	0	0	0	121	0	137	0	580	0	29	174	3,322
LONDON-TORONTO	17,447	42,939	67,109	11,006	138,685	31,698	9,317	57,728	137,034	126,506	289,564	47,074	976,108
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,573	609	60,322	13,554	0	0	27,172	20,265	103,956	26,397	260,849
MONTREAL-OTTAWA	41,866	93,949	104,119	15,283	83,306	27,336	8,612	75,620	108,579	201,650	281,393	77,541	1,119,253
MONTREAL-QUEBEC	51,698	67,565	48,200	4,942	180,324	65,121	6,899	23,030	87,976	19,871	367,352	71,208	994,188
MONTREAL-TORONTO	324,498	65,400	81,452	2,697	41,565	24,461	68,980	90,057	225,370	29,348	51,628	25,604	1,031,062
MONTREAL-TROIS RIVIERES	0	0	0	14,907	36,391	3,677	0	0	0	51,912	142,888	14,565	264,341
MONTREAL-WINDSOR	10,516	0	1,886	56	596	47	5,825	0	7,073	198	1,989	187	28,375
OTTAWA-QUEBEC	31,378	1,443	1,311	151	6,598	2,334	6,317	266	8,256	2,012	19,844	5,318	85,228
OTTAWA-TORONTO	602,741	155,718	75,740	15,979	70,233	38,609	73,533	123,794	122,195	56,387	107,715	44,417	1,487,060
OTTAWA-TROIS RIVIERES	0	0	0	1,812	867	0	0	0	0	6,445	966	50	10,140
OTTAWA-WINDSOR	5,746	0	819	51	1,130	0	3,460	0	6,745	2,186	2,597	2,304	25,036
QUEBEC-TORONTO	29,246	11,786	7,630	321	3,522	3,163	7,606	8,248	18,502	3,563	4,211	4,011	101,808
QUEBEC-TROIS RIVIERES	0	0	0	734	741	379	0	0	0	2,237	824	404	5,318
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,125	0	89	0	1,215
TORONTO-TROIS RIVIERES	0	0	0	91	0	165	0	0	0	3,847	688	89	4,880
TORONTO-WINDSOR	119,740	19,813	29,213	6,816	24,744	14,743	19,119	22,500	75,297	27,078	59,512	18,067	436,643
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,280,558	480,467	529,811	111,549	767,610	262,627	222,586	413,814	1,068,145	877,285	1,723,533	402,968	8,140,952

Total HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS
10% increase in HSR fares

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	3,599	11,631	15,230
KINGSTON-LONDON	3,970	17,142	21,112
KINGSTON-MONTREAL	21,072	82,459	103,530
KINGSTON-OTTAWA	72,436	235,362	307,798
KINGSTON-QUEBEC	562	1,766	2,328
KINGSTON-TORONTO	217,552	401,361	618,913
KINGSTON-TROIS RIVIERES	1,225	0	1,225
KINGSTON-WINDSOR	2,504	6,522	9,026
KITCH.-WATERLOO-LONDON	3,662	58,622	62,284
KITCH.-WATERLOO-MONTREAL	9,116	16,197	25,313
KITCH.-WATERLOO-OTTAWA	5,251	22,193	27,444
KITCH.-WATERLOO-QUEBEC	4,111	843	4,955
KITCH.-WATERLOO-TORONTO	25,331	220,914	246,245
KITCH.-WATERLOO-TROIS RIVIERES	189	0	189
KITCH.-WATERLOO-WINDSOR	15,851	27,322	43,173
LONDON-MONTREAL	12,397	26,767	39,164
LONDON-OTTAWA	34,367	30,284	64,651
LONDON-QUEBEC	2,922	1,058	3,980
LONDON-TORONTO	353,059	790,477	1,143,537
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	92,902	203,523	296,425
MONTREAL-OTTAWA	460,059	896,256	1,356,316
MONTREAL-QUEBEC	467,284	628,157	1,095,441
MONTREAL-TORONTO	557,325	517,396	1,074,721
MONTREAL-TROIS RIVIERES	62,309	245,040	307,350
MONTREAL-WINDSOR	13,499	16,570	30,069
OTTAWA-QUEBEC	48,505	47,741	96,246
OTTAWA-TORONTO	1,075,007	602,647	1,677,654
OTTAWA-TROIS RIVIERES	2,865	7,741	10,606
OTTAWA-WINDSOR	8,721	20,868	29,589
QUEBEC-TORONTO	58,555	51,016	109,571
QUEBEC-TROIS RIVIERES	2,472	5,389	7,862
QUEBEC-WINDSOR	0	1,385	1,385
TORONTO-TROIS RIVIERES	273	5,913	6,185
TORONTO-WINDSOR	240,108	246,352	486,460
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	3,879,063	5,446,913	9,325,975

HSR Input Data for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

SENSITIVITY ANALYSIS
10% increase in HSR fares

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$62.52	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$62.52	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$32.86	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$80.15	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$88.97	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$171.53	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$24.85	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$24.85	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$84.56	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$107.41	\$8.40	\$16.80
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$113.82	\$7.65	\$15.30
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$70.54	\$8.15	\$16.70
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$49.70	\$8.15	\$18.30
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	14.00	0.64	\$70.54	\$5.72	\$11.44
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$73.74	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	14.00	0.64	\$75.34	\$7.56	\$15.11
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$134.66	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$32.06	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	14.00	0.64	\$160.31	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$149.09	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	14.00	0.64	\$112.21	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$33.66	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	14.00	0.64	\$28.86	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$68.93	\$11.95	\$23.90
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	14.00	0.64	\$169.93	\$7.15	\$15.70
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$158.70	\$7.15	\$17.30
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	14.00	0.64	\$84.96	\$3.40	\$6.79
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$60.92	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	14.00	0.64	\$165.12	\$5.23	\$10.46
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$48.09	\$11.20	\$22.40
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$68.93	\$9.60	\$18.60
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$86.57	\$6.10	\$14.60
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$136.26	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$44.08	\$9.00	\$17.50
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	12.00	0.75	\$185.96	\$15.25	\$23.80
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$125.04	\$6.10	\$16.20
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$115.42	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$100.99	\$9.00	\$19.10
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$165.12	\$15.25	\$25.40
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$174.73	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$45.09	\$7.55	\$15.10
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	12.00	0.75	\$38.47	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$149.09	\$9.00	\$17.60
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$89.77	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	12.00	0.75	\$128.25	\$6.03	\$12.07

HSR Input Data for 2005 / 200+ kph / Comr

HSR in Full corridor

SENSITIVITY ANALYSIS
10% increase in HSR fares

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$52.50	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$52.50	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$30.46	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$104.20	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$100.99	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$136.26	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$29.66	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$42.88	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.27	0.50	1.00	0.27	1.27	14.00	0.64	\$75.34	\$3.80	\$7.60
KINGSTON-LONDON	2.82	0.43	0.85	0.27	1.12	14.00	0.64	\$80.15	\$3.85	\$7.70
KINGSTON-MONTREAL	1.98	0.44	1.00	0.30	1.30	18.00	0.50	\$54.50	\$4.65	\$7.90
KINGSTON-OTTAWA	0.87	0.44	0.88	0.27	1.15	22.00	0.41	\$36.87	\$4.65	\$8.50
KINGSTON-QUEBEC	3.93	0.48	0.95	0.27	1.22	14.00	0.64	\$84.96	\$2.86	\$5.72
KINGSTON-TORONTO	1.43	0.44	1.05	0.30	1.35	23.00	0.39	\$65.73	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	3.10	0.63	1.26	0.27	1.53	14.00	0.64	\$70.80	\$3.78	\$7.56
KINGSTON-WINDSOR	3.78	0.57	1.13	0.27	1.40	12.00	0.75	\$94.58	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.55	0.48	0.95	0.27	1.22	16.00	0.56	\$22.44	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	4.25	0.55	1.12	0.30	1.42	14.00	0.64	\$112.21	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	3.13	0.55	0.98	0.27	1.25	14.00	0.64	\$104.20	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	6.20	0.35	0.71	0.27	0.97	14.00	0.64	\$173.13	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.63	0.55	1.15	0.30	1.45	16.00	0.56	\$24.05	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	5.37	0.51	1.01	0.27	1.28	14.00	0.64	\$158.70	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.52	0.63	1.25	0.27	1.52	12.00	0.75	\$48.09	\$5.90	\$11.80
LONDON-MONTREAL	4.80	0.40	0.97	0.30	1.27	14.00	0.64	\$118.63	\$3.05	\$6.30
LONDON-OTTAWA	3.68	0.40	0.83	0.27	1.10	14.00	0.64	\$110.61	\$3.05	\$6.90
LONDON-QUEBEC	6.75	0.28	0.57	0.27	0.83	14.00	0.64	\$112.21	\$1.70	\$3.40
LONDON-TORONTO	1.18	0.40	1.00	0.30	1.30	16.00	0.56	\$41.68	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.92	0.44	0.87	0.27	1.14	14.00	0.64	\$142.67	\$2.62	\$5.23
LONDON-WINDSOR	0.97	0.55	1.10	0.27	1.37	12.00	0.75	\$33.66	\$6.00	\$12.00
MONTREAL-OTTAWA	1.03	0.43	1.00	0.30	1.30	20.00	0.45	\$41.68	\$3.80	\$7.00
MONTREAL-QUEBEC	1.75	0.39	0.93	0.30	1.23	14.00	0.64	\$65.73	\$3.15	\$6.40
MONTREAL-TORONTO	3.42	0.56	1.17	0.33	1.50	18.00	0.50	\$102.60	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.92	0.38	1.02	0.30	1.32	14.00	0.64	\$31.06	\$3.50	\$6.70
MONTREAL-WINDSOR	5.77	0.69	1.25	0.30	1.55	12.00	0.75	\$129.85	\$8.90	\$12.10
OTTAWA-QUEBEC	2.98	0.39	0.82	0.27	1.08	14.00	0.64	\$88.17	\$3.15	\$7.00
OTTAWA-TORONTO	2.30	0.39	1.03	0.30	1.33	25.00	0.36	\$91.37	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	2.15	0.45	0.90	0.27	1.17	14.00	0.64	\$91.37	\$3.65	\$7.30
OTTAWA-WINDSOR	4.65	0.57	1.13	0.27	1.40	12.00	0.75	\$115.42	\$6.35	\$12.70
QUEBEC-TORONTO	5.37	0.39	0.98	0.30	1.28	14.00	0.64	\$121.83	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.83	0.42	0.83	0.27	1.10	14.00	0.64	\$32.06	\$3.35	\$6.70
QUEBEC-WINDSOR	7.72	0.35	0.70	0.27	0.97	12.00	0.75	\$117.02	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	4.53	0.53	1.07	0.30	1.37	14.00	0.64	\$81.76	\$3.35	\$6.70
TORONTO-WINDSOR	2.15	0.69	1.30	0.30	1.60	12.00	0.75	\$68.93	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	6.88	0.50	1.01	0.27	1.27	12.00	0.75	\$117.02	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% Increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,528,293	50%	1,546,745	NA	1,546,745	\$194,279,052	NA	\$194,279,052	2%
	Connect Air	1,090,355	719,077	34%	371,278	NA	371,278	\$42,753,658	NA	\$42,753,658	1%
	Rail	596,839	0	89%	533,413	NA	533,413	\$50,239,150	NA	\$50,239,150	0%
	Bus	378,703	335,695	28%	106,433	NA	106,433	\$7,767,018	NA	\$7,767,018	1%
	Auto	11,487,187	10,379,550	10%	1,107,638	NA	1,107,638	\$95,828,909	NA	\$95,828,909	17%
	Noncaptive Auto	7,221,317	6,400,427	11%	820,890	NA	820,890	\$68,738,599	NA	\$68,738,599	10%
	Destination Captive Auto	3,499,370	3,212,622	8%	286,747	NA	286,747	\$27,090,310	NA	\$27,090,310	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,156,556	NA	NA	NA	NA	NA	NA	NA	7%
	Total	16,628,122	17,119,171	22%	3,665,507	491,049	4,156,556	\$390,867,786	\$47,767,207	\$438,634,993	28%
Nonbusiness	Local Air	548,809	294,299	46%	254,510	NA	254,510	\$24,337,943	NA	\$24,337,943	0%
	Connect Air	984,305	639,662	35%	344,643	NA	344,643	\$29,929,699	NA	\$29,929,699	1%
	Rail	1,257,753	0	85%	1,073,609	NA	1,073,609	\$79,612,358	NA	\$79,612,358	0%
	Bus	1,523,136	862,358	55%	844,921	NA	844,921	\$42,362,627	NA	\$42,362,627	1%
	Auto	40,088,331	37,838,717	6%	2,249,614	NA	2,249,614	\$134,474,007	NA	\$134,474,007	61%
	Noncaptive Auto	27,596,052	25,776,457	7%	1,819,595	NA	1,819,595	\$106,681,301	NA	\$106,681,301	41%
	Destination Captive Auto	10,577,203	10,147,184	4%	430,018	NA	430,018	\$27,792,706	NA	\$27,792,706	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	5,495,200	NA	NA	NA	NA	NA	NA	NA	9%
	Total	44,402,334	45,130,237	11%	4,767,297	727,903	5,495,200	\$310,716,633	\$41,630,022	\$352,346,655	72%
Total	Local Air	3,623,847	1,822,592	50%	1,801,255	NA	1,801,255	\$218,616,995	NA	\$218,616,995	3%
	Connect Air	2,074,660	1,358,739	35%	715,921	NA	715,921	\$72,683,356	NA	\$72,683,356	2%
	Rail	1,854,592	0	87%	1,607,022	NA	1,607,022	\$129,851,507	NA	\$129,851,507	0%
	Bus	1,901,839	1,198,054	50%	951,355	NA	951,355	\$50,129,645	NA	\$50,129,645	2%
	Auto	51,575,518	48,218,267	7%	3,357,252	NA	3,357,252	\$230,302,915	NA	\$230,302,915	77%
	Noncaptive Auto	34,817,370	32,176,884	8%	2,640,486	NA	2,640,486	\$175,419,899	NA	\$175,419,899	52%
	Destination Captive Auto	14,076,573	13,359,807	5%	716,766	NA	716,766	\$54,883,016	NA	\$54,883,016	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	9,651,756	NA	NA	NA	NA	NA	NA	NA	16%
	Total	61,030,456	62,249,408	14%	8,432,804	1,218,953	9,651,756	\$701,584,419	\$89,397,229	\$790,981,647	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	1,033,085	30%	445,505	NA	445,505	\$63,171,524	NA	\$63,171,524	22%
	Connect Air	309,365	232,475	25%	76,890	NA	76,890	\$10,902,823	NA	\$10,902,823	5%
	Rail	123,770	0	68%	84,053	NA	84,053	\$11,918,452	NA	\$11,918,452	0%
	Bus	12,730	49,651	22%	2,796	NA	2,796	\$396,482	NA	\$396,482	1%
	Auto	352,946	279,521	21%	73,425	NA	73,425	\$10,411,450	NA	\$10,411,450	6%
	Noncaptive Auto	161,610	115,684	28%	45,926	NA	45,926	\$6,512,190	NA	\$6,512,190	2%
	Destination Captive Auto	180,035	152,536	15%	27,499	NA	27,499	\$3,899,260	NA	\$3,899,260	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	709,629	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,277,401	2,304,361	30%	682,668	26,960	709,629	\$96,800,731	\$3,822,900	\$100,623,631	50%
Nonbusiness	Local Air	273,347	189,755	31%	83,592	NA	83,592	\$8,924,671	NA	\$8,924,671	4%
	Connect Air	345,980	247,687	28%	98,294	NA	98,294	\$10,494,338	NA	\$10,494,338	5%
	Rail	345,891	0	66%	229,097	NA	229,097	\$24,459,573	NA	\$24,459,573	0%
	Bus	105,446	194,967	26%	27,274	NA	27,274	\$2,911,927	NA	\$2,911,927	4%
	Auto	1,224,716	1,139,028	7%	85,688	NA	85,688	\$9,148,548	NA	\$9,148,548	25%
	Noncaptive Auto	571,514	514,342	10%	57,172	NA	57,172	\$6,104,025	NA	\$6,104,025	11%
	Destination Captive Auto	607,226	578,710	5%	28,516	NA	28,516	\$3,044,523	NA	\$3,044,523	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	555,045	NA	NA	NA	NA	NA	NA	NA	12%
	Total	2,295,381	2,326,482	23%	523,944	31,101	555,045	\$55,939,057	\$3,320,512	\$59,259,569	50%
Total	Local Air	1,751,937	1,222,841	30%	529,096	NA	529,096	\$72,096,194	NA	\$72,096,194	26%
	Connect Air	655,345	480,161	27%	175,184	NA	175,184	\$21,397,161	NA	\$21,397,161	10%
	Rail	469,662	0	67%	313,149	NA	313,149	\$36,378,025	NA	\$36,378,025	0%
	Bus	118,176	244,618	25%	30,070	NA	30,070	\$3,308,409	NA	\$3,308,409	5%
	Auto	1,577,662	1,418,548	10%	159,113	NA	159,113	\$19,559,998	NA	\$19,559,998	31%
	Noncaptive Auto	733,124	630,026	14%	103,098	NA	103,098	\$12,616,215	NA	\$12,616,215	14%
	Destination Captive Auto	787,260	731,246	7%	56,015	NA	56,015	\$6,943,783	NA	\$6,943,783	16%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,264,674	NA	NA	NA	NA	NA	NA	NA	27%
	Total	4,572,781	4,630,843	26%	1,206,613	58,061	1,264,674	\$152,739,788	\$7,143,413	\$159,883,201	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	7,835	87%	53,508	NA	53,508	\$4,820,127	NA	\$4,820,127	0%
	Connect Air	127,383	122,730	4%	4,653	NA	4,653	\$419,182	NA	\$419,182	1%
	Rail	49,447	0	97%	48,170	NA	48,170	\$4,339,308	NA	\$4,339,308	0%
	Bus	164,431	161,505	3%	4,203	NA	4,203	\$378,588	NA	\$378,588	2%
	Auto	2,042,002	1,776,652	13%	265,349	NA	265,349	\$23,903,520	NA	\$23,903,520	20%
	Noncaptive Auto	1,134,680	940,123	17%	194,558	NA	194,558	\$17,526,370	NA	\$17,526,370	10%
	Destination Captive Auto	824,082	753,290	9%	70,792	NA	70,792	\$6,377,150	NA	\$6,377,150	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	417,875	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,486,598	15%	375,883	41,992	417,875	\$33,860,723	\$3,782,816	\$37,643,539	27%
Nonbusiness	Local Air	9,113	1,979	78%	7,134	NA	7,134	\$487,913	NA	\$487,913	0%
	Connect Air	51,630	50,075	3%	1,555	NA	1,555	\$106,361	NA	\$106,361	1%
	Rail	90,524	0	97%	87,844	NA	87,844	\$6,008,220	NA	\$6,008,220	0%
	Bus	254,712	240,880	6%	16,512	NA	16,512	\$1,129,334	NA	\$1,129,334	3%
	Auto	6,166,304	5,696,562	8%	469,742	NA	469,742	\$32,128,683	NA	\$32,128,683	63%
	Noncaptive Auto	4,217,405	3,824,165	9%	393,240	NA	393,240	\$26,896,255	NA	\$26,896,255	42%
	Destination Captive Auto	1,754,742	1,678,240	4%	76,501	NA	76,501	\$5,232,428	NA	\$5,232,428	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	632,115	NA	NA	NA	NA	NA	NA	NA	7%
	Total	6,572,282	6,621,611	9%	582,786	49,329	632,115	\$39,860,511	\$3,373,942	\$43,234,452	73%
Total	Local Air	70,456	9,815	86%	60,641	NA	60,641	\$5,308,040	NA	\$5,308,040	0%
	Connect Air	179,013	172,804	3%	6,208	NA	6,208	\$525,543	NA	\$525,543	2%
	Rail	139,971	0	97%	136,014	NA	136,014	\$10,347,527	NA	\$10,347,527	0%
	Bus	419,143	402,385	5%	20,714	NA	20,714	\$1,507,921	NA	\$1,507,921	4%
	Auto	8,208,306	7,473,215	9%	735,091	NA	735,091	\$56,032,202	NA	\$56,032,202	82%
	Noncaptive Auto	5,352,086	4,764,288	11%	587,798	NA	587,798	\$44,422,625	NA	\$44,422,625	52%
	Destination Captive Auto	2,578,824	2,431,531	6%	147,293	NA	147,293	\$11,609,577	NA	\$11,609,577	27%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,049,990	NA	NA	NA	NA	NA	NA	NA	12%
	Total	9,016,888	9,108,209	11%	958,669	91,322	1,049,990	\$73,721,234	\$7,156,758	\$80,877,992	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	185,941	79%	686,423	NA	686,423	\$82,446,944	NA	\$82,446,944	4%
	Connect Air	335,175	158,668	53%	176,507	NA	176,507	\$21,200,420	NA	\$21,200,420	4%
	Rail	76,815	0	99%	75,936	NA	75,936	\$9,120,746	NA	\$9,120,746	0%
	Bus	18,533	2,999	89%	16,413	NA	16,413	\$1,971,363	NA	\$1,971,363	0%
	Auto	530,589	407,627	23%	122,961	NA	122,961	\$14,768,974	NA	\$14,768,974	9%
	Noncaptive Auto	231,840	153,176	34%	78,664	NA	78,664	\$9,448,421	NA	\$9,448,421	3%
	Destination Captive Auto	234,244	189,947	19%	44,297	NA	44,297	\$5,320,553	NA	\$5,320,553	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,245,723	NA	NA	NA	NA	NA	NA	NA	28%
	Total	1,833,476	2,000,959	59%	1,078,241	167,482	1,245,723	\$129,508,446	\$20,116,467	\$149,624,914	45%
Nonbusiness	Local Air	114,164	32,837	71%	81,328	NA	81,328	\$7,733,255	NA	\$7,733,255	1%
	Connect Air	278,334	144,782	48%	133,553	NA	133,553	\$12,699,214	NA	\$12,699,214	3%
	Rail	124,661	0	98%	122,504	NA	122,504	\$11,648,636	NA	\$11,648,636	0%
	Bus	103,970	50,143	54%	55,983	NA	55,983	\$5,323,340	NA	\$5,323,340	1%
	Auto	1,742,396	1,570,491	10%	171,905	NA	171,905	\$16,346,097	NA	\$16,346,097	35%
	Noncaptive Auto	897,762	776,372	14%	121,390	NA	121,390	\$11,542,713	NA	\$11,542,713	17%
	Destination Captive Auto	779,327	728,812	6%	50,515	NA	50,515	\$4,803,385	NA	\$4,803,385	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	653,933	NA	NA	NA	NA	NA	NA	NA	15%
	Total	2,363,525	2,452,185	24%	565,273	88,660	653,933	\$53,750,543	\$8,430,469	\$62,181,012	55%
Total	Local Air	986,529	218,778	78%	767,751	NA	767,751	\$90,180,199	NA	\$90,180,199	5%
	Connect Air	613,510	303,450	51%	310,060	NA	310,060	\$33,899,634	NA	\$33,899,634	7%
	Rail	201,476	0	98%	198,440	NA	198,440	\$20,769,382	NA	\$20,769,382	0%
	Bus	122,503	53,142	59%	72,396	NA	72,396	\$7,294,704	NA	\$7,294,704	1%
	Auto	2,272,985	1,978,118	13%	294,866	NA	294,866	\$31,115,071	NA	\$31,115,071	44%
	Noncaptive Auto	1,129,602	929,548	18%	200,054	NA	200,054	\$20,991,134	NA	\$20,991,134	21%
	Destination Captive Auto	1,013,571	918,758	9%	94,812	NA	94,812	\$10,123,938	NA	\$10,123,938	21%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,899,656	NA	NA	NA	NA	NA	NA	NA	43%
	Total	4,197,001	4,453,144	39%	1,643,513	256,142	1,899,656	\$183,258,990	\$28,546,936	\$211,805,925	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	4,397	81%	18,378	NA	18,378	\$1,164,987	NA	\$1,164,987	0%
	Connect Air	84,667	38,881	54%	45,786	NA	45,786	\$2,902,456	NA	\$2,902,456	1%
	Rail	69,704	0	97%	67,411	NA	67,411	\$4,273,293	NA	\$4,273,293	0%
	Bus	12,765	3,780	88%	11,278	NA	11,278	\$714,958	NA	\$714,958	0%
	Auto	1,423,393	1,242,340	13%	181,053	NA	181,053	\$11,477,276	NA	\$11,477,276	20%
	Noncaptive Auto	937,151	789,930	16%	147,221	NA	147,221	\$9,332,611	NA	\$9,332,611	13%
	Destination Captive Auto	433,582	399,750	8%	33,832	NA	33,832	\$2,144,665	NA	\$2,144,665	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	373,840	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,663,238	20%	323,905	49,934	373,840	\$20,532,971	\$3,165,429	\$23,698,400	27%
Nonbusiness	Local Air	10,829	1,315	88%	9,514	NA	9,514	\$412,658	NA	\$412,658	0%
	Connect Air	99,721	39,856	60%	59,865	NA	59,865	\$2,596,535	NA	\$2,596,535	1%
	Rail	141,631	0	97%	137,531	NA	137,531	\$5,965,204	NA	\$5,965,204	0%
	Bus	142,746	19,174	89%	127,672	NA	127,672	\$5,537,551	NA	\$5,537,551	0%
	Auto	4,077,350	3,721,621	9%	355,729	NA	355,729	\$15,429,159	NA	\$15,429,159	59%
	Noncaptive Auto	2,939,668	2,633,823	10%	305,845	NA	305,845	\$13,265,544	NA	\$13,265,544	42%
	Destination Captive Auto	1,018,936	969,053	5%	49,883	NA	49,883	\$2,163,615	NA	\$2,163,615	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	824,550	NA	NA	NA	NA	NA	NA	NA	13%
	Total	4,472,277	4,606,517	15%	690,311	134,239	824,550	\$29,941,106	\$5,822,419	\$35,763,526	73%
Total	Local Air	33,604	5,713	83%	27,892	NA	27,892	\$1,577,645	NA	\$1,577,645	0%
	Connect Air	184,387	78,737	57%	105,651	NA	105,651	\$5,498,992	NA	\$5,498,992	1%
	Rail	211,335	0	97%	204,942	NA	204,942	\$10,238,497	NA	\$10,238,497	0%
	Bus	155,512	22,954	89%	138,950	NA	138,950	\$6,252,509	NA	\$6,252,509	0%
	Auto	5,500,743	4,963,962	10%	536,782	NA	536,782	\$26,906,435	NA	\$26,906,435	79%
	Noncaptive Auto	3,876,819	3,423,753	12%	453,066	NA	453,066	\$22,598,155	NA	\$22,598,155	55%
	Destination Captive Auto	1,452,518	1,368,803	6%	83,715	NA	83,715	\$4,308,280	NA	\$4,308,280	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,198,390	NA	NA	NA	NA	NA	NA	NA	19%
	Total	6,085,581	6,269,755	17%	1,014,216	184,174	1,198,390	\$50,474,077	\$8,987,848	\$59,461,925	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	5,723	86%	34,151	NA	34,151	\$4,443,772	NA	\$4,443,772	1%
	Connect Air	2,640	1,093	59%	1,547	NA	1,547	\$201,334	NA	\$201,334	0%
	Rail	1,314	0	100%	1,311	NA	1,311	\$170,526	NA	\$170,526	0%
	Bus	4,792	4,694	2%	101	NA	101	\$13,181	NA	\$13,181	1%
	Auto	44,460	33,968	24%	10,493	NA	10,493	\$1,365,308	NA	\$1,365,308	8%
	Noncaptive Auto	26,567	18,871	29%	7,697	NA	7,697	\$1,001,477	NA	\$1,001,477	4%
	Destination Captive Auto	17,893	15,097	16%	2,796	NA	2,796	\$363,830	NA	\$363,830	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	54,936	NA	NA	NA	NA	NA	NA	NA	13%
	Total	93,080	100,413	51%	47,603	7,333	54,936	\$6,194,121	\$954,118	\$7,148,239	23%
Nonbusiness	Local Air	6,651	252	96%	6,399	NA	6,399	\$587,138	NA	\$587,138	0%
	Connect Air	386	117	70%	269	NA	269	\$24,715	NA	\$24,715	0%
	Rail	8,280	0	100%	8,254	NA	8,254	\$757,337	NA	\$757,337	0%
	Bus	14,948	13,583	9%	1,390	NA	1,390	\$127,546	NA	\$127,546	3%
	Auto	299,522	269,944	10%	29,579	NA	29,579	\$2,713,872	NA	\$2,713,872	62%
	Noncaptive Auto	185,795	162,522	13%	23,272	NA	23,272	\$2,135,277	NA	\$2,135,277	37%
	Destination Captive Auto	105,650	99,343	6%	6,306	NA	6,306	\$578,595	NA	\$578,595	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	52,303	NA	NA	NA	NA	NA	NA	NA	12%
	Total	329,787	336,198	14%	45,891	6,412	52,303	\$4,210,608	\$588,268	\$4,798,876	77%
Total	Local Air	46,525	5,975	87%	40,551	NA	40,551	\$5,030,910	NA	\$5,030,910	1%
	Connect Air	3,026	1,209	60%	1,817	NA	1,817	\$226,049	NA	\$226,049	0%
	Rail	9,594	0	100%	9,565	NA	9,565	\$927,864	NA	\$927,864	0%
	Bus	19,740	18,277	8%	1,491	NA	1,491	\$140,727	NA	\$140,727	4%
	Auto	343,983	303,911	12%	40,071	NA	40,071	\$4,079,180	NA	\$4,079,180	70%
	Noncaptive Auto	212,362	181,393	15%	30,969	NA	30,969	\$3,136,754	NA	\$3,136,754	42%
	Destination Captive Auto	123,543	114,440	7%	9,102	NA	9,102	\$942,425	NA	\$942,425	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	107,239	NA	NA	NA	NA	NA	NA	NA	25%
	Total	422,867	436,611	22%	93,495	13,744	107,239	\$10,404,729	\$1,542,386	\$11,947,115	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
10% increase in HSR fares

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,120	27,656	83%	132,664	NA	132,664	\$12,393,398	NA	\$12,393,398	1%
	Connect Air	37,302	15,271	59%	22,031	NA	22,031	\$2,058,092	NA	\$2,058,092	1%
	Rail	30,385	0	97%	29,458	NA	29,458	\$2,751,968	NA	\$2,751,968	0%
	Bus	7,366	1,348	94%	6,945	NA	6,945	\$648,808	NA	\$648,808	0%
	Auto	305,589	260,230	15%	45,359	NA	45,359	\$4,237,440	NA	\$4,237,440	13%
	Noncaptive Auto	135,317	107,062	21%	28,255	NA	28,255	\$2,639,576	NA	\$2,639,576	5%
	Destination Captive Auto	159,825	142,720	11%	17,104	NA	17,104	\$1,597,864	NA	\$1,597,864	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	270,868	NA	NA	NA	NA	NA	NA	NA	13%
	Total	540,962	575,374	44%	236,457	34,412	270,868	\$22,089,706	\$3,214,718	\$25,304,424	28%
Nonbusiness	Local Air	33,475	11,893	64%	21,582	NA	21,582	\$1,548,137	NA	\$1,548,137	1%
	Connect Air	50,354	26,117	48%	24,237	NA	24,237	\$1,738,591	NA	\$1,738,591	1%
	Rail	78,888	0	96%	75,902	NA	75,902	\$5,444,645	NA	\$5,444,645	0%
	Bus	32,673	8,317	84%	27,342	NA	27,342	\$1,961,321	NA	\$1,961,321	0%
	Auto	1,248,467	1,160,350	7%	88,117	NA	88,117	\$6,320,875	NA	\$6,320,875	57%
	Noncaptive Auto	715,216	647,724	9%	67,492	NA	67,492	\$4,841,421	NA	\$4,841,421	32%
	Destination Captive Auto	467,128	446,503	4%	20,624	NA	20,624	\$1,479,454	NA	\$1,479,454	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	265,905	NA	NA	NA	NA	NA	NA	NA	13%
	Total	1,443,857	1,472,582	16%	237,179	28,725	265,905	\$17,013,569	\$2,060,537	\$19,074,105	72%
Total	Local Air	193,795	39,549	80%	154,246	NA	154,246	\$13,941,535	NA	\$13,941,535	2%
	Connect Air	87,656	41,388	53%	46,268	NA	46,268	\$3,796,684	NA	\$3,796,684	2%
	Rail	109,273	0	96%	105,360	NA	105,360	\$8,196,613	NA	\$8,196,613	0%
	Bus	40,039	9,666	86%	34,287	NA	34,287	\$2,610,129	NA	\$2,610,129	0%
	Auto	1,554,056	1,420,580	9%	133,476	NA	133,476	\$10,558,315	NA	\$10,558,315	69%
	Noncaptive Auto	850,534	754,786	11%	95,747	NA	95,747	\$7,480,997	NA	\$7,480,997	37%
	Destination Captive Auto	626,952	589,224	6%	37,729	NA	37,729	\$3,077,318	NA	\$3,077,318	29%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	536,773	NA	NA	NA	NA	NA	NA	NA	26%
	Total	1,984,819	2,047,956	24%	473,636	63,137	536,773	\$39,103,275	\$5,275,255	\$44,378,530	100%

Diverted HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares							Base Case / HSR in Full Corridor							SENSITIVITY ANALYSIS 10% increase in HSR fares	
Superzone Pair	Business						Nonbusiness						Total Volume		
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto			
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0		
KINGSTON-KITCH.-WATERLOO	0	0	0	736	1,931	1,036	0	0	2,181	2,396	3,798	884	12,962		
KINGSTON-LONDON	841	0	1,076	36	1,277	100	0	0	5,557	2,046	7,257	1,442	19,631		
KINGSTON-MONTREAL	26	0	12,337	2,972	1,626	1,459	0	0	19,128	31,421	13,531	5,939	88,438		
KINGSTON-OTTAWA	0	0	13,380	7,045	30,756	8,231	0	0	17,903	57,861	88,091	16,597	239,864		
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,144	0	318	109	1,995		
KINGSTON-TORONTO	8,790	21,204	66,421	6,952	62,574	17,573	5,016	12,502	113,556	63,632	141,780	31,406	551,407		
KINGSTON-TROIS RIVIERES	0	0	0	0	1,398	0	0	0	0	0	0	0	1,398		
KINGSTON-WINDSOR	0	0	1,309	0	750	279	0	0	3,457	912	885	432	8,023		
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,085	10,138	0	0	31,238		
KITCH.-WATERLOO-MONTREAL	0	0	1,520	95	4,463	2,551	0	0	4,472	1,276	6,100	1,657	22,134		
KITCH.-WATERLOO-OTTAWA	0	0	719	266	1,275	2,947	0	0	3,097	2,748	11,326	4,016	26,394		
KITCH.-WATERLOO-QUEBEC	0	0	0	0	4,273	0	0	0	478	0	363	67	5,181		
KITCH.-WATERLOO-TORONTO	0	0	4,199	18,111	0	0	0	0	29,429	149,790	0	0	201,528		
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	206	0	0	0	0	0	0	206		
KITCH.-WATERLOO-WINDSOR	0	0	0	375	13,041	3,103	0	0	2,811	947	17,827	4,694	42,799		
LONDON-MONTREAL	13,573	0	383	216	199	1,735	2,913	0	11,894	1,719	9,458	1,027	43,117		
LONDON-OTTAWA	30,821	870	1,483	166	4,857	1,956	6,848	142	8,714	4,497	8,325	2,459	71,136		
LONDON-QUEBEC	2,341	0	0	0	135	0	141	0	583	0	42	259	3,501		
LONDON-TORONTO	18,378	45,786	67,411	11,278	147,221	33,832	9,514	59,865	137,531	127,672	305,845	49,883	1,014,216		
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0		
LONDON-WINDSOR	0	0	8,587	614	65,303	14,787	0	0	27,210	20,374	111,805	28,520	277,200		
MONTREAL-OTTAWA	41,512	6,028	103,636	8,668	78,772	25,717	8,521	4,857	108,249	171,058	268,246	73,691	898,956		
MONTREAL-QUEBEC	53,508	4,653	48,170	4,203	194,558	70,792	7,134	1,555	87,844	16,512	393,240	76,501	958,669		
MONTREAL-TORONTO	445,505	76,890	84,053	2,796	45,926	27,499	83,592	98,294	229,097	27,274	57,172	28,516	1,206,613		
MONTREAL-TROIS RIVIERES	0	0	0	14,760	37,733	3,824	0	0	0	51,401	147,544	15,068	270,329		
MONTREAL-WINDSOR	19,718	0	1,895	56	705	59	7,496	0	7,103	198	2,501	239	39,971		
OTTAWA-QUEBEC	34,151	1,547	1,311	101	7,697	2,796	6,399	269	8,254	1,390	23,272	6,306	93,495		
OTTAWA-TORONTO	686,423	176,507	75,936	16,413	78,664	44,297	81,328	133,553	122,504	55,983	121,390	50,515	1,643,513		
OTTAWA-TROIS RIVIERES	0	0	0	1,646	982	0	0	0	0	4,687	1,078	56	8,449		
OTTAWA-WINDSOR	6,459	0	819	51	1,354	0	3,616	0	6,745	2,187	3,322	3,007	27,559		
QUEBEC-TORONTO	52,035	15,762	7,650	332	4,405	4,255	10,412	9,369	18,547	3,378	5,707	5,570	137,421		
QUEBEC-TROIS RIVIERES	0	0	0	734	763	391	0	0	0	2,236	845	415	5,385		
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,133	0	134	0	1,267		
TORONTO-TROIS RIVIERES	0	0	0	91	0	219	0	0	0	3,846	899	119	5,174		
TORONTO-WINDSOR	132,664	22,031	29,458	6,945	28,255	17,104	21,582	24,237	75,902	27,342	67,492	20,624	473,636		
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL	1,546,745	371,278	533,413	106,433	820,890	286,747	254,510	344,643	1,073,609	844,921	1,819,595	430,018	8,432,804		

2005 Link Volumes

Base Run - 300+ kph / Composite ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

10% increase in HSR fares

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	870,456	870,456	1,740,911
Kitch.-Waterloo-London	1,776,095	1,776,095	3,552,190
Kitch.-Waterloo-Toronto	1,970,462	1,970,462	3,940,925
Kingston-Toronto	2,141,602	2,141,602	4,283,203
Kingston-Ottawa	2,004,307	2,004,307	4,008,615
Montreal-Ottawa	1,407,280	1,407,280	2,814,560
Montreal-Trois Rivières	1,487,084	1,487,084	2,974,167
Quebec-Trois Rivières	1,206,914	1,206,914	2,413,827

2005 Station Volumes

Base Run - 300+ kph / Composite ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

10% increase in HSR fares

Station	Boardings	Allightings	Total Station Volume
Hamilton	0	0	0
Kingston	554,089	554,089	1,108,178
Kitchener	225,364	225,364	450,727
London	865,663	865,663	1,731,326
Montreal	1,945,031	1,945,031	3,890,063
Ottawa	1,754,647	1,754,647	3,509,295
Quebec	664,598	664,598	1,329,196
Toronto	2,978,743	2,978,743	5,957,487
Trois Rivières	169,366	169,366	338,732
Windsor	494,255	494,255	988,509
Total	9,651,756	9,651,756	19,303,513

Total HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS
10% increase in HSR fares

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	3,943	12,174	16,116
KINGSTON-LONDON	4,248	18,390	22,637
KINGSTON-MONTREAL	21,088	82,348	103,437
KINGSTON-OTTAWA	73,586	235,807	309,393
KINGSTON-QUEBEC	573	1,874	2,447
KINGSTON-TORONTO	228,362	414,647	643,009
KINGSTON-TROIS RIVIERES	1,518	0	1,518
KINGSTON-WINDSOR	2,743	6,878	9,621
KITCH.-WATERLOO-LONDON	3,715	59,538	63,253
KITCH.-WATERLOO-MONTREAL	10,075	17,257	27,331
KITCH.-WATERLOO-OTTAWA	5,995	24,645	30,640
KITCH.-WATERLOO-QUEBEC	5,105	970	6,075
KITCH.-WATERLOO-TORONTO	27,249	231,643	258,892
KITCH.-WATERLOO-TROIS RIVIERES	240	0	240
KITCH.-WATERLOO-WINDSOR	18,024	30,155	48,179
LONDON-MONTREAL	17,158	29,549	46,707
LONDON-OTTAWA	44,536	34,367	78,903
LONDON-QUEBEC	3,303	1,196	4,499
LONDON-TORONTO	373,840	824,550	1,198,390
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	100,662	216,274	316,936
MONTREAL-OTTAWA	318,141	723,465	1,041,605
MONTREAL-QUEBEC	417,875	632,115	1,049,990
MONTREAL-TORONTO	709,629	555,045	1,264,674
MONTREAL-TROIS RIVIERES	63,846	250,024	313,870
MONTREAL-WINDSOR	23,242	19,205	42,447
OTTAWA-QUEBEC	54,936	52,303	107,239
OTTAWA-TORONTO	1,245,723	653,933	1,899,656
OTTAWA-TROIS RIVIERES	2,792	5,984	8,776
OTTAWA-WINDSOR	10,180	22,902	33,082
QUEBEC-TORONTO	90,531	59,089	149,620
QUEBEC-TROIS RIVIERES	2,499	5,355	7,854
QUEBEC-WINDSOR	0	1,471	1,471
TORONTO-TROIS RIVIERES	331	6,142	6,473
TORONTO-WINDSOR	270,868	265,905	536,773
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,156,556	5,495,200	9,651,756

HSR Input Data for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

SENSITIVITY ANALYSIS
10% increase in HSR fares

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$65.06	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$65.06	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$34.20	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$83.41	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$92.59	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$178.50	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$25.86	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$25.86	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$88.00	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$111.77	\$8.40	\$16.80
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$118.44	\$7.65	\$15.30
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$73.40	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$51.71	\$8.15	\$18.30
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	11.00	0.82	\$73.40	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$76.74	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	11.00	0.82	\$78.41	\$7.56	\$15.11
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$140.13	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$33.36	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	15.00	0.60	\$166.82	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$155.14	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	11.00	0.82	\$116.77	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$35.03	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	11.00	0.82	\$30.03	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$71.73	\$11.95	\$23.90
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	15.00	0.60	\$176.83	\$7.15	\$15.70
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$165.15	\$7.15	\$17.30
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	11.00	0.82	\$88.41	\$3.40	\$6.79
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$63.39	\$7.15	\$15.80
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	11.00	0.82	\$171.83	\$5.23	\$10.46
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$50.05	\$11.20	\$22.40
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$71.73	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$90.08	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$141.80	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$45.88	\$9.00	\$17.50
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	11.00	0.82	\$193.51	\$15.25	\$23.80
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$130.12	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$120.11	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$105.10	\$9.00	\$19.10
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$171.83	\$15.25	\$25.40
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$181.83	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$46.92	\$7.55	\$15.10
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	9.00	1.00	\$40.04	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$155.14	\$9.00	\$17.60
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$93.42	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	11.00	0.82	\$133.46	\$6.03	\$12.07

HSR Input Data for 2005 / 300+ kph / Com

HSR in Full corridor

SENSITIVITY ANALYSIS
10% increase in HSR fares

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$54.63	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$54.63	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$31.70	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$108.43	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$105.10	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$141.80	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$30.86	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$44.62	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$78.41	\$3.80	\$7.60
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$83.41	\$3.85	\$7.70
KINGSTON-MONTREAL	1.82	0.44	1.00	0.30	1.30	18.00	0.50	\$56.72	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$38.37	\$4.65	\$8.50
KINGSTON-QUEBEC	2.95	0.48	0.95	0.27	1.22	11.00	0.82	\$88.41	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$68.40	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.28	0.63	1.26	0.27	1.53	11.00	0.82	\$73.68	\$3.78	\$7.56
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$98.42	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$23.35	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	15.00	0.60	\$116.77	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$108.43	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	4.83	0.35	0.71	0.27	0.97	11.00	0.82	\$180.17	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$25.02	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	4.17	0.51	1.01	0.27	1.28	11.00	0.82	\$165.15	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$50.05	\$5.90	\$11.80
LONDON-MONTREAL	4.10	0.40	0.97	0.30	1.27	15.00	0.60	\$123.45	\$3.05	\$6.30
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$115.11	\$3.05	\$6.90
LONDON-QUEBEC	5.23	0.28	0.57	0.27	0.83	11.00	0.82	\$116.77	\$1.70	\$3.40
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$43.37	\$3.05	\$6.30
LONDON-TROIS RIVIERES	4.57	0.44	0.87	0.27	1.14	11.00	0.82	\$148.47	\$2.62	\$5.23
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$35.03	\$6.00	\$12.00
MONTREAL-OTTAWA	1.08	0.43	1.00	0.30	1.30	18.00	0.50	\$43.37	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$68.40	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$106.77	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$32.32	\$3.50	\$6.70
MONTREAL-WINDSOR	4.78	0.69	1.25	0.30	1.55	11.00	0.82	\$135.12	\$8.90	\$12.10
OTTAWA-QUEBEC	2.22	0.39	0.82	0.27	1.08	11.00	0.82	\$91.75	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$95.09	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.55	0.45	0.90	0.27	1.17	11.00	0.82	\$95.09	\$3.65	\$7.30
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$120.11	\$6.35	\$12.70
QUEBEC-TORONTO	4.07	0.39	0.98	0.30	1.28	11.00	0.82	\$126.78	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$33.36	\$3.35	\$6.70
QUEBEC-WINDSOR	5.92	0.35	0.70	0.27	0.97	9.00	1.00	\$121.78	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.40	0.53	1.07	0.30	1.37	11.00	0.82	\$85.08	\$3.35	\$6.70
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$71.73	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	5.25	0.50	1.01	0.27	1.27	11.00	0.82	\$121.78	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,373,083	55%	1,701,955	NA	1,701,955	\$188,889,122	NA	\$188,889,122	2%
	Connect Air	1,090,355	537,248	51%	553,107	NA	553,107	\$51,048,402	NA	\$51,048,402	1%
	Rail	596,839	0	95%	565,709	NA	565,709	\$47,496,833	NA	\$47,496,833	0%
	Bus	378,703	258,400	40%	151,433	NA	151,433	\$10,260,471	NA	\$10,260,471	0%
	Auto	11,487,187	10,291,102	10%	1,196,086	NA	1,196,086	\$90,912,462	NA	\$90,912,462	16%
	Noncaptive Auto	7,221,317	6,339,115	12%	882,202	NA	882,202	\$64,844,184	NA	\$64,844,184	10%
	Destination Captive Auto	3,499,370	3,185,486	9%	313,884	NA	313,884	\$26,068,279	NA	\$26,068,279	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,807,191	NA	NA	NA	NA	NA	NA	NA	8%
	Total	16,628,122	17,267,024	25%	4,168,289	638,902	4,807,191	\$388,607,289	\$53,829,983	\$442,437,273	28%
Nonbusiness	Local Air	548,809	269,527	51%	279,282	NA	279,282	\$23,540,288	NA	\$23,540,288	0%
	Connect Air	984,305	529,559	46%	454,746	NA	454,746	\$31,569,720	NA	\$31,569,720	1%
	Rail	1,257,753	0	93%	1,164,374	NA	1,164,374	\$77,446,681	NA	\$77,446,681	0%
	Bus	1,523,136	578,029	68%	1,040,486	NA	1,040,486	\$48,953,294	NA	\$48,953,294	1%
	Auto	40,088,331	37,648,390	6%	2,441,941	NA	2,441,941	\$128,346,748	NA	\$128,346,748	60%
	Noncaptive Auto	27,596,052	25,628,227	7%	1,969,825	NA	1,969,825	\$101,524,218	NA	\$101,524,218	41%
	Destination Captive Auto	10,577,203	10,105,087	4%	472,116	NA	472,116	\$26,822,530	NA	\$26,822,530	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	6,344,467	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,365,971	12%	5,380,829	963,637	6,344,467	\$309,856,731	\$49,209,307	\$359,066,038	72%
Total	Local Air	3,623,847	1,642,610	55%	1,981,237	NA	1,981,237	\$212,429,410	NA	\$212,429,410	3%
	Connect Air	2,074,660	1,066,807	49%	1,007,853	NA	1,007,853	\$82,618,121	NA	\$82,618,121	2%
	Rail	1,854,592	0	93%	1,730,083	NA	1,730,083	\$124,943,513	NA	\$124,943,513	0%
	Bus	1,901,839	834,429	63%	1,191,919	NA	1,191,919	\$59,213,765	NA	\$59,213,765	1%
	Auto	51,575,518	47,937,491	7%	3,638,027	NA	3,638,027	\$219,259,210	NA	\$219,259,210	77%
	Noncaptive Auto	34,817,370	31,965,343	8%	2,852,027	NA	2,852,027	\$166,368,402	NA	\$166,368,402	51%
	Destination Captive Auto	14,076,573	13,290,573	6%	786,000	NA	786,000	\$52,890,809	NA	\$52,890,809	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	11,151,658	NA	NA	NA	NA	NA	NA	NA	18%
	Total	61,030,456	62,632,995	16%	9,549,118	1,602,539	11,151,658	\$698,464,020	\$103,039,290	\$801,503,310	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	908,669	39%	569,921	NA	569,921	\$70,598,124	NA	\$70,598,124	19%
	Connect Air	309,365	219,732	29%	89,632	NA	89,632	\$11,103,081	NA	\$11,103,081	5%
	Rail	123,770	0	88%	109,003	NA	109,003	\$13,502,584	NA	\$13,502,584	0%
	Bus	12,730	18,756	69%	8,741	NA	8,741	\$1,082,792	NA	\$1,082,792	0%
	Auto	352,946	267,525	24%	85,420	NA	85,420	\$10,581,303	NA	\$10,581,303	6%
	Noncaptive Auto	161,610	108,746	33%	52,864	NA	52,864	\$6,548,459	NA	\$6,548,459	2%
	Destination Captive Auto	180,035	147,479	18%	32,556	NA	32,556	\$4,032,845	NA	\$4,032,845	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	910,437	NA	NA	NA	NA	NA	NA	NA	19%
	Total	2,277,401	2,325,120	38%	862,718	47,719	910,437	\$106,867,883	\$5,911,106	\$112,778,989	50%
Nonbusiness	Local Air	273,347	171,268	37%	102,079	NA	102,079	\$9,520,819	NA	\$9,520,819	4%
	Connect Air	345,980	238,421	31%	107,559	NA	107,559	\$10,031,994	NA	\$10,031,994	5%
	Rail	345,891	0	88%	302,775	NA	302,775	\$28,239,636	NA	\$28,239,636	0%
	Bus	105,446	85,660	60%	62,903	NA	62,903	\$5,866,934	NA	\$5,866,934	2%
	Auto	1,224,716	1,122,700	8%	102,017	NA	102,017	\$9,515,025	NA	\$9,515,025	24%
	Noncaptive Auto	571,514	503,698	12%	67,816	NA	67,816	\$6,325,176	NA	\$6,325,176	11%
	Destination Captive Auto	607,226	573,025	6%	34,200	NA	34,200	\$3,189,849	NA	\$3,189,849	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	736,599	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,295,381	2,354,648	30%	677,332	59,267	736,599	\$63,174,409	\$5,527,806	\$68,702,215	50%
Total	Local Air	1,751,937	1,079,937	38%	672,000	NA	672,000	\$80,118,943	NA	\$80,118,943	23%
	Connect Air	655,345	458,153	30%	197,192	NA	197,192	\$21,135,075	NA	\$21,135,075	10%
	Rail	469,662	0	88%	411,778	NA	411,778	\$41,742,220	NA	\$41,742,220	0%
	Bus	118,176	104,416	61%	71,644	NA	71,644	\$6,949,725	NA	\$6,949,725	2%
	Auto	1,577,662	1,390,225	12%	187,437	NA	187,437	\$20,096,328	NA	\$20,096,328	30%
	Noncaptive Auto	733,124	612,444	16%	120,680	NA	120,680	\$12,873,635	NA	\$12,873,635	13%
	Destination Captive Auto	787,260	720,504	8%	66,757	NA	66,757	\$7,222,694	NA	\$7,222,694	15%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,647,036	NA	NA	NA	NA	NA	NA	NA	35%
	Total	4,572,781	4,679,767	34%	1,540,050	106,986	1,647,036	\$170,042,292	\$11,438,913	\$181,481,204	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	6,658	89%	54,685	NA	54,685	\$4,303,515	NA	\$4,303,515	0%
	Connect Air	127,383	53,341	58%	74,042	NA	74,042	\$5,826,802	NA	\$5,826,802	1%
	Rail	49,447	0	99%	48,868	NA	48,868	\$3,845,693	NA	\$3,845,693	0%
	Bus	164,431	149,259	10%	15,751	NA	15,751	\$1,239,578	NA	\$1,239,578	2%
	Auto	2,042,002	1,754,667	14%	287,335	NA	287,335	\$22,612,112	NA	\$22,612,112	19%
	Noncaptive Auto	1,134,680	924,473	19%	210,208	NA	210,208	\$16,542,526	NA	\$16,542,526	10%
	Destination Captive Auto	824,082	746,955	9%	77,127	NA	77,127	\$6,069,587	NA	\$6,069,587	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	547,133	NA	NA	NA	NA	NA	NA	NA	6%
	Total	2,444,606	2,511,058	20%	480,681	66,452	547,133	\$37,827,700	\$5,229,539	\$43,057,238	27%
Nonbusiness	Local Air	9,113	1,740	81%	7,373	NA	7,373	\$440,553	NA	\$440,553	0%
	Connect Air	51,630	26,979	48%	24,651	NA	24,651	\$1,472,894	NA	\$1,472,894	0%
	Rail	90,524	0	99%	89,335	NA	89,335	\$5,337,856	NA	\$5,337,856	0%
	Bus	254,712	215,320	16%	40,580	NA	40,580	\$2,424,687	NA	\$2,424,687	2%
	Auto	6,166,304	5,655,024	8%	511,280	NA	511,280	\$30,549,352	NA	\$30,549,352	62%
	Noncaptive Auto	4,217,405	3,789,727	10%	427,678	NA	427,678	\$25,554,082	NA	\$25,554,082	41%
	Destination Captive Auto	1,754,742	1,671,140	5%	83,602	NA	83,602	\$4,995,271	NA	\$4,995,271	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	742,570	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,641,633	10%	673,219	69,351	742,570	\$40,225,343	\$4,143,757	\$44,369,099	73%
Total	Local Air	70,456	8,397	88%	62,058	NA	62,058	\$4,744,068	NA	\$4,744,068	0%
	Connect Air	179,013	80,320	55%	98,692	NA	98,692	\$7,299,696	NA	\$7,299,696	1%
	Rail	139,971	0	99%	138,203	NA	138,203	\$9,183,549	NA	\$9,183,549	0%
	Bus	419,143	364,579	13%	56,331	NA	56,331	\$3,664,265	NA	\$3,664,265	4%
	Auto	8,208,306	7,409,691	10%	798,615	NA	798,615	\$53,161,464	NA	\$53,161,464	81%
	Noncaptive Auto	5,352,086	4,714,200	12%	637,886	NA	637,886	\$42,096,607	NA	\$42,096,607	52%
	Destination Captive Auto	2,578,824	2,418,095	6%	160,729	NA	160,729	\$11,064,857	NA	\$11,064,857	26%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,289,703	NA	NA	NA	NA	NA	NA	NA	14%
	Total	9,016,888	9,152,691	13%	1,153,900	135,803	1,289,703	\$78,053,042	\$9,373,295	\$87,426,337	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	170,190	80%	702,174	NA	702,174	\$73,677,811	NA	\$73,677,811	4%
	Connect Air	335,175	152,552	54%	182,623	NA	182,623	\$19,162,338	NA	\$19,162,338	3%
	Rail	76,815	0	100%	76,446	NA	76,446	\$8,021,378	NA	\$8,021,378	0%
	Bus	18,533	898	97%	18,004	NA	18,004	\$1,889,097	NA	\$1,889,097	0%
	Auto	530,589	399,016	25%	131,573	NA	131,573	\$13,805,668	NA	\$13,805,668	9%
	Noncaptive Auto	231,840	148,115	36%	83,726	NA	83,726	\$8,785,168	NA	\$8,785,168	3%
	Destination Captive Auto	234,244	186,397	20%	47,847	NA	47,847	\$5,020,500	NA	\$5,020,500	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,298,705	NA	NA	NA	NA	NA	NA	NA	29%
	Total	1,833,476	2,021,361	61%	1,110,820	187,885	1,298,705	\$116,556,291	\$19,714,400	\$136,270,691	45%
Nonbusiness	Local Air	114,164	29,820	74%	84,345	NA	84,345	\$7,006,342	NA	\$7,006,342	1%
	Connect Air	278,334	141,058	49%	137,276	NA	137,276	\$11,403,288	NA	\$11,403,288	3%
	Rail	124,661	0	99%	123,833	NA	123,833	\$10,286,572	NA	\$10,286,572	0%
	Bus	103,970	22,937	79%	81,861	NA	81,861	\$6,800,049	NA	\$6,800,049	1%
	Auto	1,742,396	1,553,770	11%	188,626	NA	188,626	\$15,668,796	NA	\$15,668,796	35%
	Noncaptive Auto	897,762	764,868	15%	132,894	NA	132,894	\$11,039,221	NA	\$11,039,221	17%
	Destination Captive Auto	779,327	723,595	7%	55,732	NA	55,732	\$4,629,574	NA	\$4,629,574	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	725,143	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,363,525	2,472,727	26%	615,941	109,202	725,143	\$51,165,046	\$9,071,173	\$60,236,219	55%
Total	Local Air	986,529	200,010	80%	786,519	NA	786,519	\$80,684,153	NA	\$80,684,153	4%
	Connect Air	613,510	293,610	52%	319,900	NA	319,900	\$30,565,626	NA	\$30,565,626	7%
	Rail	201,476	0	99%	200,279	NA	200,279	\$18,307,950	NA	\$18,307,950	0%
	Bus	122,503	23,834	82%	99,865	NA	99,865	\$8,689,145	NA	\$8,689,145	1%
	Auto	2,272,985	1,952,786	14%	320,199	NA	320,199	\$29,474,464	NA	\$29,474,464	43%
	Noncaptive Auto	1,129,602	912,983	19%	216,619	NA	216,619	\$19,824,389	NA	\$19,824,389	20%
	Destination Captive Auto	1,013,571	909,991	10%	103,579	NA	103,579	\$9,650,075	NA	\$9,650,075	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,023,848	NA	NA	NA	NA	NA	NA	NA	45%
	Total	4,197,001	4,494,088	41%	1,726,761	297,086	2,023,848	\$167,721,338	\$28,785,572	\$196,506,910	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	4,191	82%	18,584	NA	18,584	\$1,029,144	NA	\$1,029,144	0%
	Connect Air	84,667	38,361	55%	46,305	NA	46,305	\$2,564,331	NA	\$2,564,331	1%
	Rail	69,704	0	98%	68,185	NA	68,185	\$3,776,022	NA	\$3,776,022	0%
	Bus	12,765	2,321	94%	11,963	NA	11,963	\$662,485	NA	\$662,485	0%
	Auto	1,423,393	1,232,686	13%	190,707	NA	190,707	\$10,561,111	NA	\$10,561,111	20%
	Noncaptive Auto	937,151	782,223	17%	154,928	NA	154,928	\$8,579,731	NA	\$8,579,731	12%
	Destination Captive Auto	433,582	397,803	8%	35,779	NA	35,779	\$1,981,381	NA	\$1,981,381	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	391,605	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,669,164	21%	335,744	55,860	391,605	\$18,593,093	\$3,093,477	\$21,686,569	27%
Nonbusiness	Local Air	10,829	1,260	88%	9,569	NA	9,569	\$362,587	NA	\$362,587	0%
	Connect Air	99,721	39,795	60%	59,926	NA	59,926	\$2,270,641	NA	\$2,270,641	1%
	Rail	141,631	0	98%	138,836	NA	138,836	\$5,260,581	NA	\$5,260,581	0%
	Bus	142,746	12,873	93%	132,668	NA	132,668	\$5,026,894	NA	\$5,026,894	0%
	Auto	4,077,350	3,704,475	9%	372,875	NA	372,875	\$14,128,493	NA	\$14,128,493	59%
	Noncaptive Auto	2,939,668	2,619,213	11%	320,455	NA	320,455	\$12,142,254	NA	\$12,142,254	42%
	Destination Captive Auto	1,018,936	966,516	5%	52,420	NA	52,420	\$1,986,239	NA	\$1,986,239	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	865,835	NA	NA	NA	NA	NA	NA	NA	14%
	Total	4,472,277	4,624,239	16%	713,874	151,961	865,835	\$27,049,196	\$5,757,915	\$32,807,111	73%
Total	Local Air	33,604	5,451	84%	28,153	NA	28,153	\$1,391,731	NA	\$1,391,731	0%
	Connect Air	184,387	78,156	58%	106,231	NA	106,231	\$4,834,973	NA	\$4,834,973	1%
	Rail	211,335	0	98%	207,021	NA	207,021	\$9,036,603	NA	\$9,036,603	0%
	Bus	155,512	15,194	93%	144,631	NA	144,631	\$5,689,379	NA	\$5,689,379	0%
	Auto	5,500,743	4,937,162	10%	563,582	NA	563,582	\$24,689,605	NA	\$24,689,605	78%
	Noncaptive Auto	3,876,819	3,401,436	12%	475,383	NA	475,383	\$20,721,985	NA	\$20,721,985	54%
	Destination Captive Auto	1,452,518	1,364,319	6%	88,199	NA	88,199	\$3,967,620	NA	\$3,967,620	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,257,440	NA	NA	NA	NA	NA	NA	NA	20%
	Total	6,085,581	6,293,403	17%	1,049,618	207,821	1,257,440	\$45,642,289	\$8,851,392	\$54,493,681	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	4,939	88%	34,935	NA	34,935	\$3,971,156	NA	\$3,971,156	1%
	Connect Air	2,640	979	63%	1,661	NA	1,661	\$188,755	NA	\$188,755	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$149,258	NA	\$149,258	0%
	Bus	4,792	3,992	17%	801	NA	801	\$91,056	NA	\$91,056	1%
	Auto	44,460	33,418	25%	11,043	NA	11,043	\$1,255,254	NA	\$1,255,254	8%
	Noncaptive Auto	26,567	18,488	30%	8,080	NA	8,080	\$918,440	NA	\$918,440	4%
	Destination Captive Auto	17,893	14,930	17%	2,963	NA	2,963	\$336,814	NA	\$336,814	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	58,041	NA	NA	NA	NA	NA	NA	NA	13%
	Total	93,080	101,369	53%	49,753	8,288	58,041	\$5,655,479	\$942,150	\$6,597,628	23%
Nonbusiness	Local Air	6,651	216	97%	6,435	NA	6,435	\$515,770	NA	\$515,770	0%
	Connect Air	386	105	73%	281	NA	281	\$22,555	NA	\$22,555	0%
	Rail	8,280	0	100%	8,272	NA	8,272	\$663,008	NA	\$663,008	0%
	Bus	14,948	10,131	32%	4,825	NA	4,825	\$386,759	NA	\$386,759	2%
	Auto	299,522	268,219	10%	31,303	NA	31,303	\$2,509,026	NA	\$2,509,026	61%
	Noncaptive Auto	185,795	161,188	13%	24,606	NA	24,606	\$1,972,289	NA	\$1,972,289	37%
	Destination Captive Auto	105,650	98,953	6%	6,696	NA	6,696	\$536,736	NA	\$536,736	23%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	58,713	NA	NA	NA	NA	NA	NA	NA	13%
	Total	329,787	337,384	15%	51,116	7,597	58,713	\$4,097,118	\$608,954	\$4,706,072	77%
Total	Local Air	46,525	5,155	89%	41,370	NA	41,370	\$4,486,927	NA	\$4,486,927	1%
	Connect Air	3,026	1,084	64%	1,942	NA	1,942	\$211,310	NA	\$211,310	0%
	Rail	9,594	0	100%	9,585	NA	9,585	\$812,266	NA	\$812,266	0%
	Bus	19,740	14,123	29%	5,626	NA	5,626	\$477,815	NA	\$477,815	3%
	Auto	343,983	301,637	12%	42,346	NA	42,346	\$3,764,279	NA	\$3,764,279	69%
	Noncaptive Auto	212,362	179,676	15%	32,686	NA	32,686	\$2,890,730	NA	\$2,890,730	41%
	Destination Captive Auto	123,543	113,883	8%	9,659	NA	9,659	\$873,550	NA	\$873,550	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	116,754	NA	NA	NA	NA	NA	NA	NA	27%
	Total	422,867	438,753	24%	100,868	15,886	116,754	\$9,752,596	\$1,551,104	\$11,303,700	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 200+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
250 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	26,322	84%	133,997	NA	133,997	\$10,935,623	NA	\$10,935,623	1%
	Connect Air	37,302	14,882	60%	22,420	NA	22,420	\$1,829,737	NA	\$1,829,737	1%
	Rail	30,385	0	98%	29,898	NA	29,898	\$2,439,967	NA	\$2,439,967	0%
	Bus	7,366	631	98%	7,223	NA	7,223	\$589,484	NA	\$589,484	0%
	Auto	305,589	257,742	16%	47,847	NA	47,847	\$3,904,808	NA	\$3,904,808	13%
	Noncaptive Auto	135,317	105,589	22%	29,729	NA	29,729	\$2,426,193	NA	\$2,426,193	5%
	Destination Captive Auto	159,825	141,707	11%	18,118	NA	18,118	\$1,478,615	NA	\$1,478,615	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	278,860	NA	NA	NA	NA	NA	NA	NA	14%
	Total	540,962	578,437	45%	241,385	37,475	278,860	\$19,699,620	\$3,058,330	\$22,757,949	28%
Nonbusiness	Local Air	33,475	11,294	66%	22,181	NA	22,181	\$1,389,991	NA	\$1,389,991	1%
	Connect Air	50,354	25,727	49%	24,627	NA	24,627	\$1,543,274	NA	\$1,543,274	1%
	Rail	78,888	0	98%	77,383	NA	77,383	\$4,849,228	NA	\$4,849,228	0%
	Bus	32,673	4,016	92%	30,162	NA	30,162	\$1,890,103	NA	\$1,890,103	0%
	Auto	1,248,467	1,154,568	8%	93,899	NA	93,899	\$5,884,190	NA	\$5,884,190	56%
	Noncaptive Auto	715,216	643,356	10%	71,860	NA	71,860	\$4,503,150	NA	\$4,503,150	31%
	Destination Captive Auto	467,128	445,089	5%	22,038	NA	22,038	\$1,381,040	NA	\$1,381,040	22%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	283,652	NA	NA	NA	NA	NA	NA	NA	14%
	Total	1,443,857	1,479,257	17%	248,252	35,400	283,652	\$15,556,787	\$2,218,376	\$17,775,163	72%
Total	Local Air	193,795	37,616	81%	156,178	NA	156,178	\$12,325,614	NA	\$12,325,614	2%
	Connect Air	87,656	40,608	54%	47,048	NA	47,048	\$3,373,011	NA	\$3,373,011	2%
	Rail	109,273	0	98%	107,280	NA	107,280	\$7,289,195	NA	\$7,289,195	0%
	Bus	40,039	4,647	93%	37,385	NA	37,385	\$2,479,588	NA	\$2,479,588	0%
	Auto	1,554,056	1,412,310	9%	141,745	NA	141,745	\$9,788,998	NA	\$9,788,998	69%
	Noncaptive Auto	850,534	748,945	12%	101,589	NA	101,589	\$6,929,343	NA	\$6,929,343	36%
	Destination Captive Auto	626,952	586,796	6%	40,156	NA	40,156	\$2,859,655	NA	\$2,859,655	29%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	562,512	NA	NA	NA	NA	NA	NA	NA	27%
	Total	1,984,819	2,057,694	25%	489,637	72,875	562,512	\$35,256,406	\$5,276,706	\$40,533,112	100%

2005 Link Volumes

Base Run - 200+ kph / Composite ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

250 kph alternative

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	901,327	901,327	1,802,655
Kitch.-Waterloo-London	1,846,115	1,846,115	3,692,230
Kitch.-Waterloo-Toronto	2,053,067	2,053,067	4,106,134
Kingston-Toronto	2,450,386	2,450,386	4,900,773
Kingston-Ottawa	2,294,972	2,294,972	4,589,944
Montreal-Ottawa	1,860,935	1,860,935	3,721,870
Montreal-Trois Rivières	1,713,387	1,713,387	3,426,774
Quebec-Trois Rivières	1,417,115	1,417,115	2,834,230

2005 Station Volumes

Base Run - 200+ kph / Composite ROW / HSR in Full Corridor

Optimized HSR Fares

SENSITIVITY ANALYSIS

250 kph alternative

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	605,889	605,889	1,211,777
Kitchener	236,807	236,807	473,615
London	906,321	906,321	1,812,643
Montreal	2,514,144	2,514,144	5,028,289
Ottawa	2,074,988	2,074,988	4,149,976
Quebec	794,935	794,935	1,589,870
Toronto	3,318,658	3,318,658	6,637,317
Trois Rivières	182,167	182,167	364,335
Windsor	517,747	517,747	1,035,494
Total	11,151,658	11,151,658	22,303,315

Diverted HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares							Base Case / HSR in Full Corridor							SENSITIVITY ANALYSIS 250 kph alternative	
Superzone Pair	Business						Nonbusiness						Total Volume		
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto			
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0		
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0		
KINGSTON-KITCH.-WATERLOO	0	0	0	769	2,092	1,134	0	0	2,181	2,540	4,116	962	13,793		
KINGSTON-LONDON	841	0	1,087	36	1,375	109	0	0	5,610	2,071	7,860	1,570	20,560		
KINGSTON-MONTREAL	26	0	13,030	2,980	1,834	1,671	0	0	20,217	31,889	15,367	6,802	93,816		
KINGSTON-OTTAWA	0	0	13,432	7,045	32,471	8,761	0	0	17,974	57,921	93,224	17,655	248,483		
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,148	0	328	112	2,013		
KINGSTON-TORONTO	8,791	21,221	69,527	7,286	65,654	18,558	5,021	12,531	122,542	80,014	152,490	33,930	597,563		
KINGSTON-TROIS RIVIERES	0	0	0	0	1,386	0	0	0	0	0	0	0	1,386		
KINGSTON-WINDSOR	0	0	1,310	0	790	298	0	0	3,461	915	946	464	8,183		
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,086	10,139	0	0	31,239		
KITCH.-WATERLOO-MONTREAL	0	0	1,520	113	5,227	3,083	0	0	4,472	1,455	7,291	2,002	25,162		
KITCH.-WATERLOO-OTTAWA	0	0	719	475	1,405	3,304	0	0	3,097	3,479	12,590	4,496	29,565		
KITCH.-WATERLOO-QUEBEC	0	0	0	0	4,239	0	0	0	488	0	419	78	5,224		
KITCH.-WATERLOO-TORONTO	0	0	4,199	19,090	0	0	0	0	29,429	155,410	0	0	208,128		
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	195	0	0	0	0	0	0	195		
KITCH.-WATERLOO-WINDSOR	0	0	0	375	13,397	3,198	0	0	2,811	947	18,316	4,832	43,877		
LONDON-MONTREAL	15,306	0	391	217	227	2,053	3,298	0	12,134	1,733	11,189	1,231	47,778		
LONDON-OTTAWA	31,584	894	1,496	181	5,276	2,167	7,104	144	8,789	4,795	9,190	2,735	74,355		
LONDON-QUEBEC	2,337	0	0	0	133	0	142	0	585	0	43	266	3,505		
LONDON-TORONTO	18,584	46,305	68,185	11,963	154,928	35,779	9,569	59,926	138,836	132,668	320,455	52,420	1,049,618		
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0		
LONDON-WINDSOR	0	0	8,611	624	66,581	15,107	0	0	27,284	21,004	113,953	29,104	282,267		
MONTREAL-OTTAWA	42,279	97,065	104,586	30,332	92,532	30,681	8,724	77,637	108,906	237,517	307,718	85,324	1,223,298		
MONTREAL-QUEBEC	54,685	74,042	48,868	15,751	210,208	77,127	7,373	24,651	89,335	40,580	427,678	83,602	1,153,900		
MONTREAL-TORONTO	569,921	89,632	109,003	8,741	52,864	32,556	102,079	107,559	302,775	62,903	67,816	34,200	1,540,050		
MONTREAL-TROIS RIVIERES	0	0	0	15,219	39,448	4,012	0	0	0	52,831	153,769	15,743	281,021		
MONTREAL-WINDSOR	25,698	0	1,918	56	787	68	8,467	0	7,196	199	2,970	288	47,647		
OTTAWA-QUEBEC	34,935	1,661	1,313	801	8,080	2,963	6,435	281	8,272	4,825	24,606	6,696	100,868		
OTTAWA-TORONTO	702,174	182,623	76,446	18,004	83,726	47,847	84,345	137,276	123,833	81,861	132,894	55,732	1,726,761		
OTTAWA-TROIS RIVIERES	0	0	0	2,032	1,025	0	0	0	0	9,703	1,169	61	13,989		
OTTAWA-WINDSOR	6,543	0	819	51	1,435	0	3,645	0	6,745	2,247	3,635	3,320	28,441		
QUEBEC-TORONTO	54,254	17,244	7,689	469	4,552	4,454	10,899	10,114	18,645	4,591	6,011	5,897	144,819		
QUEBEC-TROIS RIVIERES	0	0	0	734	803	413	0	0	0	2,237	886	437	5,510		
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,141	0	135	0	1,276		
TORONTO-TROIS RIVIERES	0	0	0	91	0	227	0	0	0	3,850	902	120	5,190		
TORONTO-WINDSOR	133,997	22,420	29,898	7,223	29,729	18,118	22,181	24,627	77,383	30,162	71,860	22,038	489,637		
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0		
TOTAL	1,701,955	553,107	565,709	151,433	882,202	313,884	279,282	454,746	1,164,374	1,040,486	1,969,825	472,116	9,549,118		

Total HSR Trips for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS
250 kph alternative

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	4,307	13,116	17,423
KINGSTON-LONDON	4,467	19,782	24,249
KINGSTON-MONTREAL	23,280	91,167	114,447
KINGSTON-OTTAWA	78,408	253,547	331,955
KINGSTON-QUEBEC	594	1,975	2,569
KINGSTON-TORONTO	241,037	468,481	709,518
KINGSTON-TROIS RIVIERES	1,504	0	1,504
KINGSTON-WINDSOR	2,879	7,234	10,113
KITCH.-WATERLOO-LONDON	3,775	60,731	64,506
KITCH.-WATERLOO-MONTREAL	11,688	19,620	31,308
KITCH.-WATERLOO-OTTAWA	6,821	27,768	34,589
KITCH.-WATERLOO-QUEBEC	5,049	1,089	6,138
KITCH.-WATERLOO-TORONTO	28,577	241,194	269,771
KITCH.-WATERLOO-TROIS RIVIERES	225	0	225
KITCH.-WATERLOO-WINDSOR	18,577	31,078	49,655
LONDON-MONTREAL	19,692	33,282	52,974
LONDON-OTTAWA	46,516	37,201	83,718
LONDON-QUEBEC	3,246	1,246	4,492
LONDON-TORONTO	391,605	865,835	1,257,440
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	102,970	222,295	325,264
MONTREAL-OTTAWA	508,384	1,000,682	1,509,066
MONTREAL-QUEBEC	547,133	742,570	1,289,703
MONTREAL-TORONTO	910,437	736,599	1,647,036
MONTREAL-TROIS RIVIERES	67,637	264,638	332,275
MONTREAL-WINDSOR	29,909	21,571	51,480
OTTAWA-QUEBEC	58,041	58,713	116,754
OTTAWA-TORONTO	1,298,705	725,143	2,023,848
OTTAWA-TROIS RIVIERES	3,390	11,740	15,131
OTTAWA-WINDSOR	10,521	24,395	34,916
QUEBEC-TORONTO	95,966	64,360	160,326
QUEBEC-TROIS RIVIERES	2,644	5,691	8,334
QUEBEC-WINDSOR	0	1,554	1,554
TORONTO-TROIS RIVIERES	348	6,519	6,867
TORONTO-WINDSOR	278,860	283,652	562,512
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,807,191	6,344,467	11,151,658

HSR Input Data for 2005 / 200+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

SENSITIVITY ANALYSIS

250 kph alternative

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$56.84	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$56.84	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$29.88	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$72.87	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$80.88	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$155.93	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$22.59	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$22.59	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$76.87	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	2.00	0.50	1.00	0.27	1.27	14.00	0.64	\$97.64	\$8.40	\$16.80
KINGSTON-LONDON	2.45	0.43	0.85	0.27	1.12	14.00	0.64	\$103.47	\$7.65	\$15.30
KINGSTON-MONTREAL	1.70	0.44	1.00	0.30	1.30	18.00	0.50	\$64.12	\$8.15	\$16.70
KINGSTON-OTTAWA	0.72	0.44	0.88	0.27	1.15	22.00	0.41	\$45.18	\$8.15	\$18.30
KINGSTON-QUEBEC	3.42	0.48	0.95	0.27	1.22	14.00	0.64	\$64.12	\$5.72	\$11.44
KINGSTON-TORONTO	1.23	0.44	1.05	0.30	1.35	23.00	0.39	\$67.04	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.70	0.63	1.26	0.27	1.53	14.00	0.64	\$68.49	\$7.56	\$15.11
KINGSTON-WINDSOR	3.25	0.57	1.13	0.27	1.40	12.00	0.75	\$122.42	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.45	0.48	0.95	0.27	1.22	16.00	0.56	\$29.15	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	14.00	0.64	\$145.73	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.72	0.55	0.98	0.27	1.25	14.00	0.64	\$135.53	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	5.42	0.35	0.71	0.27	0.97	14.00	0.64	\$102.01	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	16.00	0.56	\$30.60	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	4.70	0.51	1.01	0.27	1.28	14.00	0.64	\$26.23	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.25	0.63	1.25	0.27	1.52	12.00	0.75	\$62.67	\$11.95	\$23.90
LONDON-MONTREAL	4.15	0.40	0.97	0.30	1.27	14.00	0.64	\$154.48	\$7.15	\$15.70
LONDON-OTTAWA	3.17	0.40	0.83	0.27	1.10	14.00	0.64	\$144.28	\$7.15	\$17.30
LONDON-QUEBEC	5.87	0.28	0.57	0.27	0.83	14.00	0.64	\$77.24	\$3.40	\$6.79
LONDON-TORONTO	1.02	0.40	1.00	0.30	1.30	16.00	0.56	\$55.38	\$7.15	\$15.80
LONDON-TROIS RIVIERES	5.15	0.44	0.87	0.27	1.14	14.00	0.64	\$150.11	\$5.23	\$10.46
LONDON-WINDSOR	0.80	0.55	1.10	0.27	1.37	12.00	0.75	\$43.72	\$11.20	\$22.40
MONTREAL-OTTAWA	0.90	0.43	1.00	0.30	1.30	20.00	0.45	\$62.67	\$9.60	\$18.60
MONTREAL-QUEBEC	1.52	0.39	0.93	0.30	1.23	14.00	0.64	\$78.70	\$6.10	\$14.60
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$123.87	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.80	0.38	1.02	0.30	1.32	14.00	0.64	\$40.08	\$9.00	\$17.50
MONTREAL-WINDSOR	4.95	0.69	1.25	0.30	1.55	12.00	0.75	\$169.05	\$15.25	\$23.80
OTTAWA-QUEBEC	2.62	0.39	0.82	0.27	1.08	14.00	0.64	\$113.67	\$6.10	\$16.20
OTTAWA-TORONTO	1.95	0.39	1.03	0.30	1.33	25.00	0.36	\$104.93	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.90	0.45	0.90	0.27	1.17	14.00	0.64	\$91.81	\$9.00	\$19.10
OTTAWA-WINDSOR	3.97	0.57	1.13	0.27	1.40	12.00	0.75	\$150.11	\$15.25	\$25.40
QUEBEC-TORONTO	4.65	0.39	0.98	0.30	1.28	14.00	0.64	\$158.85	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.72	0.42	0.83	0.27	1.10	14.00	0.64	\$40.99	\$7.55	\$15.10
QUEBEC-WINDSOR	6.67	0.35	0.70	0.27	0.97	12.00	0.75	\$34.98	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.93	0.53	1.07	0.30	1.37	14.00	0.64	\$135.53	\$9.00	\$17.60
TORONTO-WINDSOR	1.82	0.69	1.30	0.30	1.60	12.00	0.75	\$81.61	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	5.95	0.50	1.01	0.27	1.27	12.00	0.75	\$116.59	\$6.03	\$12.07

HSR Input Data for 2005 / 200+ kph / Com

HSR in Full corridor

SENSITIVITY ANALYSIS

250 kph alternative

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$47.73	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$47.73	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$27.69	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$94.73	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$91.81	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$123.87	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$26.96	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$38.98	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	2.00	0.50	1.00	0.27	1.27	14.00	0.64	\$68.49	\$3.80	\$7.60
KINGSTON-LONDON	2.45	0.43	0.85	0.27	1.12	14.00	0.64	\$72.87	\$3.85	\$7.70
KINGSTON-MONTREAL	1.70	0.44	1.00	0.30	1.30	18.00	0.50	\$49.55	\$4.65	\$7.90
KINGSTON-OTTAWA	0.72	0.44	0.88	0.27	1.15	22.00	0.41	\$33.52	\$4.65	\$8.50
KINGSTON-QUEBEC	3.42	0.48	0.95	0.27	1.22	14.00	0.64	\$77.24	\$2.86	\$5.72
KINGSTON-TORONTO	1.23	0.44	1.05	0.30	1.35	23.00	0.39	\$59.75	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.70	0.63	1.26	0.27	1.53	14.00	0.64	\$64.36	\$3.78	\$7.56
KINGSTON-WINDSOR	3.25	0.57	1.13	0.27	1.40	12.00	0.75	\$85.98	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.45	0.48	0.95	0.27	1.22	16.00	0.56	\$20.40	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.70	0.55	1.12	0.30	1.42	14.00	0.64	\$102.01	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.72	0.55	0.98	0.27	1.25	14.00	0.64	\$94.73	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	5.42	0.35	0.71	0.27	0.97	14.00	0.64	\$157.39	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	16.00	0.56	\$21.86	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	4.70	0.51	1.01	0.27	1.28	14.00	0.64	\$144.28	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.25	0.63	1.25	0.27	1.52	12.00	0.75	\$43.72	\$5.90	\$11.80
LONDON-MONTREAL	4.15	0.40	0.97	0.30	1.27	14.00	0.64	\$107.84	\$3.05	\$6.30
LONDON-OTTAWA	3.17	0.40	0.83	0.27	1.10	14.00	0.64	\$100.56	\$3.05	\$6.90
LONDON-QUEBEC	5.87	0.28	0.57	0.27	0.83	14.00	0.64	\$102.01	\$1.70	\$3.40
LONDON-TORONTO	1.02	0.40	1.00	0.30	1.30	16.00	0.56	\$37.89	\$3.05	\$6.30
LONDON-TROIS RIVIERES	5.15	0.44	0.87	0.27	1.14	14.00	0.64	\$129.70	\$2.62	\$5.23
LONDON-WINDSOR	0.80	0.55	1.10	0.27	1.37	12.00	0.75	\$30.60	\$6.00	\$12.00
MONTREAL-OTTAWA	0.90	0.43	1.00	0.30	1.30	20.00	0.45	\$37.89	\$3.80	\$7.00
MONTREAL-QUEBEC	1.52	0.39	0.93	0.30	1.23	14.00	0.64	\$59.75	\$3.15	\$6.40
MONTREAL-TORONTO	2.93	0.56	1.17	0.33	1.50	18.00	0.50	\$93.27	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.80	0.38	1.02	0.30	1.32	14.00	0.64	\$28.24	\$3.50	\$6.70
MONTREAL-WINDSOR	4.95	0.69	1.25	0.30	1.55	12.00	0.75	\$118.04	\$8.90	\$12.10
OTTAWA-QUEBEC	2.62	0.39	0.82	0.27	1.08	14.00	0.64	\$80.15	\$3.15	\$7.00
OTTAWA-TORONTO	1.95	0.39	1.03	0.30	1.33	25.00	0.36	\$83.07	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.90	0.45	0.90	0.27	1.17	14.00	0.64	\$83.07	\$3.65	\$7.30
OTTAWA-WINDSOR	3.97	0.57	1.13	0.27	1.40	12.00	0.75	\$104.93	\$6.35	\$12.70
QUEBEC-TORONTO	4.65	0.39	0.98	0.30	1.28	14.00	0.64	\$110.76	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.72	0.42	0.83	0.27	1.10	14.00	0.64	\$29.15	\$3.35	\$6.70
QUEBEC-WINDSOR	6.67	0.35	0.70	0.27	0.97	12.00	0.75	\$106.39	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.93	0.53	1.07	0.30	1.37	14.00	0.64	\$74.32	\$3.35	\$6.70
TORONTO-WINDSOR	1.82	0.69	1.30	0.30	1.60	12.00	0.75	\$62.67	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	5.95	0.50	1.01	0.27	1.27	12.00	0.75	\$106.39	\$3.02	\$6.03

2005 Québec-Windsor Corridor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	3,075,038	1,239,232	60%	1,835,805	NA	1,835,805	\$213,619,140	NA	\$213,619,140	2%
	Connect Air	1,090,355	673,261	38%	417,094	NA	417,094	\$44,259,384	NA	\$44,259,384	1%
	Rail	596,839	0	95%	564,084	NA	564,084	\$49,233,156	NA	\$49,233,156	0%
	Bus	378,703	275,701	36%	135,757	NA	135,757	\$9,495,350	NA	\$9,495,350	0%
	Auto	11,487,187	10,247,327	11%	1,239,860	NA	1,239,860	\$98,586,359	NA	\$98,586,359	16%
	Noncaptive Auto	7,221,317	6,309,537	13%	911,780	NA	911,780	\$70,032,822	NA	\$70,032,822	10%
	Destination Captive Auto	3,499,370	3,171,290	9%	328,080	NA	328,080	\$28,553,537	NA	\$28,553,537	5%
	En Route Captive Auto	766,500	766,500	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	4,842,993	NA	NA	NA	NA	NA	NA	NA	8%
	Total	16,628,122	17,278,515	25%	4,192,600	650,393	4,842,993	\$415,193,388	\$59,706,881	\$474,900,269	28%
Nonbusiness	Local Air	548,809	253,981	54%	294,828	NA	294,828	\$25,967,968	NA	\$25,967,968	0%
	Connect Air	984,305	612,514	38%	371,791	NA	371,791	\$29,606,930	NA	\$29,606,930	1%
	Rail	1,257,753	0	92%	1,158,576	NA	1,158,576	\$80,057,382	NA	\$80,057,382	0%
	Bus	1,523,136	625,335	65%	996,978	NA	996,978	\$48,318,336	NA	\$48,318,336	1%
	Auto	40,088,331	37,581,453	6%	2,506,878	NA	2,506,878	\$138,448,087	NA	\$138,448,087	60%
	Noncaptive Auto	27,596,052	25,576,066	7%	2,019,986	NA	2,019,986	\$109,290,376	NA	\$109,290,376	41%
	Destination Captive Auto	10,577,203	10,090,311	5%	486,892	NA	486,892	\$29,157,711	NA	\$29,157,711	16%
	En Route Captive Auto	1,915,076	1,915,076	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	6,246,696	NA	NA	NA	NA	NA	NA	NA	10%
	Total	44,402,334	45,319,979	12%	5,329,051	917,645	6,246,696	\$322,398,702	\$49,840,874	\$372,239,577	72%
Total	Local Air	3,623,847	1,493,214	59%	2,130,633	NA	2,130,633	\$239,587,107	NA	\$239,587,107	2%
	Connect Air	2,074,660	1,285,775	38%	788,885	NA	788,885	\$73,866,314	NA	\$73,866,314	2%
	Rail	1,854,592	0	93%	1,722,659	NA	1,722,659	\$129,290,538	NA	\$129,290,538	0%
	Bus	1,901,839	901,036	60%	1,132,735	NA	1,132,735	\$57,813,686	NA	\$57,813,686	1%
	Auto	51,575,518	47,828,780	7%	3,746,738	NA	3,746,738	\$237,034,445	NA	\$237,034,445	76%
	Noncaptive Auto	34,817,370	31,885,604	8%	2,931,766	NA	2,931,766	\$179,323,197	NA	\$179,323,197	51%
	Destination Captive Auto	14,076,573	13,261,601	6%	814,972	NA	814,972	\$57,711,248	NA	\$57,711,248	21%
	En Route Captive Auto	2,681,576	2,681,576	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	11,089,689	NA	NA	NA	NA	NA	NA	NA	18%
	Total	61,030,456	62,598,494	16%	9,521,651	1,568,038	11,089,689	\$737,592,090	\$109,547,756	\$847,139,846	100%

2005 Montréal-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	1,478,590	845,967	43%	632,623	NA	632,623	\$81,549,453	NA	\$81,549,453	18%
	Connect Air	309,365	214,339	31%	95,026	NA	95,026	\$12,249,492	NA	\$12,249,492	5%
	Rail	123,770	0	87%	107,622	NA	107,622	\$13,873,212	NA	\$13,873,212	0%
	Bus	12,730	20,776	64%	8,102	NA	8,102	\$1,044,357	NA	\$1,044,357	0%
	Auto	352,946	264,617	25%	88,328	NA	88,328	\$11,386,132	NA	\$11,386,132	6%
	Noncaptive Auto	161,610	107,089	34%	54,521	NA	54,521	\$7,028,165	NA	\$7,028,165	2%
	Destination Captive Auto	180,035	146,228	19%	33,807	NA	33,807	\$4,357,967	NA	\$4,357,967	3%
	En Route Captive Auto	11,301	11,301	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	987,195	NA	NA	NA	NA	NA	NA	NA	21%
	Total	2,277,401	2,332,895	41%	931,701	55,495	987,195	\$120,102,646	\$7,153,649	\$127,256,295	50%
Nonbusiness	Local Air	273,347	164,720	40%	108,627	NA	108,627	\$10,543,237	NA	\$10,543,237	4%
	Connect Air	345,980	234,931	32%	111,049	NA	111,049	\$10,778,317	NA	\$10,778,317	5%
	Rail	345,891	0	86%	297,639	NA	297,639	\$28,888,647	NA	\$28,888,647	0%
	Bus	105,446	96,650	54%	57,049	NA	57,049	\$5,537,115	NA	\$5,537,115	2%
	Auto	1,224,716	1,119,422	9%	105,294	NA	105,294	\$10,219,776	NA	\$10,219,776	24%
	Noncaptive Auto	571,514	501,571	12%	69,943	NA	69,943	\$6,788,604	NA	\$6,788,604	11%
	Destination Captive Auto	607,226	571,874	6%	35,351	NA	35,351	\$3,431,171	NA	\$3,431,171	12%
	En Route Captive Auto	45,976	45,976	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	738,455	NA	NA	NA	NA	NA	NA	NA	16%
	Total	2,295,381	2,354,178	30%	679,657	58,797	738,455	\$65,967,090	\$5,706,806	\$71,673,896	50%
Total	Local Air	1,751,937	1,010,688	42%	741,250	NA	741,250	\$92,092,690	NA	\$92,092,690	22%
	Connect Air	655,345	449,270	31%	206,075	NA	206,075	\$23,027,809	NA	\$23,027,809	10%
	Rail	469,662	0	86%	405,261	NA	405,261	\$42,761,858	NA	\$42,761,858	0%
	Bus	118,176	117,426	55%	65,150	NA	65,150	\$6,581,471	NA	\$6,581,471	3%
	Auto	1,577,662	1,384,039	12%	193,622	NA	193,622	\$21,605,908	NA	\$21,605,908	30%
	Noncaptive Auto	733,124	608,660	17%	124,464	NA	124,464	\$13,816,769	NA	\$13,816,769	13%
	Destination Captive Auto	787,260	718,102	9%	69,158	NA	69,158	\$7,789,139	NA	\$7,789,139	15%
	En Route Captive Auto	57,277	57,277	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,725,650	NA	NA	NA	NA	NA	NA	NA	37%
	Total	4,572,781	4,687,073	35%	1,611,358	114,292	1,725,650	\$186,069,736	\$12,860,455	\$198,930,191	100%

2005 Montréal-Québec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	61,343	5,991	90%	55,352	NA	55,352	\$4,532,996	NA	\$4,532,996	0%
	Connect Air	127,383	122,425	4%	4,958	NA	4,958	\$406,045	NA	\$406,045	1%
	Rail	49,447	0	99%	48,796	NA	48,796	\$3,996,098	NA	\$3,996,098	0%
	Bus	164,431	153,052	7%	12,030	NA	12,030	\$985,194	NA	\$985,194	2%
	Auto	2,042,002	1,743,274	15%	298,728	NA	298,728	\$24,463,944	NA	\$24,463,944	19%
	Noncaptive Auto	1,134,680	916,392	19%	218,288	NA	218,288	\$17,876,443	NA	\$17,876,443	10%
	Destination Captive Auto	824,082	743,643	10%	80,440	NA	80,440	\$6,587,501	NA	\$6,587,501	8%
	En Route Captive Auto	83,239	83,239	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	472,742	NA	NA	NA	NA	NA	NA	NA	5%
	Total	2,444,606	2,497,483	17%	419,864	52,878	472,742	\$34,384,278	\$4,330,347	\$38,714,625	27%
Nonbusiness	Local Air	9,113	1,651	82%	7,462	NA	7,462	\$463,950	NA	\$463,950	0%
	Connect Air	51,630	49,997	3%	1,633	NA	1,633	\$101,550	NA	\$101,550	1%
	Rail	90,524	0	98%	89,165	NA	89,165	\$5,544,166	NA	\$5,544,166	0%
	Bus	254,712	223,509	13%	32,561	NA	32,561	\$2,024,579	NA	\$2,024,579	2%
	Auto	6,166,304	5,637,695	9%	528,609	NA	528,609	\$32,868,158	NA	\$32,868,158	62%
	Noncaptive Auto	4,217,405	3,775,378	10%	442,028	NA	442,028	\$27,484,688	NA	\$27,484,688	41%
	Destination Captive Auto	1,754,742	1,668,161	5%	86,581	NA	86,581	\$5,383,470	NA	\$5,383,470	18%
	En Route Captive Auto	194,157	194,157	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	722,646	NA	NA	NA	NA	NA	NA	NA	8%
	Total	6,572,282	6,635,499	10%	659,429	63,217	722,646	\$41,002,403	\$3,930,731	\$44,933,134	73%
Total	Local Air	70,456	7,642	89%	62,814	NA	62,814	\$4,996,946	NA	\$4,996,946	0%
	Connect Air	179,013	172,421	4%	6,591	NA	6,591	\$507,595	NA	\$507,595	2%
	Rail	139,971	0	99%	137,961	NA	137,961	\$9,540,263	NA	\$9,540,263	0%
	Bus	419,143	376,561	11%	44,591	NA	44,591	\$3,009,773	NA	\$3,009,773	4%
	Auto	8,208,306	7,380,970	10%	827,336	NA	827,336	\$57,332,103	NA	\$57,332,103	81%
	Noncaptive Auto	5,352,086	4,691,770	12%	660,316	NA	660,316	\$45,361,131	NA	\$45,361,131	51%
	Destination Captive Auto	2,578,824	2,411,804	6%	167,020	NA	167,020	\$11,970,972	NA	\$11,970,972	26%
	En Route Captive Auto	277,396	277,396	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,195,388	NA	NA	NA	NA	NA	NA	NA	13%
	Total	9,016,888	9,132,982	12%	1,079,293	116,094	1,195,388	\$75,386,681	\$8,261,078	\$83,647,759	100%

2005 Ottawa-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	872,364	132,301	85%	740,064	NA	740,064	\$80,808,848	NA	\$80,808,848	3%
	Connect Air	335,175	140,259	58%	194,917	NA	194,917	\$21,283,278	NA	\$21,283,278	3%
	Rail	76,815	0	100%	76,465	NA	76,465	\$8,349,306	NA	\$8,349,306	0%
	Bus	18,533	877	97%	18,006	NA	18,006	\$1,966,089	NA	\$1,966,089	0%
	Auto	530,589	390,041	26%	140,547	NA	140,547	\$15,346,589	NA	\$15,346,589	9%
	Noncaptive Auto	231,840	142,905	38%	88,935	NA	88,935	\$9,710,937	NA	\$9,710,937	3%
	Destination Captive Auto	234,244	182,631	22%	51,612	NA	51,612	\$5,635,651	NA	\$5,635,651	4%
	En Route Captive Auto	64,505	64,505	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	1,397,245	NA	NA	NA	NA	NA	NA	NA	31%
	Total	1,833,476	2,060,723	64%	1,169,998	227,247	1,397,245	\$127,754,110	\$24,813,455	\$152,567,565	45%
Nonbusiness	Local Air	114,164	25,930	77%	88,234	NA	88,234	\$7,627,288	NA	\$7,627,288	1%
	Connect Air	278,334	135,236	51%	143,098	NA	143,098	\$12,369,878	NA	\$12,369,878	3%
	Rail	124,661	0	99%	123,834	NA	123,834	\$10,704,618	NA	\$10,704,618	0%
	Bus	103,970	24,924	77%	79,873	NA	79,873	\$6,904,486	NA	\$6,904,486	1%
	Auto	1,742,396	1,540,772	12%	201,625	NA	201,625	\$17,429,130	NA	\$17,429,130	34%
	Noncaptive Auto	897,762	755,964	16%	141,798	NA	141,798	\$12,257,514	NA	\$12,257,514	17%
	Destination Captive Auto	779,327	719,500	8%	59,827	NA	59,827	\$5,171,616	NA	\$5,171,616	16%
	En Route Captive Auto	65,307	65,307	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	755,011	NA	NA	NA	NA	NA	NA	NA	17%
	Total	2,363,525	2,481,873	27%	636,664	118,348	755,011	\$55,035,400	\$10,230,390	\$65,265,790	55%
Total	Local Air	986,529	158,230	84%	828,298	NA	828,298	\$88,436,136	NA	\$88,436,136	3%
	Connect Air	613,510	275,495	55%	338,014	NA	338,014	\$33,653,156	NA	\$33,653,156	6%
	Rail	201,476	0	99%	200,298	NA	200,298	\$19,053,924	NA	\$19,053,924	0%
	Bus	122,503	25,801	80%	97,879	NA	97,879	\$8,870,575	NA	\$8,870,575	1%
	Auto	2,272,985	1,930,813	15%	342,172	NA	342,172	\$32,775,719	NA	\$32,775,719	43%
	Noncaptive Auto	1,129,602	898,869	20%	230,733	NA	230,733	\$21,968,451	NA	\$21,968,451	20%
	Destination Captive Auto	1,013,571	902,132	11%	111,439	NA	111,439	\$10,807,268	NA	\$10,807,268	20%
	En Route Captive Auto	129,812	129,812	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	2,152,256	NA	NA	NA	NA	NA	NA	NA	47%
	Total	4,197,001	4,542,596	43%	1,806,662	345,594	2,152,256	\$182,789,510	\$35,043,845	\$217,833,355	100%

2005 London-Toronto Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	22,775	3,630	84%	19,146	NA	19,146	\$1,103,337	NA	\$1,103,337	0%
	Connect Air	84,667	36,284	57%	48,383	NA	48,383	\$2,788,254	NA	\$2,788,254	1%
	Rail	69,704	0	98%	68,296	NA	68,296	\$3,935,844	NA	\$3,935,844	0%
	Bus	12,765	2,121	94%	12,052	NA	12,052	\$694,528	NA	\$694,528	0%
	Auto	1,423,393	1,225,186	14%	198,208	NA	198,208	\$11,422,510	NA	\$11,422,510	19%
	Noncaptive Auto	937,151	776,245	17%	160,906	NA	160,906	\$9,272,837	NA	\$9,272,837	12%
	Destination Captive Auto	433,582	396,280	9%	37,302	NA	37,302	\$2,149,672	NA	\$2,149,672	6%
	En Route Captive Auto	52,660	52,660	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	406,572	NA	NA	NA	NA	NA	NA	NA	6%
	Total	1,613,304	1,673,792	21%	346,084	60,488	406,572	\$19,944,472	\$3,485,882	\$23,430,354	27%
Nonbusiness	Local Air	10,829	1,139	89%	9,691	NA	9,691	\$382,114	NA	\$382,114	0%
	Connect Air	99,721	38,181	62%	61,540	NA	61,540	\$2,426,531	NA	\$2,426,531	1%
	Rail	141,631	0	98%	139,025	NA	139,025	\$5,481,819	NA	\$5,481,819	0%
	Bus	142,746	12,204	93%	133,148	NA	133,148	\$5,250,084	NA	\$5,250,084	0%
	Auto	4,077,350	3,691,079	9%	386,271	NA	386,271	\$15,230,813	NA	\$15,230,813	59%
	Noncaptive Auto	2,939,668	2,607,808	11%	331,860	NA	331,860	\$13,085,366	NA	\$13,085,366	41%
	Destination Captive Auto	1,018,936	964,525	5%	54,411	NA	54,411	\$2,145,448	NA	\$2,145,448	15%
	En Route Captive Auto	118,746	118,746	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	890,204	NA	NA	NA	NA	NA	NA	NA	14%
	Total	4,472,277	4,632,806	16%	729,676	160,528	890,204	\$28,771,361	\$6,329,681	\$35,101,042	73%
Total	Local Air	33,604	4,768	86%	28,836	NA	28,836	\$1,485,451	NA	\$1,485,451	0%
	Connect Air	184,387	74,465	60%	109,923	NA	109,923	\$5,214,785	NA	\$5,214,785	1%
	Rail	211,335	0	98%	207,322	NA	207,322	\$9,417,662	NA	\$9,417,662	0%
	Bus	155,512	14,324	93%	145,200	NA	145,200	\$5,944,612	NA	\$5,944,612	0%
	Auto	5,500,743	4,916,264	11%	584,479	NA	584,479	\$26,653,323	NA	\$26,653,323	78%
	Noncaptive Auto	3,876,819	3,384,053	13%	492,766	NA	492,766	\$22,358,203	NA	\$22,358,203	54%
	Destination Captive Auto	1,452,518	1,360,805	6%	91,713	NA	91,713	\$4,295,120	NA	\$4,295,120	22%
	En Route Captive Auto	171,406	171,406	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	1,296,776	NA	NA	NA	NA	NA	NA	NA	21%
	Total	6,085,581	6,306,598	18%	1,075,760	221,017	1,296,776	\$48,715,834	\$9,815,563	\$58,531,396	100%

2005 Ottawa-Quebec Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	39,874	3,773	91%	36,101	NA	36,101	\$4,270,429	NA	\$4,270,429	1%
	Connect Air	2,640	935	65%	1,705	NA	1,705	\$201,628	NA	\$201,628	0%
	Rail	1,314	0	100%	1,313	NA	1,313	\$155,298	NA	\$155,298	0%
	Bus	4,792	4,315	10%	478	NA	478	\$56,569	NA	\$56,569	1%
	Auto	44,460	32,186	28%	12,274	NA	12,274	\$1,451,919	NA	\$1,451,919	7%
	Noncaptive Auto	26,567	17,638	34%	8,929	NA	8,929	\$1,056,275	NA	\$1,056,275	4%
	Destination Captive Auto	17,893	14,548	19%	3,345	NA	3,345	\$395,644	NA	\$395,644	3%
	En Route Captive Auto	0	0	0%	0	NA	0	\$0	NA	\$0	0%
	High Speed Rail	0	61,738	NA	NA	NA	NA	NA	NA	NA	14%
	Total	93,080	102,948	56%	51,871	9,868	61,738	\$6,135,843	\$1,167,259	\$7,303,102	23%
Nonbusiness	Local Air	6,651	182	97%	6,469	NA	6,469	\$539,586	NA	\$539,586	0%
	Connect Air	386	105	73%	281	NA	281	\$23,425	NA	\$23,425	0%
	Rail	8,280	0	100%	8,270	NA	8,270	\$689,812	NA	\$689,812	0%
	Bus	14,948	11,608	22%	3,350	NA	3,350	\$279,406	NA	\$279,406	3%
	Auto	299,522	264,580	12%	34,942	NA	34,942	\$2,914,551	NA	\$2,914,551	60%
	Noncaptive Auto	185,795	158,381	15%	27,414	NA	27,414	\$2,286,581	NA	\$2,286,581	36%
	Destination Captive Auto	105,650	98,121	7%	7,529	NA	7,529	\$627,970	NA	\$627,970	22%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	61,351	NA	NA	NA	NA	NA	NA	NA	14%
	Total	329,787	337,826	16%	53,312	8,039	61,351	\$4,446,780	\$670,545	\$5,117,325	77%
Total	Local Air	46,525	3,955	91%	42,570	NA	42,570	\$4,810,015	NA	\$4,810,015	1%
	Connect Air	3,026	1,040	66%	1,985	NA	1,985	\$225,053	NA	\$225,053	0%
	Rail	9,594	0	100%	9,583	NA	9,583	\$845,110	NA	\$845,110	0%
	Bus	19,740	15,923	19%	3,828	NA	3,828	\$335,974	NA	\$335,974	4%
	Auto	343,983	296,766	14%	47,216	NA	47,216	\$4,366,470	NA	\$4,366,470	67%
	Noncaptive Auto	212,362	176,019	17%	36,343	NA	36,343	\$3,342,856	NA	\$3,342,856	40%
	Destination Captive Auto	123,543	112,669	9%	10,873	NA	10,873	\$1,023,614	NA	\$1,023,614	26%
	En Route Captive Auto	8,078	8,078	0%	0	NA	0	\$0	NA	\$0	2%
	High Speed Rail	0	123,090	NA	NA	NA	NA	NA	NA	NA	28%
	Total	422,867	440,774	25%	105,183	17,907	123,090	\$10,582,623	\$1,837,804	\$12,420,427	100%

2005 Toronto-Windsor Forecast Summary by Mode
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Trip Purpose	Mode	Total Trips		Percent Diverted to High Speed Rail	High Speed Rail Trips			High Speed Rail Revenue			Mode Share After High Speed Rail
		Before High Speed Rail	After High Speed Rail		Diverted	Induced	Total	From Diverted Trips	From Induced Trips	Total	
Business	Local Air	160,320	19,616	88%	140,704	NA	140,704	\$11,949,566	NA	\$11,949,566	1%
	Connect Air	37,302	13,393	64%	23,909	NA	23,909	\$2,030,542	NA	\$2,030,542	1%
	Rail	30,385	0	99%	29,958	NA	29,958	\$2,544,217	NA	\$2,544,217	0%
	Bus	7,366	553	98%	7,241	NA	7,241	\$614,959	NA	\$614,959	0%
	Auto	305,589	253,111	17%	52,478	NA	52,478	\$4,456,805	NA	\$4,456,805	12%
	Noncaptive Auto	135,317	102,866	24%	32,451	NA	32,451	\$2,755,980	NA	\$2,755,980	5%
	Destination Captive Auto	159,825	139,798	13%	20,027	NA	20,027	\$1,700,825	NA	\$1,700,825	7%
	En Route Captive Auto	10,447	10,447	0%	0	NA	0	\$0	NA	\$0	1%
	High Speed Rail	0	299,692	NA	NA	NA	NA	NA	NA	NA	14%
	Total	540,962	586,364	47%	254,290	45,402	299,692	\$21,596,089	\$3,855,810	\$25,451,899	28%
Nonbusiness	Local Air	33,475	9,739	71%	23,736	NA	23,736	\$1,547,852	NA	\$1,547,852	0%
	Connect Air	50,354	24,505	51%	25,849	NA	25,849	\$1,685,651	NA	\$1,685,651	1%
	Rail	78,888	0	98%	77,516	NA	77,516	\$5,054,966	NA	\$5,054,966	0%
	Bus	32,673	3,906	92%	30,138	NA	30,138	\$1,965,376	NA	\$1,965,376	0%
	Auto	1,248,467	1,146,175	8%	102,292	NA	102,292	\$6,670,611	NA	\$6,670,611	55%
	Noncaptive Auto	715,216	637,029	11%	78,187	NA	78,187	\$5,098,720	NA	\$5,098,720	31%
	Destination Captive Auto	467,128	443,023	5%	24,104	NA	24,104	\$1,571,891	NA	\$1,571,891	21%
	En Route Captive Auto	66,123	66,123	0%	0	NA	0	\$0	NA	\$0	3%
	High Speed Rail	0	298,008	NA	NA	NA	NA	NA	NA	NA	14%
	Total	1,443,857	1,482,334	18%	259,531	38,477	298,008	\$16,924,456	\$2,509,168	\$19,433,624	72%
Total	Local Air	193,795	29,355	85%	164,440	NA	164,440	\$13,497,418	NA	\$13,497,418	1%
	Connect Air	87,656	37,898	57%	49,758	NA	49,758	\$3,716,193	NA	\$3,716,193	2%
	Rail	109,273	0	98%	107,474	NA	107,474	\$7,599,183	NA	\$7,599,183	0%
	Bus	40,039	4,459	93%	37,379	NA	37,379	\$2,580,335	NA	\$2,580,335	0%
	Auto	1,554,056	1,399,286	10%	154,770	NA	154,770	\$11,127,416	NA	\$11,127,416	68%
	Noncaptive Auto	850,534	739,895	13%	110,638	NA	110,638	\$7,854,700	NA	\$7,854,700	36%
	Destination Captive Auto	626,952	582,821	7%	44,131	NA	44,131	\$3,272,716	NA	\$3,272,716	28%
	En Route Captive Auto	76,570	76,570	0%	0	NA	0	\$0	NA	\$0	4%
	High Speed Rail	0	597,700	NA	NA	NA	NA	NA	NA	NA	29%
	Total	1,984,819	2,068,698	26%	513,821	83,879	597,700	\$38,520,545	\$6,364,978	\$44,885,523	100%

2005 Link Volumes
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	951,168	951,168	1,902,337
Kitch.-Waterloo-London	1,919,626	1,919,626	3,839,252
Kitch.-Waterloo-Toronto	2,134,400	2,134,400	4,268,800
Kingston-Toronto	2,587,091	2,587,091	5,174,182
Kingston-Ottawa	2,423,733	2,423,733	4,847,466
Montreal-Ottawa	1,747,530	1,747,530	3,495,061
Montreal-Trois Rivières	1,666,401	1,666,401	3,332,802
Quebec-Trois Rivières	1,369,194	1,369,194	2,738,388

2005 Station Volumes
Base Run - 300+ kph / Composite ROW / HSR in Full Corridor
Optimized HSR Fares

SENSITIVITY ANALYSIS
350 kph alternative

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	609,732	609,732	1,219,464
Kitchener	247,506	247,506	495,012
London	941,513	941,513	1,883,027
Montreal	2,337,855	2,337,855	4,675,710
Ottawa	1,971,653	1,971,653	3,943,306
Quebec	764,768	764,768	1,529,537
Toronto	3,483,653	3,483,653	6,967,305
Trois Rivières	181,911	181,911	363,822
Windsor	551,097	551,097	1,102,195
Total	11,089,689	11,089,689	22,179,378

Diverted HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS

350 kph alternative

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	770	2,211	1,207	0	0	2,181	2,543	4,341	1,018	14,271
KINGSTON-LONDON	841	0	1,087	36	1,474	119	0	0	5,612	2,070	8,447	1,697	21,383
KINGSTON-MONTREAL	26	0	12,941	2,979	1,821	1,658	0	0	20,068	31,820	15,221	6,733	93,267
KINGSTON-OTTAWA	0	0	13,417	7,045	32,867	8,885	0	0	17,954	57,900	94,209	17,860	250,138
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,148	0	385	133	2,091
KINGSTON-TORONTO	8,792	21,248	69,566	7,279	68,325	19,423	5,025	12,558	122,096	78,128	157,550	35,130	605,121
KINGSTON-TROIS RIVIERES	0	0	0	0	1,584	0	0	0	0	0	0	0	1,584
KINGSTON-WINDSOR	0	0	1,310	0	879	341	0	0	3,461	915	1,076	534	8,517
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,086	10,140	0	0	31,239
KITCH.-WATERLOO-MONTREAL	0	0	1,520	113	5,471	3,260	0	0	4,472	1,449	7,673	2,115	26,072
KITCH.-WATERLOO-OTTAWA	0	0	719	486	1,522	3,635	0	0	3,097	3,486	13,716	4,929	31,591
KITCH.-WATERLOO-QUEBEC	0	0	0	0	4,635	0	0	0	488	0	514	97	5,734
KITCH.-WATERLOO-TORONTO	0	0	4,199	20,307	0	0	0	0	29,429	161,366	0	0	215,301
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	220	0	0	0	0	0	0	220
KITCH.-WATERLOO-WINDSOR	0	0	0	375	14,514	3,502	0	0	2,811	947	19,780	5,247	47,176
LONDON-MONTREAL	17,002	0	391	217	240	2,218	3,648	0	12,139	1,733	12,082	1,338	51,008
LONDON-OTTAWA	34,616	1,002	1,497	181	5,793	2,439	7,853	156	8,796	4,803	10,273	3,087	80,496
LONDON-QUEBEC	2,352	0	0	0	141	0	143	0	585	0	53	343	3,618
LONDON-TORONTO	19,146	48,383	68,296	12,052	160,906	37,302	9,691	61,540	139,025	133,148	331,860	54,411	1,075,760
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,617	625	70,485	16,090	0	0	27,300	21,033	120,110	30,786	295,046
MONTREAL-OTTAWA	41,926	6,211	104,281	18,201	86,303	28,415	8,625	4,969	108,677	209,177	289,480	79,922	986,186
MONTREAL-QUEBEC	55,352	4,958	48,796	12,030	218,288	80,440	7,462	1,633	89,165	32,561	442,028	86,581	1,079,293
MONTREAL-TORONTO	632,623	95,026	107,622	8,102	54,521	33,807	108,627	111,049	297,639	57,049	69,943	35,351	1,611,358
MONTREAL-TROIS RIVIERES	0	0	0	15,101	39,997	4,073	0	0	0	52,386	155,635	15,946	283,139
MONTREAL-WINDSOR	32,168	0	1,918	56	844	76	9,187	0	7,195	199	3,326	326	55,295
OTTAWA-QUEBEC	36,101	1,705	1,313	478	8,929	3,345	6,469	281	8,270	3,350	27,414	7,529	105,183
OTTAWA-TORONTO	740,064	194,917	76,465	18,006	88,935	51,612	88,234	143,098	123,834	79,873	141,798	59,827	1,806,662
OTTAWA-TROIS RIVIERES	0	0	0	1,960	1,116	0	0	0	0	7,977	1,260	66	12,379
OTTAWA-WINDSOR	6,752	0	819	51	1,576	0	3,700	0	6,745	2,244	4,207	3,905	30,000
QUEBEC-TORONTO	67,340	19,736	7,689	464	5,138	5,297	12,429	10,658	18,645	4,456	7,277	7,290	166,419
QUEBEC-TROIS RIVIERES	0	0	0	734	813	419	0	0	0	2,237	897	443	5,542
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,141	0	173	0	1,314
TORONTO-TROIS RIVIERES	0	0	0	91	0	271	0	0	0	3,850	1,071	145	5,428
TORONTO-WINDSOR	140,704	23,909	29,958	7,241	32,451	20,027	23,736	25,849	77,516	30,138	78,187	24,104	513,821
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,835,805	417,094	564,084	135,757	911,780	328,080	294,828	371,791	1,158,576	996,978	2,019,986	486,892	9,521,651

Total HSR Trips for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS
 350 kph alternative

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH.-WATERLOO	4,532	13,455	17,988
KINGSTON-LONDON	4,646	20,583	25,229
KINGSTON-MONTREAL	22,975	89,803	112,778
KINGSTON-OTTAWA	78,414	250,783	329,197
KINGSTON-QUEBEC	598	2,056	2,654
KINGSTON-TORONTO	246,742	472,583	719,325
KINGSTON-TROIS RIVIERES	1,744	0	1,744
KINGSTON-WINDSOR	3,054	7,495	10,549
KITCH.-WATERLOO-LONDON	3,816	61,454	65,270
KITCH.-WATERLOO-MONTREAL	12,168	20,130	32,298
KITCH.-WATERLOO-OTTAWA	7,342	29,499	36,841
KITCH.-WATERLOO-QUEBEC	5,745	1,204	6,948
KITCH.-WATERLOO-TORONTO	30,261	251,568	281,830
KITCH.-WATERLOO-TROIS RIVIERES	262	0	262
KITCH.-WATERLOO-WINDSOR	20,285	33,291	53,576
LONDON-MONTREAL	22,108	34,843	56,950
LONDON-OTTAWA	52,405	40,008	92,413
LONDON-QUEBEC	3,503	1,358	4,861
LONDON-TORONTO	406,572	890,204	1,296,776
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	109,191	232,336	341,527
MONTREAL-OTTAWA	348,292	810,911	1,159,203
MONTREAL-QUEBEC	472,742	722,646	1,195,388
MONTREAL-TORONTO	987,195	738,455	1,725,650
MONTREAL-TROIS RIVIERES	68,004	265,353	333,356
MONTREAL-WINDSOR	37,151	22,936	60,087
OTTAWA-QUEBEC	61,738	61,351	123,090
OTTAWA-TORONTO	1,397,245	755,011	2,152,256
OTTAWA-TROIS RIVIERES	3,368	9,790	13,158
OTTAWA-WINDSOR	11,264	25,884	37,148
QUEBEC-TORONTO	116,900	69,828	186,727
QUEBEC-TROIS RIVIERES	2,643	5,616	8,260
QUEBEC-WINDSOR	0	1,608	1,608
TORONTO-TROIS RIVIERES	395	6,647	7,042
TORONTO-WINDSOR	299,692	298,008	597,700
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,842,993	6,246,696	11,089,689

HSR Input Data for 2005 / 300+ kph / Composite ROW / Optimized HSR Fares

HSR in Full corridor

SENSITIVITY ANALYSIS

350 kph alternative

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$59.15	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$59.15	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$31.09	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$75.83	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$84.17	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$162.27	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$23.51	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$23.51	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$80.00	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	1.75	0.50	1.00	0.27	1.27	15.00	0.60	\$101.61	\$8.40	\$16.80
KINGSTON-LONDON	2.10	0.43	0.85	0.27	1.12	14.00	0.64	\$107.68	\$7.65	\$15.30
KINGSTON-MONTREAL	1.65	0.44	1.00	0.30	1.30	18.00	0.50	\$66.73	\$8.15	\$16.70
KINGSTON-OTTAWA	0.57	0.44	0.88	0.27	1.15	18.00	0.50	\$47.01	\$8.15	\$18.30
KINGSTON-QUEBEC	2.67	0.48	0.95	0.27	1.22	11.00	0.82	\$66.73	\$5.72	\$11.44
KINGSTON-TORONTO	1.03	0.44	1.05	0.30	1.35	23.00	0.39	\$69.76	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.07	0.63	1.26	0.27	1.53	11.00	0.82	\$71.28	\$7.56	\$15.11
KINGSTON-WINDSOR	2.68	0.57	1.13	0.27	1.40	12.00	0.75	\$127.39	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.35	0.48	0.95	0.27	1.22	17.00	0.53	\$30.33	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.40	0.55	1.12	0.30	1.42	15.00	0.60	\$151.66	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.32	0.55	0.98	0.27	1.25	15.00	0.60	\$141.04	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	4.42	0.35	0.71	0.27	0.97	11.00	0.82	\$106.16	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.52	0.55	1.15	0.30	1.45	18.00	0.50	\$31.85	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	3.82	0.51	1.01	0.27	1.28	11.00	0.82	\$27.30	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	0.93	0.63	1.25	0.27	1.52	12.00	0.75	\$65.21	\$11.95	\$23.90
LONDON-MONTREAL	3.75	0.40	0.97	0.30	1.27	15.00	0.60	\$160.75	\$7.15	\$15.70
LONDON-OTTAWA	2.67	0.40	0.83	0.27	1.10	15.00	0.60	\$150.14	\$7.15	\$17.30
LONDON-QUEBEC	4.77	0.28	0.57	0.27	0.83	11.00	0.82	\$80.38	\$3.40	\$6.79
LONDON-TORONTO	0.87	0.40	1.00	0.30	1.30	17.00	0.53	\$57.63	\$7.15	\$15.80
LONDON-TROIS RIVIERES	4.17	0.44	0.87	0.27	1.14	11.00	0.82	\$156.20	\$5.23	\$10.46
LONDON-WINDSOR	0.58	0.55	1.10	0.27	1.37	12.00	0.75	\$45.50	\$11.20	\$22.40
MONTREAL-OTTAWA	1.00	0.43	1.00	0.30	1.30	18.00	0.50	\$65.21	\$9.60	\$18.60
MONTREAL-QUEBEC	1.28	0.39	0.93	0.30	1.23	13.00	0.69	\$81.89	\$6.10	\$14.60
MONTREAL-TORONTO	2.68	0.56	1.17	0.33	1.50	18.00	0.50	\$128.91	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.68	0.38	1.02	0.30	1.32	13.00	0.69	\$41.71	\$9.00	\$17.50
MONTREAL-WINDSOR	4.33	0.69	1.25	0.30	1.55	11.00	0.82	\$175.92	\$15.25	\$23.80
OTTAWA-QUEBEC	2.02	0.39	0.82	0.27	1.08	11.00	0.82	\$118.29	\$6.10	\$16.20
OTTAWA-TORONTO	1.60	0.39	1.03	0.30	1.33	25.00	0.36	\$109.19	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.42	0.45	0.90	0.27	1.17	11.00	0.82	\$95.54	\$9.00	\$19.10
OTTAWA-WINDSOR	3.25	0.57	1.13	0.27	1.40	11.00	0.82	\$156.20	\$15.25	\$25.40
QUEBEC-TORONTO	3.70	0.39	0.98	0.30	1.28	11.00	0.82	\$165.30	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.60	0.42	0.83	0.27	1.10	13.00	0.69	\$42.65	\$7.55	\$15.10
QUEBEC-WINDSOR	5.35	0.35	0.70	0.27	0.97	9.00	1.00	\$36.40	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.10	0.53	1.07	0.30	1.37	11.00	0.82	\$141.04	\$9.00	\$17.60
TORONTO-WINDSOR	1.45	0.69	1.30	0.30	1.60	12.00	0.75	\$84.93	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	4.75	0.50	1.01	0.27	1.27	11.00	0.82	\$121.32	\$6.03	\$12.07

HSR Input Data for 2005 / 300+ kph / Com

HSR in Full corridor

SENSITIVITY ANALYSIS

350 kph alternative

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$49.67	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$49.67	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.81	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$98.58	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$95.54	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$128.91	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$28.06	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$40.57	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	1.75	0.50	1.00	0.27	1.27	15.00	0.60	\$71.28	\$3.80	\$7.60
KINGSTON-LONDON	2.10	0.43	0.85	0.27	1.12	14.00	0.64	\$75.83	\$3.85	\$7.70
KINGSTON-MONTREAL	1.65	0.44	1.00	0.30	1.30	18.00	0.50	\$51.56	\$4.65	\$7.90
KINGSTON-OTTAWA	0.57	0.44	0.88	0.27	1.15	18.00	0.50	\$34.88	\$4.65	\$8.50
KINGSTON-QUEBEC	2.67	0.48	0.95	0.27	1.22	11.00	0.82	\$80.38	\$2.86	\$5.72
KINGSTON-TORONTO	1.03	0.44	1.05	0.30	1.35	23.00	0.39	\$62.18	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.07	0.63	1.26	0.27	1.53	11.00	0.82	\$66.98	\$3.78	\$7.56
KINGSTON-WINDSOR	2.68	0.57	1.13	0.27	1.40	12.00	0.75	\$89.48	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.35	0.48	0.95	0.27	1.22	17.00	0.53	\$21.23	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.40	0.55	1.12	0.30	1.42	15.00	0.60	\$106.16	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.32	0.55	0.98	0.27	1.25	15.00	0.60	\$98.58	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	4.42	0.35	0.71	0.27	0.97	11.00	0.82	\$163.79	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.52	0.55	1.15	0.30	1.45	18.00	0.50	\$22.75	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	3.82	0.51	1.01	0.27	1.28	11.00	0.82	\$150.14	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	0.93	0.63	1.25	0.27	1.52	12.00	0.75	\$45.50	\$5.90	\$11.80
LONDON-MONTREAL	3.75	0.40	0.97	0.30	1.27	15.00	0.60	\$112.22	\$3.05	\$6.30
LONDON-OTTAWA	2.67	0.40	0.83	0.27	1.10	15.00	0.60	\$104.64	\$3.05	\$6.90
LONDON-QUEBEC	4.77	0.28	0.57	0.27	0.83	11.00	0.82	\$106.16	\$1.70	\$3.40
LONDON-TORONTO	0.87	0.40	1.00	0.30	1.30	17.00	0.53	\$39.43	\$3.05	\$6.30
LONDON-TROIS RIVIERES	4.17	0.44	0.87	0.27	1.14	11.00	0.82	\$134.97	\$2.62	\$5.23
LONDON-WINDSOR	0.58	0.55	1.10	0.27	1.37	12.00	0.75	\$31.85	\$6.00	\$12.00
MONTREAL-OTTAWA	1.00	0.43	1.00	0.30	1.30	18.00	0.50	\$39.43	\$3.80	\$7.00
MONTREAL-QUEBEC	1.28	0.39	0.93	0.30	1.23	13.00	0.69	\$62.18	\$3.15	\$6.40
MONTREAL-TORONTO	2.68	0.56	1.17	0.33	1.50	18.00	0.50	\$97.06	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.68	0.38	1.02	0.30	1.32	13.00	0.69	\$29.38	\$3.50	\$6.70
MONTREAL-WINDSOR	4.33	0.69	1.25	0.30	1.55	11.00	0.82	\$122.84	\$8.90	\$12.10
OTTAWA-QUEBEC	2.02	0.39	0.82	0.27	1.08	11.00	0.82	\$83.41	\$3.15	\$7.00
OTTAWA-TORONTO	1.60	0.39	1.03	0.30	1.33	25.00	0.36	\$86.44	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.42	0.45	0.90	0.27	1.17	11.00	0.82	\$86.44	\$3.65	\$7.30
OTTAWA-WINDSOR	3.25	0.57	1.13	0.27	1.40	11.00	0.82	\$109.19	\$6.35	\$12.70
QUEBEC-TORONTO	3.70	0.39	0.98	0.30	1.28	11.00	0.82	\$115.26	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.60	0.42	0.83	0.27	1.10	13.00	0.69	\$30.33	\$3.35	\$6.70
QUEBEC-WINDSOR	5.35	0.35	0.70	0.27	0.97	9.00	1.00	\$110.71	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.10	0.53	1.07	0.30	1.37	11.00	0.82	\$77.34	\$3.35	\$6.70
TORONTO-WINDSOR	1.45	0.69	1.30	0.30	1.60	12.00	0.75	\$65.21	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	4.75	0.50	1.01	0.27	1.27	11.00	0.82	\$110.71	\$3.02	\$6.03

2005 Link Volumes**SENSITIVITY ANALYSIS****Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor****Optimized HSR Fares**

Link	Eastbound	Westbound	Total Link Volume
London-Windsor	918,385	918,385	1,836,770
Kitch.-Waterloo-London	1,866,557	1,866,557	3,733,115
Kitch.-Waterloo-Toronto	2,079,172	2,079,172	4,158,344
Kingston-Toronto	2,523,099	2,523,099	5,046,197
Kingston-Ottawa	2,365,162	2,365,162	4,730,325
Montreal-Ottawa	1,890,356	1,890,356	3,780,712
Montreal-Trois Rivieres	1,714,084	1,714,084	3,428,168
Quebec-Trois Rivieres	1,420,079	1,420,079	2,840,157

2005 Station Volumes**SENSITIVITY ANALYSIS****Base Run - 300+ kph / South Shore via Dorval ROW / HSR in Full Corridor****Optimized HSR Fares**

Station	Boardings	Alightings	Total Station Volume
Hamilton	0	0	0
Kingston	599,528	599,528	1,199,056
Kitchener	243,075	243,075	486,151
London	915,452	915,452	1,830,904
Montreal	2,514,885	2,514,885	5,029,771
Ottawa	2,066,799	2,066,799	4,133,598
Quebec	797,148	797,148	1,594,295
Toronto	3,396,914	3,396,914	6,793,828
Trois Rivieres	179,529	179,529	359,059
Windsor	528,126	528,126	1,056,252
Total	11,241,457	11,241,457	22,482,913

SENSITIVITY ANALYSIS

Diverted HSR Trips for 2005 / 300+ kph / South Shore via Dorval ROW / Optimized HSR Fares Base Case / HSR in Full Corridor

Superzone Pair	Business						Nonbusiness						Total Volume
	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	Local Air	Connect Air	Rail	Bus	Noncapti ve Auto	Captive Auto	
HAMILTON-KINGSTON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-KITCH.-WATERLOO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-LONDON	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-MONTREAL	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-OTTAWA	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-QUEBEC	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TORONTO	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
HAMILTON-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
KINGSTON-KITCH.-WATERLOO	0	0	0	768	2,117	1,149	0	0	2,181	2,531	4,161	973	13,880
KINGSTON-LONDON	841	0	1,086	36	1,396	111	0	0	5,605	2,068	7,980	1,596	20,719
KINGSTON-MONTREAL	26	0	12,998	2,980	1,870	1,709	0	0	20,149	31,844	15,624	6,924	94,124
KINGSTON-OTTAWA	0	0	13,411	7,045	32,026	8,623	0	0	17,946	57,896	91,879	17,377	246,203
KINGSTON-QUEBEC	0	0	424	0	0	0	0	0	1,148	0	381	132	2,086
KINGSTON-TORONTO	8,791	21,232	69,197	7,251	66,541	18,845	5,022	12,541	121,330	77,115	153,448	34,157	595,468
KINGSTON-TROIS RIVIERES	0	0	0	0	1,600	0	0	0	0	0	0	0	1,600
KINGSTON-WINDSOR	0	0	1,310	0	820	312	0	0	3,461	915	988	486	8,292
KITCH.-WATERLOO-LONDON	0	0	1,238	775	0	0	0	0	19,086	10,140	0	0	31,239
KITCH.-WATERLOO-MONTREAL	0	0	1,520	113	5,397	3,206	0	0	4,472	1,446	7,554	2,080	25,787
KITCH.-WATERLOO-OTTAWA	0	0	719	463	1,431	3,374	0	0	3,097	3,420	12,822	4,584	29,910
KITCH.-WATERLOO-QUEBEC	0	0	0	0	4,554	0	0	0	488	0	487	91	5,620
KITCH.-WATERLOO-TORONTO	0	0	4,199	19,983	0	0	0	0	29,429	159,968	0	0	213,579
KITCH.-WATERLOO-TROIS RIVIERES	0	0	0	0	0	216	0	0	0	0	0	0	216
KITCH.-WATERLOO-WINDSOR	0	0	0	375	13,828	3,314	0	0	2,811	947	18,875	4,990	45,140
LONDON-MONTREAL	16,539	0	391	217	235	2,153	3,544	0	12,131	1,733	11,723	1,295	49,960
LONDON-OTTAWA	32,942	942	1,496	180	5,416	2,239	7,412	150	8,786	4,777	9,473	2,826	76,640
LONDON-QUEBEC	2,349	0	0	0	139	0	143	0	585	0	50	321	3,587
LONDON-TORONTO	18,789	47,199	68,152	11,951	155,484	35,920	9,613	60,758	138,781	132,487	321,532	52,608	1,053,273
LONDON-TROIS RIVIERES	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON-WINDSOR	0	0	8,611	623	68,140	15,498	0	0	27,282	20,935	116,390	29,768	287,247
MONTREAL-OTTAWA	42,203	95,983	104,420	21,862	91,389	30,262	8,701	76,575	108,785	218,008	305,025	84,523	1,187,736
MONTREAL-QUEBEC	54,605	73,145	48,717	10,324	209,931	77,014	7,341	24,242	89,015	30,263	425,874	83,228	1,133,699
MONTREAL-TORONTO	632,623	95,026	107,622	8,102	54,521	33,807	108,627	111,049	297,639	57,049	69,943	35,351	1,611,358
MONTREAL-TROIS RIVIERES	0	0	0	15,066	39,296	3,996	0	0	52,299	153,177	15,679	279,513	279,513
MONTREAL-WINDSOR	28,874	0	1,917	56	815	72	8,808	0	7,190	199	3,134	305	51,369
OTTAWA-QUEBEC	36,289	1,722	1,313	509	9,052	3,401	6,476	282	8,271	3,444	27,832	7,654	106,244
OTTAWA-TORONTO	717,634	187,131	76,402	17,872	85,198	48,900	85,665	139,264	123,699	77,595	134,862	56,633	1,750,854
OTTAWA-TROIS RIVIERES	0	0	0	1,982	1,158	0	0	0	0	8,238	1,308	68	12,755
OTTAWA-WINDSOR	6,612	0	819	51	1,474	0	3,660	0	6,745	2,239	3,782	3,468	28,851
QUEBEC-TORONTO	64,977	19,069	7,688	461	5,035	5,142	12,125	10,440	18,642	4,421	7,037	7,021	162,058
QUEBEC-TROIS RIVIERES	0	0	0	734	795	409	0	0	0	2,237	878	433	5,485
QUEBEC-WINDSOR	0	0	0	0	0	0	0	0	1,141	0	160	0	1,301
TORONTO-TROIS RIVIERES	0	0	0	91	0	267	0	0	0	3,849	1,056	143	5,406
TORONTO-WINDSOR	136,493	22,918	29,865	7,201	30,460	18,626	22,677	25,016	77,247	29,783	73,369	22,529	496,185
TROIS RIVIERES-WINDSOR	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,800,588	564,367	563,515	137,071	890,119	318,567	289,813	460,316	1,157,138	997,844	1,980,803	477,244	9,637,385

Total HSR Trips for 2005 / 300+ kph / South Shore via Dorval ROW / Optimized HSR F: Base Case / HSR in Full Corridor

SENSITIVITY ANALYSIS

Superzone Pair	Business	Nonbusiness	Total Volume
HAMILTON-KINGSTON	0	0	0
HAMILTON-KITCH-WATERLOO	0	0	0
HAMILTON-LONDON	0	0	0
HAMILTON-MONTREAL	0	0	0
HAMILTON-OTTAWA	0	0	0
HAMILTON-QUEBEC	0	0	0
HAMILTON-TORONTO	0	0	0
HAMILTON-TROIS RIVIERES	0	0	0
HAMILTON-WINDSOR	0	0	0
KINGSTON-KITCH-WATERLOO	4,350	13,139	17,490
KINGSTON-LONDON	4,498	19,847	24,345
KINGSTON-MONTREAL	23,262	90,934	114,196
KINGSTON-OTTAWA	76,701	246,287	322,987
KINGSTON-QUEBEC	597	2,048	2,645
KINGSTON-TORONTO	242,140	463,284	705,423
KINGSTON-TROIS RIVIERES	1,764	0	1,764
KINGSTON-WINDSOR	2,927	7,278	10,206
KITCH-WATERLOO-LONDON	3,797	61,123	64,920
KITCH-WATERLOO-MONTREAL	12,016	19,943	31,959
KITCH-WATERLOO-OTTAWA	6,908	27,997	34,904
KITCH-WATERLOO-QUEBEC	5,593	1,167	6,760
KITCH-WATERLOO-TORONTO	29,792	248,953	278,745
KITCH-WATERLOO-TROIS RIVIERES	257	0	257
KITCH-WATERLOO-WINDSOR	19,228	31,888	51,116
LONDON-MONTREAL	21,401	34,199	55,600
LONDON-OTTAWA	48,858	37,959	86,817
LONDON-QUEBEC	3,432	1,321	4,752
LONDON-TORONTO	394,248	868,955	1,263,203
LONDON-TROIS RIVIERES	0	0	0
LONDON-WINDSOR	105,396	225,870	331,265
MONTREAL-OTTAWA	491,345	962,435	1,453,780
MONTREAL-QUEBEC	538,415	726,362	1,264,778
MONTREAL-TORONTO	987,195	738,455	1,725,650
MONTREAL-TROIS RIVIERES	66,883	261,389	328,272
MONTREAL-WINDSOR	33,409	22,128	55,537
OTTAWA-QUEBEC	62,467	62,144	124,611
OTTAWA-TORONTO	1,334,343	727,221	2,061,564
OTTAWA-TROIS RIVIERES	3,456	10,146	13,602
OTTAWA-WINDSOR	10,721	24,611	35,332
QUEBEC-TORONTO	112,635	68,381	181,017
QUEBEC-TROIS RIVIERES	2,598	5,558	8,156
QUEBEC-WINDSOR	0	1,576	1,576
TORONTO-TROIS RIVIERES	390	6,617	7,007
TORONTO-WINDSOR	285,329	285,890	571,219
TROIS RIVIERES-WINDSOR	0	0	0
TOTAL	4,936,350	6,305,107	11,241,457

SENSITIVITY ANALYSIS

HSR Input Data for 2005 / 300+ kph / South Shore via Dorval ROW / Optimized HSR Fare: HSR in Full corridor

Superzone Pair	Business									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$59.15	\$4.39	\$9.90
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$59.15	\$4.39	\$6.92
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$31.09	\$4.39	\$5.25
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$75.83	\$4.39	\$8.84
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$84.17	\$4.39	\$9.01
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$162.27	\$4.39	\$7.12
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$23.51	\$4.39	\$7.31
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$23.51	\$4.39	\$10.79
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$80.00	\$4.39	\$6.86
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$101.61	\$8.40	\$16.80
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$107.68	\$7.65	\$15.30
KINGSTON-MONTREAL	1.57	0.44	1.00	0.30	1.30	18.00	0.50	\$66.73	\$8.15	\$16.70
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$47.01	\$8.15	\$18.30
KINGSTON-QUEBEC	2.70	0.48	0.95	0.27	1.22	11.00	0.82	\$66.73	\$5.72	\$11.44
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$69.76	\$8.15	\$16.80
KINGSTON-TROIS RIVIERES	2.03	0.63	1.26	0.27	1.53	11.00	0.82	\$71.28	\$7.56	\$15.11
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$127.39	\$11.70	\$23.40
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$30.33	\$7.90	\$15.80
KITCH.-WATERLOO-MONTREAL	3.45	0.55	1.12	0.30	1.42	15.00	0.60	\$151.66	\$8.65	\$17.20
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$141.04	\$8.65	\$18.80
KITCH.-WATERLOO-QUEBEC	4.58	0.35	0.71	0.27	0.97	11.00	0.82	\$106.16	\$4.23	\$8.46
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$31.85	\$8.65	\$17.30
KITCH.-WATERLOO-TROIS RIVIERES	3.92	0.51	1.01	0.27	1.28	11.00	0.82	\$27.30	\$6.07	\$12.13
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$65.21	\$11.95	\$23.90
LONDON-MONTREAL	3.85	0.40	0.97	0.30	1.27	15.00	0.60	\$160.75	\$7.15	\$15.70
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$150.14	\$7.15	\$17.30
LONDON-QUEBEC	4.98	0.28	0.57	0.27	0.83	11.00	0.82	\$80.38	\$3.40	\$6.79
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$57.63	\$7.15	\$15.80
LONDON-TROIS RIVIERES	4.32	0.44	0.87	0.27	1.14	11.00	0.82	\$156.20	\$5.23	\$10.46
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$45.50	\$11.20	\$22.40
MONTREAL-OTTAWA	0.83	0.43	1.00	0.30	1.30	18.00	0.50	\$65.21	\$9.60	\$18.60
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$81.89	\$6.10	\$14.60
MONTREAL-TORONTO	2.68	0.56	1.17	0.33	1.50	18.00	0.50	\$128.91	\$8.50	\$17.10
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$41.71	\$9.00	\$17.50
MONTREAL-WINDSOR	4.53	0.69	1.25	0.30	1.55	11.00	0.82	\$175.92	\$15.25	\$23.80
OTTAWA-QUEBEC	1.97	0.39	0.82	0.27	1.08	11.00	0.82	\$118.29	\$6.10	\$16.20
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$109.19	\$9.60	\$18.70
OTTAWA-TROIS RIVIERES	1.30	0.45	0.90	0.27	1.17	11.00	0.82	\$95.54	\$9.00	\$19.10
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$156.20	\$15.25	\$25.40
QUEBEC-TORONTO	3.82	0.39	0.98	0.30	1.28	11.00	0.82	\$165.30	\$6.10	\$14.70
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$42.65	\$7.55	\$15.10
QUEBEC-WINDSOR	5.67	0.35	0.70	0.27	0.97	9.00	1.00	\$36.40	\$4.20	\$8.40
TORONTO-TROIS RIVIERES	3.15	0.53	1.07	0.30	1.37	11.00	0.82	\$141.04	\$9.00	\$17.60
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$84.93	\$15.25	\$23.90
TROIS RIVIERES-WINDSOR	5.00	0.50	1.01	0.27	1.27	11.00	0.82	\$121.32	\$6.03	\$12.07

SENSITIVITY ANALYSIS

HSR Input Data for 2005 / 300+ kph / South

HSR in Full corridor

Superzone Pair	Nonbusiness									
	Linehaul Time	Connect Egress Time	Access/ Egress Time	Terminal Proc. Time	Total Access/ Egress Time	Daily Frequency	Wait Time	Fare	Connect Egress Cost	Access/ Egress Cost
HAMILTON-KINGSTON	999.00	0.37	0.83	0.27	1.09	12.00	0.75	\$49.67	\$2.20	\$4.95
HAMILTON-KITCH.-WATERLOO	999.00	0.37	0.58	0.27	0.84	12.00	0.75	\$49.67	\$2.20	\$3.46
HAMILTON-LONDON	999.00	0.37	0.44	0.27	0.70	12.00	0.75	\$28.81	\$2.20	\$2.63
HAMILTON-MONTREAL	999.00	0.37	0.74	0.30	1.04	12.00	0.75	\$98.58	\$2.20	\$4.42
HAMILTON-OTTAWA	999.00	0.37	0.75	0.27	1.02	12.00	0.75	\$95.54	\$2.20	\$4.51
HAMILTON-QUEBEC	999.00	0.37	0.59	0.27	0.86	12.00	0.75	\$128.91	\$2.20	\$3.56
HAMILTON-TORONTO	999.00	0.37	0.61	0.30	0.91	12.00	0.75	\$28.06	\$2.20	\$3.65
HAMILTON-TROIS RIVIERES	999.00	0.37	0.90	0.27	1.17	12.00	0.75	\$0.00	\$2.20	\$5.40
HAMILTON-WINDSOR	999.00	0.37	0.57	0.27	0.84	12.00	0.75	\$40.57	\$2.20	\$3.43
KINGSTON-KITCH.-WATERLOO	1.88	0.50	1.00	0.27	1.27	15.00	0.60	\$71.28	\$3.80	\$7.60
KINGSTON-LONDON	2.28	0.43	0.85	0.27	1.12	14.00	0.64	\$75.83	\$3.85	\$7.70
KINGSTON-MONTREAL	1.57	0.44	1.00	0.30	1.30	18.00	0.50	\$51.56	\$4.65	\$7.90
KINGSTON-OTTAWA	0.65	0.44	0.88	0.27	1.15	18.00	0.50	\$34.88	\$4.65	\$8.50
KINGSTON-QUEBEC	2.70	0.48	0.95	0.27	1.22	11.00	0.82	\$80.38	\$2.86	\$5.72
KINGSTON-TORONTO	1.12	0.44	1.05	0.30	1.35	23.00	0.39	\$62.18	\$4.65	\$7.90
KINGSTON-TROIS RIVIERES	2.03	0.63	1.26	0.27	1.53	11.00	0.82	\$66.98	\$3.78	\$7.56
KINGSTON-WINDSOR	2.97	0.57	1.13	0.27	1.40	12.00	0.75	\$89.48	\$6.80	\$13.60
KITCH.-WATERLOO-LONDON	0.40	0.48	0.95	0.27	1.22	17.00	0.53	\$21.23	\$3.00	\$6.00
KITCH.-WATERLOO-MONTREAL	3.45	0.55	1.12	0.30	1.42	15.00	0.60	\$106.16	\$2.90	\$6.10
KITCH.-WATERLOO-OTTAWA	2.53	0.55	0.98	0.27	1.25	15.00	0.60	\$98.58	\$2.90	\$6.70
KITCH.-WATERLOO-QUEBEC	4.58	0.35	0.71	0.27	0.97	11.00	0.82	\$163.79	\$2.12	\$4.23
KITCH.-WATERLOO-TORONTO	0.57	0.55	1.15	0.30	1.45	18.00	0.50	\$22.75	\$2.90	\$6.10
KITCH.-WATERLOO-TROIS RIVIERES	3.92	0.51	1.01	0.27	1.28	11.00	0.82	\$150.14	\$3.03	\$6.07
KITCH.-WATERLOO-WINDSOR	1.08	0.63	1.25	0.27	1.52	12.00	0.75	\$45.50	\$5.90	\$11.80
LONDON-MONTREAL	3.85	0.40	0.97	0.30	1.27	15.00	0.60	\$112.22	\$3.05	\$6.30
LONDON-OTTAWA	2.93	0.40	0.83	0.27	1.10	15.00	0.60	\$104.64	\$3.05	\$6.90
LONDON-QUEBEC	4.98	0.28	0.57	0.27	0.83	11.00	0.82	\$106.16	\$1.70	\$3.40
LONDON-TORONTO	0.97	0.40	1.00	0.30	1.30	17.00	0.53	\$39.43	\$3.05	\$6.30
LONDON-TROIS RIVIERES	4.32	0.44	0.87	0.27	1.14	11.00	0.82	\$134.97	\$2.62	\$5.23
LONDON-WINDSOR	0.68	0.55	1.10	0.27	1.37	12.00	0.75	\$31.85	\$6.00	\$12.00
MONTREAL-OTTAWA	0.83	0.43	1.00	0.30	1.30	18.00	0.50	\$39.43	\$3.80	\$7.00
MONTREAL-QUEBEC	1.40	0.39	0.93	0.30	1.23	13.00	0.69	\$62.18	\$3.15	\$6.40
MONTREAL-TORONTO	2.68	0.56	1.17	0.33	1.50	18.00	0.50	\$97.06	\$3.20	\$6.40
MONTREAL-TROIS RIVIERES	0.73	0.38	1.02	0.30	1.32	13.00	0.69	\$29.38	\$3.50	\$6.70
MONTREAL-WINDSOR	4.53	0.69	1.25	0.30	1.55	11.00	0.82	\$122.84	\$8.90	\$12.10
OTTAWA-QUEBEC	1.97	0.39	0.82	0.27	1.08	11.00	0.82	\$83.41	\$3.15	\$7.00
OTTAWA-TORONTO	1.77	0.39	1.03	0.30	1.33	25.00	0.36	\$86.44	\$3.80	\$7.00
OTTAWA-TROIS RIVIERES	1.30	0.45	0.90	0.27	1.17	11.00	0.82	\$86.44	\$3.65	\$7.30
OTTAWA-WINDSOR	3.62	0.57	1.13	0.27	1.40	11.00	0.82	\$109.19	\$6.35	\$12.70
QUEBEC-TORONTO	3.82	0.39	0.98	0.30	1.28	11.00	0.82	\$115.26	\$3.15	\$6.40
QUEBEC-TROIS RIVIERES	0.67	0.42	0.83	0.27	1.10	13.00	0.69	\$30.33	\$3.35	\$6.70
QUEBEC-WINDSOR	5.67	0.35	0.70	0.27	0.97	9.00	1.00	\$110.71	\$2.10	\$4.20
TORONTO-TROIS RIVIERES	3.15	0.53	1.07	0.30	1.37	11.00	0.82	\$77.34	\$3.35	\$6.70
TORONTO-WINDSOR	1.65	0.69	1.30	0.30	1.60	12.00	0.75	\$65.21	\$6.05	\$12.10
TROIS RIVIERES-WINDSOR	5.00	0.50	1.01	0.27	1.27	11.00	0.82	\$110.71	\$3.02	\$6.03