Tourism in the Alto Corridor

Current Conditions and Potential Impacts

Prepared for

ALTO

Prepared by

cpcs

In association with

HDR

This report examines current tourism patterns across the Alto corridor and investigates how high-speed rail could affect visitor activity and economic outcomes. It combines a baseline profile of tourism in six corridor census metropolitan areas (CMAs) with international case study evidence to develop high-level illustrative scenarios of Alto's potential impacts. Analysis should be understood as order of magnitude and directional.

Opinions and limitations

Unless otherwise indicated, the opinions herein are those of the authors and do not necessarily reflect the views of Alto.

CPCS makes efforts to validate data obtained from third parties, but CPCS cannot warrant the accuracy of these data.

June 2026

Content.

01

Key takeaways.

Cities along the Alto corridor play a significant role in Canadian tourism, drawing over 20% of domestic visitors and over 40% of international tourists.[1]

Tourism can be grouped into leisure travel, visiting friends and relatives, and business travel. For domestic Canadian travelers and overseas visitors to Canada, visiting friends and relatives is the most common trip purpose, followed by leisure.[2]

This report examines the current tourism context in the proposed Alto corridor and its contribution to the Canadian economy, focusing on six census metropolitan areas (CMAs) with proposed stops. Then, drawing on international case studies on the effect of high-speed rail (HSR) on tourism, it provides order-of-magnitude estimates on the potential economic impact of tourism under possible scenarios if Alto was in service today.

1 This report is based primarily on analysis of the Statistics Canada National Travel Survey and the Visitor Travel Survey. Using 2023 as the reference year.

2 Visitor Travel Survey, third quarter 2024 (Statistics Canada, 2024) [link], National Travel Survey, fourth quarter 2024 (Statistics Canada, 2024) [link]

3 GDP and jobs impacts based on direct, indirect, and induced economic impacts estimated using Statistics Canada Input Output Multipliers (2022) [link].

The Alto corridor spans tourism markets that range from international hubs to smaller niche destinations.

The corridor connects very different tourism markets, but most visitors today are same-day domestic travelers from Ontario and Quebec who arrive by car, while international visitors stay longer, are more business-oriented, and spend more per trip.

Tourism along the Alto corridor already contributes substantially to Canada's economy.

Tourism along the Alto corridor generates over $31 billion in visitor spending, contributes about $33.7 billion to Canada's gross domestic product (GDP), and supports more than 377,000 jobs.[3] The Toronto and Montreal CMAs account for the largest shares.

International evidence suggests HSR can support tourism, but outcomes depend heavily on local conditions and complementary action.

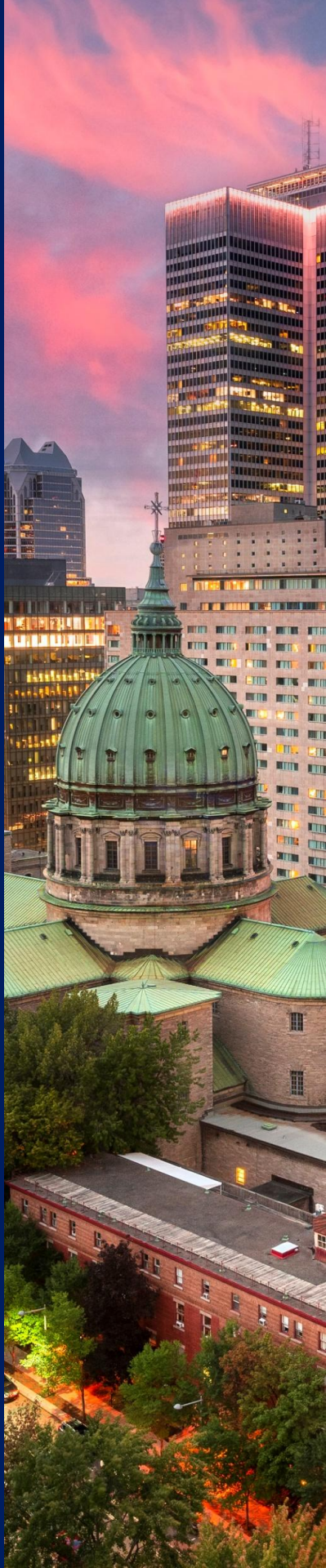
International evidence suggests HSR can increase tourism, but impacts vary by destination and visitor segment. They are strongest where improved rail access is competitive with other modes, matched by supportive tourism policy, destination readiness, and strong last-mile connections.

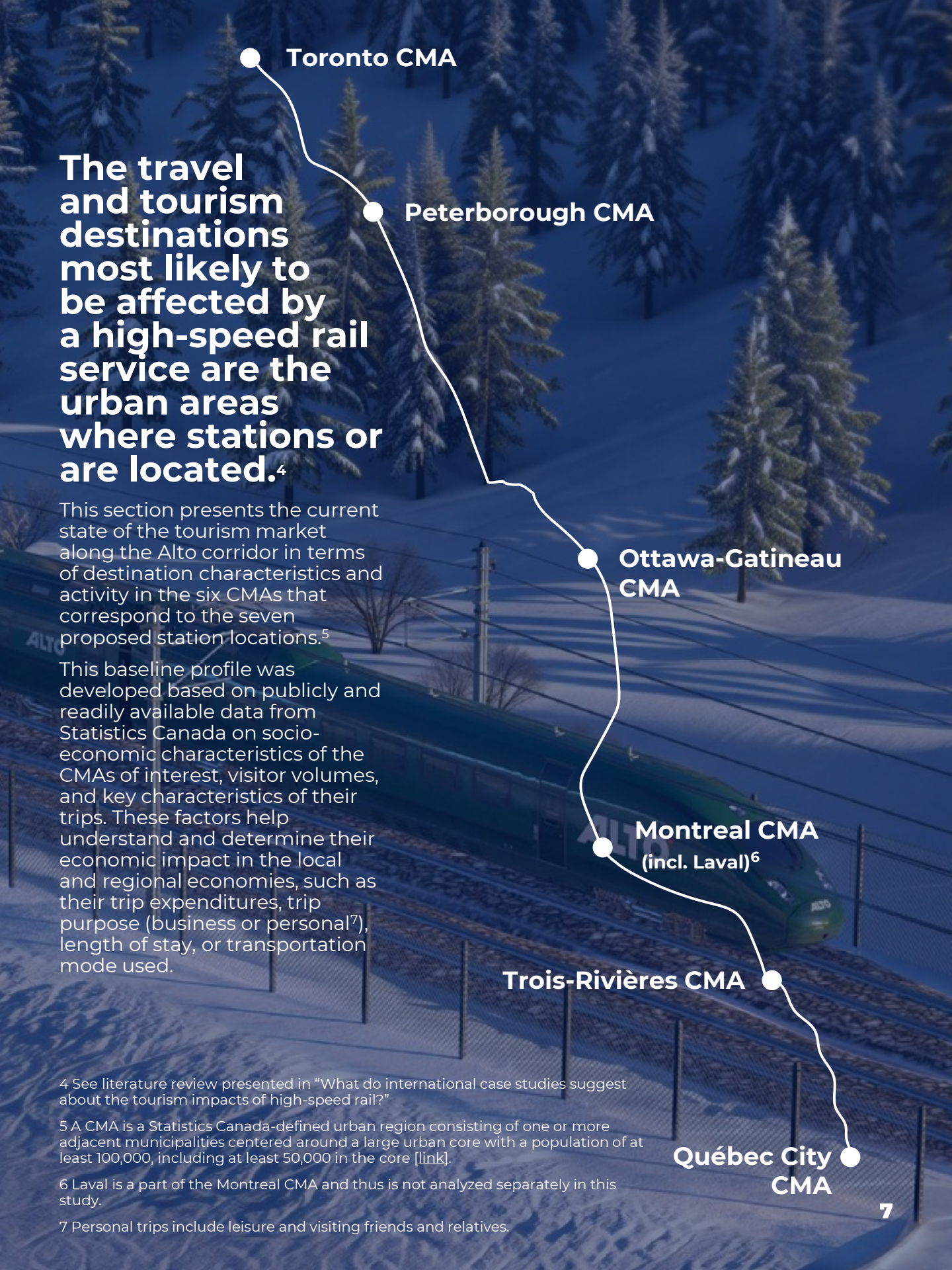
Increased tourism spending resulting from Alto could contribute an additional $1 billion to GDP annually, and support 11,500 more jobs under a medium coordination scenario.

Alto's tourism benefits would depend strongly on the level of corridor-wide policy coordination and destination readiness.

02

What does tourism look like along the Alto corridor?





The travel and tourism destinations most likely to be affected by a high-speed rail service are the urban areas where stations or are located.[4]

This section presents the current state of the tourism market along the Alto corridor in terms of destination characteristics and activity in the six CMAs that correspond to the seven proposed station locations.[5]

This baseline profile was developed based on publicly and readily available data from Statistics Canada on socio-economic characteristics of the CMAs of interest, visitor volumes, and key characteristics of their trips. These factors help understand and determine their economic impact in the local and regional economies, such as their trip expenditures, trip purpose (business or personal[7]), length of stay, or transportation mode used.

4 See literature review presented in "What do international case studies suggest about the tourism impacts of high-speed rail?"

5 A CMA is a Statistics Canada-defined urban region consisting of one or more adjacent municipalities centered around a large urban core with a population of at least 100,000, including at least 50,000 in the core [link].

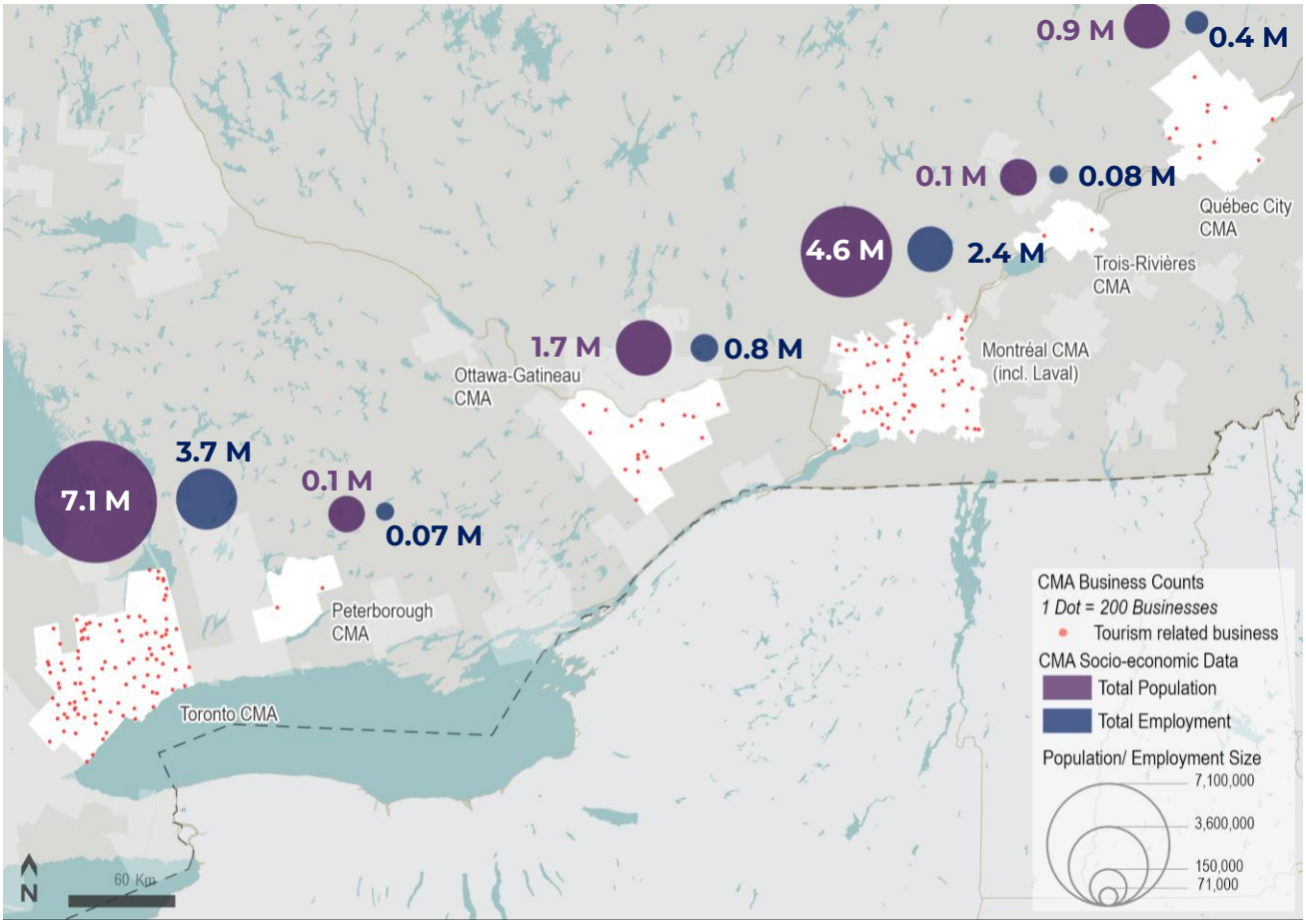
6 Laval is a part of the Montreal CMA and thus is not analyzed separately in this study.

7 Personal trips include leisure and visiting friends and relatives.

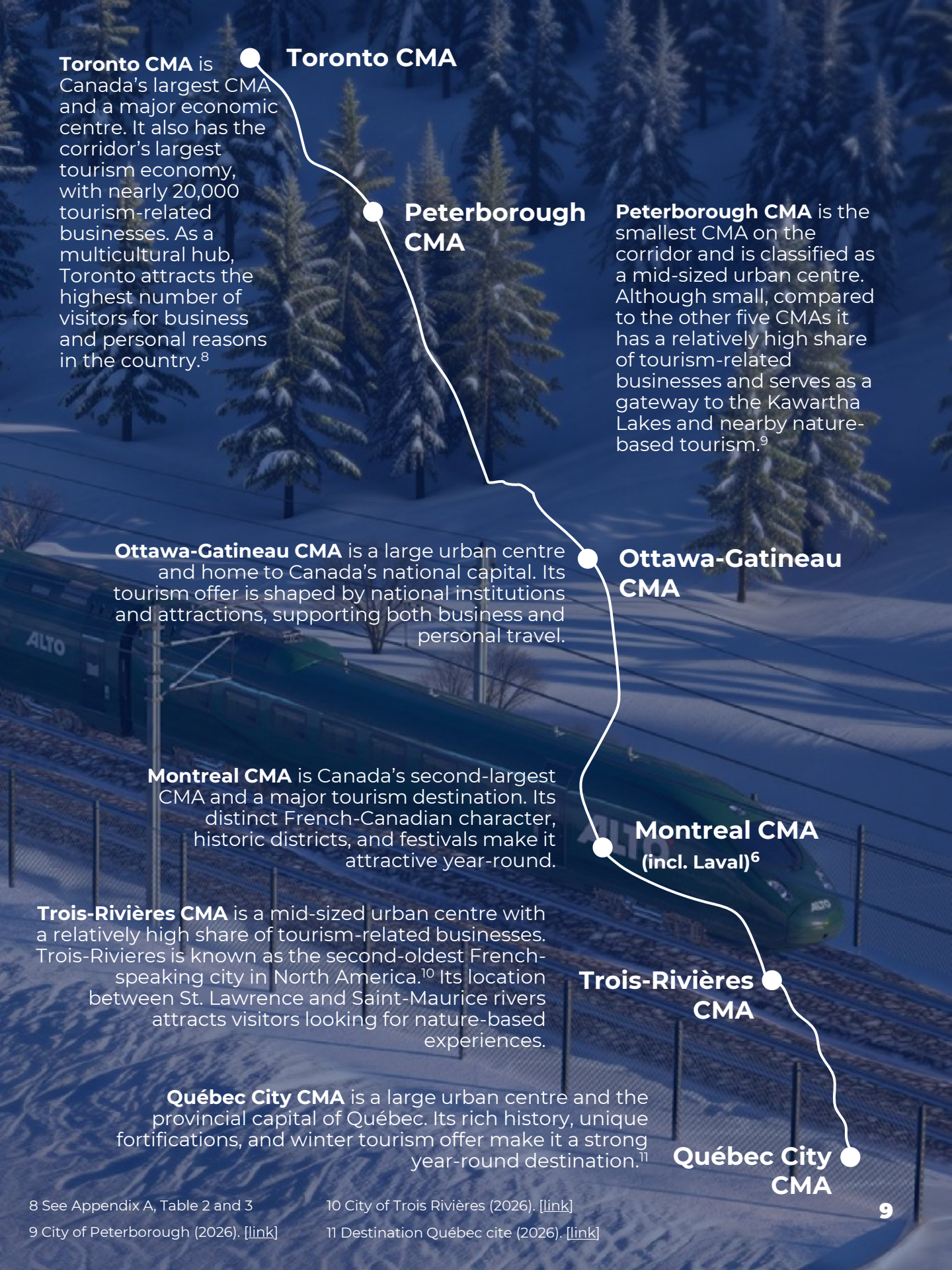
The Alto corridor spans tourism markets that range from international hubs to smaller niche destinations.

Tourism-related businesses account for 8-10% of all businesses in these CMAs.

Figure 1: Total population, total employment, and number of businesses associated with the tourism industry in CMAs along the Alto corridor.



Note: Total employment is expressed as number of employed persons. Tourism-related businesses include Food Services (NAICS 722), Arts, Entertainment and Recreation, Accommodation Services, Passenger Transportation Services, and Travel Arrangement and Reservation Services.
Source: See Table 1 in Appendix A



Toronto CMA

Toronto CMA is Canada's largest CMA and a major economic centre. It also has the corridor's largest tourism economy, with nearly 20,000 tourism-related businesses. As a multicultural hub, Toronto attracts the highest number of visitors for business and personal reasons in the country.[8]

Peterborough CMA

Peterborough CMA is the smallest CMA on the corridor and is classified as a mid-sized urban centre. Although small, compared to the other five CMAs it has a relatively high share of tourism-related businesses and serves as a gateway to the Kawartha Lakes and nearby nature-based tourism.[9]

Ottawa-Gatineau CMA

Ottawa-Gatineau CMA is a large urban centre and home to Canada's national capital. Its tourism offer is shaped by national institutions and attractions, supporting both business and personal travel.

Montreal CMA (incl. Laval)[6]

Montreal CMA is Canada's second-largest CMA and a major tourism destination. Its distinct French-Canadian character, historic districts, and festivals make it attractive year-round.

Trois-Rivières CMA

Trois-Rivières CMA is a mid-sized urban centre with a relatively high share of tourism-related businesses. Trois-Rivieres is known as the second-oldest French-speaking city in North America.[10] Its location between St. Lawrence and Saint-Maurice rivers attracts visitors looking for nature-based experiences.

Québec City CMA

Québec City CMA is a large urban centre and the provincial capital of Québec. Its rich history, unique fortifications, and winter tourism offer make it a strong year-round destination.[11]

8 See Appendix A, Table 2 and 3

9 City of Peterborough (2026). [link]

10 City of Trois Rivières (2026). [link]

11 Destination Québec cite (2026). [link]

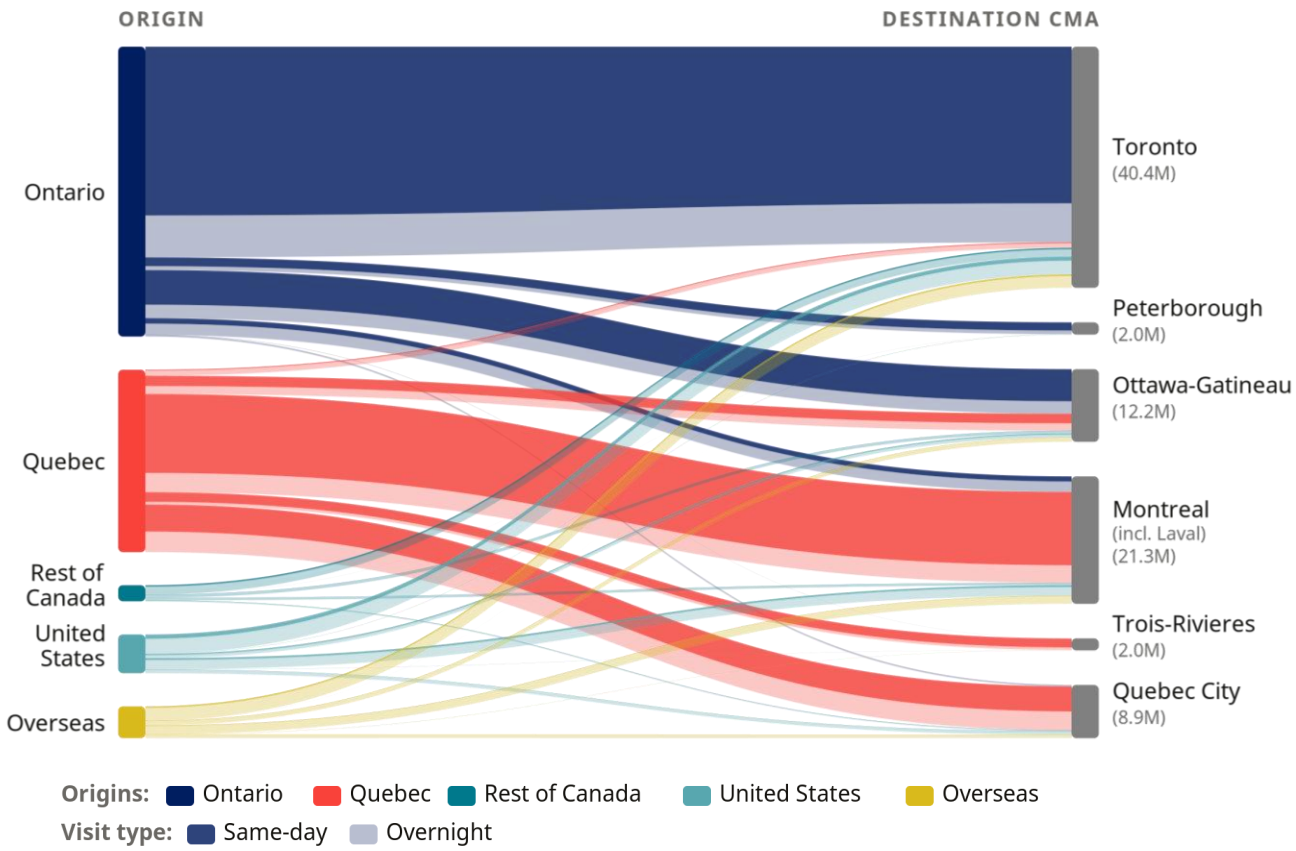
The majority of visitors are day-trippers from Ontario and Quebec.

For both domestic and international visitors, Toronto CMA is the main destination, followed by Ottawa-Gatineau and Quebec City CMAs (Figure 2).

The majority of domestic visitors are same-day visitors, who account for about 70% of total visits. In Quebec City, the share for same-day visitors is about 55%. Both same-day and overnight visitors come predominantly from Ontario and Quebec. More than 95% of domestic visitors to each of the CMAs come from these two provinces.

The share of same-day visitors in total international visitors is much smaller, typically less than 20% (except for Trois-Rivieres CMA, where it amounts to about 30% due to proximity to the US border). US visitors account typically for around 50% of all international day-trippers (except for Peterborough and Trois-Rivieres CMAs, where the share of US visitors is reportedly around 75% and 25%, respectively).

Figure 2: Total visitor (same-day + overnight) flows by origin and destination



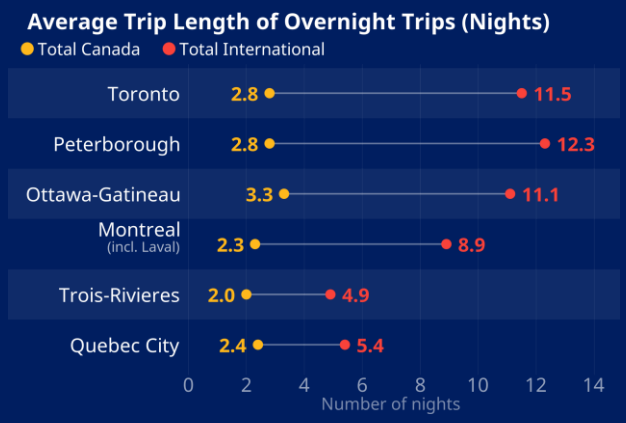
Source: See Table 2 and 3 in Appendix A

Domestic visitors take shorter trips, while international visitors stay longer and are more likely to travel for business.

The average overnight domestic visitor stays at their destination CMA for 2 to 3 nights. Visitors from the rest of Canada stay on average 4 to 5 nights. International tourists visit for much longer—numbers that may reflect the high cost and distance of travelling to Canada from overseas. Typically, overseas visitors stay for over 10 days, while US visitors stay 3 to 10 days.

Business visitors from Canada account for 4 to 9% of domestic tourists, though this differs by origin. Work-related reasons account for over a quarter of international visitors to Toronto CMA, on the high end, while in Quebec City CMA, business travel makes up less than 10% of visits.

Figure 3: Average trip length and primary access trip mode for domestic and international visitors



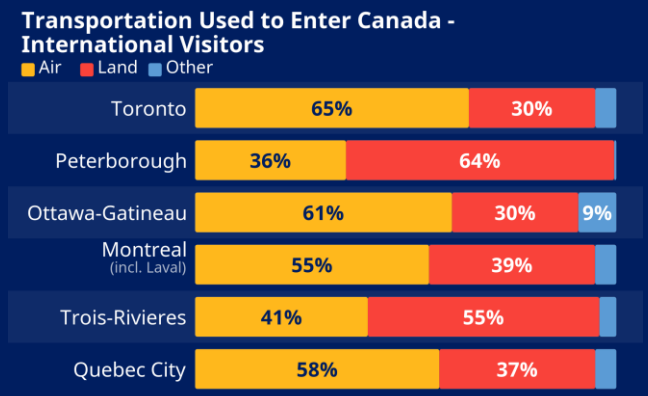
Driving is the predominant mode for domestic tourists while travelling.

The personal car is by far the predominant mode of transportation for tourists accessing these CMAs, based on distance travelled. The use of train varies between destination CMAs. Among visitors to Toronto CMA, train mode share amounted to nearly 6% of all visitors and exceeded the share of air travel and bus. CMA showed the second highest prevalence of train use with just over 2% of visitors using this mode as their predominant transportation—lower than air share but higher than bus share.

Most international tourists enter Canada by air.

Most international visitors entered Canada by air, especially when travelling to the largest CMAs, Toronto, Montreal, Ottawa and Quebec City. For these visitors, the mode share of air was 55% to 65%.

In the case of smaller CMAs (mid-size urban centres of Peterborough and Trois-Rivieres), the shares of air and land modes were reversed. The prevalence of train use for transportation while in Canada was highest by visitors coming to Montreal CMA (at nearly 12% of all visitors reporting use).



Source: See Table 6 and 7 in Appendix A

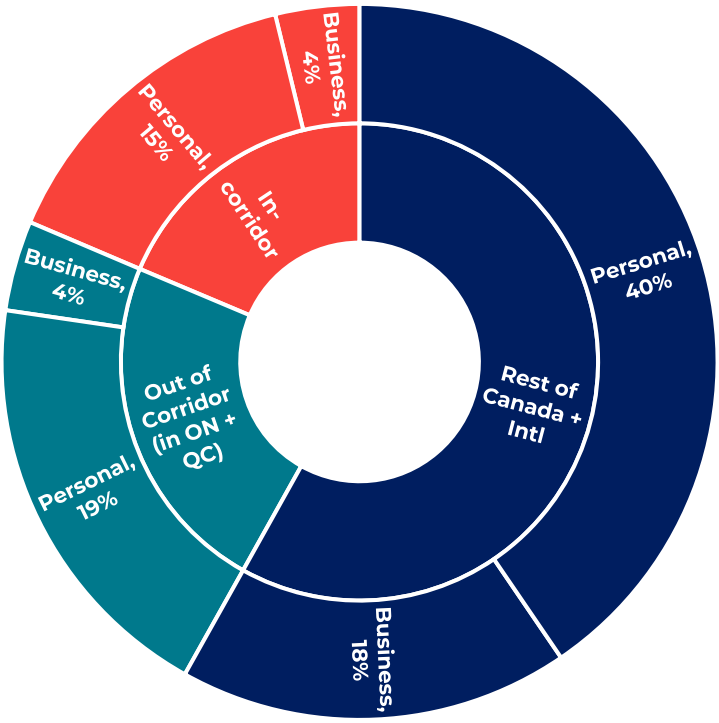
03

What is the contribution of tourism along the Alto corridor to the economy?

Tourists spent over 31 billion dollars in the CMAs along the Alto corridor in 2023.[13]

While daily expenditures are higher among business travellers, personal travel contributes to three-quarters of total spending due to higher numbers of visitors and length of stay (Figure 4). Over 40% of all tourism expenditure comes from visitors originating in Ontario and Quebec, while just under 60% is from the rest of Canada and international travellers. This is due to their longer average stay and higher expenditures on accommodation and other items, as well as higher transportation costs (due to a high share of air travel).

Figure 4: Share of tourism-related expenditure by origin and trip purpose

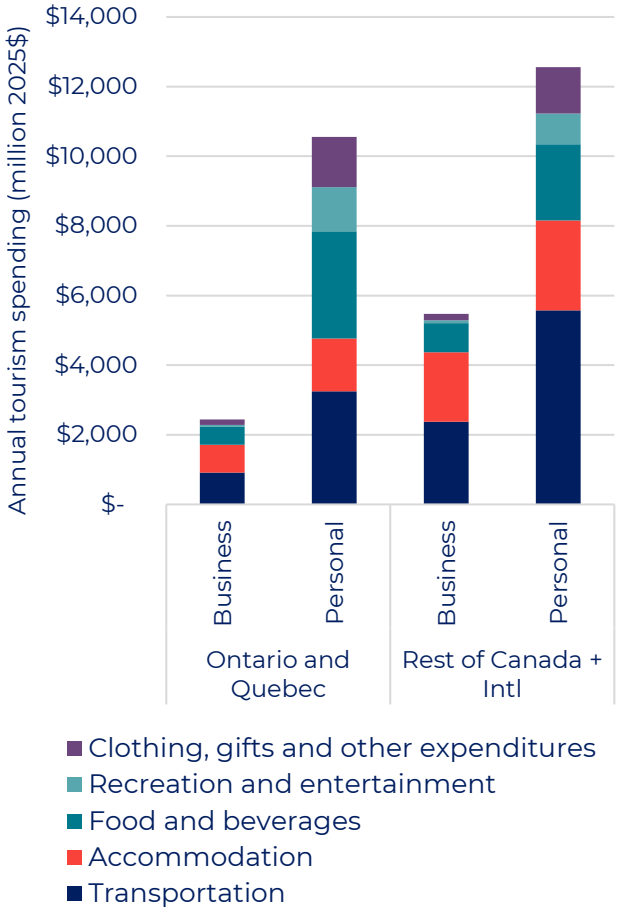


Source: CPCS and HDR analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link] and Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link] extrapolated to 2023. See Appendix C for methodology note.

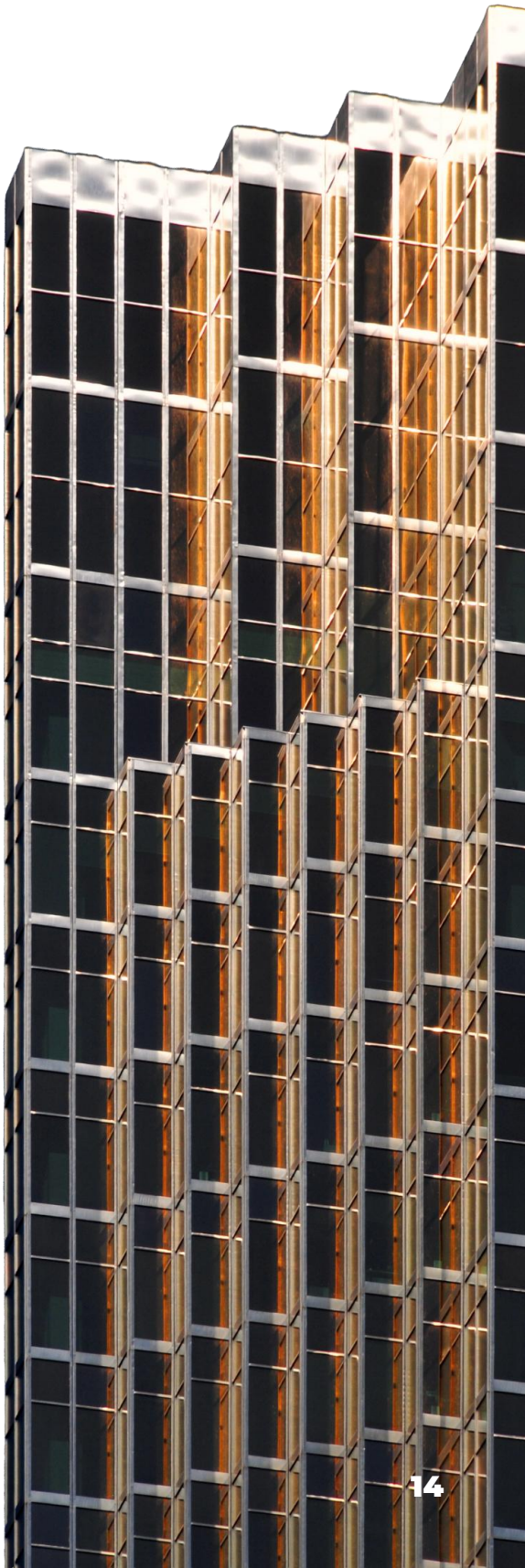
13 Spending and economic impacts are reported in 2025 dollars based on data for reference year 2023. See Appendix C for methodology note.

Transportation-related expenses account for the highest share of expenditure—nearly 40% of overall spending, and reaching nearly 45% in the case of tourists outside of Ontario and Quebec or international visitors who rely significantly on air travel. In-corridor tourists travelling for personal reasons spend less than 30% of their total trip budget on transportation, while business travellers in the corridor spend nearly 40%.

Figure 5: Share of annual tourism-related expenditure by industry category, origin, and trip purpose



Source: CPCS and HDR analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link] and Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link]. See Appendix C for methodology note.



Tourism spending has direct, indirect and induced impacts on the economy.

Visitor spending affects the economy in three ways:[14]

Direct impacts, such as supporting jobs at the restaurant where a meal is purchased.

Indirect impacts, such as demand for the farm products, supplies, and marketing services that support that restaurant.

Induced impacts due to additional spending from income earned through direct and indirect impacts, such as spending by the restaurant's employees or by the farmer providing produce.

Tourism spending along the Alto corridor contributes over

$33.7 billion

annually to Canada's GDP

Over

377,000 jobs

are supported due to tourism spending along the Alto corridor

Toronto
$15.8 billion
in GDP

Peterborough
$0.5 billion
in GDP

Ottawa-Gatineau
$4.9 billion
in GDP

Montreal (incl. Laval)
$8.7 billion
in GDP

Trois-Rivières
$0.3 billion
in GDP

Québec City
$3.6 billion
in GDP

Source: CPCS analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link] and Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link] and Statistics Canada, Input-output multipliers, detail level (2022) [link]. All values in 2025 dollars, based on 2023 reference year. See Appendix C for methodology note.

14 These economic effects are estimated using Statistics Canada Input Output Multipliers (2022) [link]

04

What do international case studies suggest about the tourism impacts of high-speed rail?

International evidence indicates that introducing or expanding HSR can increase tourism activity, but the direction and magnitude of impacts vary across visitor segments (domestic versus foreign[15]; leisure versus business), outcome metrics (arrivals versus nights versus spending), and destination and context-specific characteristics.

Arrivals (or number of tourists) can be expected to increase to varying degrees.

Across the case studies, tourist[16] arrivals rise after an HSR connection, but the size of the increase ranges from close to zero in some contexts to large in others.[17,18,19,20]

Alto is most likely to increase arrivals where it meaningfully changes travel time and convenience (enough to change behaviour), and where destinations already have a strong visitation pull; where driving remains cheaper and easier, the effect could be modest.

The impact of HSR on the length of stay is mixed.

The evidence on length of stay is mixed, with some studies finding longer stays, others finding shorter stays, and some finding little change after the implementation of HSR.[17,18,20,22]

Alto could increase travel while shifting some trips toward shorter stays or same-day travel, especially where time savings are biggest and highly valued.

Italy: Two studies find sizeable increases in arrivals. Domestic arrivals increase by roughly +16% to +19%, and foreign ones by +38% in areas with new connections to the HSR network.[17,20]

Spain: One study finds essentially no change in domestic arrivals and a small increase in foreign arrivals (~+1.2%), and links minimal domestic response to car-dominant travel and cost considerations (especially for families).[18]

European Union (EU): A cross-country panel study finds arrivals rise for both domestic and foreign tourists, though the impact is larger for domestic visitors.[19]

Japan: Shinkansen extensions are associated with increased arrivals in connected cities, but the boost is described as temporary in some areas.[21]

France (Paris–Lyon): Case study links HSR to Lyon's rise in urban tourism reputation, alongside active promotion.[22]

Italy: Evidence is mixed across studies: one finds domestic nights roughly flat and foreign nights up about +26%; another reports a very large increase in domestic nights.[17,20]

EU: Panel results suggest domestic nights rise significantly, while foreign nights fall.[19]

France (Paris–Lyon): HSR may support same-day business trips: business travel increased, but average stay length fell as same-day return became feasible (e.g., 2.3 days to 1.7 days in the cited period).[22]

15 Domestic tourists in the European case studies are defined as visitors whose usual place of residence is in the same country. Foreign tourists are those whose residence is outside of the country. Citizenship is not considered.

16 Most quantitative studies define "tourists" as overnight visitors and measure arrivals and nights in accommodation; same-day visitors are typically excluded. This report considers both overnight and day visitors; changes to overnight visitors in these case studies should be interpreted as a partial measure of overall travel activity.

17 Lopresti, I., Tartaglia, M., (2023). [link]

18 Campa et al. (2016). [link]

19 Castillo-Manzano et al. (2018). [link]

20 Pagliara, F., Mauriello, F., & Garofalo, A., (2017). [link]

21 Kurihara, T., Wu, L., (2016). [link]

22 Masson, S., Petiot, R., (2009). [link]

Spending may increase but will be influenced by several factors.

Tourism spending impacts due to HSR is less studied in the reviewed evidence. The only quantified estimate suggests a small positive effect on foreign visitor spending.[18] If HSR shortens stays, accommodation spending can fall even when arrivals rise (though there may be increases in retail, restaurant, etc. sectors). [22,23]

Spending impacts will depend on how Alto changes

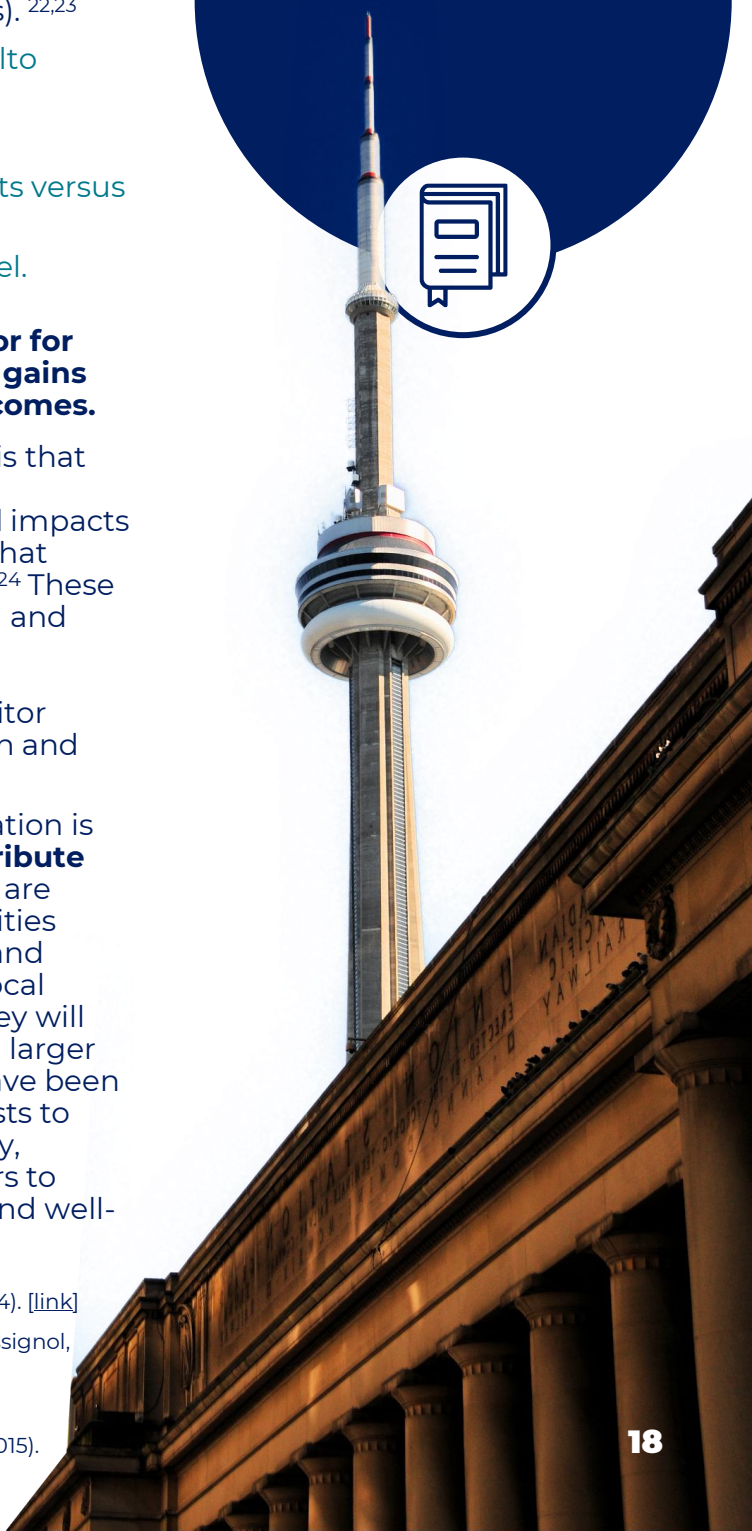
1. how many trips happen,
2. how many of those become overnights versus day trips, and
3. the mix of business and personal travel.

Spain: Foreign visitor spending is estimated to rise by about +1.7%, slightly outpacing the estimated increase in foreign arrivals (~+1.2%), suggesting slightly higher per-tourist spending.[18]

Supportive tourism policy is a key factor for whether (and where) HSR accessibility gains translate into measurable tourism outcomes.

A consistent conclusion in the literature is that HSR alone is rarely sufficient to generate sustained tourism development; realized impacts depend on coordinated local strategies that leverage accessibility improvements.[23,25,24] These strategies include destination marketing and image-building, event programming, coordination among public and private stakeholders, and ensuring adequate visitor infrastructure (including accommodation and "last mile" connections).[23,25]

The literature also suggests this coordination is especially important if the goal is to **distribute benefits** beyond the largest cities which are already tourism hubs. Smaller municipalities need to differentiate their tourism offer and coordinate packaging, promotion, and local access around the HSR connection or they will limit gains—or even risk losing activity to larger centres.[22,25] While agglomeration risks have been identified, HSR can also encourage tourists to add smaller nearby cities to their itinerary, creating a potential pathway for spillovers to smaller places that are well-connected and well-packaged.[22,26]



23 Delaplace, M., Bazin, S., Pagliara, F., & Sposaro, A., (2014). [link]

24 Loukaitou-Sideris, A., Circella, G., Lecompte, M. C., Rossignol, L., & Ozbilen, B. (2024). [link]

25 Bazin, S., Beckerich, C., Delaplace, M., (2011). [link]

26 Pagliara, F., La Pietra, A., Gómez, J., & Vassallo, J. M. (2015). [link]

While international evidence offers useful directional insights, several structural differences should be considered when applying these findings to the Alto corridor.

Tourism intensity and density

Several case-study geographies (e.g., Italy and Spain) have very high tourism intensity, dense clusters of globally recognized attractions, and mature visitor infrastructure at short distances. While Alto will connect some of the largest established tourism destinations in Canada, attractions are more dispersed and the base tourism levels are not as high in comparison.

Baseline mode and price competitiveness

Where private-car travel dominates and cost sensitivities are high (notably for family travel), domestic tourism responses to HSR can be muted unless the service is competitive on price and door-to-door convenience.

Interregional connections and network maturity

HSR in Europe is part of a much more mature international rail (and in some cases HSR) network than is available in Canada. This coupled with relatively denser population distributions means the ability to attract interregional visitors via rail may be higher in Europe. In Canada, most visitors from outside the region will still need to fly or drive, as they do now. Alto represents a new service context, so early impacts may take longer to be realized, even within the corridor.

Foreign versus domestic tourism

European examples consider domestic tourists as those residing in the study country, while foreign tourists reside in a different country. Canada's population is dispersed, thus tourists originating along the Alto corridor are more likely to behave as domestic tourists and those out of region are more likely to face similar barriers to foreign tourists.

05

How might Alto impact the tourism sector and the economy?

Alto connections will improve accessibility to CMAs along the corridor, but targeted policy action must accompany high-speed rail to capitalize on these gains.

The scenarios explored in this report vary the extent to which supportive tourism policies are implemented and coordinated across the Alto corridor. Coordinated action can help distribute benefits across the cities served by Alto; limited coordination may constrain overall gains and reinforce concentration effects in major centres.

The scenarios are informed by international case studies and are meant to be illustrative and should not be interpreted as forecasts.

The three scenarios outline possible tourism outcomes if Alto were in service today, ranging from low to high policy coordination. They draw on European evidence but use more conservative assumptions for Canada's less developed intercity rail market. Impacts are expected to be stronger for **in-corridor** travel than for **out-of-corridor** travel, since most out-of-region visitors are assumed to continue accessing the corridor mainly by air or long-distance driving.

Low coordination scenario

- Limited complementary tourism policy and limited efforts to capitalize on improved accessibility. Last-mile connections are prioritized only in major and large urban centres. In-corridor leisure arrivals rise modestly in established centres, business travel shifts toward day trips, and out-of-corridor arrivals remain largely unchanged.
- HSR enables more same-day return trips, reducing average stay length, especially for time-sensitive business travellers in major and large urban centres. Out-of-corridor visitors are largely unaffected. In-corridor business overnights shorten in major and large centres, while mid-sized areas see modest declines in personal trip length as some overnight trips convert to day trips.

Medium coordination scenario

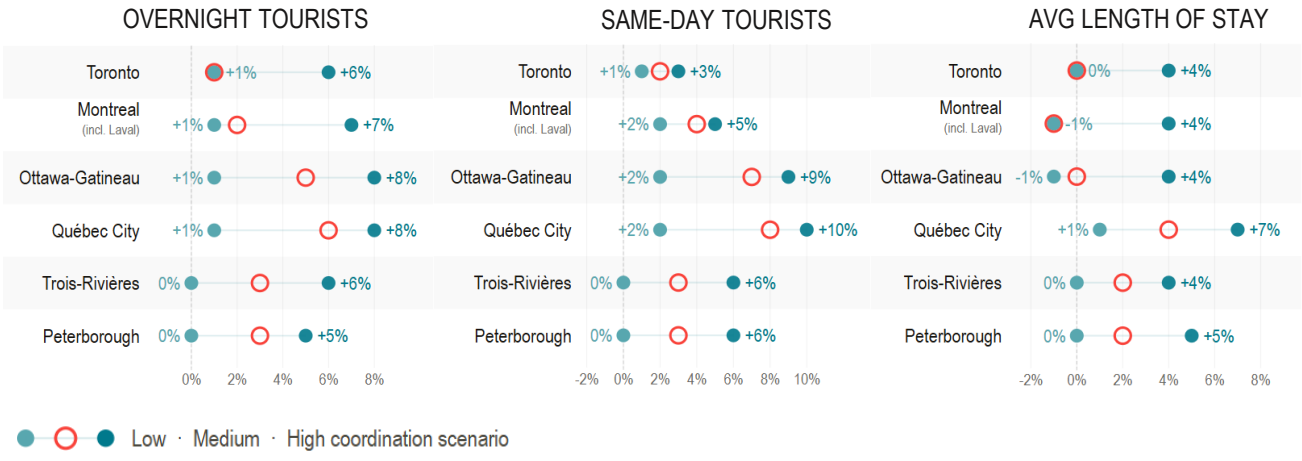
- Dedicated tourism policies are implemented in all cities, with improved last-mile connections supporting leisure and business travel. The focus remains on in-corridor tourism, though large centres become more attractive to out-of-corridor visitors. Benefits mainly accrue to major and large centres, with some spillover to mid-sized areas. Business travel still favours day trips, but overnights rise with more convention and event activity.
- Supportive policies in mid-sized cities partly offset the same-day return effect. Business stays remain unchanged, while personal stays increase modestly in major and large urban areas through multi-city itineraries. In mid-sized areas, gains from tourism promotion broadly offset losses from day-trip substitution.

High coordination scenario

- Highly coordinated tourism policy and destination marketing across the corridor, combined with easy last-mile connections, support both business and leisure travel. In-corridor arrivals rise substantially across all CMAs, including mid-sized areas. Out-of-corridor arrivals rise modestly, but remain below levels seen in Europe because Alto would not be part of a broader interregional rail network.
- Highly coordinated tourism policies increase length of stay across all CMAs and both origin types. Stays lengthen across business and especially personal travel, as stronger destination offers, multi-day itineraries, and convention and event programming outweigh the same-day return effect.

If Alto were operational today, the number of tourists, their length of stay, and daily spending would be expected to change under these three scenarios (Figure 6), leading to changes in spending, and therefore, contribution to GDP and jobs. These estimated results should be understood as order-of-magnitude estimates

Figure 6: Estimated changes to tourist numbers and average length of stay under potential tourism scenarios.

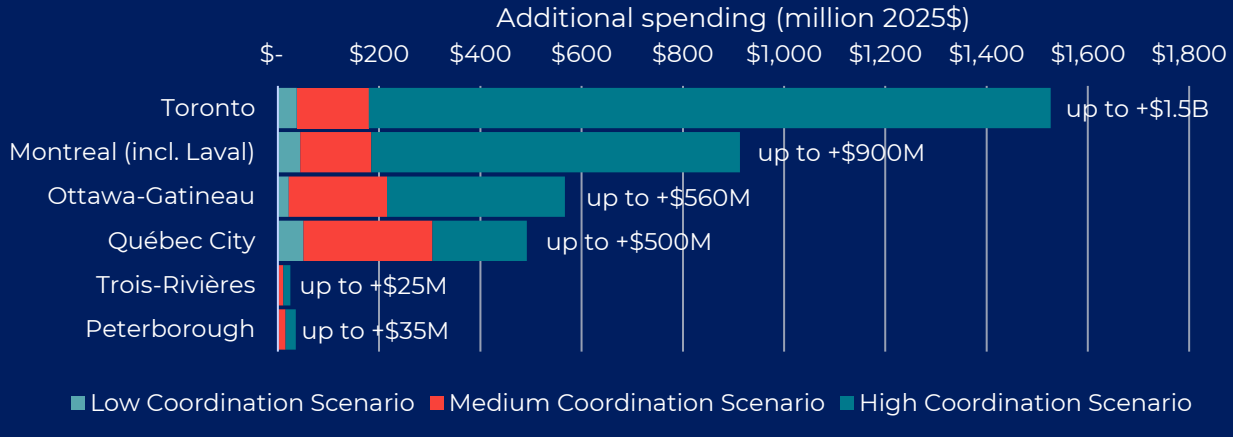


Source: See Table 12 in Appendix D
Note: The average length of stay decreases even in the medium coordination scenario in some cities, because the share of local tourists (in-corridor) increases but stay for shorter periods than international ones. International tourist numbers see limited to no change.

Tourism spending could increase under Alto, differing based on tourism policy coordination

Under a low policy coordination scenario, approximately $150 million annually in additional spending could be anticipated across the CMAs in the Alto corridor. This number could reach $900 million under medium coordination, and $3.6 billion in the case of a highly coordinated policy approach (Figure 7).

Figure 7: Additional annual tourism spending under policy scenarios with Alto service

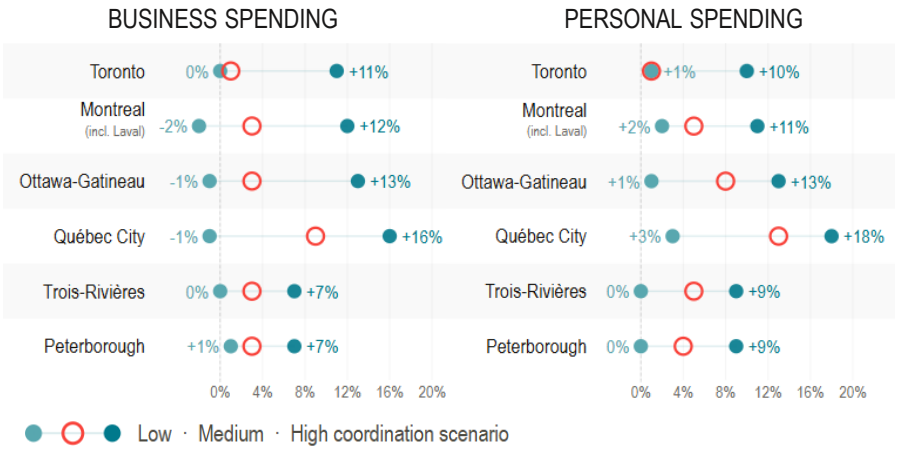


Source: See Table 13 in Appendix D

While tourism spending is expected to increase in each scenario and in each CMA, business and personal travel-related expenditure may be impacted differently. Under low policy coordination, major and large urban centres may see a decrease in business related spending due to shorter stays and a shift to day trips (Figure 8). Business travel is responsible for about a quarter of all tourism spending.

Figure 8: Change in tourism spending relative to baseline under different tourism policy scenarios and Alto service, by CMA

Source: See Table 14 in Appendix D



Additional tourism spending could contribute to GDP and jobs.

Higher tourism spending along the Alto corridor could raise the sector's contribution to Canada's GDP and support additional jobs by 1%, 3%, and 11% under the low-, medium-, and high-coordination scenarios, respectively.

Increased tourism spending along the Alto corridor could contribute to Canada's GDP annually by

+$177 million
under the **low coordination** scenario

+$1.0 billion
under the **medium coordination** scenario

+$3.9 billion
under the **high coordination** scenario

Over

2,000 additional jobs
under the **low coordination** scenario

11,500 additional jobs
under the **medium coordination** scenario

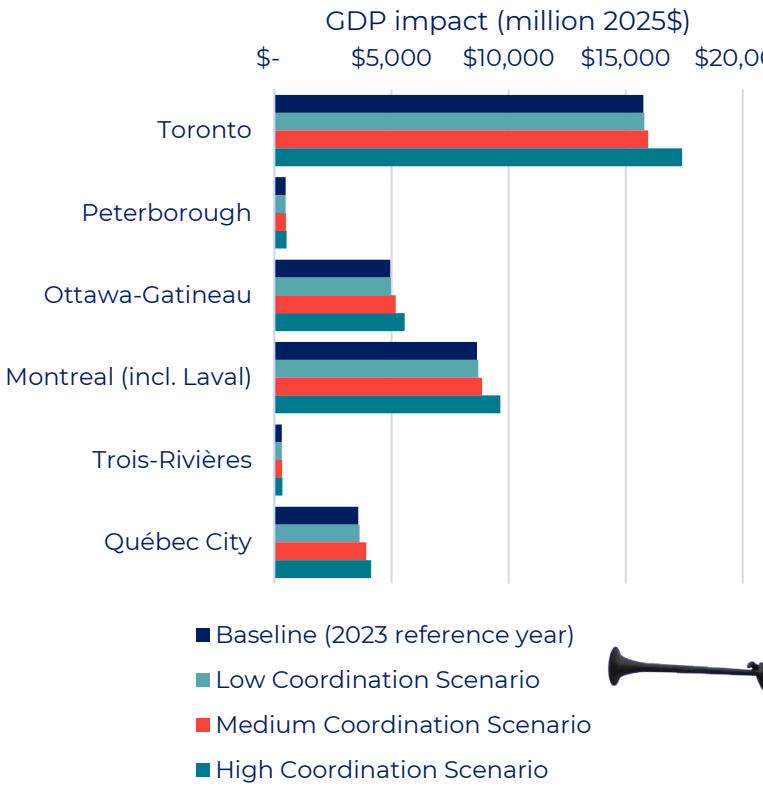
43,000 additional jobs
under the **high coordination** scenario

could be supported due to tourism spending along the Alto corridor

In absolute terms, Toronto and Montreal CMAs contribute the most to tourism-related GDP under all scenarios and experience the highest absolute gains (Figure 9). But relative to their baseline, Ottawa-Gatineau and Québec City may see the largest gains (12-15%) under the high-coordination scenario.

These large urban centres are expected to see the highest relative increase in visitors (and therefore spending) under higher coordination scenarios, reflecting improved access for a broader share of the Ontario and Quebec population. For example, residents of the Toronto CMA—home to nearly half of the population across the Alto corridor CMAs—may take advantage of the faster connections to these cities.

Figure 9: Annual GDP impact of tourism spending, by CMA and scenario



Source: See Table 15 in Appendix D

In conclusion, Alto could result in additional tourism activity along the corridor, leading to economic gains in terms of GDP and additional jobs supported. However, the scale of benefits will depend heavily on competitiveness with dominant modes, local transport connections to Alto stations, and coordinated tourism strategies.

06

Appendix A:
Baseline Tourism Tables

Table 1: Key characteristics of HSR corridor CMA destinations

CMA Characteristics	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Statistics Canada Urban Centre Tier Classification	Major Metropolitan Centre (Canada's largest CMA)	Mid-Sized Urban Centre (Smallest CMA on corridor)	Large Urban Centre (National Capital)	Major Metropolitan Centre (2nd Largest Canadian CMA)	Mid-Sized Urban Centre	Large Urban Centre
Population (2025 Estimate)	**7,108,874**	**149,938**	**1,700,014**	**4,597,837**	**174,316**	**903,607**
Immigrant Population (Percent Share)	**47%**	**9%**	**21%**	**24%**	**4%**	**7%**
Total Employment (2025, Thousands)	**3,732**	**71**	**880**	**2,410**	**85**	**489**
Number of Businesses, All Industries with Employees (2025)	**265,469**	**4,012**	**42,321**	**139,798**	**4,861**	**26,256**
Number of Businesses, Tourism Related Businesses (2025)	**19,928**	**390**	**3,838**	**12,775**	**455**	**2,288**
Arts, Entertainment and Recreation (NAICS 71)	**2,966**	**70**	**695**	**2,285**	**96**	**443**
Accommodation Services (NAICS 721)	**539**	**37**	**139**	**376**	**34**	**203**
Food Services (NAICS 722)	**14,979**	**265**	**2,827**	**9,333**	**291**	**1,447**
Passenger Transportation Services (NAICS 481, 482, 485, 487)	**699**	**10**	**91**	**410**	**23**	**124**
Travel Arrangement and Reservation Services (NAICS 5615])	**745**	**8**	**86**	**371**	**11**	**71**
Tourism-related Businesses as Percentage of Total (%)	**8%**	**10%**	**9%**	**9%**	**9%**	**9%**

Sources: Population: Statistics Canada. Table 17-10-0148-01 Population estimates, July 1, by census metropolitan area and census agglomeration, 2021 boundaries.

Immigrant population: Statistics Canada. 2021 Census Community Profiles, Immigrant Status.

Employment: Statistics Canada. Table 14-10-0467-01 Employment characteristics by census metropolitan area, three-month moving average, unadjusted for seasonality; average monthly employment in 2025.

Number of businesses: Statistics Canada. Table 33-10-1097-01 Canadian Business Counts, with employees, census metropolitan areas and census subdivisions, December 2025.

Table 2: Domestic visitors to Alto Corridor CMAs, Thousands, 2023

Trip Origin	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Same Day Visitors						
Ontario	26,210	1,360	5,370	850	10	30
Quebec	150	<1	1,600	12,270	1,490	4,210
Rest of Canada	230	<1	30	30	<1	40
Total Canada	**26,590**	**1,360**	**7,000**	**13,150**	**1,500**	**4,280**
Overnight Visitors						
Ontario	6,520	610	2,090	1,740	20	200
Quebec	790	<1	1,240	2,970	430	3,170
Rest of Canada	1,230	20	440	360	<1	120
Total Canada	**8,540**	**630**	**3,770**	**5,070**	**450**	**3,490**
Total Visitors						
Ontario	32,730	1,960	7,460	2,600	20	230
Quebec	940	<1	2,840	15,240	1,920	7,390
Rest of Canada	1,460	20	470	390	<1	160
Total Canada	**35,130**	**1,980**	**10,770**	**18,230**	**1,940**	**7,780**

Sources: developed by HDR based on Statistics Canada, National Travel Survey, Public Use Microdata File (Cat. # 24-25-0001), 2023 Reference Period; National Travel Survey microdata file.

Table 3: International visitors to Alto Corridor CMAs, Thousands, 2023

Trip Origin	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Same Day Visitors						
US	680	10	180	280	10	40
Overseas	230	<1	70	80	10	60
Total International	**910**	**10**	**350**	**360**	**20**	**100**
Overnight Visitors						
US	2,320	30	460	1,470	10	520
Overseas	1,990	10	680	1,260	30	510
Total International	**4,310**	**40**	**1,140**	**2,730**	**40**	**1,030**
Total Visitors						
US	3,000	40	640	1,750	20	560
Overseas	2,220	10	750	1,340	40	570
Total International	**5,220**	**50**	**1,390**	**3,090**	**60**	**1,130**

Sources: developed by HDR based on Statistics Canada Visitor Travel Survey, Public Use Microdata File (Cat. # 24-25-0002), 2019 Reference Period; Visitor Travel Survey: Public use microdata file. Data extrapolated from 2019 to 2023 based on rates of growth in visitors between 2019 and 2023 in Statistics Canada Table 24-10-0053-01 International travellers entering or returning to Canada, by type of transportation and traveller type.

Table 4: 2023 trip expenditures of domestic visitors in Alto Corridor CMAs, 2023 Dollars

Trip Origin	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Average Expenditure per Person-Trip, $						
Ontario	$140	$170	$180	$490	$730	$860
Quebec	$820	$280	$200	$130	$110	$210
Rest of Canada	$1,360	$730	$1,490	$1,500	$1,200	$1,300
Canada-wide	**$210**	**$180**	**$240**	**$210**	**$120**	**$250**
Total Visitor Expenditures, $ Millions						
Ontario	$4,480	$340	$1,310	$1,270	$20	$200
Quebec	$770	$0	$580	$1,930	$210	$1,520
Rest of Canada	$1,980	$10	$700	$580	$0	$210
Canada-wide	**$7,230**	**$350**	**$2,580**	**$3,780**	**$220**	**$1,930**

Sources: Developed by HDR based on Statistics Canada, National Travel Survey, Public Use Microdata File (Cat. # 24-25-0001), 2023 Reference Period; National Travel Survey microdata file.

Table 5: 2023 trip expenditures of international visitors in Alto Corridor CMAs, 2023 Dollars

Trip Origin	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Average Expenditure per Person-Trip, $						
US	$750	$540	$630	$820	$480	$740
Overseas	$1,650	$1,870	$1,590	$1,420	$840	$1,170
International average	**$1,130**	**$890**	**$1,150**	**$1,080**	**$740**	**$960**
Total Visitor Expenditures, $ Millions						
US	$2,260	$20	$400	$1,440	$10	$420
Overseas	$3,660	$20	$1,190	$1,910	$40	$660
Total International	**$5,920**	**$40**	**$1,590**	**$3,350**	**$50**	**$1,080**

Sources: Developed by HDR based on Statistics Canada Visitor Travel Survey, Public Use Microdata File (Cat. # 24-25-0002), 2019 Reference Period; Visitor Travel Survey: Public use microdata file. Data extrapolated from 2019 to 2023 based on rates of growth in visitors between 2019 and 2023 in Statistics Canada Table 24-10-0053-01 International travellers entering or returning to Canada, by type of transportation and traveller type. 2019 trip expenditures from the Visitor Travel Survey data were inflated to 2023 dollars using the consumer price index for years 2019-2023 (Statistics Canada, Table 18-10-0005-01 Consumer Price Index, annual average).

Table 6: Selected trip characteristics of domestic visitors to Alto Corridor CMAs, 2023

Trip Origin, or Travel Mode Used	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Average Trip Length of Overnight Trips, Number of Nights						
Ontario	2.3	2.3	3.1	2.5	6.2	3.7
Quebec	3.4	3.4	2.8	2.0	1.9	2.3
Rest of Canada	5.4	5.4	5.4	4.4	*	4.4
Canada-wide	**2.8**	**2.8**	**3.3**	**2.3**	**2.0**	**2.4**
Share of Business Trips, % of Total Visitors						
Ontario	8%	4%	8%	13%	53%	16%
Quebec	29%	<1%	8%	8%	7%	6%
Rest of Canada	18%	<1%	26%	24%	<1%	15%
Canada-wide	**9%**	**4%**	**9%**	**9%**	**7%**	**7%**
Primary Trip Mode, % of Total Visitors						
Bus	4%	<1%	2%	1%	2 %	<1%
Car	85%	98%	89%	90%	98%	94%
Air	5%	<1%	5%	3%	<1%	<1%
Train	6%	<1%	2%	2%	<1%	1%
Other and Not Stated	1%	1%	2%	3%	<1%	4%

*insufficient data

Source: Developed by HDR based on Statistics Canada, National Travel Survey, Public Use Microdata File (Cat. # 24-25-0001), 2023 Reference Period; National Travel Survey microdata file.

Table 7: Selected trip characteristics of international visitors to Alto Corridor CMAs, 2023

Trip Origin, or Travel Mode Used	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivieres	Quebec City
Average Trip Length of Overnight Trips, Number of Nights						
US	4.0	9.7	5.6	4.9	2.9	3.0
Overseas	19.6	16.9	14.4	13.3	5.3	7.7
International average	**11.5**	**12.3**	**11.1**	**8.9**	**4.9**	**5.4**
Share of Business Trips, % of Total Visitors						
US	37%	11%	31%	22%	33%	11%
Overseas	11%	7%	16%	14%	5%	6%
International average	**26%**	**10%**	**23%**	**18%**	**12%**	**8%**
Primary Trip Mode, % of Total Visitors						
Air	65%	36%	61%	55%	41%	58%
Land	30%	64%	30%	39%	55%	37%
Other	5%	<1%	9%	5%	4%	5%
Other Transportation Choices, % Visitors						
Used Train in Canada	7.7%	4.4%	3.7%	11.5%	<1%	8.7%

Source: Developed by HDR based on Statistics Canada Visitor Travel Survey, Public Use Microdata File (Cat. # 24-25-0002), 2019 Reference Period; Visitor Travel Survey: Public use microdata file. Data extrapolated from 2019 to 2023 based on rates of growth in visitors between 2019 and 2023 in Statistics Canada Table 24-10-0053-01 International travellers entering or returning to Canada, by type of transportation and traveller type.

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Appendix B:
Scenario Assumptions

Table 8: Scenario assumptions: Number of tourists (arrivals)

		Business						Personal/Leisure					
		Major centre		Large urban area		Mid-sized urban area		Major centre		Large urban area		Mid-sized urban area	
Scenario	Origin type	Over night	Day trip	Over night	Day trip	Over night	Day trip	Over night	Day trip	Over night	Day trip	Over night	Day trip
Low tourism Scenario	Out-of-corridor + Intl	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Low tourism Scenario	In-corridor	-1.0%	5.0%	-1.0%	5.0%	0.0%	3.0%	5.0%	5.0%	3.0%	3.0%	0.0%	0.0%
Medium tourism Scenario	Out-of-corridor + Intl	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	0.0%	0.0%
Medium tourism Scenario	In-corridor	7.5%	10.0%	7.5%	10.0%	2.5%	5.0%	10.0%	10.0%	10.0%	10.0%	5.0%	5.0%
High tourism Scenario	Out-of-corridor + Intl	5.0%	0.0%	5.0%	3.0%	0.0%	3.0%	5.0%	0.0%	5.0%	5.0%	3.0%	3.0%
High tourism Scenario	In-corridor	10.0%	12.5%	10.0%	12.5%	5.0%	7.5%	12.5%	12.5%	12.5%	12.5%	7.5%	7.5%

Sources: Developed by CPCS based on literature review summarized in "What do international case studies suggest about the tourism impacts of high-speed rail

Table 9: Scenario assumptions: Length of stay

		Business			Personal/Leisure		
		Major centre	Large urban area	Mid-sized urban area	Major centre	Large urban area	Mid-sized urban area
Scenario	Origin type	Overnight	Overnight	Overnight	Overnight	Overnight	Overnight
Low tourism Scenario	Out-of-corridor + Intl	0%	0%	0%	0%	0%	0%
Low tourism Scenario	In-corridor	-5%	-5%	-3%	0%	0%	-3%
Medium tourism Scenario	Out-of-corridor + Intl	0%	0%	0%	0%	0%	0%
Medium tourism Scenario	In-corridor	0%	0%	0%	5%	5%	0%
High tourism Scenario	Out-of-corridor + Intl	5%	5%	5%	5.0%	5.0%	5%
High tourism Scenario	In-corridor	5%	5%	5%	5%	5%	5%

Sources: Developed by CPCS based on literature review summarized in "What do international case studies suggest about the tourism impacts of high-speed rail

Table 10: Scenario assumptions: Daily expenditure

		Business						Personal/Leisure					
		Major centre		Large urban area		Mid-sized urban area		Major centre		Large urban area		Mid-sized urban area	
Scenario	Origin type	Overnight	Day trip	Overnight	Day trip	Overnight	Day trip	Overnight	Day trip	Overnight	Day trip	Overnight	Day trip
Low tourism Scenario	Out-of-corridor + Intl	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Low tourism Scenario	In-corridor	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Medium tourism Scenario	Out-of-corridor + Intl	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Medium tourism Scenario	In-corridor	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
High tourism Scenario	Out-of-corridor + Intl	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
High tourism Scenario	In-corridor	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Sources: Developed by CPCS based on literature review summarized in "What do international case studies suggest about the tourism impacts of high-speed rail

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Appendix C:

Methodology Note

Methodology Note:

1. Baseline tourism activity: The number of visitors (overnight stays and same-day trips), trip duration of overnight trips, and average spending per trip for each Alto corridor CMA are derived from national Statistics Canada survey data - the 2023 National Travel Survey (NTS) and 2019 Visitor Travel Survey (VTS). The analysis treats 2023 as the reference year, therefore, 2019 VTS data is adjusted to 2023 based on visitor growth rates between 2019 and 2023.[27] See Appendix A.

2. Tourism expenditure: Baseline tourism expenditure is calculated as the product of visitor volumes, length of stay (for overnight trips), and per-day spending. Tourism spending categories differ in the NTS and VTS. These categories are allocated to North American Industry Classification System (NAICS) categories. Statistics Canada's input-output multipliers also use the NAICS industry classifiers. All expenditure data was inflated to 2025 values using the consumer price index.[28]

3. Economic impact: The economic impact of tourism spending is estimated using Statistics Canada input-output multipliers for each industry (Table 11), which translate sectoral spending into GDP (value added) and employment (jobs supported) impacts.

4. Modelling scenarios: Scenario assumptions (see Appendix B) adjust visitor volumes, length of stay, and spending to reflect possible changes in tourism demand under difference scenarios. Adjustments are applied separately by corridor location (in-corridor vs. out-of-corridor), trip type (overnight vs. same-day), traveller purpose (business vs. personal), and urban centre size (major, large, and mid-sized, based on Statistics Canada definitions). Expenditure and economic impacts are estimated for each scenario.

Note: In-corridor tourists are defined as tourists originating from CMAs along the Alto corridor. Origin data for tourists are only available at the provincial level, so population shares were used to estimate the number of tourists from Ontario and Quebec originating from a given corridor CMA.

27 Statistics Canada Table 24-10-0053-01, International travellers entering or returning to Canada, by type of transportation and traveller type [link]

28 Statistics Canada, Table 18-10-0005-01 Consumer Price Index, annual average [link]

Table 11: Total input-output multipliers (includes direct, indirect and induced)

Industries	GDP at market prices (per $1 output)	Jobs (per $1M output)
Air transportation [BS481000]	**0.898**	**6.711**
Rail transportation [BS482000]	**1.09**	**4.673**
Water transportation [BS483000]	**1.091**	**8.091**
Urban transit systems [BS485100]	**1.697**	**28.133**
Taxi and limousine service [BS485300]	**0.947**	**14.144**
Other transit and ground passenger transportation and scenic and sightseeing transportation [BS48A000]	**1.204**	**11.251**
Automotive equipment rental and leasing [BS532100]	**1.056**	**5.982**
Gasoline stations and fuel vendors [BS457000]	**1.117**	**9.749**
Automotive repair and maintenance [BS811100]	**1.151**	**11.931**
Traveller accommodation [BS721100]	**1.061**	**10.343**
Food services and drinking places [BS722000]	**1.111**	**17.749**
Food and beverage retailers [BS445000]	**1.286**	**20.573**
Amusement and recreation industries [BS713A00]	**1.161**	**16.45**
Performing arts, spectator sports and related industries, and heritage institutions [BS71A000]	**1.077**	**15.016**
Arts, entertainment and recreation [NP710000]	**1.2**	**16.354**
Gambling industries [BS713200]	**1.088**	**9.106**
Clothing, clothing accessories, shoes, jewelry, luggage and leather goods retailers [BS458000]	**1.227**	**13.443**
General merchandise retailers [BS455000]	**1.243**	**16.297**
Health and personal care retailers [BS456000]	**1.256**	**15.208**

Sources: Statistics Canada. Table 36-10-0594-01 Input-output multipliers, detail level,

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Appendix D:

Select Scenario Results

Table 12: Estimated changes to tourist numbers and average length of stay under potential tourism scenarios.

CMAs	Change in number of overnight tourists			Change in number of same-day tourists			Change in average length of stay		
	Low	Medium	High	Low	Medium	High	Low	Medium	High
Toronto	1%	1%	6%	1%	2%	3%	0%	0%	4%
Montreal (incl. Laval)	1%	2%	7%	2%	4%	5%	-1%	-1%	4%
Ottawa-Gatineau	1%	5%	8%	2%	7%	9%	-1%	0%	4%
Québec City	1%	6%	8%	2%	8%	10%	1%	4%	7%
Trois-Rivières	0%	3%	6%	0%	3%	6%	0%	2%	4%
Peterborough	0%	3%	5%	0%	3%	6%	0%	2%	5%

Source: CPCS analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link]; Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link]; and scenarios assumptions based on international case studies summarized in Appendix B. See Appendix C for methodology note.

Table 13: Additional annual tourism spending (million 2025$) under policy scenarios with Alto service

CMA	**Low Coordination Scenario** (in addition to Baseline)	**Medium Coordination Scenario** (in addition to Low)	**High Coordination Scenario** (in addition to Medium)
Toronto	$37	$142	$1,347
Montreal (incl. Laval)	$44	$141	$728
Ottawa-Gatineau	$21	$194	$352
Québec City	$50	$255	$186
Trois-Rivières	$0	$11	$13
Peterborough	$0	$15	$20

Source: CPCS analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link]; Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link]; and scenarios assumptions based on international case studies summarized in Appendix B. See Appendix C for methodology note.

Table 14: Change in tourism spending relative to baseline under different tourism policy scenarios and Alto service, by CMA

CMAs	Low Coordination Scenario		Medium Coordination Scenario		High Coordination Scenario	
	Business spending	Personal spending	Business spending	Personal spending	Business spending	Personal spending
Toronto	0%	1%	1%	1%	11%	10%
Montreal (incl. Laval)	-2%	2%	3%	5%	12%	11%
Ottawa-Gatineau	-1%	1%	3%	8%	13%	13%
Québec City	-1%	3%	9%	13%	16%	18%
Trois-Rivières	0%	0%	3%	5%	7%	9%
Peterborough	1%	0%	3%	4%	7%	9%

Sources: CPCS analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link]; Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link]. See Appendix C for methodology note.

Table 15: Annual GDP impact (millions 2025$) of tourism spending, by CMA and scenario

Canada	Toronto	Peterborough	Ottawa-Gatineau	Montreal (incl. Laval)	Trois-Rivières	Québec City
Baseline (2023 reference year)	$15,756	$475	$4,945	$8,658	$318	$3,581
Low Coordination Scenario	$15,799	$475	$4,970	$8,709	$318	$3,638
Medium Coordination Scenario	$15,957	$493	$5,184	$8,865	$330	$3,919
High Coordination Scenario	$17,406	$516	$5,558	$9,652	$345	$4,122

Source: CPCS analysis based on Statistics Canada, National Travel Survey, 2023 Reference Period [link]; Statistics Canada, Visitor Travel Survey, 2019 Reference Period [link]. See Appendix C for methodology note.

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