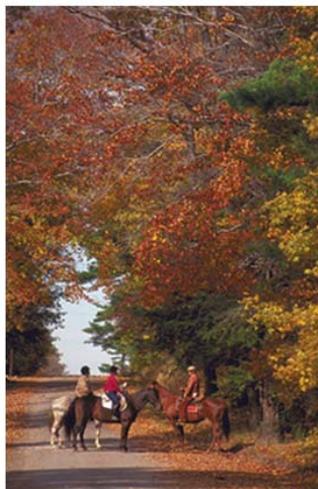


# Economic Impact Analysis Trans Canada Trail in Ontario

August 2004



PRICEWATERHOUSECOOPERS 

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*The Ontario Trillium Foundation, an agency of the Ministry of Culture, receives annually \$100 million of government funding generated through Ontario's charity casino initiative.*

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**Photography:** man on bike, Ontario, by Lynne Siler; Snowmobile Trail, Rural Ontario by Alan Marsh; Mother and two children cross country skiing Thunder Bay Ontario, by John Stradiotto; Horseback Riding, Toronto, ONT, by Ron Watts; class hike on Bruce Trail, Beaver Valley Ontario Canada Niagara Escarpment named in 1990 by UNE, by CanStock Images; Toronto Skyline by Robert Glusic

## **Executive Summary**

Stretching approximately 18,000 kilometres across every Canadian province and territory, the Trans Canada Trail will be the longest trail of its kind in the world. The Trail is intended for the shared use of 5 core activities: hiking/walking, biking, horseback riding, cross-country skiing and snowmobiling. The Trail will be geographically diverse; established along existing trails, parks and Crown lands, abandoned railway lines, alongside railway lines and across private land.

The Province of Ontario's section of trail is a 4,061-kilometre stretch of both existing and proposed trail that runs across the entire province. Approximately 2,250-kilometres are complete, while over 1,800-kilometres remain undeveloped. The trail enters Western Ontario from Manitoba at Highway 17, heads east to Thunder Bay, runs along Lake Superior east to North Bay, south through the Muskokas and further into the Greater Toronto Area, splitting off south to the Windsor and Niagara peninsula areas and east out to Ottawa, where it enters Quebec at Gatineau.

Among the many reasons for building the Trans Canada Trail, including the preservation of the environment, promoting physical exercise and a venue for safe, family activity, is the generation of economic benefits that increased visitation can bring to the many communities located near the trail.

Trans Canada Trail Ontario engaged PricewaterhouseCoopers LLP to undertake a study to examine the potential regional and province-wide economic impacts of the entire Ontario portion of the Trans Canada Trail. With the assistance of Econometric Research Limited, Schollen and Company, and Environics Research Group, PricewaterhouseCoopers LLP quantified the economic benefits that will be generated for the regional and Ontario economies as a result of the one-time construction costs, and the annual non-local (i.e., visitor) user expenditures, trail maintenance costs for the Trans Canada Trail in Ontario and expenditures for durable goods (i.e., equipment) associated with activity use (i.e. hiking/walking, biking, horseback riding, cross-country skiing, and snowmobiling) on the Trail.

An economic impact analysis is the study of how a dollar spent on trail construction, maintenance or by users of the Trail, circulates and re-circulates within the economy, thereby, multiplying the effects of the original expenditures on overall economic activity. This process is referred to as the economic multiplier effect. The economic multiplier effect operates at several different levels including: initial (direct) effects, indirect effects, and induced effects.

The sum of these three effects – direct, indirect and induced – represents the economic impact of the Trail.

The study scope measured the economic benefits that are likely to be realized by the Province of Ontario and its 12 Travel Regions as a result of the following aspects of the Trans Canada Trail:

- Impact of Trail construction;
- Impact of Trail maintenance;
- Impact of trail user non-durable expenditures;
- Impact of trail user durable expenditures;
- Employment impacts; and
- Federal, provincial and local tax impacts.

For the purposes of this study, the PricewaterhouseCoopers' team undertook the following approach to complete the economic impact analysis:

1. Conducted a full literature and Internet search for existing trail economic impact studies and trail user studies, such as;
2. Reviewed and analyzed available studies, and Ontario recreation, tourism and trail related data and information;
3. Environics Research Group conducted a province-wide, random telephone survey with 2,100 Ontario residents living within the 40 km boundary on either side of the Trail (i.e., the local population) to determine their activity patterns, associated expenditures and propensity to use trails for their activities;
4. Conducted phone interviews with rail-trail associations and organizations, trail and recreation administrators, Ontario jurisdictions and trail activity organizations to solicit their comments on trail usage, expenditure patterns, and trail maintenance costs.
5. Developed activity usage estimates based on the survey results, benchmarking of other trails, discussions with activity and trail associations and published data from sources such as the Province of Ontario, Statistics Canada and the Canadian Fitness and Lifestyle Research Institute;

6. Developed daily expenditure figures for each activity based on the survey results, previous studies and review of Provincial visitor expenditure data;
7. Incorporated the daily expenditure and activity usage estimates into demand side inputs for the economic impact model;
8. Schollen developed the construction cost estimates and estimated annual trail maintenance costs; and
9. Econometric Research Ltd. undertook economic impact modelling using the DEIM model.

Results of the economic impact analysis indicate that Ontario and its 12 Travel Regions are shown to derive significant and real economic impacts from a completed trail. The outcome of the economic impact study indicates that all users' recurrent non-durable good and durable good expenditures, as well as trail maintenance expenditures on an annual basis will result in the following impacts:

- Over **42,000 Ontarians** can attribute their jobs to the Trans Canada Trail in Ontario's recurrent expenditures;
- A total of about **\$2.4 billion** will be generated annually in value added income in the Province of Ontario. Of that, a total of **\$152.8 million** will be sustained by non-local user expenditures (representing "new money" into the economy).
- Total recurrent tax collections will add to about **\$1.04 billion** annually for all levels of government, of which nearly \$140.7 million per year will remain with local governments in Ontario.

Construction of the currently undeveloped portions of the TCT-ON will generate an additional **\$247.5 million** in new income to the province, which supports **3,688 person years** of total provincial employment and combined tax impacts for all three levels of government in the amount of **\$92 million**.

One of the major challenges facing the Trans Canada Trail in Ontario at present is a lack of funds to complete the currently undeveloped sections of Trail. It is interesting to note that the cost of constructing the currently undeveloped sections of Trail could be recovered in just **four years** worth of total tax revenue from all three levels of government from the non-local users' non-durable expenditures alone.

This study also indicates the importance of marketing, promotion and attraction efforts in order to achieve significant economic impacts. Additionally, communities will need to work together to encourage the development of the infrastructure, businesses and services required by trail users. There are significant opportunities to be realized and many ongoing economic benefits can occur as a result of a well established, well marketed and well supported Trans Canada Trail in Ontario.

This report is supplied on the understanding that it is solely for the use of the persons to whom it is addressed and for the purposes set out herein. We did not carry out an audit or otherwise verify any of the financial information provided to us by survey participants. We will not assume responsibility or liability for losses suffered by Trans Canada Trail Ontario or any other parties as a result of the circulation, distribution, publication reproduction or any other use of this report.

## **1. Introduction**

The Trans Canada Trail initiative was conceived by the Canada 125 Corporation, the body established to celebrate Canada's 125<sup>th</sup> year of Confederation. The legacy of the Canada 125 Corporation lives on through the vision and completion of the Trans Canada Trail. The Canada 125 Corporation provided seed funding for the Trans Canada Trail Foundation, the organization responsible for the planning, promotion and co-ordination of the national trail.

Stretching approximately 18,000 kilometres across every province and territory, the Trans Canada Trail will be the longest trail of its kind in the world. The Trail is intended for the shared use of 5 core activities: hiking/walking, biking, horseback riding, snowmobiling and cross-country skiing. The Trail will be geographically diverse; established along existing trails, parks and Crown lands, abandoned railway lines, alongside railway lines and across private land.

Among the many reasons for building the Trans Canada Trail, including the preservation of the environment, promoting physical exercise and a venue for safe, family activity, is the generation of economic benefits that increased visitation can bring to the many communities that the trail passes through. Trails have the potential to generate significant economic benefits for the communities and regions they pass through, and for a province as a whole.

Numerous economic impact studies have shown that trails throughout Canada and the United States are responsible for attracting users who have spent millions of dollars as a result of the trails. These expenditures have created significant benefits for local and provincial/state economies. Communities along or nearby well developed trail routes can benefit from trail use through recreation and tourism:

- First, through direct increases in business activity in response to direct purchases by trail users; and,
- Secondly, indirectly by providing services and products to an increasing number of businesses that have sprung up to sustain the operations of the trail and the demands of its users.

Local and non-local expenditures on goods and services such as accommodation, food, museums and retail goods help to create benefits in a region, sustaining businesses, jobs and providing tax revenue.

The Trans Canada Trail in Ontario (“TCT-ON”) is a 4,061 kilometre stretch of both existing and proposed trail that runs across the entire Province of Ontario. As the awareness and utilization of the trails similar to TCT-ON have increased over the past few years the importance of completing an economic impact study has been emphasized.

## **Overview of Study and Report**

In 2003 Trans Canada Trail Ontario (“TCTO”) decided to proceed with an economic impact study. PricewaterhouseCoopers LLP (“PwC”), was retained by TCTO to estimate and summarize the regional and province wide economic benefits associated with the usage of the Trans Canada Trail throughout Ontario. PwC assembled a professional team comprised of Environics Research Group (“Environics”), Econometric Research Limited (“ERL”) and Schollen and Company (“Schollen”) to assist with this extensive study.

The study objective is to quantify the economic benefits that will be generated for the regional and Ontario economies as a result of the one-time construction costs, the annual local and non-local (i.e., visitor) user non-durable expenditures, trail maintenance costs for the Trans Canada Trail in Ontario and expenditures for durable goods (i.e., equipment) associated with activity use on the Trail.

## **Study Partners**

This study would not have been possible without the financial assistance provided by the Ontario Trillium Foundation.

Many trail, recreation and tourism related groups and organizations assisted with the provision of valuable and critical information, and in the review of the draft figures. These include:

- Ontario Trillium Foundation;
- Trans Canada Trail Foundation;
- Ministry of Tourism and Recreation;
- Ministry of Northern Development;
- Ministry of Municipal Affairs;
- Ontario Tourism Marketing Partnership Corporation;
- Ontario Trails Council;
- Ontario Federation of Snowmobile Clubs;

- Ontario Equestrian Federation;
- Hike Ontario;
- City of Toronto; and,
- Regional trail groups across Ontario.

## **Restrictions and Qualifications**

This report is supplied on the understanding that it is solely for the use of the persons to whom it is addressed and for the purposes set out herein. We did not carry out an audit or otherwise verify any of the financial information provided to us by survey participants. We will not assume responsibility or liability for losses suffered by Trans Canada Trail Ontario or any other parties as a result of the circulation, distribution, publication reproduction or any other use of this report.

## **Report Format**

In addition to the Executive Summary contained at the front, this report contains six sections. These are:

- Section 1 – Introduction: a description of the study background, study objectives, and report format;
- Section 2 – Study Parameters: a description of routing of the Trail, the associated tourism regions and geographic segmentation of the Trail, the existing conditions of segments of the Trail;
- Section 3 – Economic Impact Analysis: a discussion of the concept of economic impact;
- Section 4 – Study Methodology: a discussion of the study approach, assumptions, data inputs, study limitations, Trail user and preference information gathered during the study process;
- Section 5 – Results of Economic Impact Modelling: a description and interpretation of the results of the economic impact model, essentially an understanding of the economic benefits that are estimated to be generated as a result of this portion of the Trans Canada Trail;
- Section 6 – Maximizing the Economic Impacts: a discussion of experiences in other jurisdictions related to trail development, and potential tourism development and marketing opportunities;

- Section 7 – Conclusions: our final conclusions and discussion of how the proposed Trail can provide the potential to generate economic benefits for the region and the province.

## 2. Trans Canada Trail in Ontario

### General Description

The study section of trail is a 4,061-kilometre stretch of both existing and proposed trail that runs across the entire province of Ontario. Approximately 2,250-kilometres are complete, while over 1,800-kilometres remain undeveloped. The study section of trail enters Western Ontario from Manitoba at Highway 17, heads east to Thunder Bay, runs along Lake Superior east to North Bay, south through the Muskokas and further into the Greater Toronto Area, splitting off south to the Windsor and Niagara peninsula areas and east out to Ottawa, where it enters Quebec at Gatineau. **Appendix 1** provides a map of the study section of trail.

In economic impact studies, it is important to isolate the expenditures of locals from that of non-locals. Local expenditure does not necessarily generate an economic impact, as it is expenditure that is assumed to have taken place in that regional economy regardless. Any calculation of economic impact that is based on local expenditure is essentially a redistribution of funds and is not the generation of a true economic impact. True economic impact is the circulation of new money injected into an economy. In the case of the Trans Canada Trail, it is the expenditures of non-local Trail users, or visitors, who make an economic impact in the region they use the Trail.

Therefore, for the purposes of the study it was necessary to define a means of determining local from non-local usage of the Trail. The Province of Ontario, Ministry of Tourism and Recreation for the purposes of their tourism data tracking and analysis, considers anyone who has travelled more than 40 km one way to be a visitor. This distance is a standard measure for the determination of non-local populations, and was employed for this study. Therefore, anyone who did not reside within a 40 km band around either side of the Trail, was considered a non-local for the purposes of this study.

### Geographic Segmentation

Given the length of the Trans Canada Trail in Ontario (“TCT-ON” or “Trail”), the differences in the geographies, population densities, types of trail envisioned for development at various points along the Trail, and to make the economic impact data collection and modelling more reflective of these local conditions, the province was segmented into 12 regions which are consistent with the Ministry of Tourism and Recreation’s Travel Regions. These can be found in **Appendix 2**.

The benefit of utilizing the Travel Regions is that it allowed for more regional analyses and determinations of impacts that will be more meaningful to the communities which reside in the respective Regions. Additionally, consistent boundaries with the Ministry of Tourism and Recreation allows for the application of the findings into potential Trail recreation and tourism initiatives, and the potential to track Trail related data consistent with the Travel Regions and economic impact boundaries.

It should be noted that the Travel Regions are based on the Statistics Canada 1991 Census boundaries for Ontario. Discussions with the Ministry of Tourism and Recreation and Statistics Canada indicate that there have only been very minor changes to census boundaries since 1991, specifically in the Kingston area. Therefore the only difference in this study's geographic segmentation, and hence results, and those of the Ministry's Travel Regions is one small area near Kingston. These changes were determined to be immaterial to the overall outcome of the study and were not believed to create any impact or inconsistency in reporting between this study and the Ministry's travel regions. Therefore, the reader may consider study references to specific regions to be analogous to the Ministry's Travel Regions.

### **Current Condition**

The status of the Trans Canada Trail in Ontario varies across the province. Many of the urban areas have developed or adopted existing trail as the TCT-ON. Many segments in central and northern Ontario were developed as snowmobile trail, as part of the Ontario Federation of Snowmobile Clubs ("OFSC") routes. Many other parts of the province lie in a state between non-registered and undeveloped, to fully registered and developed.

**Appendix 3** is an inventory of the TCT-ON for each of the 12 regions, and associated segments of trail. For each region, it lists the segments of TCT-ON, distances, type of trail, status of completion and registration, and if undeveloped, the anticipated level of trail development as provided by regional Trail representatives.

### 3. Economic Impact Analysis

#### Overview

An Economic Impact Analysis measures the magnitude of the impact that an expenditure or a group's expenditure make on an economy. The basic principles underlying the measurement of economic impact are fairly straight forward.

A dollar spent on trail construction, maintenance or by users of the Trail, circulates and re-circulates within the economy, multiplying the effects of the original expenditures on overall economic activity. This process is referred to as the **economic multiplier effect**. It operates at several levels:

- **Initial (direct) effects** are the initial expenditures of the trail users and trail operators on goods and services, wages, materials and other trail-related expenditures are generally referred to as the direct costs of operation.

*Example: A trail user buys a carton of milk from a convenience store.*

- **Indirect effects** are the subsequent purchases by suppliers of materials and services to sustain the direct expenditures are called the.

*Example: The convenience store buys its milk from a dairy producer, the dairy producer buys its cartons from a carton supplier, the carton supplier buys ink for the carton images, etc.*

- **Induced effects** emerge when workers in the sectors stimulated by initial and indirect expenditures spend their additional incomes on consumer goods and services.

*Example: Employees from the milk producing company purchase clothing with their wages.*

The sum of these three effects – direct, indirect and induced – is the economic impact of the Trail.

Some of the key terms and definitions to assist in interpreting the results of an economic impact analysis are provided below:

- **Initial Expenditure** – This figure indicates the amount of initial expenditures in terms of trail user expenditures, and trail construction and maintenance expenditures used for the analysis.
- **Value Added (Gross Domestic Product or Provincial/Regional Income)** – This figure represents the total value of the production of goods and services in the economy resulting from the initial expenditures under analysis (valued at market prices).
- **Gross Output** – This includes the total value of goods and services sold by businesses to sustain the project’s operations. Direct gross output includes the value of goods and services bought for on-site operations but exclude taxes, depreciation, wages and salaries and net profits. Total gross output represents the entire turnover of goods and services needed to sustain the activity. The limitation of this measure is that, by including the sales of both inputs and outputs, it double counts a certain amount of economic activity. For example, the sale of dressed wood to a furniture manufacturer is counted as is the selling of the chairs that result.
- **Employment** – This figure represents the total employment (full time equivalent jobs) generated by the initial expenditure, measured in person years.
- **Taxes** – The model includes a number of taxes, each of which is directly linked with the level of government receiving it. For example, only the Federal government receives GST on goods and services, whereas solely local governments receive business and property taxes. It includes income taxes, GST, liquor and tobacco tax, room taxes etc.
- **Imports** – These represent the goods and services acquired from outside the province/region to sustain the activities of the facilities/businesses and the expenditures of their visitors. They essentially represent leakages from the province/region.
- **Multipliers** – This is a measure derived by adding direct, indirect and induced effects together and dividing the total by the original expenditure. For example, the income multiplier is calculated by dividing total income by the original expenditure. The only exception is that of the employment multiplier where total employment is divided by direct employment.

If the economy is operating at full employment, additional expenditures will most likely reflect themselves in higher prices and wages as additional workers are drawn from other

employment. Only if the economy is operating with excess capacity, unemployment and slack in critical sectors, and there exists no apparent bottlenecks anywhere in the economy, is it possible to claim that the person-years associated with the activity expenditures represent additional or incremental employment.

In economic impact analysis, there is a general but unacceptable tendency on the part of economists generating impact measures to suspend any concern about alternative uses of funds. Resources used in a particular project could have been used in other activities and projects. It is also important to recognize that for certain trail users, most specifically local users, their expenditures as a result of the Trail are potential substitutions for other expenditures that would have been made in the region anyway.

The input data in **Appendix 8** distinguishes between local and non-local expenditures, to show the level of expenditure made by non-locals, an indication of “new money” in the local economy, and those made by locals, which may or may not be new money or purchases in the local economy. This study has determined **both the non-local** user expenditure economic impacts (i.e., the new, or incremental, impacts) and the **total** economic impact, which includes both local and non-local user expenditure impacts.

Economic impact analysis is a useful mathematical tool capable of quantifying the patterns and magnitudes of interdependence among sectors and activities. It is predicated on two fundamental propositions.

1. First, regardless of the inherent value of primary activities such as recreation or tourism, to the extent that activity involves the use of scarce resources, they generate economic consequences that can be measured and compared.
2. Second, economic impacts are only partially captured by assessing direct expenditures. Inasmuch as the economy is a complex whole of interdependent and interacting activities, there are some significant indirect and induced impacts associated with every direct expenditure. These indirect and induced impacts are often larger than the direct impacts.

## The Economic Model

The impact model used in this study is a special application of a generic model (DEIM: Ontario) developed by Econometric Research Limited. It is a unique model that captures the economic impact of tourism expenditures at the local level (e.g., counties or economic

regions), the provincial level (Ontario) and the national level. The Ontario impacts are those that will be realized for the province as a whole, while the regional impacts are those that will be realized by the local communities within the 40-km trail boundary (on either side of the Trail) as indicated on the map in **Appendix 1**.

The model is based on a novel technology that integrates input-output analysis and location theory. The system has already been applied to the study of The Economic Impact of Tourism in Niagara Falls, the Economic Impact of the Proposed Trans Canada Trail Alignment in East-Central Alberta, and several other Ontario Economic Development and Tourism projects.

The model generates several output indicators. Those that are important to this study are:

- Initial Expenditure;
- Value Added (Gross Provincial/Regional Income);
- Employment; and,
- Taxes.

The model utilizes a large set of economic and technical databases that are regularly published by Statistics Canada. Some examples of this data include the inter-provincial input output tables, employment by sector, taxes by type of tax and the level of government collecting the tax, prices of products and energy used in physical and energy units.

## 4. Study Methodology

An economic impact study is based on a number of assumptions and inputs. An understanding of the assumptions and inputs are important to interpreting the findings. This section will detail the methodology, assumptions and limitations related to the study. Specific attention is directed at detailing the key assumptions which underline the collection or development of the data utilized by the model.

### Approach

For the purposes of this analysis, we undertook the following steps:

1. Conducted a full literature and Internet search for existing trail economic impact studies and trail user studies, such as: Newfoundland T’Railway Economic Benefits Study (2002), The Economic Impact of the Georgian Trail on the Town of Collingwood and Region (1999), An Economic Impact Study for the Allegheny Trail Alliance (1999), Little Miami Scenic Trail Users Study (1999) and The Impacts of Rail Trails: A Study of Users and Nearby Property Owners from Three Trails (1992);
2. Reviewed and analyzed available studies, and Ontario recreation, tourism and trail related data and information;
3. Conducted a province-wide, random telephone survey with 2,100 Ontario residents living within the 40 km radius of the Trail (i.e., the local population) to determine their activity patterns, associated expenditures and propensity to use trails for their activities;
4. Conducted phone interviews with rail-trail associations and organizations, trail and recreation administrators, Ontario jurisdictions and trail activity organizations to solicit their comments on trail usage, expenditure patterns, and trail maintenance costs.
5. Developed activity usage estimates based on the survey results, benchmarking of other trails, discussions with activity and trail associations and published data from sources such as the Province of Ontario, Statistics Canada and the Canadian Fitness and Lifestyle Research Institute;
6. Developed daily expenditure figures for each activity based on the survey results, previous studies and review of Provincial visitor expenditure data;

7. Incorporated the daily expenditure and activity usage estimates into demand side inputs for the economic impact model (See **Appendix 8** for model input tables);
8. Schollen developed the construction cost estimates and estimated annual trail maintenance costs. See **Appendix 4** for construction cost estimates; and,
9. Econometric Research Ltd. undertook economic impact modelling using the DEIM model.

### **Survey Methodology, Assumptions and Limitations**

During July of 2003, Environics Research Group (“Environics”) conducted a random sample of Ontario residents within the 40 km radius on either side of the TCT-ON. This was a random sample of individuals 18 or older in the household.

In order to make the surveying more manageable, the 12 Travel Regions were condensed into seven regions based on common geographic and trail activity characteristics, as provided by the TCT-ON.

The groupings of the regions are as follows:

<b>Survey Region</b>	<b>Ontario Travel Regions</b>
1	1 and 2
2	3 and 4
3	5
4	6
5	7, 8 and 9
6	10
7	11 and 12

Environics completed 2,100 random surveys, or, 300 in each of the seven regions. This achieves a confidence interval of +/- 5.57% for each region.

The survey was designed by PwC in conjunction with Environics and the TCT-ON. The survey explored the following topics:

- Participation in any of the five sanctioned Trail activities<sup>1</sup>;
- Frequency of activity participation for both day and overnight trips;
- Length of activity participation for both day and overnight trips;
- Distance travelled during activity and to activity;
- Daily expenditures for both day and overnight trips<sup>2</sup>;
- Number of members in a group (if perform activity in groups);
- Annual expenditures on durable goods (i.e., equipment, clothing and accessories) for activities performed on the Trail;
- Awareness of TCT-ON;
- Proportion of time spent performing activity on the TCT-ON versus total activity participation; and,
- Preferred goods, services and amenities available along the Trail during use.

In certain regions, it was difficult to achieve statistical representation for each of the five TCT-ON activity categories due to limited participation in those activities for those areas. This was typically the result of limiting conditions, particularly limited snow for snowmobiling and cross-country skiing in southern Ontario. It was also due to overall limited participation in certain activities, such as horseback riding.

Therefore, when limited samples were experienced for certain activities in certain regions, PwC ensured that the participation and expenditure for those activities reflected general trends in participation and expenditure based on representative results from similar regions, other studies and sources of information.

### ***Non-Local Trail Usage and Expenditures***

The current status of the TCT-ON is such that there are numerous gaps in the existing Trail network and hence areas where no trail exists. Therefore it should be stated that a method of estimated non-local usage and expenditure has been developed and employed throughout this study.

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<sup>1</sup> At the outset of the survey, each respondent was asked to select their favourite summer and winter activities from the five Trail sanctioned activities, and report on their participation, expenditure and preferences for those two favourite activities. Therefore, responses for the entire survey were reflective of those activities.

<sup>2</sup> Information collected regarding expenditures were based on the DEIM input categories, as found in Appendix 5.

In many areas, the Trail has yet to be registered and is not officially part of the TCT-ON, yet it is identified in the alignment and routing of the Trail. Therefore, on-site intercept surveys were ruled out as a primary data collection method, and phone surveys were selected as the most viable option for collecting data.

The phone survey method allowed for collection of very detailed activity usage and expenditure information from the local population. In the absence of on-site data collection however, a method of estimating the non-local usage and expenditure information was necessary.

Other trail comparables were studied to determine the magnitude of non-local usage and expenditure. PwC reviewed Ontario tourism data and statistics, specifically the CTS and ITS, generally and for the recreation tourism segment, and studied the Travel Attitudes and Motivation Study (“TAMS”) report on the Outdoor Segmentation Study. Data was also collected from TCT-ON regional representatives that would indicate the percentage split between local and non-local trail usage.

The non-local TCT-ON usage and expenditure were estimated based on analysis and synthesis of the information described above. A more detailed description of some of the assumptions and the approach to estimating the non-local usage and expenditures is in the following section.

## **Key Assumptions**

The results presented herein are our estimates of the economic impact based on the data and research from the best sources available at this time and within available resources. There are a number of key assumptions that apply to the entire economic impact analysis for the TCT-ON. These are:

- The **total** economic impacts of the TCT-ON reflect both local and non-local Trail users;
- The **incremental, or non-local**, economic impacts of the TCT-ON reflect only the non-local, or visitor, related Trail users;
- All dollar values represent 2003 year values in Canadian dollars;

- Expenditures include 7% GST and 8% Ontario Provincial Sales Tax;
- The impacts are based on an assumption that 100% of the Trail was developed as of July 2003, and that it was operational and integrated into the recreation infrastructure of the province. This therefore assumes a “steady state” year for the assessment of the impacts;
- Adequate advertising, marketing, signage and mapping of the TCT-ON, its five sanctioned activities and the communities along the Trail exists to be able to attract non-local users to the Trail for day and overnight trips;
- Adequate service infrastructure, such as restaurants, retail, and accommodations, exists to support non-local Trail users and their desired expenditure patterns;
- Adequate public amenities, such as signage, washrooms and rest stops exist to support non-local Trail users and their desired recreation patterns;
- Travel inflows and outflows between regions was assumed to cancel out such that travel into a region would be matched by travel out of a region. This study was unable to determine a realistic inflow/outflow rate, nor has any other study reviewed developed such a rate. Therefore, it was assumed that the inflow/outflows of regions would cancel each other out; and
- In the construction and maintenance cost estimation, all labour and materials are assumed to be purchased. No volunteer labour or donated materials were assumed in the costing;

The remaining inputs and assumptions can be broken down based on expenditure categories: construction costs, maintenance costs, non-durable good user expenditures and durable good user expenditures.

## **Study Limitations**

The data used in the analyses were gathered from sources such as a random telephone survey of Ontario residents within a 40 km boundary on either side of the Trail, the TCTO GM, regional Trail representatives, the Province of Ontario, activity associations, existing trail studies and reports, Statistics Canada, and the Canadian Fitness and Lifestyle Research Institute.

Currently, very little direct Trans Canada Trail data existed for the development of our trail usage estimates. The large majority of the trail studies are based on existing trails where users could be interviewed. The TCT-ON is not yet fully complete. As a result, there was no way to survey users and gain a representative indication of overall usage and expenditure that could be applied to the regions for each activity. Hence the need for a random telephone survey to determine local usage and expenditure patterns, and the use of estimates of non-local usage and expenditures based on reviews of data and discussions with Ontario trail organizations.

In order to develop usage figures, estimates were made based on telephone surveys, other trail study usage data, data from Statistics Canada, discussions with regional representatives and activity association representatives, as well as PwC's experience in the tourism industry. Additionally, assumptions were made based on the anticipated quality of trail development, and the usage implications of trail user preferences and characteristics.

Another unknown in the estimation process was the level of support, resources and acceptance that the Trail would receive once fully developed and operational. At present, the sources of the one-time and annual funding that will be required to construct and operate the Trail are unknown. The ability to adequately secure this funding may impact the development and therefore usage of the Trail.

At present, PwC is not aware of any marketing or promotional plan developed to attract non-local users directly to activity on the TCT-ON. As a result, we do not have a full appreciation for how the marketing efforts will be carried out. Additionally, we assumed that the Trail would be operated and marketed in a professional manner.

One of the important unknowns in the process of developing an economic impact estimate for a trail that does not yet exist is the level of support and acceptance it will receive from locals, communities and landowners. The level of support that the Trail receives from communities and landowners can be a determinant of the usage. At the current time, there is little certainty over the degree of community support; however, experience with other trails demonstrates that

over time local communities become supportive as concerns about vandalism and crime are not fulfilled. Economic impact can vary depending upon the extent to which communities support the Trail initiative and encourage infrastructure in terms of accommodations, eating establishments and retail, and the amount of time between initial opposition and local support.

Given the points discussed above, the level of uncertainty surrounding the Trail's funding, support and promotion, and the extent to which assumptions and estimates were made, actual results may differ from the estimates in the model. It should be stressed that the results of an economic impact analysis are estimates based on an accounting framework that represents average parameter values of the underlying behavioural, structural and technical relationships of the economy. Thus, in evaluating these estimates, there should be some allowance for a margin of error to the extent that actual observations deviate from actual values.

Some additional limitations include:

- PwC does not take responsibility for errors or omissions to the input data that could not have been reasonably determined within the scope of the assignment.
- The impact results are generated using an input/output model that utilizes a number of assumptions relating to the model itself and to the data that makes it operational.
- The draft expenditure data was circulated for review and feedback to a number of key groups and persons in Ontario, such as the Provincial government, Hike Ontario, the OFSC, and the Ontario Equestrian Federation. Feedback was received from only two organizations. Data was sent to the Ministries of Municipal Affairs, Recreation and Tourism and Northern Development and Mines. These ministries were unable to dedicate sufficient time to review the data.

## **Trail Use Inputs and Assumptions**

The Trail use inputs were derived from the telephone surveys, and significant analysis of existing data and qualitative assessments of information collected and provided by activity and trail associations, tourism operators and study team members.

The local usage estimates were derived from the telephone surveys, while the non-local usage estimates were derived from Ontario tourism and travel data, and the benchmarking of other trails and applying qualitative information to the TCT-ON. This allowed for the development of realistic usage estimates given the location of the trail, weather patterns, terrain, alternative activity locations and other qualitative factors.

Presented below are the processes used to derive the usage estimates, as well as the associated data and assumptions taken into consideration when developing the estimates.

The discussion below are supported by **Tables 1-12 in Appendices 5 - 9**.

### ***Local Population***

The first step in estimating the usage of the Trail was to determine the local population surrounding the Trail. As discussed earlier in the report, the local population is defined as that population residing within 40 km on either side of the Trail. This 40 km definition for local is used by the Province of Ontario in defining and analyzing their tourism and travel data.

Using MapInfo, PwC determined the population 18 years of age and older in each region within the 40 km boundary on either side of the Trail from the 2001 Statistics Canada census. In order to bring the population to 2003 levels, the province-wide rate of population growth from 2001 to 2003 was applied to each of the 2001 population levels in each region. This resulted in the derivation of the base 2003 population, 18 years of age and older, for each region.

### ***Participation Rate***

The participation rate, as seen in Table 1 in **Appendix 5** is the percentage of the population that participates in a given activity during a year. The participation rate was determined in the survey by asking each respondent whether, in the past year, they had participated in any of the five sanctioned Trail activities. The percentage of the total sample that responded “yes” is the participation rate.

The result of applying the participation rate to the local population is the total number of local participants, or, those who participate in a given activity. For example, in Table 1 in **Appendix 5**, of 283,999 locals in Region 1, an average of 58% indicated that they participated in hiking/walking. Therefore, 168,555 locals participate in hiking/walking in Region 1.

### ***Usage Rate***

Not all participants in a given activity will choose to use the Trail, as there are other locations that they may prefer. The measure for incorporating this factor into the analysis is the usage rate. The usage rate is defined as the percentage of participants for a given activity that would choose to use the Trail over another venue or location. These estimates were derived from the telephone survey by asking respondents who indicated they were aware of the TCT-ON, what percentage of their total activity participation takes place on the TCT-ON. The average percentage response from the telephone survey for each region and each activity is the usage rate applied to the total participation base.

As can be seen in Table 1 in **Appendix 5**, for Region 1, the usage rate varies significantly for each activity, which is a reflection of the desirability of using the Trail for the particular activity as opposed to another location or venue. So, for example, hiking/walking participants who were aware of the TCT-ON indicated that on average, 17% of their total hiking/walking activity was done on the TCT-ON. This 17% is then applied to the total participants to derive the total local TCT-ON users for each activity in each region, assuming common knowledge and access to the TCT-ON. This results in 28,823 local TCT-ON hikers/walkers in Region 1.

Usage rates vary from activity to activity, as well as from region to region. The differences in usage rates are reflective of differences in local preferences, geography and weather.

Therefore, one can see in general, increasing usage rates associated with snow based activities (i.e., snowmobiling and cross-country skiing) the further north one moves in Ontario. The southern portion of the TCT-ON does not receive sufficiently reliable snowfall to perform snow based activities, therefore in general, a lower level of usage is associated with the snow based activities in southern Ontario.

Applying the usage rate to the local participants derives the total number of local users, or those participants who would choose to use the trail over another location.

### ***Local User Percentage***

Previous studies indicate that the majority of Trail users tend to be local. Most studies found the percentage of local users to be between 70% and 85%. The local user percentage, as seen on Table 1 in **Appendix 5**, is essentially the percentage of the users that are estimated to be of local origin (i.e., within the 40 km boundary on either side of the Trail).

Discussions with regional TCT-ON representatives and activity associations provided additional information that allowed us to augment the existing data from other studies and develop estimates that were reflective of the local and non-local usage that could reasonably be expected for each activity in each region. For those regions and activities that provided PwC with information on the local user percentage for specific regions and activities, they were utilized. For those regions and activities that information was not provided on, an assumed 80% local user percentage was employed. For areas that were assumed to offer less than optimal conditions (i.e., snow based activity in southern Ontario), in consultation with the TCT-ON GM, a local user percentage of between 95% and 100% was used.

Applying the local user percentage to the local TCT-ON user figure derives the total estimated number of users, which can then be used to derive the total estimated number of non-local users.

Tables 1-12 in **Appendix 5** detail the local user percentage for each region and each activity. So, for example, Region 1 local TCT-ON hiker/walkers, of which there are 28,823, it is estimated that 80% of the hikers/walkers on the TCT-ON in Region 1 are locals. Therefore, total TCT-ON hiking/walking usage in Region 1 is estimated at 36,029, with the difference of 7,206, which is the non-local hikers/walkers in Region 1.

### ***Percentage Day/Overnight Users***

Previous studies provided an indication of the general percentage split between day and overnight users. For the purposes of this analysis, distinguishing between day and overnight users was critical, as their expenditures differ significantly.

The local user day/overnight split was derived from the telephone survey results. The non-local user day/overnight split had to be estimated as no available data existed on this split for TCT-ON use. The Statistics Canada Canadian Travel Survey (“CTS”) and the International Travel Survey (“ITS”) were used to determine the non-local split. The CTS and ITS report visitor data by travel regions which are identical to the TCT-ON regions. The proportions of day and overnight visits to Ontario for the Sport and Outdoor Activity segment in the CTS and ITS were used for the proportions of TCT-ON day and overnight non-local users. Information in the CTS and ITS was not at the level of individual activities, therefore a consistent

day/overnight split was used for each activity in one given region, as no data existed to indicate otherwise.

As seen in Tables 1-12 in **Appendix 6**, the split between day and overnight usage can vary across regions and activities. The day and overnight user split reflects factors such as user preferences, the nature of the activity, the attractiveness of the Trail, the amenities provided (i.e., accommodation), cost of an overnight stay vs. a day trip, and the alternative trip options.

For example, in Table 1 in **Appendix 6**, Region 1 hikers take 100% of their total TCT-ON trips as day trips, while only 32% of the non-local hikers in Region 1 take day trips. As can be seen in this table, 22% of the local hikers take overnight trips. Therefore, for locals, the day and overnight split is not a summation that adds to 100%. It was assumed that all local users for each activity in each region will take day trips, but that only a percentage will take overnight trips. The non-local users however are either using the TCT-ON for a day trip OR an overnight trip, and hence their two proportions sum to 100%.

### ***Frequency Factor***

The frequency factor, as seen in Tables 1-12 in **Appendix 6** generates the number of user days when applied to the number of users. The user day estimate is a figure that reflects the total number of users, the number of times they use the Trail in a year and the length of trail use (in days). Inherent in the frequency factor is the length of season for each of the five activities.

Frequency factor data for the local users, both day and overnight usage, was derived from the telephone survey. For the non-locals, the frequency factor was derived through analysis of CTS and ITS data, and other trail economic impact studies, and the subsequent estimation of the non-local number and duration of trips on the TCT-ON. It should be noted that the frequency factor was adjusted for areas that, in consultation with the TCTO GM and regional representatives, do not have adequate conditions to draw and attract non-locals users. For example, Region 1 would not provide attractive conditions for snow based activities, therefore it was assumed that the frequency factor for snowmobiling is 0 for both the local and non-local users, as can be seen in Table 1 in **Appendix 6**.

The frequency factor will differ depending upon the origin of the visitor and the nature of the trip. Overnight visitors will spend longer periods of time on the Trail; however they may not make as many trips as day users, resulting in a lower frequency factor than day users. Applying the frequency factor to the day/overnight local and non-local users generates the total estimated user days for the trail by activity, as can be seen in Tables 1-12 in **Appendix 6**.

### ***Comparison of TCTO Estimated User Activity to Ontario Travel Data***

The resulting users and user days generated for the non-local users are done through the use of estimations, as significant segments of the TCT-ON are not currently developed, and hence actual user data was not possible to collect. Therefore, as described above, a number of sources and methods to estimate non-local usage were employed. These methods and sources for estimation were the best available at the time of study.

The non-local usage and visitation estimated for the TCT-ON were compared to Statistics Canada's CTS and ITS data for Ontario. The non-local TCT-ON users estimated in this study are significantly lower than the number of overall visitors to Ontario, according to the CTS and ITS data. This result was as expected, for those that use the TCT-ON while in Ontario are far fewer than the overall population of visitors that participated in outdoor activities.

The proportions of overall visitors to Ontario that visited the respective travel regions derived in the CTS and ITS respectively were of generally similar magnitude to those proportions derived in the estimation of non-local TCT-ON users. This confirmed an accurate set of estimates for the non-local usage derived through the analysis.

## **Non-Durable Goods Expenditure Inputs and Assumptions**

The non-durable expenditures are those purchased and ultimately consumed before, during or immediately after, the Trail activity such as food, accommodations, gasoline, and entertainment while participating in the TCT-ON activity trip. These differ from durable expenditure purchases, equipment and clothing, which are purchased specifically for the activity and have an expected life of beyond the one trip on the TCT-ON. These will be discussed in the next section.

The non-durable expenditure estimates for the locals was derived through the telephone survey. Respondents who participated in any of the five activities were asked to indicate how much they had spent on their last trip on a number of non-durable items. Statistically, by asking each respondent about their expenditure on their last trip, the overall sample would achieve a suitable average. The non-durable expenditure categories are:

- Accommodation;
- Food/beverage purchased at a restaurant/café/diner etc;
- Recreation (including hiring a guide, lessons and equipment rental fees);
- Entertainment;
- Vehicle maintenance and gas;
- Car rental;
- Local transportation such as bus or taxi;
- Registration and other applicable fees (park registration fees etc);
- Groceries purchased at a retail store;
- Retail purchase such as gift, craft or mementos; and,
- Other.

For the non-locals, no primary or survey data was available that was directly tied to usage of the TCT-ON. This is due to the limited state of completion of the Trail. Therefore the expenditure profiles of non-locals compared to locals from other economic impact studies were examined. Through analysis, it was determined that for specific activities, certain expenditure patterns existed when comparing local expenditures to non-local expenditures.

In terms of generating the non-local expenditure, the CTS and ITS spending were also examined, and a weighted average determined. The CTS and ITS indicated that the majority of visitation to Ontario is intra-provincial, or Ontario residents travelling to other regions. Visitors from the U.S. and overseas make up a much smaller proportion of total visitation to

Ontario. Ontario visitors, on average, spend less per day per person than do U.S. or overseas visitors. Therefore, the weighted average of all per person per day spending on various items is reflective of the predominance of Ontario visitors.

Factors for each expenditure category for each activity were derived based on the non-local spending analysis which would increase the local expenditure on a specific item to the non-local expenditure of this item. The factors were larger than 1.0, reflecting the increased propensity of and need for non-locals to spend more on various items, such as accommodation or car rental, while participating in activity on the TCT-ON.

Tables 1-12 in **Appendix 7** provide the average per person, per day expenditures for each activity in each region for each expenditure category. These expenditure figures, when multiplied by the total user days for each activity in each region, determine the total annual direct expenditure as a result of activity on the TCT-ON. Tables 1-12 in **Appendix 8** provide the total direct expenditures for each region. The total expenditures for all activities in a given region for each expenditure category form the total direct expenditure inputs for the economic impact model.

## **Durable Goods Expenditure Inputs and Assumptions**

Durable goods are those items which are purchased for the specific activity, but are not consumed immediately before, during or after the activity. They are essentially items such as equipment, clothing and accessories. An example of durable goods for cycling includes the bicycle, helmet, gloves, inner tubes and shoes.

Durable goods are separated into two categories: equipment; and clothing and accessories. Equipment is the hard goods such as the bicycle, skis, snowmobile, horse and peripheral equipment such as helmet, ski poles, snowmobile trailer and horse saddle. Clothing and accessories are items such as jackets, pants, gloves and other such accessories.

The durable goods expenditure impact has only been measured for the local population, as data on non-local durable expenditures was unavailable, and it was assumed that they would either bring their own durable goods, or would rent them which would be captured under the non-durable Recreation expenditure category.

Durable goods expenditures were determined through the telephone survey, whereby each respondent was asked the amount that they spent each year on either equipment, and clothing and accessories associated with their activity usage.

As the entire value of the durable goods expenditures cannot be considered a result of the TCT-ON, it was necessary to apply a proportion to the overall durable good expenditure figure. Therefore, the proportion of total average activity participation that the survey sample indicated was done on the TCT-ON – the usage rate as discussed earlier – was applied to the durable good expenditures to determine the amount of durable good expenditure in Ontario by local residents that could be attributed to the existence and development of the TCT-ON.

Tables 1-12 in **Appendix 9** detail the durable good direct expenditure inputs for the economic model.

## **Construction and Maintenance Cost Inputs and Assumptions**

### ***Construction Costs***

Schollen completed the trail construction cost estimate for the economic impact model. Construction costs associated with the currently undeveloped sections of the TCT-ON were derived by:

- Determining the anticipated Trail route through discussions with the TCTO General Manager;
- Developing a range of 11 trail development levels or types;
- Estimating a unit price (per kilometre) for each type of trail;
- Working with regional TCT-ON representatives and the TCTO General Manager to allocate a trail type to segments of undeveloped trail; and,
- Applying the per kilometre price to the applicable section of trail.

This approach was used to help develop the cost estimate for the Trail for two primary reasons:

1. The overall route for the Trans Canada Trail in Ontario is not yet confirmed, and design decisions regarding trail alignment, surface treatments, and other design details, which are necessary to help determine construction costs, have not been made for all currently undeveloped sections of trail.
2. Costing is required for over 1,700 kilometres of trail in Ontario. The time and resources available to this study precluded detailed site inspections of the undeveloped areas so that assessments of the characteristics of each site for all undeveloped sections of trail could be made.

The approach used for this study allows estimates to be generated based on minimal specific site information. By making assumptions on trail treatment and site conditions, the number of cost estimates required is minimized.

The trail alignment, determination of stage of completion between known points or origin and destination, and the allocation of trail types to each of these segments was derived from:

- Ontario Cycling Association Recreational Trail Maps;
- Ontario Trails Council Map;

- Map of the Toronto Bike Plan, Proposed Bikeway Network – East Section (2003);
- Feedback from Trans Canada Trail Ontario; and
- Feedback from the Regional trail representatives responsible for portions of trail throughout Ontario.

Based on information from the above sources, and understanding of the range of existing site conditions and the desired or anticipated types of trails that are to be constructed, eleven types of trails were identified, detailed and costed:

1. Level A: Rail Trail 4.5 Metre Wide Asphalt.
2. Level B: Rail Trail 3.5 Metre Wide Asphalt.
3. Level C: Rail Trail 3.5 Metre Wide Granular.
4. Level D: Hydro Corridor 3.5 Metre Wide Asphalt.
5. Level E: Hydro Corridor 3.5 Metre Wide Granular.
6. Level F: Off-Road Trail 3.0 Metre Wide Asphalt.
7. Level G: Off-Road Trail 3.0 Metre Wide Granular.
8. Level H: On-Road/paved Shoulder 2.5 Metre Wide Each Side (no widening required).
9. Level I: On-Road/paved Shoulder 2.5 Metre Wide Each Side (widening required).
10. Level J: Bike Lane/on road 1.5 Metre Wide Each Side.
11. Level K: Hiking Trail – 1.5 Metre Wide Cleared Right-Of-Way.

Each development level represents a type of trail that may be implemented for one or a number of sections, depending upon known geography and site conditions. The decision of which level to apply to a section was based on considerations such as existing site conditions, level of trail development linked to the section, surrounding population, anticipated level of use and site feasibility.

For each proposed trail development level, a cost per kilometre has been calculated for the construction of the trail, as well as any associated trail amenities such as seating, signage, and landscape restoration of the trail right-of-way. These constitute the hard costs of construction. Costs were based on recent tender results for projects throughout Ontario which involved similar work in terms of landscape and trail construction. Costs were then averaged over the entire Province since labour and materials cost will vary, not only due to specific site issues, but also due to geographical location (i.e., distance from a major urban centre/remoteness of the site), current market values for materials, and availability of the labour force.

As the per kilometre cost estimates were to be applied to sections of trail throughout Ontario, it was necessary to establish unit prices which could be applied to all sites, rather than attempt to utilize locally based unit prices for every proposed section of trail. Finally, since tender prices can differ significantly between contractors for the same project, and there are a number of unforeseeable factors which may influence prices, it was assumed that an averaged approach across the Province would provide equally accurate information as compared to estimates based on locally obtained prices.

In order to determine the appropriate economic impacts of the trail construction, the total hard costs of construction have been allocated into three categories:

- General labour;
- Material;
- Machinery and skilled labour.

Each of these types of construction expenditures will have different associated economic impacts, therefore for a more accurate estimation of the impacts it was necessary to allocate into these categories.

Another critical cost of construction to incorporate into the economic impact is that of the planning and design of the Trail in areas where it is not yet completed, or, the soft costs. The trail types and costing associated with this study in no way replace the need for more detailed construction planning and design. A standard industry practice for estimating the soft costs associated with construction is 10% of hard construction costs. Soft costs for the purposes of this study have therefore been estimated at 10% of hard construction costs.

It should be noted that there are significant challenges to land-based trail development along Highway 17, the western most portion of the TCT-ON, from the Manitoba border to Thunder Bay. There has been a registration of this highway as the TCT-ON route in this area, however the Trail consists primarily of narrow highway shoulder travel, and can be extremely unsafe. The remoteness and weather of the area preclude extensive and significant connecting trailways. Until the highway is widened and sufficient space is created for safe trail travel, it is unlikely that this segment of the TCT-ON will see much usage.

The construction time for the currently undeveloped sections of TCT-ON is estimated to be seven years, assuming all sections were to begin at the same time. While the impacts therefore would be spread over a seven year time frame, the impacts have been run, and are modelled, based on a completion time of one year, due to uncertainties surrounding the availability and

cost of labour and materials over the estimated seven year time frame. It can be assumed that the construction impacts reported on later in this report will be spread over a seven year time frame.

**Appendix 4** provides a detailed breakdown of the trail development and construction costs by region, and a total TCT-ON construction cost.

### *Annual Maintenance Costs*

While the construction cost impacts will be one-time impacts on the local and Ontario economies, annual life cycle and capital maintenance will occur on an annual basis. Life cycle and capital maintenance would include costs such as replacement of benches, signs, larger repairs to washrooms or facilities and repaving or resurfacing if necessary. Part of the annual economic impact of the TCT-ON will be the annual maintenance costs associated with the currently undeveloped sections of Trail; those sections which have been costed in the above section.

Industry standard in the estimation of annual capital maintenance costs is anywhere from 5%-10% of hard construction costs. Discussions with trail experts indicate that annual trail capital maintenance costs in urban areas, with paved trails, lighting and other more expensive amenities are usually at the 10% range of hard construction costs, while more rural and remote trails that are unpaved with fewer amenities are 5% of hard construction costs. Given the lack of full knowledge of exact conditions of trails throughout Ontario, a conservative estimate of 5% of hard construction costs was utilized for this study as the annual trail capital maintenance costs.

The annual cost of trail operations, such as keeping trails clean, free from debris, garbage collection and staffing, are not included in the annual trail capital maintenance costs. The cost of trail operations is much more complex to estimate, as it varies by population density, resources of the surrounding jurisdiction and level of trail development. PwC and Schollen attempted to collect information from various sources across Ontario on trail operations costs, however accurate and applicable information that could be applied to the TCT-ON even on a regional basis was not available for this study. Therefore, this economic impact study does not include the annual cost of trail operations. The annual overall impacts of the TCT-ON would be higher when including those costs.

**Appendix 4** details the annual capital maintenance costs associated with the currently undeveloped sections of Trail for each region.

## **Trail User Preferences and Characteristics**

It is important for modelling purposes, and for future marketing, trail design and product development, to understand that trail users will evaluate their decision to visit a trail or region based on a number of factors. The preferences and characteristics outlined below are some very general characteristics of trail users that PwC has assembled based on a review of other studies, discussions with trail groups and general trail and tourism research. They can potentially serve as a preliminary guide for tourism development opportunities.

### ***Hikers/Walkers***

- Most hikers/walkers are day-trippers. Many of the distances between towns along the TCT-ON would be too far to cover on an average day's walk.
- The Ontario Hikers and Trail Users survey conducted by Hike Ontario found:
  - 38.4% of hikers preferred long distance hiking trails;
  - 28% of hikers preferred local/municipal trails;
  - 18.1% of hikers preferred provincial and national parks for hiking;
  - Hikers are generally well educated; the majority hold a college diploma or higher;
  - Hikers are middle to upper class in terms of income;
  - Fall is the most popular season for hiking; and,
  - Most hikers hike with friends and family.

### ***Cyclists***

- Cyclists spending overnight trips want to ensure that their bikes are safe in a secured overnight storage area.
- Bike repair services can assist users should service be required on their bike or any products be needed for the trip.
- Many cyclists are now preferring “spoke and hub” tours, where they establish a “home base” at a bed & breakfast or hotel, taking day trips out on the surrounding trails. Fewer bikers are travelling with panniers or packs to stay overnight at different locations, as this, on average, reduces the quality of the ride. Areas that can offer the spoke and hub type of travel will be viewed more favourably by non-local bikers.

The “spoke and hub” tours offer an opportunity for the towns and local communities to

cater their accommodations to this type of tourism and activity usage.

- A cyclist study in Toronto found that about 48% of residents over the age of 15 are cyclists.
- The same study in Toronto found that there are 862,000 recreational cyclists who ride for leisure or fitness, representing 44% of the population. These recreational cyclists make more than 1.6 million such trips per week.

### ***Horseback Riders***

- According to the Ontario Equestrian Federation, there are 298,557 horses in Ontario located on 49,092 facilities.
- The Ontario Equestrian Federation states that the annual economic impact of the equestrian industry is \$577.8 million.
- Horseback riders typically have trouble with multi-purpose trails because of use conflicts with other users. Riders now prefer to ride on recreational reserves, and less on the multi-purpose trails. When riding on trails, horseback riders try to ride on designated horse trails to minimize the levels of conflict.
- Horseback riders typically use tents or campers for accommodation during overnight trips, relying less on commercial accommodations. This is a result of a lack of services and establishments to care for the horses during overnight stays.
- Tourism attractions, accommodations, restaurants, retail establishments and other businesses that attempt to attract horseback riders will need to address the access issue for these users. Secured and safe access to a given location from the trail will be important in drawing horseback riders. Additionally, establishments offering overnight horse accommodations, where the horse can get food and water, will be crucial in attracting and encouraging horseback riders.

### ***Snowmobilers***

- The Ontario Federation of Snowmobile Clubs reports that there are over 360,000 registered snowmobiles in Ontario, and about 175,000 active snowmobilers in the

province.

- Overnight snowmobilers tend to prefer the same “spoke and hub” types of trips as the bikers. Snowmobilers prefer to make one location their “home base” and spend a few days touring the trails around the area. Hotels and bed & breakfasts are the preferred accommodations for snowmobilers.
- Many touring snowmobilers ride into the communities with no truck support and are carrying little more than essential gear. Therefore, they look to spend larger amounts of money in local communities on accommodation, food, and entertainment.
- When destination snowmobiling, snowmobilers are looking for destinations where snowmobile access is not a problem. Areas that provide easy access, gas stops and restaurants will be viewed more favourably by snowmobile users.
- Security of snowmobiles is a major concern for users. Hotels, restaurants and other businesses would need to address the issue of snowmobile security and parking in order to attract this type of user for overnight trips.
- Snowmobile maintenance and repair is also important for overnight snowmobilers. The ability to have a sled repaired or serviced at a local repair shop during an afternoon or overnight stay could assist the area in drawing more non-local overnight snowmobilers.

### ***Cross-Country Skiers***

- Ontario had 33.2% of Canada’s cross-country skiing population in 2003, second behind Quebec.
- Backcountry skiers typically prefer a mountain experience, while many advanced skiers look for telemark opportunities that are not available on the TCT-ON.

## 5. Results of Economic Impact Modelling

The presentation of the results from the Econometrics economic impact model is organized on a basis of an integration of the 12 regions to provide a provincial perspective of the economic impact. Data on a regional basis is provided in the Appendix section of the Report.

When reviewing the findings it is important to note that:

- The regional impacts accrue to the regions within the 40 km boundary on either side of the TCT-ON.
- The provincial impacts are for the province as a whole including the regional impacts.

The impacts of user expenditures and construction impacts are not additive, but the impacts of maintenance and users' non-durable and durable expenditures can be added to define *recurrent* or ongoing, annual impacts. The recurrent impacts are expected to be realized each year of operation. On the other hand, the construction expenditures are one time impacts during the construction of the Trail. The impacts of the recurrent expenditures are considered sustainable, whereas the impacts of the construction expenditures are considered temporary.

The presentation of the total annual economic impact results are organised as follows:

- Trail users' non-durable expenditures, for non-locals<sup>3</sup> and total users;
- Local users' durable good expenditures;
- Trail maintenance expenditures; and,
- The one-time total economic impacts of the construction and development expenditures.

In the body of the report, only the total impacts on the entire province have been reported. The detailed breakdown of the impacts for each of the individual 12 regions can be found in **Appendix 10**.

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<sup>3</sup> The tables in Appendix 10 present the total impacts as well as the "incremental" impacts. Incremental and non-local are synonymous and can be used interchangeably.

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## Trail Users' Non-Durable Good Expenditures

It is estimated that a fully operational TCT-ON would receive 2.425 million individual users annually, comprised of 440,000 non-locals and 1.985 local users. These users would generate 84.4 million user days of activity, with non-local users comprising 1.44 million of those user days.

It is important here to differentiate between total persons using the Trail and user days. Total persons using the Trail indicates that there will be, throughout the year, a certain number of *individuals* using some portion of the Trail. It does not suggest that this number of people will use the entire length of the Trail. In fact, usage will likely be more concentrated around the larger centres. The user days is the total number of persons using the Trail multiplied by the number of times they use the Trail. Again, this number of user days will not occur along the entire length of Trail, but scattered throughout.

Trail users will come from many locations; some will stay for a short while, others for a longer period of time. Users will spend differently, but significantly, on food and beverage, accommodation, souvenirs and transportation.

A fully operational Trail is estimated to result in **\$1.888 billion total non-durable expenditures**, comprised of \$143.6 million in non-local non-durable expenditure, as seen by tables below.

Not all of these expenditures can be legitimately considered new or incremental. In a strict sense **only the impacts of non-local users can be considered totally incremental, and therefore, “new money” to the economy**. Nonetheless, the economic impacts associated with total users' expenditures define the overall impacts of the Trail on the Ontario and regional economies.

In addition, there are impacts that will accrue to the province as a whole, while there are impacts that will accrue specifically to the communities within the 40-km radius around the TCT-ON. The impacts reported on in this section and in the tables in Appendix 10, outline both regional impacts and province/Ontario impacts. The regional impacts accrue to the regions within the 40-km radius of either side of the TCT-ON, while the provincial impacts reported are for the province as a whole.

As detailed in Tables 1 and 2:

- A total of **\$1.97 billion in value added (income) in the province** will be sustained each year in total by all users' non-durable good expenditures, with \$1.28 billion of this being sustained

by the regions;

- A total of **\$152.8 million in value added (income) in the province** will be sustained each year by non-local expenditures, with \$102.3 million of this sustained in the regions;
- A total of **33,212 person years (full time equivalents) of employment** are likely to be sustained annually by the total users' expenditures in the province as a whole, with the regional areas sustaining 23,860 person years of employment.
- The non-local expenditures are estimated to sustain **2,324 person years of employment** in the province and 1,667 in the regional areas;
- The three levels of government are expected to receive annual flows of **tax revenue of about \$896 million** annually as a result of **total users'** non-durable good expenditures. The Federal Government will collect \$304 million. The **provincial government's share is put at over \$462.6 and local Ontario governments at \$129.4. Local governments in the study region are expected to collect monies in the form of fees, business taxes and capitalised property taxes on expenditure impacts.**
- The three levels of government are expected to receive annual flows of **tax revenue of about \$81.2 million** annually as a result of **non-local users'** non-durable good expenditures. The Federal Government will collect \$21.2 million. The **provincial government's share is put at over \$47.2 and local Ontario governments at \$12.8. Local governments in the study region are expected to collect monies in the form of fees, business taxes and capitalised property taxes on expenditure impacts.**

**Table 1**  
**Total Economic Impact of**  
**All Total User Expenditures**  
**In Ontario**  
**(2003 Dollars)**

	<b>Total All Regional Impacts</b>	<b>Ontario</b>
<b>Initial Expenditure</b>	\$1,888,234,151	\$1,888,234,151
<b>Value Added</b>		
Direct	\$747,753,810	\$747,753,810
Indirect & Induced	\$534,367,231	\$1,225,585,394
Total	\$1,282,121,041	\$1,973,339,204
Multiplier	0.68	1.05
<b>Gross Output</b>		
Direct	\$1,888,234,151	\$1,888,234,151
Indirect & Induced	\$677,524,679	\$2,314,979,454
Total	\$2,565,758,830	\$4,203,213,605
Multiplier	1.36	2.23
<b>Wages &amp; Salaries</b>		
Direct	\$341,387,720	\$341,387,720
Indirect & Induced	\$330,943,820	\$699,769,039
Total	\$672,331,540	\$1,041,156,759
<b>Employment</b>		
Direct	14,682	14,682
Indirect & Induced	9,178	18,530
Total	23,860	33,212
Multiplier	1.63	2.26
<b>Taxes</b>		
Federal	\$200,785,115	\$303,995,565
Provincial	\$354,605,747	\$462,639,729
Local	\$89,197,776	\$129,409,496
Total	\$644,588,638	\$896,044,790
<b>Imports</b>		
From Other Provinces	\$80,933,135	\$142,776,894
From Other Countries	\$185,269,741	\$312,807,921
Total	\$266,202,876	\$455,584,815

Source: Econometric Research Limited

**Table 2**  
**Total Economic Impact of**  
**All Incremental User Expenditures**  
**In Ontario**  
**(2003 Dollars)**

	<b>Total All Regional Impacts</b>	<b>Ontario</b>
<b>Initial Expenditure</b>	\$143,571,856	\$143,571,856
<b>Value Added</b>		
Direct	\$74,236,320	\$74,236,320
Indirect & Induced	\$28,044,957	\$78,538,755
Total	\$102,281,277	\$152,775,075
Multiplier	0.71	1.06
<b>Gross Output</b>		
Direct	\$143,571,856	\$143,571,856
Indirect & Induced	\$28,668,945	\$147,739,024
Total	\$172,240,801	\$291,310,880
Multiplier	1.20	2.03
<b>Wages &amp; Salaries</b>		
Direct	\$26,692,303	\$26,692,303
Indirect & Induced	\$17,709,381	\$44,232,088
Total	\$44,401,684	\$70,924,391
<b>Employment</b>		
Direct	1,163	1,163
Indirect & Induced	504	1,161
Total	1,667	2,324
Multiplier	1.43	2.00
<b>Taxes</b>		
Federal	\$13,574,764	\$21,191,046
Provincial	\$39,112,687	\$47,201,658
Local	\$9,767,823	\$12,793,034
Total	\$62,455,274	\$81,185,738
<b>Imports</b>		
From Other Provinces	\$4,599,585	\$9,027,123
From Other Countries	\$10,396,361	\$19,705,449
Total	\$14,995,946	\$28,732,572

Source: Econometric Research Limited

Tables 3 and 4 on the following page present the tax collection data by the three levels of government and by type of tax for total users and incremental users on a province-wide basis. Personal income taxes and GST revenues dominate the tax collection impacts. There appears to be a strict share relationship among the tax revenues of the three levels of government, despite the fact that they collect different types of taxes.

**Table 3**  
**Total Tax Impacts of Total User Expenditures**  
**In Ontario**  
**(2003 Dollars)**

	<b>Federal</b>	<b>Provincial</b>	<b>Local</b>	<b>Total</b>
Personal Income Tax	\$200,587,219	\$98,261,437	\$0	\$298,848,656
Provincial Sales Tax	\$0	\$108,226,045	\$0	\$108,226,045
Goods & Services Tax	\$55,265,194	\$0	\$0	\$55,265,194
Tariffs	\$1,469,103	\$0	\$0	\$1,469,103
Corporate Profit Taxes	\$46,674,049	\$31,809,303	\$0	\$78,483,352
Property & Bus. Tax	\$0	\$0	\$76,992,007	\$76,992,007
Tobacco & Liquor Tax	\$0	\$14,672,989	\$0	\$14,672,989
Registration Fees	\$0	\$209,669,955	\$52,417,489	\$262,087,444
<b>Total</b>	<b>\$303,995,565</b>	<b>\$462,639,729</b>	<b>\$129,409,496</b>	<b>\$896,044,790</b>

Source: Econometric Research Limited

**Table 4**  
**Total Tax Impacts of Incremental User Expenditures**  
**In Ontario**  
**(2003 Dollars)**

	<b>Federal</b>	<b>Provincial</b>	<b>Local</b>	<b>Total</b>
Personal Income Tax	\$13,614,853	\$6,669,495	\$0	\$20,284,348
Provincial Sales Tax	\$0	\$7,460,592	\$0	\$7,460,592
Goods & Services Tax	\$4,375,981	\$0	\$0	\$4,375,981
Tariffs	\$92,737	\$0	\$0	\$92,737
Corporate Profit Taxes	\$3,107,475	\$2,117,806	\$0	\$5,225,281
Property & Bus. Tax	\$0	\$0	\$5,307,465	\$5,307,465
Tobacco & Liquor Tax	\$0	\$1,011,487	\$0	\$1,011,487
Registration Fees	\$0	\$29,942,278	\$7,485,569	\$37,427,847
<b>Total</b>	<b>\$21,191,046</b>	<b>\$47,201,658</b>	<b>\$12,793,034</b>	<b>\$81,185,738</b>

Source: Econometric Research Limited

## Local Trail Users' Durable Good Expenditures

There are an estimated 1.986 million local users of a fully developed and operational TCT-ON. On average, across the 12 regions, and all 5 activities, they use the TCT-ON for 18.2% of their total activity participation.

Their purchases of durable goods can be partially attributable to the existence of a fully developed TCT-ON. Annually, local TCT-ON users spend \$432.8 million on durable goods that can be directly associated with the existence of a fully developed TCT-ON.

As detailed in Table 5:

- A total of **\$447.9 million in value added (income) in the province** will be sustained each year in total, of this \$191.5 million will be sustained in the regions;
- A total of **9,093 person years (full time equivalents) of employment** are likely to be sustained annually by the local users' durable expenditures in the province as a whole, with the regions sustaining 4,080 of these person years of employment;
- The three levels of government are expected to receive annual flows of **tax revenue of about \$139.5 million** annually. The Federal Government will collect the largest portion, which may exceed \$77.9 million. The **provincial government's share is put at over \$50.7 million and local Ontario governments at \$10.8 million. Local governments in the study region are expected to collect monies in the form of fees, business taxes and capitalised property taxes** on the base scenario users' expenditure impacts.

**Table 5**  
**Total Economic Impact of**  
**All Expenditures on Durable Goods**  
**In Ontario**  
**(2003 Dollars)**

	<b>Total All Regional Impacts</b>	<b>Ontario</b>
<b>Initial Expenditure</b>	\$432,777,728	\$432,777,728
<b>Value Added</b>		
Direct	\$83,021,502	\$99,159,591
Indirect & Induced	\$108,514,407	\$348,790,046
Total	\$191,535,909	\$447,949,637
Multiplier	0.44	1.04
<b>Gross Output</b>		
Direct	\$432,777,728	\$432,777,728
Indirect & Induced	\$177,212,087	\$522,903,595
Total	\$609,989,815	\$955,681,323
Multiplier	1.41	2.21
<b>Wages &amp; Salaries</b>		
Direct	\$53,502,540	\$60,389,540
Indirect & Induced	\$64,184,789	\$214,722,654
Total	\$117,687,329	\$275,112,194
<b>Employment</b>		
Direct	2,326	2,574
Indirect & Induced	1,754	6,603
Total	4,080	9,093
Multiplier	1.75	3.53
<b>Taxes</b>		
Federal	\$34,125,828	\$77,942,578
Provincial	\$21,893,782	\$50,724,194
Local	\$4,431,881	\$10,794,767
Total	\$60,451,491	\$139,461,539
<b>Imports</b>		
From Other Provinces	\$11,526,659	\$27,395,332
From Other Countries	\$36,357,796	\$86,885,530
Total	\$47,884,455	\$114,280,862

Source: Econometric Research Limited

Table 6 below presents the tax collection data by the three levels of government and by type of tax for both scenarios on a province-wide basis. Personal income taxes and GST revenues dominate the tax collection impacts. Again, there appears to be a strict share relationship among the tax revenues of the three levels of government, despite the fact that they collect different types of taxes.

**Table 6**  
**Total Tax Impacts of Expenditures on Durable Goods**  
**In Ontario**  
**(2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$53,199,339	\$26,060,700	\$0	\$79,260,039
Provincial Sales Tax	\$0	\$15,173,977	\$0	\$15,173,977
Goods & Services Tax	\$13,415,955	\$0	\$0	\$13,415,955
Tariffs	\$421,851	\$0	\$0	\$421,851
Corporate Profit Taxes	\$10,905,433	\$7,432,271	\$0	\$18,337,704
Property & Bus. Tax	\$0	\$0	\$10,794,767	\$10,794,767
Tobacco & Liquor Tax	\$0	\$2,057,246	\$0	\$2,057,246
<b>Total</b>	<b>\$77,942,578</b>	<b>\$50,724,194</b>	<b>\$10,794,767</b>	<b>\$139,461,539</b>

Source: Econometric Research Limited

### Operational Maintenance Impacts

There are impacts that will be realized as a result of annual trail maintenance. A total of \$9.12 million will be spent annually on maintaining the currently undeveloped sections of the TCT-ON. Table 7 shows:

- A total of **\$11.2 million in value added impacts will be generated in the province as a result of the operational maintenance spending**, with the regions sustaining \$5.9 million of this annually;
- A total of **166 jobs (full time equivalents) will be sustained yearly in Ontario by these expenditures**, with the regions sustaining 86 of these jobs annually;
- The total Federal government tax collections will rise by \$2 million annually. Provincial government tax collections will rise by over \$1.7 million and **local Ontario governments' tax collections will rise by over \$0.5 million. The local governments in the study region are expected to collect over \$0.3 million per year** as a result of ongoing trail maintenance.

**Table 7**  
**Total Economic Impact of**  
**Trail Maintenance**  
**In Ontario**  
**(2003 Dollars)**

	<b>Total All Regional Impacts</b>	<b>Ontario</b>
<b>Initial Expenditure</b>	\$9,117,563	\$9,117,563
<b>Value Added</b>		
Direct	\$4,599,163	\$4,599,163
Indirect & Induced	\$1,297,904	\$6,561,616
Total	\$5,897,067	\$11,160,779
Multiplier	0.65	1.22
<b>Gross Output</b>		
Direct	\$9,117,563	\$9,117,563
Indirect & Induced	\$2,410,638	\$12,836,856
Total	\$11,528,201	\$21,954,419
Multiplier	1.26	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$3,649,959	\$3,649,959
Indirect & Induced	\$800,050	\$3,922,225
Total	\$4,450,009	\$7,572,184
<b>Employment</b>		
Direct	67	67
Indirect & Induced	19	100
Total	86	166
Multiplier	1.29	2.49
<b>Taxes</b>		
Federal	\$1,101,463	\$1,988,804
Provincial	\$967,923	\$1,679,706
Local	\$313,988	\$521,850
Total	\$2,383,374	\$4,190,360
<b>Imports</b>		
From Other Provinces	\$359,506	\$651,759
From Other Countries	\$1,084,586	\$1,885,375
Total	\$1,444,092	\$2,537,134

Source: Econometric Research Limited

Table 8 shows the tax collection data by the three levels of government and by type of tax on a province-wide basis.

**Table 8**  
**Total Tax Impacts of Trail Maintenance**  
**In Ontario**  
**(2003 Dollars)**

	<b>Federal</b>	<b>Provincial</b>	<b>Local</b>	<b>Total</b>
Personal Income Tax	\$1,455,962	\$713,231	\$0	\$2,169,193
Provincial Sales Tax	\$0	\$733,554	\$0	\$733,554
Goods & Services Tax	\$327,832	\$0	\$0	\$327,832
Tariffs	\$9,176	\$0	\$0	\$9,176
Corporate Profit Taxes	\$195,834	\$133,466	\$0	\$329,300
Property & Bus. Tax	\$0	\$0	\$521,850	\$521,850
Tobacco & Liquor Tax	\$0	\$99,455	\$0	\$99,455
<b>Total</b>	<b>\$1,988,804</b>	<b>\$1,679,706</b>	<b>\$521,850</b>	<b>\$4,190,360</b>

Source: Econometric Research Limited

## Total Sustainable Impacts

Since the expenditures of the users of the Trail including non durable good expenditures,, local durable good expenditures and those on maintenance occur yearly, so will their impacts in the region of the study section of trail. It is legitimate, therefore, to add these three impacts. They are typically referred to as the sustainable, or recurrent, impacts. The recurrent impacts below are based on all users' non-durable good expenditures, and not just the non-locals' non-durable good expenditures. Table 9 shows:

- A total of about **\$2.4 billion** annually in **value added (income)** in the Province of Ontario.
- **42,471 Ontarians** can attribute their jobs to the TCT-ON's recurrent expenditures;
- **Total recurrent tax collections will add to about \$1.04 billion** annually for all levels of government, of which nearly \$140.7 million per year will remain with local governments in Ontario.

**Table 9**  
**Economic Impact of**  
**All Recurrent Expenditures**  
**In Ontario**  
**(2003 Dollars)**

	<b>Total All Regional Impacts</b>	<b>Ontario</b>
<b>Initial Expenditure</b>	\$2,330,129,442	\$2,330,129,442
<b>Value Added</b>		
Direct	\$835,374,475	\$851,512,564
Indirect & Induced	\$644,179,542	\$1,580,937,056
Total	\$1,479,554,017	\$2,432,449,620
Multiplier	0.63	1.04
<b>Gross Output</b>		
Direct	\$2,330,129,442	\$2,330,129,442
Indirect & Induced	\$857,147,404	\$2,850,719,905
Total	\$3,187,276,846	\$5,180,849,347
Multiplier	1.37	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$398,540,219	\$405,427,219
Indirect & Induced	\$395,928,659	\$918,413,918
Total	\$794,468,878	\$1,323,841,137
<b>Employment</b>		
Direct	17,075	17,322
Indirect & Induced	10,951	25,233
Total	28,026	42,471
Multiplier	1.64	2.45
<b>Taxes</b>		
Federal	\$236,012,406	\$383,926,947
Provincial	\$377,467,452	\$515,043,629
Local	\$93,943,645	\$140,726,113
Total	\$707,423,503	\$1,039,696,689
<b>Imports</b>		
From Other Provinces	\$92,819,300	\$170,823,985
From Other Countries	\$222,712,123	\$401,578,826
Total	\$315,531,423	\$572,402,811

Source: Econometric Research Limited

Again, Table 10 shows the tax collection data by the three levels of government and by type of tax on a province-wide basis.

**Table 10**  
**Total Tax Impacts of All Recurrent Expenditures**  
**In Ontario**  
**(2003 Dollars)**

	<b>Federal</b>	<b>Provincial</b>	<b>Local</b>	<b>Total</b>
Personal Income Tax	\$255,242,520	\$125,035,368	\$0	\$380,277,888
Provincial Sales Tax	\$0	\$124,133,576	\$0	\$124,133,576
Goods & Services Tax	\$69,008,981	\$0	\$0	\$69,008,981
Tariffs	\$1,900,130	\$0	\$0	\$1,900,130
Corporate Profit Taxes	\$57,775,316	\$39,375,040	\$0	\$97,150,356
Property & Bus. Tax	\$0	\$0	\$88,308,624	\$88,308,624
Tobacco & Liquor Tax	\$0	\$16,829,690	\$0	\$16,829,690
Registration Fees	\$0	\$209,669,955	\$52,417,489	\$262,087,444
<b>Total</b>	<b>\$383,926,947</b>	<b>\$515,043,629</b>	<b>\$140,726,113</b>	<b>\$1,039,696,689</b>

Source: Econometric Research Limited

## One-Time Construction Impacts

The construction of the currently undeveloped portions of the TCT-ON will cost approximately \$200.6 million as outlined in the construction budget in **Appendix 4**.

The **one time construction impacts** of the TCT-ON are (see Table 11):

- **3,688 person years of total provincial employment**, of which, 2,250 are generated in the regions;
- **New income or value added impacts of \$247.5 million in the province**, of which, \$149.7 million is generated in the regions; and,
- \$92 million of combined tax impacts for the three levels of government, with the Federal Government receiving the majority at \$44.1 million. **The Province of Ontario can expect to receive approximately \$36.7 million, while local governments could expect to receive over \$11.2 million in taxes.**

**Table 11**  
**Total Economic Impact of**  
**Trail Construction**  
**In Ontario**  
**(2003 Dollars)**

	<b>Total All Regional Impacts</b>	<b>Ontario</b>
<b>Initial Expenditure</b>	\$200,586,353	\$200,586,353
<b>Value Added</b>		
Direct	\$103,327,467	\$103,327,467
Indirect & Induced	\$46,384,731	\$144,219,717
Total	\$149,712,198	\$247,547,184
Multiplier	0.75	1.23
<b>Gross Output</b>		
Direct	\$200,586,353	\$200,586,353
Indirect & Induced	\$81,285,304	\$283,097,975
Total	\$281,871,657	\$483,684,328
Multiplier	1.41	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$81,303,658	\$81,303,658
Indirect & Induced	\$30,578,314	\$86,148,357
Total	\$111,881,972	\$167,452,015
<b>Employment</b>		
Direct	1,487	1,487
Indirect & Induced	763	2,201
Total	2,250	3,688
Multiplier	1.51	2.48
<b>Taxes</b>		
Federal	\$28,369,423	\$44,106,245
Provincial	\$23,317,082	\$36,695,668
Local	\$7,014,706	\$11,225,042
Total	\$58,701,211	\$92,026,955
<b>Imports</b>		
From Other Provinces	\$8,352,669	\$14,198,476
From Other Countries	\$25,247,518	\$40,954,578
Total	\$33,600,187	\$55,153,054

Source: Econometric Research Limited

The results in Table 12 shows a similar pattern to that of Trail users' expenditure impacts with personal income taxes and GST revenues dominating other sources of government revenues. Local tax revenues generated by province wide impacts.

**Table 12**  
**Total Tax Impacts of Trail Construction**  
**In Ontario**  
**(2003 Dollars)**

	<b>Federal</b>	<b>Provincial</b>	<b>Local</b>	<b>Total</b>
Personal Income Tax	\$32,261,951	\$15,804,126	\$0	\$48,066,077
Provincial Sales Tax	\$0	\$15,778,807	\$0	\$15,778,807
Goods & Services Tax	\$7,281,957	\$0	\$0	\$7,281,957
Tariffs	\$199,312	\$0	\$0	\$199,312
Corporate Profit Taxes	\$4,363,025	\$2,973,489	\$0	\$7,336,514
Property & Bus. Tax	\$0	\$0	\$11,225,042	\$11,225,042
Tobacco & Liquor Tax	\$0	\$2,139,246	\$0	\$2,139,246
<b>Total</b>	<b>\$44,106,245</b>	<b>\$36,695,668</b>	<b>\$11,225,042</b>	<b>\$92,026,955</b>

Source: Econometric Research Limited

## **6. Maximizing the Economic Impacts**

Trails across North America have created numerous benefits and opportunities for the communities that they pass through. Communities benefit from Trail development through increases in business activity, and by providing services to an increasing number of Trail users. Some of the benefits realized in communities across North America, as highlighted in various studies, are detailed below.

In order to identify tourism opportunities, and to recognize the types of businesses, services and amenities that users will demand, it is important to also acknowledge the preferences and characteristics of Trail users. Gaining an understanding of these preferences and characteristics will assist trail operators in encouraging businesses and services to develop along the Trail and in the adjacent communities that are targeted to the specific users of the Trail. The preferences and characteristics described earlier in the study as part of the input development process are important to consider when developing a tourism development strategy and plan.

The TCTO, Province of Ontario and other key partners in the recreation and tourism sector will have to actively work at promoting the Trail, and ensure that the communities encourage the development of businesses and services that users will demand. Some of the potential tourism development and promotional and marketing efforts that may help achieve maximum exposure and hence Trail usage and related expenditures are discussed below.

### **Benefits of Trails**

There are numerous benefits to the development, maintenance and use of trails. Trails serve vital health benefits by providing suitable space to undertake sports and recreation activity. The benefits can include a healthier population and overall, reduced health care costs.

Studies have demonstrated increases in property values for properties located on or nearby to trail networks. These studies have mitigated the fears of increased crime and reduced property values and have in fact demonstrated positive attributes due to living next to or adjacent to a trail.

There are also, as pertaining to this study, significant economic benefits that occur as a result of developing trail systems. The results of the economic impact modelling in the previous

section demonstrate significant benefits to the regional and provincial economies in Ontario as a result of the TCT-ON. Some other jurisdictions have experienced the following benefits:

- A recent study of the T’Railway in Newfoundland (2002) found that the total annual economic impacts associated with this trail are estimated to be as high as \$17.4 million in new income generated, upwards of 850 new jobs and millions of dollars in additional taxation revenue for both the provincial and federal governments.
- A survey of the users of the Georgian Trail in Collingwood, Ontario estimated that the direct expenditure associated with the trail users was \$5.2 million in 1999.
- The Economic Impact Study for the Allegheny Trail Alliance (1999) found that trail business accounts for more than 10% of annual receipts for a third of the business respondents in the region, and that approximately half of all businesses in the area have plans to expand their business as a result.
- A report done by the US National Park Service, Rivers, Trails and Conservation Division (1995) indicates that for the community of Yakima, Washington, the development of the Yakima Greenway spurred many business changes. A local hotel indicates that their year-round occupancy is a result of its proximity to the trail. The report also suggests that local sporting goods stores have begun to offer new products, services and rentals to serve the users of the trail.
- The Birkebeiner Cross-Country Ski Festival, a cross-country ski loppet held each year at the Blackfoot Recreational Area east of Edmonton, Alberta, generated an annual benefit of approximately \$171,000 in expenditures for local businesses.

This demonstrates the upside potential that might be derived from the development and marketing of special events and relays for any number of the trail activities.

- The Heritage Trail, a trail in Iowa similar to the study section of trail, reports that areas near communities typically receive 10 times the usage and activity levels of the more rural areas. This reinforces the opportunities for local communities to capture the expenditures of trail users by encouraging and developing the appropriate tourism and activity infrastructure.

The examples above suggest that with appropriate marketing and promotions, similar levels of business activity could occur in communities along the TCT-ON. Rail trails have helped to

revitalize many communities, and have attracted important tourism expenditures for local businesses. By developing the right businesses, services and amenities, communities have a better chance of attracting non-local users to the area and enticing them to spend money in the local economy.

## **Tourism Product and Service Development Opportunities**

The development of the Trans Canada Trail Ontario provides unique opportunities for the development and enhancement of tourism products and services in the regions and municipalities surrounding the Trail.

Research has shown that complementary tourism products and services typically develop as a result of recreational trails and the subsequent need to serve the users. Without such services, economic impact in a region will be minimal as a result of the limited opportunities for expenditure. One key factor to increasing economic impact is to provide maximum opportunity for Trail users to make expenditures.

There are numerous opportunities to increase and develop tourism products and services along the Trans Canada Trail in Ontario. The completion of the Trail can serve as a catalyst in bringing additional visitors to the region, however only by offering the appropriate product and service mix will expenditure opportunities be maximized and the economic impact be as high as possible. Examples of potential Trail related products and services include:

- Additional Bed & Breakfasts, Bale and Breakfasts, campgrounds and motels either directly along the Trail or in near-by communities. This type of development would accommodate users who wish to do an extended tour along the Trail. These facilities should address the issues raised above with respect to the types of amenities desired by certain users (i.e., horse barns, snowmobile storage, bike lockers etc.).
- Horse niche-market products and services such as trail rides, multi-day excursions/rides, guest or working ranches, and equestrian retreats.
- Retail opportunities for equipment sales, rental, repair, supplies, food and beverage and trail related merchandise.
- Guiding and outfitting opportunities such as organized bike tours, snowmobile excursions and guided nature/flora and fauna walking tours.

- Trail experiences focused on themed outings such as bird watching, or other types of activities enjoyed by specific naturalist market segments.
- Hosting special events such as relays, races and festivals on the Trail. These could incorporate any of the five primary activities (i.e., walking/hiking, biking, horseback riding, snowmobiling and cross-country skiing). These events will be important in establishing community support, interaction and sponsorship for the Trail and its initiatives. One-time economic benefits can also be realized as a result of the special events, which can also serve to increase awareness and ultimately usage of the Trail.
- Other recreational/leisure opportunities such as golf course development that can be built on Trail user visitation.

The telephone survey conducted by Environics asked respondents to provide their top product and service needs while out participating in their activity while on the Trail. The ability to buy food and beverages, rent equipment and eat at restaurants were unanimously the top three needs across the 12 regions. Trail planners and the communities which the TCT-ON passes through should consider these needs when looking at potential economic development opportunities associated with tourism, recreation and the TCT-ON.

Further study of the possible tourism opportunities along the Trail should be undertaken after the Trail is operational. One suggestion is to track and monitor Trail usage over the first year and then conduct an intercept survey with Trail users to determine the types of products and services being demanded by users that may be lacking in the region.

### **Supporting Amenities and Public Services**

In the development of a major trail network and system such as the TCT-ON, numerous public services and amenities are needed to provide for comfort and enjoyment of the Trail by the wide array of users. These needs, which are detailed below, range from informational needs to rest stops. Important public amenities and services to provide when planning and developing the TCTO include:

- Consistent and adequate signage on the Trail, and highways, detailing maps, directions, distances, key information, safety contacts and designated uses;
- Interpretative signage indicating areas of natural/historical interest;

- Picnic areas/lunch stops;
- Washrooms; and
- Paved pathways in key areas of interest for persons with limited accessibility.

The telephone survey completed by Environics during this study explored respondents' needs for public services and amenities. Across all regions and activities, the following were the top 5 responses:

- Washrooms;
- Lockers;
- Information kiosks with maps and trail info;
- Water; and
- Telephones.

The provision of these public amenities and services will help to attract a variety of users to the TCT-ON and to the communities that are distributed along it. With increased visitation due to the provision of high quality and well planned amenities, comes the increased potential for expenditures and economic impacts.

## **Marketing the TCT-ON**

While the right products and services, and supporting public amenities are important to building a user base for the Trail, the most critical requirement to increasing the non-local Trail usage and hence increasing the amount of "new money" impact that occurs is to increase the awareness and use of the TCT-ON through strong marketing efforts.

The potential range of tourism products, services and communities along the TCT-ON working to attract visitors is significant. Many of these operations will be small, sole-proprietor businesses with limited resources, while others will be regional marketing bodies or cities with significant budgets to attract visitors.

There is also a broad range of activities and events that can be done on the Trail, through some of the unique niche or target market segments discussed earlier. Given the diversity of budgets, target markets, activities and seasons, there is a strong need for industry, regional and provincial coordination of marketing activities to promote the TCT-ON as a unique

experience. The more focused and consistent marketing efforts can be, the better the chances for a wider scope of awareness of the TCT-ON amongst travellers to Ontario.

Therefore, a potential role for the TCT-ON office is to work to establish a TCT-ON business and community collaborative or partnership to ensure coordination and consistency amongst stakeholders, should they wish to be part of the larger initiative. Without some form of collaboration, partnering or coordination, marketing and awareness building activities of the Trail will be limited, lacking consistency and likely only possible by the larger organizations, businesses and communities.

All stakeholders have the potential to be strong contributors to a partnership or collaborative model with the TCT-ON. Local communities/chambers of commerce, the Provincial Government, the Ontario Trails Council, trail activity organizations (i.e., Hike Ontario and Ontario Federation of Snowmobile Clubs), businesses, regional trail groups all have a role they could play to help maximize the potential for increased awareness of the Trail, increased participation in their activities, and increased spending in their communities.

These marketing and promotion efforts should correspond with, and be undertaken in conjunction with, any existing local tourism and economic development offices or initiatives. This will help to broaden the scope of the attraction efforts and assist in increasing the awareness of the Trail to a larger audience.

Additionally, the cost of marketing to markets outside of Canada, particularly abroad, can be significant. It will be important, once the communities and businesses along the Trail have formed any potential partnerships or collaboratives, that they consider each contributing to a larger pool of funding so that they can take advantage of economies of scale in marketing costs.

In essence, the most important means of maximizing the potential for economic impacts in the communities and regions along the Trail is to increase the potential for usage; and that comes only by building awareness and exposure for the Trail and the unique experiences and opportunities that it can provide through strong, coordinated, and well funded marketing efforts.

By no means exhaustive, some potential marketing activities that would be beneficial for increasing the awareness of the Trail include:

- Partnering with the Canadian Tourism Commission, Ontario Tourism Marketing Partnership Corporation, and other stakeholders;
- Pamphlets that can be circulated in local tourism offices, chambers of commerce, mail-out packages and hotels;
- Well written and insightful map and guide books that can be purchased ahead of time by potential users;
- A strong Internet presence with Trail descriptions, activities, maps and links to accommodation sites;
- Strong Trail signage indicating access to the Trail, attractions, rest areas and directional signage once on the Trail, as well as on major highways near or adjacent to the Trail;
- Advertisements in magazines, travel brochures and other publications that are likely to reach the target market; and,
- Packaging and partnering products together. Trail businesses and communities could partner with Via Rail, for example where Trail riders could pack their bikes, horses or snowmobiles onto the train for the trip, stay overnight somewhere and enjoy a ride along the Trail the next day.

It is recommended that opportunities for TCT-ON marketing and promotions activities to tie into existing knowledge of Ontario visitor segments would be pursued. The Province of Ontario Ministry of Tourism and Recreation has developed a number of profiles that would aid TCT-ON marketing efforts towards markets more likely to be attracted to experiences on the Trail. Market segments identified by the Province that may have an increased propensity to use the Trail as part of a visit/trip in Ontario include: affluent mature and senior couples, affluent young couples, affluent families, mainstream young families, and mainstream mature families.

In addition to these market segments, the Travel Attitudes and Motivations Study (“TAMS”) conducted a custom Outdoor Segmentation Study. Many of the market segments included in the TAMS study would be potential segments to attract to activity on the Trail.

These studies and market analyses have information in terms of the media consumption patterns of these segments. This information can be extremely valuable in developing a marketing program, complete with the preferred forms of media, aimed at attracting specific markets to the Trail.

The combination of strong collaboration and partnering, focused marketing and promotional efforts, and the right mix of products and services, will assist businesses and communities along the Trail in maximizing the expenditures and economic impacts in Ontario.

## 7. Conclusions

Results of the economic impact analysis indicate that Ontario and its 12 Travel Regions are shown to derive significant and real economic impacts from a completed trail. The outcome of the economic impact study indicates that all users' recurrent non-durable good and durable good expenditures, as well as trail maintenance expenditures on an annual basis will result in the following impacts:

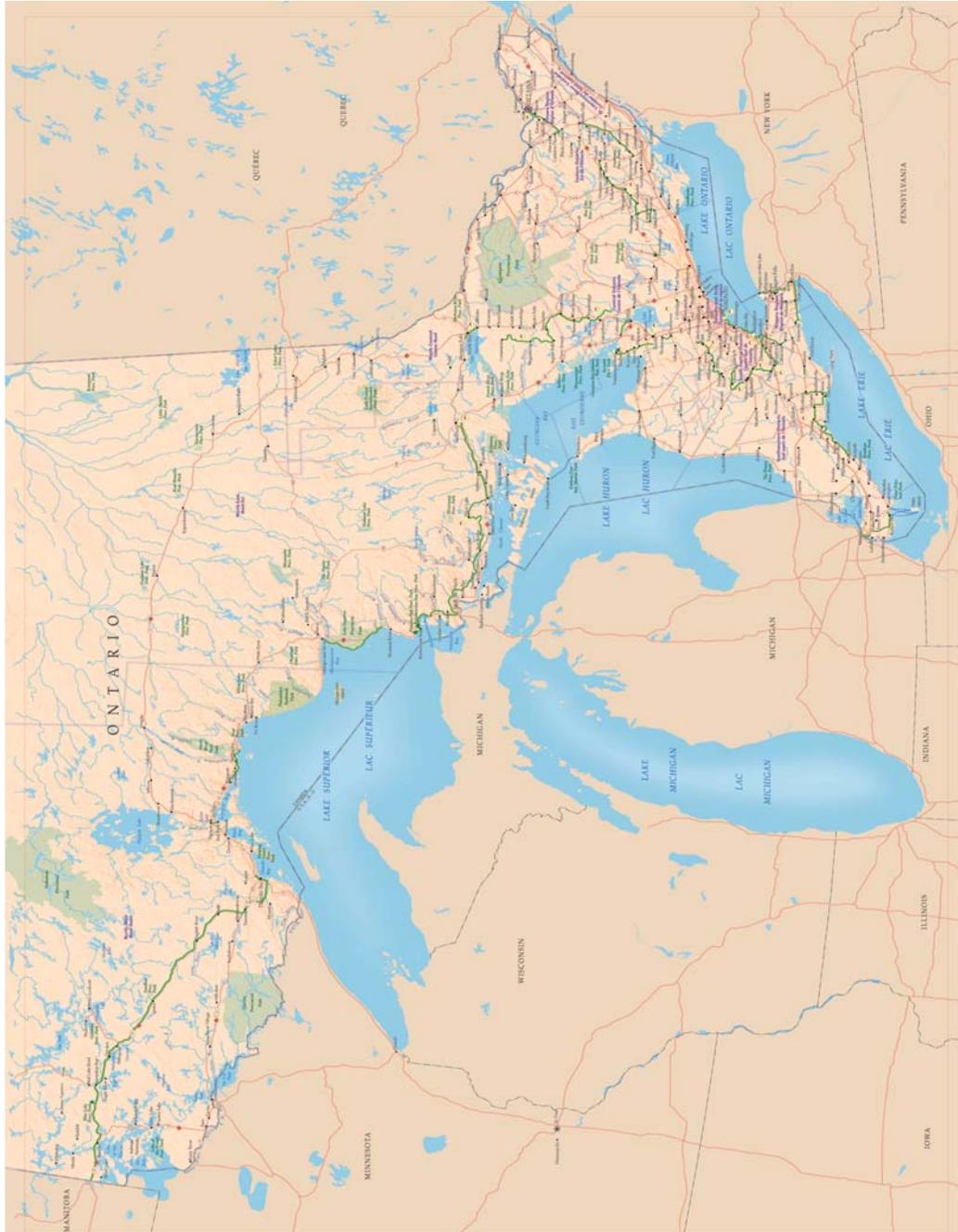
- Over **42,000 Ontarians** can attribute their jobs to the Trans Canada Trail in Ontario's recurrent expenditures;
- Total recurrent tax collections will add to about **\$1.04 billion** annually for all levels of government, of which nearly \$140.7 million per year will remain with local governments in Ontario.
- A total of about **\$2.4 billion** will be generated annually in value added income in the Province of Ontario. Of that, a total of **\$152.8 million** will be sustained by non-local user expenditures. This demonstrates the overwhelming impact of the local users – they are by far the largest proportion of users, generating the most user days, and while spending less per person per day, are generating the lions share of the economic activity and expenditures associated with the use of the TCT-ON. Non-local expenditure represents an injection of “new money” into an economy.

Construction of the currently undeveloped portions of the TCT-ON will generate an additional **\$247.5 million** in new income to the province, which supports **3,688 person years** of total provincial employment and combined tax impacts for all three levels of government in the amount of **\$92 million**.

One of the major challenges facing the Trans Canada Trail in Ontario at present is a lack of funds to complete the currently undeveloped sections of Trail. It is interesting to note that the cost of constructing the currently undeveloped sections of Trail could be recovered in just **four years** worth of total tax revenue from all three levels of government from the non-local users' non-durable expenditures alone.

This study also indicates the importance of marketing, promotion and attraction efforts in order to achieve significant economic impacts. Additionally, communities will need to work together to encourage the development of the infrastructure, businesses and services required by trail users. There are significant opportunities to be realized and many ongoing economic benefits can occur as a result of a well established, well marketed and well supported Trans Canada Trail in Ontario.

## Appendix 1 – Map of Trans Canada Trail In Ontario



## Appendix 2 – Province of Ontario Travel Regions



## Appendix 3 – Schollen Inventory

### Trans Canada Trail Ontario - Trail Inventory Table

#### Region 1 - Essex

#	From	To	Status	Registration	Type *	Level **	Comments
1.1	Windsor		Completed	yes	Local Road	N/A	
1.2	Windsor (east side)	Concession Rd. 3 & Peterson Rd. (W. of Ruthven)	Completed	yes	Rail Corridor	N/A	Chrysler Canada Greenway
1.3	Windsor	Windsor Rd. 3 & Peterson Rd. (W. of Ruthven)	Proposed	no	Local Road	N/A	
1.4	Rutland	Windsor via County Rd.	Proposed	no	Local Road	H	
Total Distance							
			Region 1 - Proposed & Completed Trails:		21.5		

#### Region 2 - South Western Ontario

#	From	To	Status	Registration	Type *	Level **	Comments
2.1	Windsor via County Rd.	Chatham Municipal Urban County Rd. 35	Proposed	no	Local Road	G	
2.2	Municipal Drain County Road 35	Chatham-Kent Maple Line	Proposed	no	Off-road	E	
2.3	Chatham-Kent Maple Line	Chatham-Kent Lewis Line	Proposed	no	Local Road	G	
2.4	Chatham-Kent Lewis Line	Mitchells Bay	Proposed	no	Off-road	E	
2.5	Mitchells Bay	Port Glasgow	Proposed	no	Local Road	G	
2.6	Port Glasgow	St. Thomas	Completed	yes	Local Road	N/A	along concession roads
2.7	St. Thomas	Orwell	Completed	yes	Local Road	N/A	Follows Secondary Highways
2.8	Orwell	Summers Corners	Proposed	no	Local Road	F	Follows Secondary Highways - along historical route
2.9	Summers Corners	Tillemont	Proposed	no	Local Road	F	proposed along historical trail route
2.10	Summers Corners	Tillemont	Completed	yes	Local Road	N/A	along Springfield Road
2.11	Tillemont	Deer Park	Proposed	no	Local Road	F	proposed along historical trail route
2.12	Deer Park	Deer Park	Proposed	no	Local Road	F	
2.13	Deer Park	8th Concession Rd. (near Waterford)	Proposed	no	Rail Corridor	C	
2.14	Waterford	York	Completed	yes	Rail Corridor	N/A	partial Rail Corridor/ partial Other Trail
2.15	York	Dunnville	Proposed	no	Rail Corridor	C	Registered - route may change - partial on-road cycling
2.16	Dunnville	Feeder Road North	Completed	yes	Cycling & Rail	N/A	partial On-Road Cycling/ partial Rail Corridor
Total Distance							
			Region 2 - Proposed & Completed Trails:		432		

#### Region 3 - Niagara Region

#	From	To	Status	Registration	Type *	Level **	Comments
3.1	Feeder Road North	Port Colborne	Completed	yes	Rail Corridor	N/A	on-road cycling
3.2	Port Colborne	Niagara-on-the-Lake	Proposed	no	Rail Corridor	C	
3.3	Niagara-on-the-Lake	Regway	Completed	yes	Varies	N/A	Rail and both On- and Off-Road Cycling
Total Distance							
			Region 3 - Proposed & Completed Trails:		16		

Registration = Yes / No

Type = Description of the type of right-of-way each section of trail follows.

Level A - Rail trail; 4.5 metre wide asphalt

Level B - Hydro Corridor; 3.5 metre wide gravel

Level C - Rail trail; 3.5 metre wide gravel

Level D - Hydro Corridor; 3.5 metre wide asphalt

Level E - Hydro Corridor; 3.5 metre wide asphalt

Level F - Off-road trail; 3.0 metre wide asphalt

Level G - Off-road trail; 3.0 metre wide gravel

Level H - On-road/shoulder; 2.5 metre wide (widening required)

Level I - On-road/shoulder; 2.5 metre wide (no widening required)

Level J - Bike Lane; On-road 1.5 metre wide each side

Level K - Hiking Trail; 1.5 metre wide cleared right-of-way

N/A: Section already built - not applicable for this section

\*\* Level: Refers to the proposed trail development standard proposed for each section of the route (A to K).

Level A - Rail trail; 4.5 metre wide asphalt

Level B - Hydro Corridor; 3.5 metre wide gravel

Level C - Rail trail; 3.5 metre wide gravel

Level D - Hydro Corridor; 3.5 metre wide asphalt

Level E - Hydro Corridor; 3.5 metre wide asphalt

Level F - Off-road trail; 3.0 metre wide asphalt

Level G - Off-road trail; 3.0 metre wide gravel

Level H - On-road/shoulder; 2.5 metre wide (widening required)

Level I - On-road/shoulder; 2.5 metre wide (no widening required)

Level J - Bike Lane; On-road 1.5 metre wide each side

Level K - Hiking Trail; 1.5 metre wide cleared right-of-way

N/A: Section already built - not applicable for this section

Region 4 - South - Central Ontario

#	From	To	Distance (km)	Status	Registration	Type*	Level**	Comments	
4.1	8th Concession Rd. (near Waterford)	Brantford	25	Proposed	no	Rail/Trail Corridor	B	Not Registered - map shows proposed rail and partial trail corridor	
4.2	Brantford	Brantford	19	Completed	yes	Off-Road	N/A		
4.3	Hamilton	Hamilton	18	Completed	yes	Local Road	N/A	Just rail portion	
4.4	Hamilton	County Rd. #25 (W. of Brant)	23	Completed	yes	Local Road	N/A	Waterfront Trail / Off-Road Cycling	
4.5	Hamilton	Colasdonia	16	Completed	yes	Rail Corridor	N/A		
4.6	Hamilton	Cambridge	27	Completed	yes	Local Road	N/A		
4.7	Brantford	Kitchener	13	Completed	yes	Local Road	N/A		
4.8	Cambridge	Waterloo	21	Completed	yes	Local Road	N/A		
4.9	Kitchener	Waterloo	21	Completed	yes	Local Road	N/A		
4.10	Waterloo	St. Jacobs	14	Completed	yes	Local Road	N/A		
4.11	Waterloo	St. Jacobs	17	Completed	yes	Local Road	N/A		
4.12	Waterloo	St. Jacobs	17	Completed	yes	Rail Corridor	N/A		
4.13	Waterloo	St. Jacobs	23	Completed	yes	Rail Corridor	N/A		
4.14	Guelph	Egga	20	Proposed	no	Local Road	H		
4.15	Egga	Hwy #10	56	Completed	yes	Rail Corridor	N/A	Egga Cataraug Trail	
Total Distance			325	Region 4 - Proposed Trails:					45

Region 4 - Proposed & Completed Trails:

Region 5 - Toronto and Area

#	From	To	Distance (km)	Status	Registration	Type*	Level**	Comments	
5.1	County Rd. #25 (W. of Brant)	Toronto (at Beach Rd.)	35	Completed	yes	Varies	N/A		
5.2	Beech Ave	Queen Street East	0.2	Proposed	no	Off-Road	F		
5.3	Queen Street East	Fairingbrook Rd.	1	Proposed	no	Off-Road	F		
5.4	Fairingbrook Rd.	Commerce Drive	0.5	Proposed	no	Off-Road	F		
5.5	Commerce Drive	St. Paul Street East	0.5	Proposed	no	Bike Lane	J		
5.6	St. Paul Street East	Highway 7	0.7	Proposed	no	Off-Road	F		
5.7	Halls Ave	Brimley Rd.	0.8	Proposed	no	Off-Road	F		
5.8	Brimley Rd.	Active Rail Corridor (east of Comatrac)	3	Proposed	no	Bike Lane	J		
5.9	Active Rail Corridor (east of Comatrac)	Kennedy Transit Station/Taylor Creek Hydro Corridor	1.5	Proposed	no	Off-Road	D		
5.10	Kennedy Transit Station/Taylor Creek Hydro Corridor	Gatineau Hydro Corridor	1.5	Proposed	no	Off-Road	D		
5.11	Gatineau Hydro Corridor	Hydro Corridor	5.5	Proposed	no	Off-Road	D		
5.12	Brimley Dr.	Orin Park	1.5	Proposed	no	Bike Lane	F		
5.13	Orin Park	Port Union Road	1.5	Proposed	no	Off-Road	F		
5.14	Highland Creek Trail	Port Union Road	5.5	Completed	no	Off-Road	N/A		
5.15	Rail Line	Port Union Road	1.3	Proposed	no	Off-Road	F		
5.16	Port Union Road	Lawrence Avenue	0.5	Proposed	no	Bike Lane	J		
5.17	Lawrence Ave.	Kouge Beach (Pied Bridge to Pickering)	1.8	Proposed	no	Bike Lane	J		
5.18	Pickering	Pickering	13	Completed	yes	Varies	N/A		
5.19	Pickering	Hwy #7	19	Proposed	no	Off-Road	F		
Total Distance			114.3	Region 5 - Proposed Trails:					40.8

Region 5 - Proposed & Completed Trails:

Region 5 - Proposed Trail:

Registration = Yes / No  
Type = Description of the type of right-of-way each section of trail follows.  
Rail Corridor / Hydro Corridor / Off-Road / Local Road (LR) / Secondary Highway (SH) / Trans Canada Highway (TCH) / Varies  
= Proposed section of trail

\*\* Level: Refers to the proposed trail development standard proposed for each section of the route (A to K).  
Level A - Rail trail, 4.5 metre wide asphalt  
Level B - Rail trail, 3.5 metre wide asphalt  
Level C - Rail trail, 3.5 metre wide granular  
Level D - Hydro Corridor, 3.5 metre wide granular  
Level E - Hydro Corridor, 3.5 metre wide granular  
Level F - Off-road trail, 3.0 metre wide asphalt  
Level G - Off-road trail, 3.0 metre wide granular  
Level H - On-road/paved shoulder, 2.5 metre wide (widening required);  
Level I - On-road/paved shoulder, 2.5 metre wide (no widening required);  
Level J - Bike Lane: On-road, 1.5 metre wide each side;  
Level K - Hiking Trail: 1.5 metre wide cleared right-of-way;  
N/A: Section already built - not applicable for this section

**Region 6 - Central Ontario**

#	From	To	Distance (km)	Status	Registration	Type*	Level**	Comments	
6.1	Highway 10	Pelee	18	Completed	yes	Rail Corridor	N/A	Caledon Railway	
6.2	Highway 9	Highway 9	6	Proposed	no	Rail Corridor	C		
6.3	Highway 9	Orillia	22	Proposed	no	Rail Corridor	C		
6.4	Highway 400	Highway 400	15	Completed	yes	Rail Corridor	N/A		
6.5	Highway 400	Highway 400	11	Proposed	no	Local Road	I		
6.6	Highway 400	Highway 400	12	Completed	yes	Off-road	N/A		
6.7	Highway 400	Highway 400	5	Proposed	no	Rail Corridor	C		
6.8	Highway 400	Highway 400	22	Completed	yes	Rail Corridor	N/A	North Simcoe Rail Trail	
6.9	Highway 400	Highway 400	22	Completed	yes	Rail Corridor	N/A	Trillium Trail	
6.10	Highway 400	Highway 400	22	Completed	yes	Rail Corridor	N/A	Rotary Park Trail	
6.11	Highway 400	Highway 400	3	Proposed	no	Bike Lane	N/A		
6.12	Highway 400	Highway 400	15	Proposed	no	Rail Corridor	N/A	Midland Railway Waterfront Trail	
6.13	Highway 400	Highway 400	4	Proposed	no	Rail Corridor	C		
6.14	Highway 400	Highway 400	15	Proposed	no	Rail Corridor	C	Excluding Uthoff Trail	
6.15	Highway 400	Highway 400	20	Completed	yes	Rail Corridor	N/A	Orillia's Trails for Life	
6.16	Highway 400	Highway 400	7	Proposed	no	Local Road	I	partially along road corridor	
6.17	Highway 400	Highway 400	29	Completed	yes	Rail Corridor	N/A	Section on-road between Bush Rd & Housley Rapids	
6.18	Highway 400	Highway 400	23	Completed	yes	Off-road	N/A	Greenhurst Trail - section on road	
6.19	Highway 400	Highway 400	23	Completed	yes	Off-road	N/A	Central Muskoka Trail	
6.20	Highway 400	Highway 400	43	Completed	yes	Off-road	N/A	Segun Trail, Hoggan Trail, Kate Pace Way.	
6.21	Highway 400	Highway 400	43	Completed	yes	Off-road	N/A		
6.22	Highway 400	Highway 400	7	Completed	yes	Local Road	I		
6.23	Highway 400	Highway 400	18	Proposed	no	Rail Corridor	C		
6.24	Highway 400	Highway 400	10	Proposed	no	Off-road	G	7 to 10 km registered	
6.25	Highway 400	Highway 400	42	Proposed	no	Off-road	G	Signage required	
6.26	Highway 400	Highway 400	10	Proposed	no	Rail Corridor	C	Signage required	
6.27	Highway 400	Highway 400	34	Proposed	no	Rail Corridor	B	Railway tracks pulled up	
6.28	Highway 400	Highway 400	6.7	Completed	yes	Off-road	N/A		
6.29	Highway 400	Highway 400	35	Proposed	no	Off-road	I		
6.30	Highway 400	Highway 400	19	Completed	yes	Rail Corridor	N/A		
6.31	Highway 400	Highway 400	19	Completed	yes	Rail Corridor	N/A		
6.32	Highway 400	Highway 400	19	Completed	yes	Rail Corridor	N/A		
Total Distance			833.9	Region 6 - Proposed Trails:					282

**Region 7 - St. Lawrence River Corridor**

#	From	To	Distance (km)	Status	Registration	Type*	Level**	Comments	
7.1	Highway 10	Highway 10	40	Completed	yes	Rail Corridor	N/A		
7.2	Highway 10	Highway 10	40	Proposed	no	Off-road	G		
7.3	Highway 10	Highway 10	49	Completed	yes	Rail Corridor	N/A	Catawaqui Trail	
7.4	Highway 10	Highway 10	21	Completed	yes	Rail Corridor	N/A	Catawaqui Trail	
Total Distance			133	Region 7 - Proposed Trails:					40

Registration = Yes / No  
 Type = Rail Corridor / Off-Road / Local Road / Local Road (R) /  
 Secondary Highway (SH) / Trans Canada Highway (TCH) / Varies

\*\* Levels: Refers to the proposed trail development standard proposed for each section of the route (A to K).  
 Level A - Rail Corridor  
 Level B - Rail trail, 3.5 metre wide asphalt  
 Level C - Rail trail, 3.5 metre wide gravel  
 Level D - Hydro Corridor, 3.5 metre wide asphalt  
 Level E - Hydro Corridor, 3.5 metre wide gravel  
 Level F - Off-road trail, 3.0 metre wide asphalt  
 Level G - Off-road trail, 3.0 metre wide gravel  
 Level H - On-road/paved shoulder, 2.5 metre wide (widening required)  
 Level I - On-road/paved shoulder, 2.5 metre wide (no widening required)  
 Level J - Bike Lane, On-road, 1.5 metre wide each side  
 Level K - Hiking Trail, 1.5 metre wide cleared light-of-way  
 N/A: Section already built - not applicable for this section

**Region 8 - Ottawa Region**

#	From	To	Distance (km)	Status	Registration	Type *	Level**	Comments
8.1	From Hwy 17 (E. of Carleton Place)	to Hwy 10	46	Completed	no	Local Road	N/A	Ontario Carleton Railway
Total Distance: 46								

Region 8 - Proposed & Completed Trails:

**Region 9 - Eastern Ontario**

#	From	To	Distance (km)	Status	Registration	Type *	Level**	Comments
9.1	Central Hastingsford	Brookville	26	Completed	yes	Local Road	N/A	
9.2	Stuart Lake	Stuart Lake Road	8	Proposed	no	Local Road	C	
9.3	County Road 42 (Parish)	County Road 5 (N. of Newbyrne)	13	Proposed	no	Rail Corridor	C	Catawagui Trail
9.4	Smiths Falls	Carleton Place	28	Proposed	no	Rail Corridor	C	
9.5	Carleton Place	County Road 17	3	Completed	yes	Local Road	N/A	Ontario Carleton Railway
Total Distance: 100								

Region 9 - Proposed & Completed Trails:

**Region 10 - North - Central**

#	From	To	Distance (km)	Status	Registration	Type *	Level**	Comments
10.1	7km N. of Huntsville	Magnoliawan	25	Completed	yes	Local Road	N/A	
10.2	Magnoliawan	Comando	70	Completed	yes	Local Road	N/A	Follows Old Nipissing Road
10.3	Comando	North Bay	12	Completed	no	Local Road	N/A	
10.4	Carleton Place	West of Verrier	72	Proposed	no	Rail Corridor	C	
10.5	North Bay	North Bay	244	Proposed	no	Rail Corridor	C	
Total Distance: 444								

Region 10 - Proposed & Completed Trails:

Registration = Yes / No

Type = Description of the type of right-of-way each section of trail follows.

Rail Corridor / Hydro Corridor / Off-Road / Local Road (LR) /

Secondary Highway (SH) / Trans Canada Highway (TCH) / Varies

Proposed section of trail

\*\* Level: Refer to the proposed trail development standard proposed for each section of the route (A to K).

Level A - Rail trail: 4.5 metre wide asphalt

Level B - Rail trail: 3.5 metre wide asphalt

Level C - Rail trail: 3.5 metre wide granular

Level D - Hydro Corridor: 3.5 metre wide asphalt

Level E - Hydro Corridor: 3.5 metre wide granular

Level F - Off-road trail: 3.0 metre wide asphalt

Level G - Off-road trail: 3.0 metre wide granular

Level H - Off-road trail: 3.0 metre wide granular-diverse terrain conditions/remote locale

Level I - Off-road paved shoulder: 2.5 metre wide (widening required)

Level J - Off-road paved shoulder: 2.5 metre wide (no widening required)

Level K - Bike lane: Off-road 1.5 metre wide each side

Level L - Hiking trail: 1.5 metre wide cleared right-of-way

N/A: Section already built - not applicable for this section

#	From	Distance (km)	Status	Registration	Type**	Level**	Comments	
11.1	West of Verner	61	Proposed	no	Rail corridor	C		
11.2	East of Capreol	2.3	Completed	no	Local Road	N/A		
11.3	East of Capreol	3	Completed	no	Off-road	N/A		
11.4	Capreol	6	Proposed	no	Off-road	G		
11.5	Capreol	6	Completed	no	Off-road	N/A		
11.6	Via Inlet	2	Proposed	no	Local Road	1		
11.7	Via Inlet	1	Completed	no	Local Road	N/A		
11.8	Via Inlet	1	Proposed	no	Off-road	G		
11.9	Via Inlet	3	Completed	no	Off-road	N/A		
11.10	Via Caron	25	Proposed	no	Off-road	G		
11.11	Via Caron	8	Completed	no	Off-road	N/A		
11.12	Sturby (City Centre)	14	Proposed	no	Off-road	G		
11.13	Fielding Park	3	Completed	no	Off-road	N/A		
11.14	Hilcrest Park / Mikikoa	1	Completed	no	Local Road	N/A		
11.15	Mikikoa	8	Completed	no	Off-road	N/A		
11.16	Oja Park	0.5	Completed	no	Local Road	N/A		
11.17	Oja Park	2	Completed	no	Off-road	N/A		
11.18	Blueberry Hill	0.5	Completed	no	Local Road	N/A		
11.19	Centennial Park	75	Proposed	no	Off-road	G		
11.20	Blueberry Hill	2.25	Completed	no	Off-road	N/A		
11.21	Centennial Park	25	Proposed	no	Local Road	1		
11.22	Naim Centre	20	Proposed	no	Local Road	1		
11.23	McKerrow / Espanola	48	Proposed	no	TCH	1		
11.24	Massey	46	Proposed	no	SH	1		
11.25	Elliot Lake	183	Completed	Yes	Hiking Trail	N/A	Voyageur Hiking Trail	
11.26	Sault Ste Marie	12	Completed	no	Hiking Trail	N/A	Voyageur Hiking Trail	
11.27	Gouais River (South Side)	2	Proposed	no	Hiking Trail	N/A	Voyageur Hiking Trail	
11.28	Gouais River (North Side)	2	Proposed	no	Hiking Trail	N/A	Voyageur Hiking Trail	
11.29	Acopawa Bay	65	Proposed	no	Hiking Trail	K	Voyageur Hiking Trail	
11.30	Acopawa Bay	49	Completed	no	Hiking Trail	N/A	Coastal Hiking Trail	
11.31	Lake Superior Provincial Park (South Half)	30	Proposed	no	Hiking Trail	K	Voyageur Hiking Trail	
11.32	Wawa	35	Proposed	no	Hiking Trail	K	Voyageur Hiking Trail	
11.33	Wawa	35	Proposed	no	Hiking Trail	K	Voyageur Hiking Trail	
<b>Total Distance</b>		<b>751.76</b>	<b>Region 11 - Proposed &amp; Completed Trails:</b>					<b>458</b>

\*\* Level: Refers to the proposed trail development standard proposed for each section of the route (A to K).  
 Level A - Rail trail, 4.5 metre wide asphalt  
 Level B - Rail trail, 3.5 metre wide asphalt  
 Level C - Rail trail, 3.5 metre wide granular  
 Level D - Hydro Corridor, 3.5 metre wide granular  
 Level E - Hydro Corridor, 3.5 metre wide asphalt  
 Level F - Off-road trail, 3.0 metre wide asphalt  
 Level G - Off-road trail, 3.0 metre wide granular  
 Level H - Off-road trail, 3.0 metre wide granular  
 Level I - On-road paved shoulder, 2.5 metre wide (widening required)  
 Level J - On-road paved shoulder, 2.5 metre wide (widening required)  
 Level K - Hiking trail, 1.5 metre wide elevated right-of-way  
 Level L - Hiking trail, 1.5 metre wide elevated right-of-way  
 N/A: Section already built - not applicable for this section

Registration = Yes / No  
 Type = Description of the type of right-of-way each section of trail follows.  
 Rail Corridor / Hydro Corridor / Off-Road / Local Road (LR) /  
 Secondary Highway (SH) / Trans Canada Highway (TCH) / Varies  
 = Proposed section of trail

#	From	To	Distance (km)	Status	Registration	Type *	Level **	Comments
12.1	155km west (along coast)	Pic River	160	Proposed	no	Hiking Trail	K	Yoyogebur Hiking Trail
12.2	Pic River	Macdonald	15	Completed	no	Hiking Trail	N/A	Yoyogebur Hiking Trail
12.3	Macdonald	Macdonald (North of Macdonald)	15	Completed	no	Hiking Trail	N/A	Yoyogebur Hiking Trail
12.4	Macdonald / (North of Macdonald)	Macdonald Bay	37	Proposed	no	TCH	N/A	Follows Trans Canada Highway
12.5	Macdonald Bay	Rossport	60	Completed	yes	TCH	N/A	Follows Trans Canada Highway
12.6	Rossport	Niipigon	73	Proposed	no	Off Road	N/A	Alternative to highway is being investigated
12.7	Niipigon	Red Rock	5	Completed	yes	Off Road	N/A	
12.8	Red Rock	Pass Lake	61	Proposed	no	TCH	1	
12.9	Pass Lake	Sleeping Giant PP	45	Proposed	no	Local Road	1	
12.10	Pass Lake	Thunder Bay	41	Proposed	no	TCH	1	Follows Trans Canada Highway
12.11	Thunder Bay	Thunder Bay	2	Completed	yes	Local Road	N/A	
12.12	Thunder Bay	Kakabeka Falls	30	Completed	yes	Local Road	N/A	
12.13	Thunder Bay	Ignace	235	Temporary	no	TCH	N/A	Follows Trans Canada Highway (Highway 17)
12.14	Ignace	Dryden	14	Temporary	yes	Off Road	N/A	
12.15	Ignace	Dryden	105	Temporary	yes*	Local Road	N/A	Follows Trans Canada Highway (Highway 17)
12.16	Dryden	Vermilion Bay	40	Temporary	yes	TCH	N/A	Follows Trans Canada Highway (Highway 17)
12.18	Vermilion Bay	Kenora	42	Completed	yes	Local Road	N/A	Follows Trans Canada Highway (Highway 17)
12.19	Vermilion Bay	Kenora	71	Temporary	no	TCH	N/A	Follows Trans Canada Highway (Highway 17)
12.20	Kenora	Manitoba Border	19	Temporary	no	Local Road	N/A	Follows Trans Canada Highway (Highway 17)
12.21	Kenora	Manitoba Border	58	Temporary	no	TCH	N/A	Follows Trans Canada Highway (Highway 17)
<b>Total Distance</b>			<b>1157</b>	<b>Region 12 - Proposed trail:</b>				

<b>Total Proposed Trail System:</b>	<b>1813.3</b>
<b>Total Completed Trail System:</b>	<b>2247.35</b>
<b>TOTAL PROPOSED &amp; COMPLETED TRAIL SYSTEM:</b>	<b>4060.65</b>

Registration = Yes / No  
 Type = Description of the type of right-of-way each section of trail follows.  
 Rail Corridor / Hydro Corridor / Off Road / Local Road (LR) /  
 Secondary Highway (SH) / Trans Canada Highway (TCH) / Varies

☐ = Proposed section of trail

\*\* Level: Refers to the proposed trail development standard proposed for each section of the route (A to K).  
 Level A - Rail trail: 4.5 metre wide asphalt  
 Level B - Rail trail: 3.5 metre wide asphalt  
 Level C - Rail trail: 3.5 metre wide granular  
 Level D - Hydro Corridor: 3.5 metre wide asphalt  
 Level E - Hydro Corridor: 3.5 metre wide granular  
 Level F - Off-road trail: 3.0 metre wide asphalt  
 Level G - Off-road trail: 3.0 metre wide granular  
 Level H - On-road/paved shoulder: 2.5 metre wide (widening required);  
 Level I - On-road/paved shoulder: 2.5 metre wide (no widening required);  
 Level J - Bike Lane: On-road 1.5 metre wide each side;  
 Level K - Hiking Trail: 1.5 metre wide cleared right-of-way;  
 N/A: Section already built - not applicable for this section

## Appendix 4 – Schollen Construction Cost Estimates

### Trail Cost Estimates For Each Level

#### Level A

##### Rail Trail - 4.5m wide asphalt

###### General Description & Assumptions

- 6.0m RoW (6000m<sup>2</sup>/kilometre)
- 4.5m asphalt (4500m<sup>2</sup>/kilometre)
- Assumes cost of salvaging railway rails, ties and ballast (if required) will be off-set by profit from sale of material
- Assumes minimal obstructions exist and only minor grading is required along length of RoW
- Centre line painting
- Constructed within and in close proximity to urban areas

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km		
A1	Site grading, leveling and compaction	m <sup>2</sup>	\$ -	\$ 0.50	\$ 1.00	6000	\$ 1.50	\$ 9,000.00		
A2	4.5m wide asphalt path (including granular base)	m <sup>2</sup>	\$ 10.00	\$ 8.00	\$ 12.00	4500	\$ 30.00	\$ 135,000.00		
A3	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00		
								<b>Sub Total - Trail Only</b>	<b>\$ 148,000.00</b>	
A4	TCT trail maker ( 1 marker every 500 metres)	each	\$ 400.00	\$ 50.00	\$ -	2	\$ 450.00	\$ 900.00		
A5	Interpretive signs (1 sign approx. every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00		
A6	Road / highway crossings (incl. bollards, gates, signage)	allowance	\$ 3,500.00	\$ 1,500.00	\$ 2,500.00	1.5	\$ 7,500.00	\$ 11,250.00		
A7	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 2.00	\$ 1.00	\$ 1.50	1500	\$ 4.50	\$ 6,750.00		
A8	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00		
A9	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00		
A10	Lighting (standards spaced 40m oc)	each	\$ 2,000.00	\$ 400.00	\$ 800.00	25	\$ 3,200.00	\$ 80,000.00		
								<b>Sub Total - Amenities</b>	<b>\$ 106,350.00</b>	
									<b>% of Total</b>	
								<b>Materials Only:</b>	<b>\$ 110,650.00</b>	<b>43.50%</b>
								<b>General Labour Only:</b>	<b>\$ 56,450.00</b>	<b>22.19%</b>
								<b>Machinery &amp; Skilled Labour:</b>	<b>\$ 87,250.00</b>	<b>34.30%</b>
								<b>TOTAL COST / KM :</b>	<b>\$ 254,350.00</b>	<b>100.00%</b>

#### Level B

##### Rail Trail - 3.5m wide asphalt

###### General Description

- 6.0m RoW (6000m<sup>2</sup>/kilometre)
- 3.5m asphalt (3500m<sup>2</sup>/kilometre)
- Assumes cost of salvaging railway rails, ties and ballast (if required) will be off-set by profit from sale of material
- Assumes minimal obstructions exist and only minor grading is required along length of RoW
- centre line painting
- constructed within 10km of urban centre

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km		
B1	Site grading, leveling and compaction	m <sup>2</sup>	\$ -	\$ 0.50	\$ 1.00	6000	\$ 1.50	\$ 9,000.00		
B2	3.5m wide asphalt path (including granular base)	m <sup>2</sup>	\$ 10.00	\$ 8.00	\$ 12.00	3500	\$ 30.00	\$ 105,000.00		
B3	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00		
								<b>Sub Total - Trail Only</b>	<b>\$ 118,000.00</b>	
B4	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00		
B5	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00		
B6	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 2,500.00	\$ 1,000.00	\$ 1,500.00	1.5	\$ 5,000.00	\$ 7,500.00		
B7	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 2.00	\$ 1.00	\$ 1.50	2500	\$ 4.50	\$ 11,250.00		
B8	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00		
B9	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00		
								<b>Sub Total - Amenities</b>	<b>\$ 26,600.00</b>	
									<b>% of Total</b>	
								<b>Materials Only:</b>	<b>\$ 50,650.00</b>	<b>35.03%</b>
								<b>General Labour Only:</b>	<b>\$ 38,700.00</b>	<b>26.76%</b>
								<b>Machinery &amp; Skilled Labour:</b>	<b>\$ 55,250.00</b>	<b>38.21%</b>
								<b>TOTAL COST / KM :</b>	<b>\$ 144,600.00</b>	<b>100.00%</b>

**Level C**

**Rail Trail - 3.5m wide granular**

**General Description**

- 6.0m RoW (6000m2/kilometre)
- 3.5m granular (3500m2/kilometre)
- Assumes cost of salvaging railway rails, ties and ballast (if required) will be off-set by profit from sale of material
- Assumes minimal obstructions exist and only minor grading is required along length of RoW
- constructed outside 10km radius of urban centre

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
C1	Site grading, leveling and compaction	m <sup>2</sup>	\$ -	\$ 0.50	\$ 1.00	6000	\$ 1.50	\$ 9,000.00	
C2	3.5m wide granular path (including granular base)	m <sup>2</sup>	\$ 5.00	\$ 3.50	\$ 6.50	3500	\$ 15.00	\$ 52,500.00	
C3	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00	
								<b>Sub Total - Trail Only</b>	<b>\$ 65,500.00</b>
C4	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00	
C5	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00	
C6	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 5,000.00	\$ 2,500.00	\$ -	1.5	\$ 7,500.00	\$ 11,250.00	
C7	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 4.00	\$ 3.00	\$ 2.00	2500	\$ 9.00	\$ 22,500.00	
C8	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00	
C9	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00	
								<b>Sub Total - Amenities</b>	<b>\$ 41,600.00</b>
									<b>% of Total</b>
								<b>Materials Only: \$ 41,900.00</b>	<b>39.12%</b>
								<b>General Labour Only: \$ 30,200.00</b>	<b>28.20%</b>
								<b>Machinery &amp; Skilled Labour: \$ 35,000.00</b>	<b>32.68%</b>
								<b>TOTAL COST / KM : \$ 107,100.00</b>	<b>100.00%</b>

**Level D**

**Hydro Corridor - 3.5m wide asphalt**

**General Description**

- 5.5m RoW (5500m2/kilometre)
- 3.5m Asphalt (3500m2/kilometre)
- Assumes minimal obstructions exist and minimal grading is required along length of RoW
- Constructed within 10km radius of urban centres

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
D1	Clearing & grubbing (including disposal)	m <sup>2</sup>	\$ -	\$ 0.25	\$ 1.25	5500	\$ 1.50	\$ 8,250.00	
D2	Stripping of topsoil	m <sup>2</sup>	\$ -	\$ -	\$ 1.00	5500	\$ 1.00	\$ 5,500.00	
D3	Site grading, leveling and compaction	m <sup>2</sup>	\$ -	\$ 0.50	\$ 1.00	5500	\$ 1.50	\$ 8,250.00	
D4	3.5m wide asphalt path (including granular base)	m <sup>2</sup>	\$ 10.00	\$ 8.00	\$ 12.00	3500	\$ 30.00	\$ 105,000.00	
D5	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00	
								<b>Sub Total - Trail Only</b>	<b>\$ 131,000.00</b>
D6	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00	
D7	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00	
D8	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 5,000.00	\$ 2,500.00	\$ -	1.5	\$ 7,500.00	\$ 11,250.00	
D9	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 4.00	\$ 3.00	\$ 2.00	2000	\$ 9.00	\$ 18,000.00	
D10	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00	
D11	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00	
								<b>Sub Total - Amenities</b>	<b>\$ 37,100.00</b>
									<b>% of Total</b>
								<b>Materials Only: \$ 57,400.00</b>	<b>34.15%</b>
								<b>General Labour Only: \$ 45,575.00</b>	<b>27.11%</b>
								<b>Machinery &amp; Skilled Labour: \$ 65,125.00</b>	<b>38.74%</b>
								<b>TOTAL COST / KM : \$ 168,100.00</b>	<b>100.00%</b>

**Level E**  
**Hydro Corridor - 3.5m wide granular**

**General Description**  
 - 5.5m RoW (5500m<sup>2</sup>/kilometre)  
 - 3.5m granular (3500m<sup>2</sup>/kilometre)  
 - Assumes minimal obstructions exist and minimal grading is required along length of RoW  
 - constructed outside 10km radius of urban centre

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
E1	Clearing & grubbing (including disposal)	m <sup>2</sup>	\$ -	\$ 0.25	\$ 1.25	5500	\$ 1.50	\$ 8,250.00	
E2	Stripping of topsoil	m <sup>2</sup>	\$ -	\$ -	\$ 1.00	5500	\$ 1.00	\$ 5,500.00	
E3	Site grading, leveling and compaction	m <sup>2</sup>	\$ -	\$ 0.50	\$ 1.00	5500	\$ 1.50	\$ 8,250.00	
E4	3.5m wide granular path (including granular base)	m <sup>2</sup>	\$ 5.00	\$ 3.50	\$ 6.50	3500	\$ 15.00	\$ 52,500.00	
E5	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00	
								<b>Sub Total - Trail Only</b>	<b>\$ 78,500.00</b>
E6	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00	
E7	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00	
E8	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 5,000.00	\$ 2,500.00	\$ -	1.5	\$ 7,500.00	\$ 11,250.00	
E9	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 4.00	\$ 3.00	\$ 2.00	2000	\$ 9.00	\$ 18,000.00	
E10	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00	
E11	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00	
								<b>Sub Total - Amenities</b>	<b>\$ 37,100.00</b>
									<b>% of Total</b>
								<b>Materials Only:</b>	<b>\$ 39,900.00</b> 34.52%
								<b>General Labour Only:</b>	<b>\$ 29,825.00</b> 25.80%
								<b>Machinery &amp; Skilled Labour:</b>	<b>\$ 45,875.00</b> 39.68%
								<b>TOTAL COST / KM :</b>	<b>\$ 115,600.00</b> 100.00%

**Level F**  
**Off-Road Trail - 3.0m wide asphalt**

**General Description**  
 - 5.0m ROW (5000m<sup>2</sup>/kilometre)  
 - 3.0m asphalt (3000m<sup>2</sup>/kilometre)  
 - Assumes clear RoW does not exist  
 - Assumes that significant clearing and re-grading will be required in some areas

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
F1	Clearing & grubbing (including disposal)	m <sup>2</sup>	\$ -	\$ 1.00	\$ 2.00	5000	\$ 3.00	\$ 15,000.00	
F2	Stripping of topsoil	m <sup>2</sup>	\$ -	\$ -	\$ 1.50	5000	\$ 1.50	\$ 7,500.00	
F3	Site grading	m <sup>2</sup>	\$ -	\$ 2.00	\$ 3.00	5000	\$ 5.00	\$ 25,000.00	
F4	3.5m wide asphalt path (including granular base)	m <sup>2</sup>	\$ 10.00	\$ 8.00	\$ 12.00	3000	\$ 30.00	\$ 90,000.00	
F5	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00	
								<b>Sub Total - Trail Only</b>	<b>\$ 141,500.00</b>
F6	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00	
F7	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00	
F8	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 5,000.00	\$ 2,500.00	\$ -	1.5	\$ 7,500.00	\$ 11,250.00	
F9	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 4.00	\$ 3.00	\$ 2.00	2000	\$ 9.00	\$ 18,000.00	
F10	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00	
F11	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00	
								<b>Sub Total - Amenities</b>	<b>\$ 37,100.00</b>
									<b>% of Total</b>
								<b>Materials Only:</b>	<b>\$ 52,400.00</b> 29.34%
								<b>General Labour Only:</b>	<b>\$ 52,450.00</b> 29.37%
								<b>Machinery &amp; Skilled Labour:</b>	<b>\$ 73,750.00</b> 41.29%
								<b>TOTAL COST / KM :</b>	<b>\$ 178,600.00</b> 100.00%

**Level G**

**Off-Road Trail - 3.0m wide granular**

**General Description**

- 6.0m ROW (6000m<sup>2</sup>/kilometre)
- 3.0m granular (3000m<sup>2</sup>/kilometre)
- Assumes clear RoW does not exist
- Assumes that significant clearing and re-grading will be required in some areas

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km
G1	Clearing & grubbing (including disposal)	m <sup>2</sup>	\$ -	\$ 1.00	\$ 2.00	5000	\$ 3.00	\$ 15,000.00
G2	Stripping of topsoil	m <sup>2</sup>	\$ -	\$ -	\$ 1.50	5000	\$ 1.50	\$ 7,500.00
G3	Site grading	m <sup>2</sup>	\$ -	\$ 2.00	\$ 3.00	5000	\$ 5.00	\$ 25,000.00
G4	3.5m wide granular path (including granular base)	m <sup>2</sup>	\$ 5.00	\$ 5.00	\$ 5.00	3000	\$ 15.00	\$ 45,000.00
G5	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00
<b>Sub Total - Trail Only</b>								<b>\$ 96,500.00</b>
G6	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00
G7	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00
G8	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 5,000.00	\$ 2,500.00	\$ -	1.5	\$ 7,500.00	\$ 11,250.00
G9	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 4.00	\$ 3.00	\$ 2.00	2000	\$ 9.00	\$ 18,000.00
G10	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00
G11	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00
<b>Sub Total - Amenities</b>								<b>\$ 37,100.00</b>

		% of Total
Materials Only:	\$ 37,400.00	27.99%
General Labour Only:	\$ 43,450.00	32.52%
Machinery & Skilled Labour:	\$ 52,750.00	39.48%
<b>TOTAL COST / KM :</b>	<b>\$ 133,600.00</b>	<b>100.00%</b>

**Level G2**

**Off-Road Trail - 3.0m wide granular - Diverse Terrain Conditions / Remote Location**

**General Description**

- 6.0m ROW (6000m<sup>2</sup>/kilometre)
- 3.0m granular (3000m<sup>2</sup>/kilometre)
- Assumes clear ROW does not exist
- Assumes that significant clearing and re-grading filling and Terrain alteration - remote location will be required in some areas

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km
G1	Clearing & grubbing (including disposal)	m <sup>2</sup>	\$ -	\$ 2.00	\$ 2.00	5000	\$ 4.00	\$ 20,000.00
G2	Stripping of topsoil	m <sup>2</sup>	\$ -	\$ -	\$ 1.50	5000	\$ 1.50	\$ 7,500.00
G3	Site grading	m <sup>2</sup>	\$ -	\$ 3.00	\$ 6.00	5000	\$ 9.00	\$ 45,000.00
G4	3.5m wide granular path (including granular base)	m <sup>2</sup>	\$ 6.00	\$ 7.00	\$ 8.00	3000	\$ 21.00	\$ 63,000.00
G5	Culvert / drainage structure upgrades	each	\$ 300.00	\$ 300.00	\$ 350.00	10	\$ 950.00	\$ 9,500.00
<b>Sub Total - Trail Only</b>								<b>\$ 145,000.00</b>
G6	TCT trail maker ( 1 marker every 500 metres)	each	\$ 150.00	\$ 50.00	\$ -	2	\$ 200.00	\$ 400.00
G7	Interpretive signs (1 sign approx every 5 km of trail)	each	\$ 3,000.00	\$ 500.00	\$ -	0.2	\$ 3,500.00	\$ 700.00
G8	Road / highway crossings (incl. Bollards, gates, signage)	allowance	\$ 5,000.00	\$ 2,500.00	\$ -	1.5	\$ 7,500.00	\$ 11,250.00
G9	Landscape restoration of disturbed areas	m <sup>2</sup>	\$ 5.00	\$ 4.00	\$ 3.00	2000	\$ 12.00	\$ 24,000.00
G10	Benches (2 benches every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	2	\$ 2,250.00	\$ 4,500.00
G11	Trash Receptacles (1 Receptacle every kilometre)	each	\$ 1,500.00	\$ 750.00	\$ -	1	\$ 2,250.00	\$ 2,250.00
<b>Sub Total - Amenities</b>								<b>\$ 43,100.00</b>

		% of Total
Materials Only:	\$ 43,900.00	23.34%
General Labour Only:	\$ 63,200.00	33.60%
Machinery & Skilled Labour:	\$ 81,000.00	43.06%
<b>TOTAL COST / KM :</b>	<b>\$ 188,100.00</b>	<b>100.00%</b>

**Level H**  
**On-Road / Paved Shoulder - 2.5m wide asphalt (both sides) - Widening required**

**General Description**  
 - 2.5m asphalt shoulder on each side of the road (5000m<sup>2</sup> per kilometre)  
 - Assumes road base widening and relocation of some roadside signs, barriers, etc. is required  
 - Proposed on rural and secondary highways

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
H1	Clearing & grubbing, relocating of signage	m <sup>2</sup>	\$ -	\$ 1.50	\$ 0.50	5000	\$ 2.00	\$ 10,000.00	
H2	Site grading, cut & fill	m <sup>2</sup>	\$ -	\$ 1.75	\$ 2.50	5000	\$ 4.25	\$ 21,250.00	
H3	2.5m wide asphalt shoulder (including granular base)	m <sup>2</sup>	\$ 12.00	\$ 10.00	\$ 13.00	5000	\$ 35.00	\$ 175,000.00	
H4	Culvert / drainage structure upgrades/extensions	each	\$ 300.00	\$ 250.00	\$ 250.00	5	\$ 800.00	\$ 4,000.00	
<b>Sub Total - Trail Only</b>								<b>\$ 210,250.00</b>	
H5	TCT trail maker (markers spaced at 500m both sides)	each	\$ 400.00	\$ 50.00	\$ -	4	\$ 450.00	\$ 1,800.00	
H6	Landscape restoration of disturbed areas (seeding)	m <sup>2</sup>	\$ 0.50	\$ 2.00	\$ -	1500	\$ 2.50	\$ 3,750.00	
<b>Sub Total - Amenities</b>								<b>\$ 5,550.00</b>	
									<b>% of Total</b>
<b>Materials Only:</b>								<b>\$ 63,850.00</b>	29.59%
<b>General Labour Only:</b>								<b>\$ 70,700.00</b>	32.76%
<b>Machinery &amp; Skilled Labour:</b>								<b>\$ 81,250.00</b>	37.65%
<b>TOTAL COST / KM :</b>								<b>\$ 215,800.00</b>	100.00%

**Level I**  
**On-Road / Paved Shoulder - 2.5m wide asphalt (both sides) - No Widening of roadway base required**

**General Description**  
 - 2.5m asphalt shoulder on each side of the road (5000m<sup>2</sup>)  
 - Assumes there is an existing gravel shoulder which only requires minimal improvements  
 - Proposed on rural and secondary highways

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
I1	2.5m wide asphalt shoulder (asphalt only)	m <sup>2</sup>	\$ 6.00	\$ 4.50	\$ 6.00	5000	\$ 16.50	\$ 82,500.00	
I2	TCT trail maker (markers spaced at 500m both sides)	each	\$ 400.00	\$ 50.00	\$ -	4	\$ 450.00	\$ 1,800.00	
									<b>% of Total</b>
<b>Materials Only:</b>								<b>\$ 31,600.00</b>	37.49%
<b>General Labour Only:</b>								<b>\$ 22,700.00</b>	26.93%
<b>Machinery &amp; Skilled Labour:</b>								<b>\$ 30,000.00</b>	35.59%
<b>TOTAL COST / KM :</b>								<b>\$ 84,300.00</b>	100.00%

**Level J**  
**On-Road Bike Lane - 1.5m wide asphalt (both sides)**

**General Description**  
 - 1.5m asphalt bike lane on each side of the road  
 - Assumes road widening is not required  
 - Includes signage and line painting  
 - Proposed for urban areas

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km	
J1	Asphalt top coat and line painting	m <sup>2</sup>	\$ 4.50	\$ 1.00	\$ 1.50	3000	\$ 7.00	\$ 21,000.00	
J2	TCT trail maker (markers spaced at 500m both sides)	each	\$ 400.00	\$ 50.00	\$ -	4	\$ 450.00	\$ 1,800.00	
									<b>% of Total</b>
<b>Materials Only:</b>								<b>15,100.00</b>	66.23%
<b>General Labour Only:</b>								<b>3,200.00</b>	14.04%
<b>Machinery &amp; Skilled Labour:</b>								<b>4,500.00</b>	19.74%
<b>TOTAL COST / KM :</b>								<b>\$ 22,800.00</b>	100.00%

**Level K**  
**Hiking Trail - 1.5m wide cleared right-of-way**

**General Description**  
 -1.5m cleared right of way  
 - Assumes trail passes through remote areas and significant clearing is necessary  
 - Assumes low level of use and provides wilderness experience for hikers  
 - Crossing structures and other amenities built out of cleared/found materials

#	Item Description	Unit	Materials	General Labour	Machinery & Skilled Labour	Estimated Frequency per km	Total Unit Cost	Total Cost / km		
K1	Clearing & grubbing	m <sup>2</sup>	\$ -	\$ 5.00	\$ 4.00	1500	\$ 9.00	\$ 13,500.00		
K2	Construction of trail amenities (bridges, boardwalks, waterbars etc)	m <sup>2</sup>	\$ 1.00	\$ 3.00	\$ 1.50	1500	\$ 5.50	\$ 8,250.00		
K3	TCT trail maker/signage	each	\$ 100.00	\$ 20.00	\$ -	1	\$ 120.00	\$ 120.00		
									<b>% of Total</b>	
								<b>Materials Only:</b>	1,600.00	7.32%
								<b>General Labour Only:</b>	12,020.00	54.96%
								<b>Machinery &amp; Skilled Labour:</b>	8,250.00	37.72%
								<b>TOTAL COST / KM :</b>	<b>\$ 21,870.00</b>	<b>100.00%</b>

**Trail Development Level Cost Per Kilometre Summary**

Level A: Rail Trail - 4.5m wide asphalt	\$ 254,350.00
Level B: Rail Trail - 3.5m wide asphalt	\$ 144,600.00
Level C: Rail Trail - 3.5m wide granular	\$ 107,100.00
Level D: Hydro Corridor - 3.5m wide asphalt	\$ 168,100.00
Level E: Hydro Corridor - 3.5m wide granular	\$ 115,600.00
Level F: Off-Road Trail - 3.0m Wide Asphalt	\$ 178,600.00
Level G: Off-Road Trail - 3.0m Wide Granular	\$ 133,600.00
Level G2 - Off-road trail: 3.0m wide granular-diverse terrain conditions/remote location	\$ 188,100.00
Level H: On-Road Paved Shoulder - 2.5m wide asphalt (both sides)- widening required	\$ 215,800.00
Level I: On-Road Paved Shoulder - 2.5m wide asphalt (both sides)- no widening required	\$ 84,300.00
Level J: On-Road Bike Lane - 1.5m wide asphalt (both sides)	\$ 22,800.00
Level K: Hiking Trail - 1.5m wide cleared right of way	\$ 21,870.00

Region 1 - Essex		From	To	Dist (km)	Level	Unit \$/km	Sub-Total	Description	Additional Development Costs	% of Total Cost
#									Unit	
1.1	Windsor (east side)			10.2	N/A					
1.2	Concession Rd. 3 & Peterson Rd. (W. of Ruthven)			4.5	N/A					
1.3	Ruthven			1.5	I	\$ 84,300.00	\$ 126,450.00			
1.4	Wheatley via County Rd.			20	H	\$ 215,800.00	\$ 4,316,000.00			
							<b>Total Distance: 76.7</b>			

**Trail Development Level Cost Per Kilometer Summary**

Potential Additional Costs:  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 115,600.00  
 Level F \$ 178,600.00  
 Level G \$ 133,600.00  
 Level H \$ 188,100.00  
 Level I \$ 215,800.00  
 Level J \$ 84,300.00  
 Level K \$ 22,800.00  
 Level L \$ 21,870.00

Region 2 - South Western Ontario		From	To	Dist (km)	Level	Unit \$/km	Sub-Total	Description	Additional Development Costs	% of Total Cost
#									Unit	
2.1	Wheatley via County Rd.			44	G	\$ 133,600.00	\$ 5,878,400.00			
2.2	Chatham Municipal Drain County Rd. 35			4.5	E	\$ 115,600.00	\$ 520,200.00			
2.3	Chatham-Kent Maple Line			23	G	\$ 133,600.00	\$ 3,072,800.00			
2.4	Chatham-Kent Lewis Line			2.5	E	\$ 115,600.00	\$ 289,000.00			
2.5	Mitchells Bay			144	G	\$ 133,600.00	\$ 19,238,400.00			
2.6	Port Glasgow			58	N/A					
2.7	St. Thomas			16	N/A					
2.8	Oxwell			8	F	\$ 178,600.00	\$ 1,428,800.00			
2.9	Summers Corners			20	F	\$ 178,600.00	\$ 3,572,000.00			
2.10	Summers Corners			16	N/A					
2.11	Llisonburg			19	F	\$ 178,600.00	\$ 3,393,400.00			
2.12	Delhi			15	E	\$ 115,600.00	\$ 1,734,000.00			
2.13	Simcoe			9	C	\$ 107,100.00	\$ 963,900.00			
2.14	8th Concession Rd. (near Waterford)			8	N/A					
2.15	York			28	C	\$ 107,100.00	\$ 2,998,800.00			
2.16	Dumville			17	N/A					
							<b>Total Distance: 432</b>			

**Trail Development Level Cost Per Kilometer Summary**

Potential Additional Costs:  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 115,600.00  
 Level F \$ 178,600.00  
 Level G \$ 133,600.00  
 Level H \$ 188,100.00  
 Level I \$ 215,800.00  
 Level J \$ 84,300.00  
 Level K \$ 22,800.00  
 Level L \$ 21,870.00

Region 1 - Essex		From	To	Dist (km)	Level	Unit \$/km	Sub-Total	Description	Additional Development Costs	% of Total Cost
#									Unit	
1.1	Windsor (east side)			10.2	N/A					
1.2	Concession Rd. 3 & Peterson Rd. (W. of Ruthven)			4.5	N/A					
1.3	Ruthven			1.5	I	\$ 84,300.00	\$ 126,450.00			
1.4	Wheatley via County Rd.			20	H	\$ 215,800.00	\$ 4,316,000.00			
							<b>Total Distance: 76.7</b>			

**Trail Development Level Cost Per Kilometer Summary**

Potential Additional Costs:  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 115,600.00  
 Level F \$ 178,600.00  
 Level G \$ 133,600.00  
 Level H \$ 188,100.00  
 Level I \$ 215,800.00  
 Level J \$ 84,300.00  
 Level K \$ 22,800.00  
 Level L \$ 21,870.00

Region 2 - South Western Ontario		From	To	Dist (km)	Level	Unit \$/km	Sub-Total	Description	Additional Development Costs	% of Total Cost
#									Unit	
2.1	Wheatley via County Rd.			44	G	\$ 133,600.00	\$ 5,878,400.00			
2.2	Chatham Municipal Drain County Rd. 35			4.5	E	\$ 115,600.00	\$ 520,200.00			
2.3	Chatham-Kent Maple Line			23	G	\$ 133,600.00	\$ 3,072,800.00			
2.4	Chatham-Kent Lewis Line			2.5	E	\$ 115,600.00	\$ 289,000.00			
2.5	Mitchells Bay			144	G	\$ 133,600.00	\$ 19,238,400.00			
2.6	Port Glasgow			58	N/A					
2.7	St. Thomas			16	N/A					
2.8	Oxwell			8	F	\$ 178,600.00	\$ 1,428,800.00			
2.9	Summers Corners			20	F	\$ 178,600.00	\$ 3,572,000.00			
2.10	Summers Corners			16	N/A					
2.11	Llisonburg			19	F	\$ 178,600.00	\$ 3,393,400.00			
2.12	Delhi			15	E	\$ 115,600.00	\$ 1,734,000.00			
2.13	Simcoe			9	C	\$ 107,100.00	\$ 963,900.00			
2.14	8th Concession Rd. (near Waterford)			8	N/A					
2.15	York			28	C	\$ 107,100.00	\$ 2,998,800.00			
2.16	Dumville			17	N/A					
							<b>Total Distance: 432</b>			

**Materials Only:** \$ 1,324,400.00  
 28.81%  
**General Labour Only:** \$ 1,446,000.00  
 32.80%  
**Machinery & Skilled Labour:** \$ 17,070,000.00  
 37.38%  
**Total Construction Cost:** \$ 19,840,400.00  
 100.00%  
**Planning & Design (10%):** \$ 1,984,040.00  
**TOTAL:** \$ 21,824,440.00

**Annual Operations & Maintenance (5% of construction):** \$ 221,122.50

\* Includes construction administration, permits, and approvals

**Materials Only:** \$ 12,782,300.00  
 28.66%  
**General Labour Only:** \$ 13,406,650.00  
 31.11%  
**Machinery & Skilled Labour:** \$ 16,900,750.00  
 39.22%  
**Total Construction Cost:** \$ 43,089,700.00  
 100.00%  
**Planning & Design (10%):** \$ 4,308,970.00  
**TOTAL:** \$ 47,398,670.00

**Annual Operations & Maintenance (5% of construction):** \$ 2,154,485.00

\* Includes construction administration, permits, and approvals

**Region 3 - Niagara Region**

#	From	To	Dist (km)	Level	Unit\$/km	Sub-Total	Description	Unit	Sub-Total	TOTAL
3.1	Feeder Road North	Port Colborne	17	N/A	\$	\$			\$	\$
3.2	Port Colborne	Ridgeway	16	C	\$ 107,100.00	\$ 1,713,600.00			\$	\$ 1,713,600.00
3.3	Ridgeway	Niagara-on-the-Lake	64	N/A					\$	\$
<b>Total Distance: 97</b>										

**% of Total Cost**

Materials Only: \$ 670,400.00 39.12%  
 General Labour Only: \$ 483,200.00 28.20%  
 Machinery & Skilled Labour: \$ 560,000.00 32.68%  
 Total Construction Cost: \$ 1,713,600.00 100.00%  
 Planning & Design (10%)\*: \$ 171,360.00

**TOTAL: \$ 1,884,960.00**

**Annual Operations & Maintenance (5% of construction): \$ 85,680.00**

\*Includes construction administration, permits, and approvals

**Trail Development Level Cost Per Kilometre Summary**

**Potential Additional Costs:**  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 115,600.00  
 Level F \$ 178,600.00  
 Level G \$ 133,600.00  
 Level G2 \$ 188,100.00  
 Level H \$ 215,800.00  
 Level I \$ 84,300.00  
 Level J \$ 22,800.00  
 Level K \$ 21,870.00

**Region 4 - South - Central Ontario**

#	From	To	Dist (km)	Level	Unit\$/km	Sub-Total	Description	Unit	Sub-Total	TOTAL
4.1	8th Concession Rd. (near Waterford)	Brantford	25	B	\$ 144,600.00	\$ 3,615,000.00			\$	\$ 3,615,000.00
4.2	Brantford		19	N/A					\$	\$
4.3	Brantford	Hamilton	28	N/A					\$	\$
4.4	Hamilton		18	N/A					\$	\$
4.5	Hamilton	County Rd. #25 (W. of Bronte)	23	N/A					\$	\$
4.6	Hamilton	Caledonia	16	N/A					\$	\$
4.7	Brantford	Cambridge	27	N/A					\$	\$
4.8	Cambridge	Kitchener	13	N/A					\$	\$
4.9	Kitchener	Waterloo	21	N/A					\$	\$
4.10	Waterloo	St. Jacobs	14	N/A					\$	\$
4.11	St. Jacobs	Wallenstein	15	N/A					\$	\$
4.12	Wallenstein	Elmira	7	N/A					\$	\$
4.13	Elmira	Guelph	23	N/A					\$	\$
4.14	Guelph	Elora	20	H	\$ 215,800.00	\$ 4,316,000.00			\$	\$ 4,316,000.00
4.15	Elora	Hwy #10	56	N/A					\$	\$
<b>Total Distance: 381</b>										

**% of Total Cost**

Materials Only: \$ 2,543,250.00 32.07%  
 General Labour Only: \$ 2,381,500.00 30.03%  
 Machinery & Skilled Labour: \$ 3,006,250.00 37.91%  
 Total Construction Cost: \$ 7,931,000.00 100.00%  
 Planning & Design (10%)\*: \$ 793,100.00

**TOTAL: \$ 8,724,100.00**

**Annual Operations & Maintenance (5% of construction): \$ 396,550.00**

\*Includes construction administration, permits, and approvals

**Trail Development Level Cost Per Kilometre Summary**

**Potential Additional Costs:**  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 115,600.00  
 Level F \$ 178,600.00  
 Level G \$ 133,600.00  
 Level G2 \$ 188,100.00  
 Level H \$ 215,800.00  
 Level I \$ 84,300.00  
 Level J \$ 22,800.00  
 Level K \$ 21,870.00

**Region 5 - Toronto and Area**

#	From	To	Dist.(km)	Level	Unit \$/km	Sub-Total	Description	Unit	Sub-Total	TOTAL
5.1	County Rd. 725 (W. of Bronte)	Toronto (at Beech Rd.)	35	N/A						
5.2	Beech Ave	Queen Street East	0.2	F	\$ 178,600.00	\$ 35,720.00			\$ 35,720.00	
5.3	Queen Street East	Fallingbrook Rd.	1	F	\$ 178,600.00	\$ 178,600.00			\$ 178,600.00	
5.4	Fallingbrook Rd.	Clanmore Drive	1	F	\$ 178,600.00	\$ 178,600.00			\$ 178,600.00	
5.5	Clanmore Drive	Gerrard Street East	0.5	F	\$ 178,600.00	\$ 89,300.00			\$ 89,300.00	
5.6	Gerrard Street East	Hollis Ave	0.7	J	\$ 22,800.00	\$ 15,960.00			\$ 15,960.00	
5.7	Hollis Ave	Birchmount Rd.	0.8	F	\$ 178,600.00	\$ 142,880.00			\$ 142,880.00	
5.8	Birchmount Rd.	Active Rail Corridor (east of Comstock)	3	J	\$ 22,800.00	\$ 68,400.00			\$ 68,400.00	
5.9	Active Rail Corridor (east of Comstock)	Kennedy Transit Station/Fallow Creek	1.5	D	\$ 168,100.00	\$ 252,150.00			\$ 252,150.00	
5.10	Kennedy Transit Station/Fallow Creek	Hydro Corridor	1.5	D	\$ 168,100.00	\$ 252,150.00			\$ 252,150.00	
5.11	Hydro Corridor	Gatineau Hydro Corridor	5.5	D	\$ 168,100.00	\$ 924,550.00			\$ 924,550.00	
5.12	Brimontion Dr.	Orton Park	1.5	J	\$ 22,800.00	\$ 34,200.00			\$ 34,200.00	
5.13	Orton Park	Highland Creek Trail	1	F	\$ 178,600.00	\$ 178,600.00			\$ 178,600.00	
5.14	Highland Creek Trail	Rail Line	5.5	N/A						
5.15	Rail Line	Port Union Road	1.3	F	\$ 178,600.00	\$ 232,180.00			\$ 232,180.00	
5.16	Port Union Road	Lawrence Avenue	0.5	J	\$ 22,800.00	\$ 11,400.00			\$ 11,400.00	
5.17	Lawrence Ave.	Rouge Beach (Pond Bridge to Pickering)	1.8	J	\$ 22,800.00	\$ 41,040.00			\$ 41,040.00	
5.18	Pickering		13	N/A						
5.19	Pickering	Hwy #7	19	F	\$ 178,600.00	\$ 3,393,400.00			\$ 3,393,400.00	
			<b>Total Distance:</b>	<b>114.3</b>						

**% of Total Cost**  
 Materials Only: \$ 1,900,670.00 31.52%  
 General Labour Only: \$ 1,712,147.50 28.40%  
 Machinery & Skilled Labour: \$ 2,416,312.50 40.08%  
 Total Construction Cost: \$ 6,029,150.00 100.00%  
 Planning & Design (10%): \$ 602,915.00  
**TOTAL: \$ 6,632,065.00**

**Trail Development Level Cost Per Kilometre Summary**

- Level A \$ 254,350.00
- Level B \$ 144,600.00
- Level C \$ 107,100.00
- Level D \$ 168,100.00
- Level E \$ 115,600.00
- Level F \$ 178,600.00
- Level G \$ 133,600.00
- Level G2 \$ 188,100.00
- Level H \$ 215,800.00
- Level I \$ 84,300.00
- Level J \$ 22,800.00
- Level K \$ 21,870.00

**Potential Additional Costs:**  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

**Annual Operations & Maintenance (5% of construction):**

\$ 301,456.50

\* Includes construction administration, permits, and approvals

Region 6 - Central Ontario		From	To	Dist. (km)	Level	Unit \$/km	Sub-Total	Description	Unit	Sub-Total	TOTAL
6.1	Hwy #10			18	N/A						
6.2	Falgrave		Falgrave	6	C	\$ 107,100.00	\$ 642,600.00			\$	\$ 642,600.00
6.3	Highway 9		Highway 9	6	C	\$ 107,100.00	\$ 642,600.00			\$	\$ 642,600.00
6.4	Tottenham		Tottenham	22	F	\$ 178,600.00	\$ 3,929,200.00			\$	\$ 3,929,200.00
6.5	Cookstown		Cookstown	15	N/A					\$	\$ -
6.6	Thornton/Highway 400		Thornton/Highway 400	11	I	\$ 84,300.00	\$ 927,300.00			\$	\$ 927,300.00
6.7	Barrie		Barrie Town Line	12	N/A					\$	\$ -
6.8	9 Mile Portage in Springwater Township		9 Mile Portage in Springwater Township	5	C	\$ 107,100.00	\$ 535,500.00			\$	\$ 535,500.00
6.9	Esca		Esca	29	N/A					\$	\$ -
6.10	Einwale		Einwale	22	N/A					\$	\$ -
6.11	Penetanguishene		Penetanguishene	2	N/A					\$	\$ -
6.12	Penetanguishene (Downtown)		Penetanguishene	3	J	\$ 22,800.00	\$ 68,400.00			\$	\$ 68,400.00
6.13	Midland		Midland	8	N/A					\$	\$ -
6.14	Loy Township		Loy Township	15	C	\$ 107,100.00	\$ 1,606,500.00			\$	\$ 1,606,500.00
6.15	Seymour Township		Seymour Township	6	C	\$ 107,100.00	\$ 642,600.00			\$	\$ 642,600.00
6.16	Seymour Township		Seymour Township	20	N/A					\$	\$ -
6.17	Oxilia		Oxilia	7	N/A					\$	\$ -
6.18	Oxilia		Cooper's Falls	29	N/A	\$ 84,300.00	\$ 2,444,700.00			\$	\$ 2,444,700.00
6.19	Cooper's Falls		Cooper's Falls	23	N/A					\$	\$ -
6.20	Gravenhurst		Gravenhurst	23	N/A					\$	\$ -
6.21	Bracebridge		Bracebridge	43	N/A					\$	\$ -
6.22	Huntsville		7km N. of Huntsville	7	N/A					\$	\$ -
6.23	Hwy #7		Uxbridge	18	I	\$ 84,300.00	\$ 1,517,400.00			\$	\$ 1,517,400.00
6.24	Uxbridge		Uxbridge	10	C	\$ 107,100.00	\$ 1,071,000.00			\$	\$ 1,071,000.00
6.25	Uxbridge (E. of County Rd 23)		Lindsay	42	G	\$ 133,600.00	\$ 5,611,200.00			\$	\$ 5,611,200.00
6.26	Lindsay		Lindsay	10	C	\$ 107,100.00	\$ 1,071,000.00			\$	\$ 1,071,000.00
6.26	Lindsay		Peterborough	34	B	\$ 144,600.00	\$ 4,916,400.00			\$	\$ 4,916,400.00
6.28	Peterborough		Peterborough	6.9	N/A					\$	\$ -
6.29	Peterborough		Hastings	35	F	\$ 178,600.00	\$ 6,251,000.00			\$	\$ 6,251,000.00
6.30	Hastings		Tweed (Lake Ridge Road)	77	N/A					\$	\$ -
6.31	Tweed		3km E. of Hungerford	19	N/A					\$	\$ -
				<b>Total Distance:</b>	<b>583.9</b>						

% of Total Cost	
Materials Only:	\$ 10,588,000.00
General Labour Only:	\$ 9,208,150.00
Machinery & Skilled Labour:	\$ 12,081,250.00
Total Construction Cost:	\$ 31,877,400.00
Planning & Design (10%):	\$ 3,187,740.00
<b>TOTAL</b>	<b>\$ 35,065,140.00</b>

**Annual Operations & Maintenance (5% of construction): \$ 1,793,870.00**

\* Includes construction administration, permits, and approvals

**Trail Development Level Cost Per Kilometre Summary**

Level A	\$ 254,350.00
Level B	\$ 144,600.00
Level C	\$ 107,100.00
Level D	\$ 168,100.00
Level E	\$ 115,600.00
Level F	\$ 178,600.00
Level G	\$ 133,600.00
Level G2	\$ 188,100.00
Level H	\$ 215,800.00
Level I	\$ 84,300.00
Level J	\$ 22,800.00
Level K	\$ 21,870.00

**Potential Additional Costs:**

- additional road crossings
- bridges
- special facilities
- additional site preparation costs
- access issues



Region 9 - Eastern Ontario						
#	From	To	Dist (km)	Level	Unit \$/km	Sub-Total
9.1	Stn E. of Hungerford	Stardol Lake	48	N/A		
9.2	Stardol Lake	Cow Lake Road	1	I	\$ 84,300.00	\$ 84,300.00
9.3	County Road 42 (East)	County Road 5 (N. of Newbyrne)	13	C	\$ 107,100.00	\$ 1,392,300.00
9.4	Smiths Falls	Carlisle Place	28	C	\$ 107,100.00	\$ 2,998,800.00
9.5	Carlisle Place	County Road 17	3	N/A		
<b>Total Distance:</b>						<b>100</b>

% of Total Cost  
38.90%  
28.03%  
33.07%  
100.00%

Materials Only: \$ 1,970,700.00  
General Labour Only: \$ 1,419,800.00  
Machinery & Skilled Labour: \$ 1,675,000.00  
Total Construction Cost: \$ 5,065,500.00  
Planning & Design (10%)\*: \$ 506,550.00  
**TOTAL: \$ 5,572,050.00**

**Annual Operations & Maintenance (6% of construction): \$ 253,275.00**

\*Includes construction administration, permits, and approvals

**Trail Development Level Cost Per Kilometre Summary**

**Potential Additional Costs:**  
additional road crossings  
bridges  
special facilities  
additional site preparation costs  
access issues

Level A \$ 254,350.00  
Level B \$ 144,600.00  
Level C \$ 107,100.00  
Level D \$ 168,100.00  
Level E \$ 115,600.00  
Level F \$ 178,600.00  
Level G \$ 133,600.00  
Level G2 \$ 188,100.00  
Level H \$ 215,800.00  
Level I \$ 84,300.00  
Level J \$ 22,800.00  
Level K \$ 21,870.00

Region 10 - North - Central						
#	From	To	Dist (km)	Level	Unit \$/km	Sub-Total
10.1	7km N. of Huntsville	Magnatawan	25	N/A		
10.2	Magnatawan	Commanada	70	N/A		
10.3	Commanada	Callander	65	I	\$ 84,300.00	\$ 5,479,500.00
10.4	Callander	North Bay	12	N/A		
10.5	North Bay	west of Verner	72	C	\$ 107,100.00	\$ 7,711,200.00
<b>Total Distance:</b>						<b>244</b>

% of Total Cost  
38.44%  
27.67%  
33.89%  
100.00%

Materials Only: \$ 5,070,800.00  
General Labour Only: \$ 3,649,900.00  
Machinery & Skilled Labour: \$ 4,470,000.00  
Total Construction Cost: \$ 13,190,700.00  
Planning & Design (10%)\*: \$ 1,319,070.00  
**TOTAL: \$ 14,509,770.00**

**Annual Operations & Maintenance (6% of Construction): \$ 659,535.00**

\*Includes construction administration, permits, and approvals

**Trail Development Level Cost Per Kilometre Summary**

**Potential Additional Costs:**  
additional road crossings  
bridges  
special facilities  
additional site preparation costs  
access issues

Level A \$ 254,350.00  
Level B \$ 144,600.00  
Level C \$ 107,100.00  
Level D \$ 168,100.00  
Level E \$ 115,600.00  
Level F \$ 178,600.00  
Level G \$ 133,600.00  
Level G2 \$ 188,100.00  
Level H \$ 215,800.00  
Level I \$ 84,300.00  
Level J \$ 22,800.00  
Level K \$ 21,870.00

Region 11 - North East		From	To	Dist (km)	Level	Unit \$/km	Sub-Total	Description	Unit	Sub-Total	TOTAL	% of
11.1	West of Verner	East of Capreol		6.1	C	\$ 107,100.00	\$ 6,533,100.00			\$ -	\$ 6,533,100.00	31.31%
11.2	East of Capreol	East of Capreol		2.5	N/A					\$ -	\$ -	31.76%
11.3	East of Capreol	Capreol		5	N/A					\$ -	\$ -	36.98%
11.4	Capreol	Vai Therèse		6	G	\$ 133,600.00	\$ 801,600.00			\$ -	\$ 801,600.00	100.00%
11.5	Capreol	Vai Therèse		6	N/A					\$ -	\$ -	
11.6	Vai Therèse	Vai Caron		2	1	\$ 84,300.00	\$ 168,600.00			\$ -	\$ 168,600.00	
11.7	Vai Therèse	Vai Caron		1	N/A					\$ -	\$ -	
11.8	Vai Therèse	Vai Caron		1	G	\$ 133,600.00	\$ 133,600.00			\$ -	\$ 133,600.00	
11.9	Vai Therèse	Vai Caron		3	N/A					\$ -	\$ -	
11.10	Vai Caron	Sudbury (City Hall)		25	G	\$ 133,600.00	\$ 3,340,000.00			\$ -	\$ 3,340,000.00	
11.11	Vai Caron	Sudbury (City Hall)		8	N/A					\$ -	\$ -	
11.12	Sudbury (City Centre)	Fielding Park		14	G	\$ 133,600.00	\$ 1,870,400.00			\$ -	\$ 1,870,400.00	
11.13	Fielding Park	Hillcrest Park / Mikkoia		3	N/A					\$ -	\$ -	
11.14	Hillcrest Park / Mikkoia	Mikkoia		1	N/A					\$ -	\$ -	
11.15	Mikkoia	Ojig Park		8	N/A					\$ -	\$ -	
11.16	Ojig Park	Ojig Park		0.5	N/A					\$ -	\$ -	
11.17	Ojig Park	Blueberry Hill		2	N/A					\$ -	\$ -	
11.18	Blueberry Hill	Blueberry Hill		0.5	N/A					\$ -	\$ -	
11.19	Blueberry Hill	Centennial Park		0.5	N/A					\$ -	\$ -	
11.20	Blueberry Hill	Centennial Park		2.25	N/A					\$ -	\$ -	
11.21	Centennial Park	Nain Centre		20	1	\$ 84,300.00	\$ 2,107,500.00			\$ -	\$ 2,107,500.00	
11.22	Nain Centre	McKerrow / Espanola		20	1	\$ 84,300.00	\$ 4,046,400.00			\$ -	\$ 4,046,400.00	
11.23	McKerrow / Espanola	Massew		48	1	\$ 84,300.00	\$ 3,877,800.00			\$ -	\$ 3,877,800.00	
11.24	Massew	Ellet Lake		46	1	\$ 84,300.00	\$ 3,877,800.00			\$ -	\$ 3,877,800.00	
11.25	Ellet Lake	Sault Ste Marie		183	N/A					\$ -	\$ -	
11.26	Sault Ste Marie	Goulais River (South Side)		12	N/A					\$ -	\$ -	
11.27	Goulais River (South Side)	Goulais River (North Side)		5	K	\$ 21,870.00	\$ 109,350.00			\$ -	\$ 109,350.00	
11.28	Goulais River (North Side)	Batchewana Bay		7	N/A					\$ -	\$ -	
11.29	Batchewana Bay	Agawa Bay		65	K	\$ 21,870.00	\$ 1,421,550.00			\$ -	\$ 1,421,550.00	
11.30	Agawa Bay	Lake Superior Provincial Park (South Hill)		49	N/A					\$ -	\$ -	
11.31	Lake Superior Provincial Park (South Hill)	Wawa		30	K	\$ 21,870.00	\$ 656,100.00			\$ -	\$ 656,100.00	
11.32	Wawa	35 KM west (along coast)		35	K	\$ 21,870.00	\$ 765,450.00			\$ -	\$ 765,450.00	
<b>Total Distance: 751.75</b>												

**Traffic Development Level Cost Per Kilometer Summary**

Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 15,600.00  
 Level F \$ 78,300.00  
 Level G \$ 133,600.00  
 Level H \$ 188,100.00  
 Level I \$ 215,800.00  
 Level J \$ 84,300.00  
 Level K \$ 22,800.00  
 Level L \$ 21,870.00

**Potential Additional Costs:**  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues

**Annual Operations & Maintenance (5% of Construction):** \$ 1,876,872.50  
 \*includes construction administration, permit, and approvals

**Materials Only:** \$ 11,752,900.00  
**General Labour Only:** \$ 11,920,050.00  
**Machinery & Skilled Labour:** \$ 13,861,500.00  
**Total Construction Cost:** \$ 37,534,450.00  
**Planning & Design (10%):** \$ 3,753,445.00  
**TOTAL:** \$ 41,287,895.00

Region 12 - North West °							Additional Development Costs			
#	From	To	Dist. (km)	Level	Unit \$/km	Sub-Total	Description	Unit	Sub-Total	TOTAL
12.1	135 Km west (along coast)	Pic River	160	K	\$ 21,870.00	\$ 3,499,200.00			\$	\$ 3,499,200.00
12.2	Pic River	Marathon	15	N/A						
12.3	Marathon	Highway 17 (north of Marathon)	5	N/A						
12.4	Highway 17 (north of Marathon)	Terrace Bay	57	1	\$ 84,300.00	\$ 4,805,100.00			\$	\$ 4,805,100.00
12.5	Terrace Bay	Rossport	60	N/A						
12.6	Rossport	Nipigon	73	1	\$ 84,300.00	\$ 6,153,900.00			\$	\$ 6,153,900.00
12.7	Nipigon	Red Rock	5	N/A						
12.8	Red Rock	Pass Lake	61	1	\$ 84,300.00	\$ 5,142,300.00			\$	\$ 5,142,300.00
12.9	Pass Lake	Sleeping Giant PP	45	1	\$ 84,300.00	\$ 3,793,500.00			\$	\$ 3,793,500.00
12.10	Pass Lake	Thunder Bay	41	1	\$ 84,300.00	\$ 3,456,300.00			\$	\$ 3,456,300.00
12.11	Thunder Bay	Kakabeka Falls	28	N/A						
12.12	Thunder Bay	Ignace	30	N/A						
12.13	Thunder Bay	Ignace	235	N/A						
12.14	Ignace	Dryden	14	N/A						
12.15	Ignace	Dryden	105	N/A						
12.16	Dryden	Vermillion Bay	10	N/A						
12.17	Dryden	Vermillion Bay	40	N/A						
12.18	Vermillion Bay	Kenora	4.2	N/A						
12.19	Vermillion Bay	Kenora	91	N/A						
12.20	Kenora	Manitoba Border	19.8	N/A						
12.21	Kenora	Manitoba Border	58	N/A						
			<b>Total Distance:</b>	<b>1167</b>						

\* Demonstration of costing for route between Thunder Bay and Kenora should future alternate trail system be approved  
Actual distance between Thunder Bay and Kenora: 529.2  
Cost estimate (incl. additional 20% length for variance to current route along the TCH): 638.0 \$ 188,100.00 \$ 119,481,024.00

**Trail Development Level Cost Per Kilometer Summary**

- Potential Additional Costs:**  
 additional road crossings  
 bridges  
 special facilities  
 additional site preparation costs  
 access issues
- Level A \$ 254,350.00  
 Level B \$ 144,600.00  
 Level C \$ 107,100.00  
 Level D \$ 168,100.00  
 Level E \$ 115,600.00  
 Level F \$ 178,600.00  
 Level G \$ 133,600.00  
 Level H \$ 188,100.00  
 Level I \$ 215,800.00  
 Level J \$ 22,800.00  
 Level K \$ 21,870.00

**% of Total Cost**  
 Materials Only: \$ 9,009,200.00 33.56%  
 General Labour Only: \$ 8,211,100.00 30.68%  
 Machinery & Skilled Labour: \$ 9,650,000.00 35.87%  
 Total Construction Cost: \$ 26,850,300.00 100.00%  
 Planning & Design (10%): \$ 2,685,030.00

**TOTAL \$ 29,535,330.00**

**Annual Operations & Maintenance (5% of Construction): \$ 1,342,515.00**

\* Includes construction administration, permits, and approvals

**Total Cost Estimate Including Alternate Routing Between Thunder Bay and Kenora:**

**% of Total Cost**  
 Materials Only: \$ 36,887,456.00 28.21%  
 General Labour Only: \$ 48,345,698.00 33.05%  
 Machinery & Skilled Labour: \$ 61,068,240.00 41.74%  
 Total Construction Cost: \$ 146,301,394.00 100.00%  
 Planning & Design (10%): \$ 14,630,139.40

**TOTAL \$ 160,931,533.40**

**Annual Operations & Maintenance (5% of Construction): \$ 7,315,066.20**

\* Includes construction administration, permits, and approvals

NOTE: AT IF DO NOT USE THIS SET OF NUMBERS

## Cost Estimate Summary

Region 1 - Essex	\$	4,442,450.00
Region 2 - South Western Ontario	\$	43,089,700.00
Region 3 - Niagara Region	\$	1,713,600.00
Region 4 - South - Central Ontario	\$	7,931,000.00
Region 5 - Toronto and Area	\$	6,029,130.00
Region 6 - Central Ontario	\$	31,877,400.00
Region 7 - St. Lawrence River Corridor	\$	4,624,000.00
Region 8 - Ottawa	\$	-
Region 9 - Eastern Ontario	\$	5,065,500.00
Region 10 - North - Central	\$	13,190,700.00
Region 11 - North East	\$	37,537,450.00
Region 12 - North West °	\$	26,850,300.00
<hr/>		
<b>Total Construction (all regions):</b>	<b>\$</b>	<b>182,351,230.00</b>
<b>Planning &amp; Design 10% (all regions):</b>	<b>\$</b>	<b>18,235,123.00</b>
<b>TOTAL ESTIMATE:</b>	<b>\$</b>	<b><u>200,586,353.00</u></b>
<b>ANNUAL OPERATIONS &amp; MAINTENANCE:</b>	<b>\$</b>	<b>9,117,561.50</b>
(5% of trail construction cost)		

## Appendix 5 – Trail User Inputs and Assumptions

Trans Canada in Trail Ontario  
 Economic Impact Study

**PRICEWATERHOUSECOOPER**

**Table 1: Region 1 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	283,999	283,999	283,999	283,999	283,999
Local Population 2003 (2)	291,115	291,115	291,115	291,115	291,115
Participation Rate (3)	58%	31%	2%	5%	3%
<b>Local Participants</b>	<b>168,555</b>	<b>90,537</b>	<b>4,949</b>	<b>15,720</b>	<b>9,898</b>
Usage Rate (4)	17%	15%	3%	16%	1%
<b>Local Trans Canada Trail Ontario Users</b>	<b>28,823</b>	<b>13,218</b>	<b>124</b>	<b>2,484</b>	<b>142</b>
Local User Percentage (5)	80%	80%	80%	100%	100%
Non-local Users	7,206	3,305	31	0	0
Total Users	36,029	16,523	155	2,484	142
<b>Estimated Local Users at 2003</b>	<b>28,823</b>	<b>13,218</b>	<b>124</b>	<b>2,484</b>	<b>142</b>
<b>Estimated Non-Local Users at 2003</b>	<b>7,206</b>	<b>3,305</b>	<b>31</b>	<b>0</b>	<b>0</b>
<b>Total Estimated Users at 2003</b>	<b>36,029</b>	<b>16,523</b>	<b>155</b>	<b>2,484</b>	<b>142</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00et1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 2: Region 2 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	640,421	640,421	640,421	640,421	640,421
Local Population 2003 (2)	656,467	656,467	656,467	656,467	656,467
Participation Rate (3)	58%	31%	2%	5%	3%
Local Participants	380,094	204,161	11,160	35,449	22,320
Usage Rate (4)	17%	15%	3%	16%	1%
Local Trans Canada Trail Ontario Users	64,996	29,808	279	5,601	319
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	16,249	7,452	70	1,400	80
Total Users	81,245	37,259	349	7,001	399
Estimated Local Users at 2003	64,996	29,808	279	5,601	319
Estimated Non-Local Users at 2003	16,249	7,452	70	1,400	80
Total Estimated Users at 2003	81,245	37,259	349	7,001	399

SOURCE: PricewaterhouseCoopers LLP

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00et1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.

**Table 3: Region 3 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	319,935	319,935	319,935	319,935	319,935
Local Population 2003 (2)	327,951	327,951	327,951	327,951	327,951
Participation Rate (3)	75%	38%	3%	6%	7%
Local Participants	245,307	124,621	9,183	19,021	22,301
Usage Rate (4)	23%	31%	10%	10%	10%
Local Trans Canada Trail Ontario Users	56,421	38,757	918	1,817	2,150
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	14,105	9,689	230	454	537
Total Users	70,526	48,447	1,148	2,271	2,687
Estimated Local Users at 2003	56,421	38,757	918	1,817	2,150
Estimated Non-Local Users at 2003	14,105	9,689	230	454	537
Total Estimated Users at 2003	70,526	48,447	1,148	2,271	2,687

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00et1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 4: Region 4 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	1,109,497	1,109,497	1,109,497	1,109,497	1,109,497
Local Population 2003 (2)	1,137,295	1,137,295	1,137,295	1,137,295	1,137,295
Participation Rate (3)	75%	38%	3%	6%	7%
Local Participants	850,697	432,172	31,844	65,963	77,336
Usage Rate (4)	23%	31%	10%	10%	10%
Local Trans Canada Trail Ontario Users	195,660	134,406	3,184	6,299	7,455
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	48,915	33,601	796	1,575	1,864
Total Users	244,575	168,007	3,981	7,874	9,319
Estimated Local Users at 2003	195,660	134,406	3,184	6,299	7,455
Estimated Non-Local Users at 2003	48,915	33,601	796	1,575	1,864
Total Estimated Users at 2003	244,575	168,007	3,981	7,874	9,319

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00et1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 5: Region 5 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	3,510,845	3,510,845	3,510,845	3,510,845	3,510,845
Local Population 2003 (2)	3,598,809	3,598,809	3,598,809	3,598,809	3,598,809
Participation Rate (3)	53%	28%	3%	4%	5%
Local Participants	1,910,967	996,870	100,767	125,958	161,946
Usage Rate (4)	20%	27%	0%	14%	19%
Local Trans Canada Trail Ontario Users	387,926	264,171	0	17,886	30,608
Local User Percentage (5)	95%	95%	100%	100%	100%
Non-local Users	20,417	13,904	0	0	0
Total Users	408,344	278,074	0	17,886	30,608
Estimated Local Users at 2003	387,926	264,171	0	17,886	30,608
Estimated Non-Local Users at 2003	20,417	13,904	0	0	0
Total Estimated Users at 2003	408,344	278,074	0	17,886	30,608

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 6: Region 6 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	793,510	793,510	793,510	793,510	793,510
Local Population 2003 (2)	813,391	813,391	813,391	813,391	813,391
Participation Rate (3)	75%	40%	5%	19%	17%
Local Participants	610,857	322,916	38,229	151,291	138,277
Usage Rate (4)	26%	28%	5%	34%	13%
Local Trans Canada Trail Ontario Users	160,044	89,771	1,988	51,590	17,423
Local User Percentage (5)	80%	80%	80%	40%	80%
Non-local Users	40,011	22,443	497	77,385	4,356
Total Users	200,056	112,213	2,485	128,975	21,779
Estimated Local Users at 2003	160,044	89,771	1,988	51,590	17,423
Estimated Non-Local Users at 2003	40,011	22,443	497	77,385	4,356
Total Estimated Users at 2003	200,056	112,213	2,485	128,975	21,779

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 7: Region 7 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	259,482	259,482	259,482	259,482	259,482
Local Population 2003 (2)	265,983	265,983	265,983	265,983	265,983
Participation Rate (3)	69%	36%	3%	7%	16%
Local Participants	184,326	94,956	7,182	19,151	41,227
Usage Rate (4)	19%	22%	41%	19%	12%
Local Trans Canada Trail Ontario Users	35,575	20,416	2,944	3,581	4,989
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	8,894	5,104	736	895	1,247
Total Users	44,469	25,519	3,681	4,476	6,236
Estimated Local Users at 2003	35,575	20,416	2,944	3,581	4,989
Estimated Non-Local Users at 2003	8,894	5,104	736	895	1,247
Total Estimated Users at 2003	44,469	25,519	3,681	4,476	6,236

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 8: Region 8 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	598,628	598,628	598,628	598,628	598,628
Local Population 2003 (2)	613,627	613,627	613,627	613,627	613,627
Participation Rate (3)	69%	36%	3%	7%	16%
Local Participants	425,243	219,065	16,568	44,181	95,112
Usage Rate (4)	19%	22%	41%	19%	12%
Local Trans Canada Trail Ontario Users	82,072	47,099	6,793	8,262	11,509
Local User Percentage (5)	80%	80%	80%	100%	80%
Non-local Users	20,518	11,775	1,698	0	2,877
Total Users	102,590	58,874	8,491	8,262	14,386
Estimated Local Users at 2003	82,072	47,099	6,793	8,262	11,509
Estimated Non-Local Users at 2003	20,518	11,775	1,698	0	2,877
Total Estimated Users at 2003	102,590	58,874	8,491	8,262	14,386

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 9: Region 9 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	109,399	109,399	109,399	109,399	109,399
Local Population 2003 (2)	112,140	112,140	112,140	112,140	112,140
Participation Rate (3)	69%	36%	3%	7%	16%
Local Participants	77,713	40,034	3,028	8,074	17,382
Usage Rate (4)	19%	22%	41%	19%	12%
Local Trans Canada Trail Ontario Users	14,999	8,607	1,241	1,510	2,103
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	3,750	2,152	310	377	526
Total Users	18,748	10,759	1,552	1,887	2,629
Estimated Local Users at 2003	14,999	8,607	1,241	1,510	2,103
Estimated Non-Local Users at 2003	3,750	2,152	310	377	526
Total Estimated Users at 2003	18,748	10,759	1,552	1,887	2,629

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 10: Region 10 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	88,976	88,976	88,976	88,976	88,976
Local Population 2003 (2)	91,205	91,205	91,205	91,205	91,205
Participation Rate (3)	58%	34%	3%	22%	14%
Local Participants	53,081	31,192	3,101	19,792	12,495
Usage Rate (4)	30%	29%	33%	40%	16%
Local Trans Canada Trail Ontario Users	15,871	8,921	1,033	7,837	2,049
Local User Percentage (5)	53%	53%	53%	53%	53%
Non-local Users	14,075	7,911	916	6,950	1,817
Total Users	29,946	16,832	1,948	14,788	3,866
Estimated Local Users at 2003	15,871	8,921	1,033	7,837	2,049
Estimated Non-Local Users at 2003	14,075	7,911	916	6,950	1,817
Total Estimated Users at 2003	29,946	16,832	1,948	14,788	3,866

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e1.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 11: Region 11 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	228,320	228,320	228,320	228,320	228,320
Local Population 2003 (2)	234,041	234,041	234,041	234,041	234,041
Participation Rate (3)	60%	25%	3%	26%	14%
Local Participants	140,190	57,340	7,723	61,085	33,468
Usage Rate (4)	14%	24%	0%	24%	14%
Local Trans Canada Trail Ontario Users	19,907	13,876	0	14,538	4,585
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	4,977	3,469	0	3,635	1,146
Total Users	24,884	17,345	0	18,173	5,731
Estimated Local Users at 2003	19,907	13,876	0	14,538	4,585
Estimated Non-Local Users at 2003	4,977	3,469	0	3,635	1,146
Total Estimated Users at 2003	24,884	17,345	0	18,173	5,731

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e11.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

**Table 12: Region 12 Trail User Inputs and Assumptions**

	Activity				
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing
Local Population (1)	134,355	134,355	134,355	134,355	134,355
Local Population 2003 (2)	137,721	137,721	137,721	137,721	137,721
Participation Rate (3)	60%	25%	3%	26%	14%
Local Participants	82,495	33,742	4,545	35,945	19,694
Usage Rate (4)	14%	24%	0%	24%	14%
Local Trans Canada Trail Ontario Users	11,714	8,165	0	8,555	2,698
Local User Percentage (5)	80%	80%	80%	80%	80%
Non-local Users	2,929	2,041	0	2,139	675
Total Users	14,643	10,207	0	10,694	3,373
Estimated Local Users at 2003	11,714	8,165	0	8,555	2,698
Estimated Non-Local Users at 2003	2,929	2,041	0	2,139	675
Total Estimated Users at 2003	14,643	10,207	0	10,694	3,373

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Local population 18+ data based on Statistics Canada 2001 Census data. This figure represents the population within a 40 kilometre radius of the study sections of trail.
- 2) Ontario government population projections for 2001-2002 are 1.28% and 2002-2003 1.21% from web site <http://www.gov.on.ca/FIN/english/demographics/demog00e11.htm>
- 3) Based on survey conducted by Environics for PwC, and validated by the Canadian Fitness and Lifestyle Research Institute Physical Activity Monitor 2001.
- 4) Represents the percentage of total activity participation that local participant would do on the TCT. Percentage based on survey conducted by Environics for PwC and validated by benchmarking similar trails and usage patterns, and discussions with activity associations and trail managers in Alberta and across North America.
- 5) Based on discussions with regional TCTO representatives, activity associations, trail associations and benchmarking from existing trail studies.

## Appendix 6 – User Days Calculation

Trans Canada Trail in Ontario  
 Economic Impact Study - User Days Calculation

**Table 1: Region 1**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	28,823	7,206	36,029
Day Users			
Estimated Percentage Day Users (1)	100%	32%	
Estimated Number Day Users	28,823	2,306	31,129
Frequency Factor (2)	35	1	
<b>User Days (3)</b>	<b>1,002,174</b>	<b>2,306</b>	<b>1,004,480</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	22%	68%	
Estimated Number Overnight Users	6,306	4,900	11,206
Frequency Factor (2)	7	3.8	
<b>User Days (3)</b>	<b>46,580</b>	<b>18,620</b>	<b>65,200</b>
<b>Total User Days</b>	<b>1,048,755</b>	<b>20,925</b>	<b>1,069,680</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	13,218	3,305	16,523
Day Users			
Estimated Percentage Day Users (1)	100%	32%	
Estimated Number Day Users	13,218	1,057	14,276
Frequency Factor (2)	29	1	
<b>User Days (3)</b>	<b>386,901</b>	<b>1,057</b>	<b>387,959</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	13%	68%	
Estimated Number Overnight Users	1,688	2,247	3,935
Frequency Factor (2)	19	2.0	
<b>User Days (3)</b>	<b>31,498</b>	<b>4,494</b>	<b>35,992</b>
<b>Total User Days</b>	<b>418,399</b>	<b>5,552</b>	<b>423,951</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	124	31	155
Day Users			
Estimated Percentage Day Users (1)	100%	32%	
Estimated Number Day Users	124	10	134
Frequency Factor (2)	24	1	
<b>User Days (3)</b>	<b>2,969</b>	<b>10</b>	<b>2,979</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	25%	68%	
Estimated Number Overnight Users	31	21	52
Frequency Factor (2)	10	2.0	
<b>User Days (3)</b>	<b>309</b>	<b>42</b>	<b>351</b>
<b>Total User Days</b>	<b>3,279</b>	<b>52</b>	<b>3,331</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	2,484	0	2,484
Day Users			
Estimated Percentage Day Users (1)	100%	32%	
Estimated Number Day Users	2,484	0	2,484
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	2,533	0	2,533
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	68%	68%	
Estimated Number Overnight Users	1,699	0	1,699
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	1,733	0	1,733
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	142	0	142
Day Users			
Estimated Percentage Day Users (1)	100%	32%	
Estimated Number Day Users	142	0	142
Frequency Factor (2)	4	0	
<b>User Days (3)</b>	<b>519</b>	<b>0</b>	<b>519</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	19%	68%	
Estimated Number Overnight Users	27	0	27
Frequency Factor (2)	17	0.0	
<b>User Days (3)</b>	<b>442</b>	<b>0</b>	<b>442</b>
<b>Total User Days</b>	<b>961</b>	<b>0</b>	<b>961</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	1,392,564	3,373	1,395,937
Overnight User Days	78,829	23,156	101,985
Total User Days	1,471,393	26,529	1,497,922

**Trans Canada Trail in Ontario  
Economic Impact Study - User Days Calculation**

**Table 2: Region 2**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	64,996	16,249	81,245
Day Users			
Estimated Percentage Day Users (1)	100%	45%	
Estimated Number Day Users	64,996	7,312	72,308
Frequency Factor (2)	35	1	
<b>User Days (3)</b>	<b>2,259,915</b>	<b>7,312</b>	<b>2,267,227</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	22%	55%	
Estimated Number Overnight Users	14,221	8,937	23,158
Frequency Factor (2)	7	3.8	
<b>User Days (3)</b>	<b>105,039</b>	<b>33,960</b>	<b>138,999</b>
<b>Total User Days</b>	<b>2,364,954</b>	<b>41,273</b>	<b>2,406,226</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	29,808	7,452	37,259
Day Users			
Estimated Percentage Day Users (1)	100%	45%	
Estimated Number Day Users	29,808	3,353	33,161
Frequency Factor (2)	29	1	
<b>User Days (3)</b>	<b>872,466</b>	<b>3,353</b>	<b>875,820</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	13%	55%	
Estimated Number Overnight Users	3,806	4,099	7,905
Frequency Factor (2)	19	2.0	
<b>User Days (3)</b>	<b>71,028</b>	<b>8,197</b>	<b>79,225</b>
<b>Total User Days</b>	<b>943,494</b>	<b>11,550</b>	<b>955,045</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	<b>Local Horseback Riders</b>	<b>Non-Local Horseback Riders</b>	<b>Total Horseback Riders</b>
Estimated Users at 2003	279	70	349
Day Users			
Estimated Percentage Day Users (1)	100%	45%	
Estimated Number Day Users	279	31	310
Frequency Factor (2)	24	1	
<b>User Days (3)</b>	<b>6,696</b>	<b>31</b>	<b>6,727</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	25%	55%	
Estimated Number Overnight Users	70	38	108
Frequency Factor (2)	10	2.0	
<b>User Days (3)</b>	<b>697</b>	<b>77</b>	<b>774</b>
<b>Total User Days</b>	<b>7,393</b>	<b>108</b>	<b>7,502</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	<b>Local Snowmobilers</b>	<b>Non-Local Snowmobilers</b>	<b>Total Snowmobilers</b>
Estimated Users at 2003	5,601	1,400	7,001
Day Users			
Estimated Percentage Day Users (1)	100%	45%	
Estimated Number Day Users	5,601	630	6,231
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	5,713	643	6,356
Frequency Factor (2)	7.58	1	
<b>User Days (3)</b>	<b>43,304</b>	<b>643</b>	<b>43,947</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	68%	55%	
Estimated Number Overnight Users	3,832	770	4,602
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Use:	3,909	786	4,694
Frequency Factor (2)	10.6896	2	
<b>User Days (3)</b>	<b>41,784</b>	<b>1,571</b>	<b>43,355</b>
<b>Total User Days</b>	<b>85,088</b>	<b>2,214</b>	<b>87,302</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	319	80	399
Day Users			
Estimated Percentage Day Users (1)	100%	45%	
Estimated Number Day Users	319	36	355
Frequency Factor (2)	4	1	
<b>User Days (3)</b>	<b>1,171</b>	<b>36</b>	<b>1,207</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	19%	55%	
Estimated Number Overnight Users	60	44	104
Frequency Factor (2)	17	2.0	
<b>User Days (3)</b>	<b>996</b>	<b>88</b>	<b>1,084</b>
<b>Total User Days</b>	<b>2,168</b>	<b>124</b>	<b>2,291</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	3,183,553	11,375	3,194,928
Overnight User Days	219,544	43,893	263,437
Total User Days	3,403,097	55,269	3,458,366

**Table 3: Region 3**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	56,421	14,105	70,526
Day Users			
Estimated Percentage Day Users (1)	100%	35%	
Estimated Number Day Users	56,421	4,937	61,357
Frequency Factor (2)	45	1	
<b>User Days (3)</b>	<b>2,540,623</b>	<b>4,937</b>	<b>2,545,560</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	18%	65%	
Estimated Number Overnight Users	10,308	9,168	19,476
Frequency Factor (2)	8	3.8	
<b>User Days (3)</b>	<b>77,889</b>	<b>34,840</b>	<b>112,728</b>
<b>Total User Days</b>	<b>2,618,512</b>	<b>39,777</b>	<b>2,658,288</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	38,757	9,689	48,447
Day Users			
Estimated Percentage Day Users (1)	100%	35%	
Estimated Number Day Users	38,757	3,391	42,148
Frequency Factor (2)	34	1	
<b>User Days (3)</b>	<b>1,311,933</b>	<b>3,391</b>	<b>1,315,324</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	14%	65%	
Estimated Number Overnight Users	5,476	6,298	11,774
Frequency Factor (2)	13	2.0	
<b>User Days (3)</b>	<b>73,408</b>	<b>12,596</b>	<b>86,004</b>
<b>Total User Days</b>	<b>1,385,341</b>	<b>15,987</b>	<b>1,401,328</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	918	230	1,148
Day Users			
Estimated Percentage Day Users (1)	100%	35%	
Estimated Number Day Users	918	80	999
Frequency Factor (2)	7	1	
<b>User Days (3)</b>	<b>6,244</b>	<b>80</b>	<b>6,325</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	20%	65%	
Estimated Number Overnight Users	184	149	333
Frequency Factor (2)	12	2.0	
<b>User Days (3)</b>	<b>2,204</b>	<b>298</b>	<b>2,502</b>
<b>Total User Days</b>	<b>8,448</b>	<b>379</b>	<b>8,827</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	1,817	454	2,271
Day Users			
Estimated Percentage Day Users (1)	100%	35%	
Estimated Number Day Users	1,817	159	1,975
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	1,853	162	2,015
Frequency Factor (2)	7.58	1	
<b>User Days (3)</b>	<b>14,045</b>	<b>162</b>	<b>14,207</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	61%	65%	
Estimated Number Overnight Users	1,110	295	1,405
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight User	1,132	301	1,433
Frequency Factor (2)	10.7158	2	
<b>User Days (3)</b>	<b>12,133</b>	<b>602</b>	<b>12,735</b>
<b>Total User Days</b>	<b>26,178</b>	<b>764</b>	<b>26,942</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003 Day Users	2,150	537	2,687
Estimated Percentage Day Users (1)	100%	35%	
Estimated Number Day Users	2,150	188	2,338
Frequency Factor (2)	2	1	
<b>User Days (3)</b>	<b>4,106</b>	<b>188</b>	<b>4,294</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	23%	65%	
Estimated Number Overnight Users	489	349	838
Frequency Factor (2)	6	2.0	
<b>User Days (3)</b>	<b>3,127</b>	<b>699</b>	<b>3,826</b>
<b>Total User Days</b>	<b>7,233</b>	<b>887</b>	<b>8,120</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	3,876,951	8,759	3,885,709
Overnight User Days	168,762	49,035	217,797
Total User Days	4,045,712	57,794	4,103,506

**Table 4: Region 4**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	195,660	48,915	244,575
Day Users			
Estimated Percentage Day Users (1)	100%	64%	
Estimated Number Day Users	195,660	31,306	226,966
Frequency Factor (2)	45	1	
<b>User Days (3)</b>	<b>8,810,583</b>	<b>31,306</b>	<b>8,841,888</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	18%	36%	
Estimated Number Overnight Users	35,747	17,609	53,357
Frequency Factor (2)	8	3.8	
<b>User Days (3)</b>	<b>270,109</b>	<b>66,916</b>	<b>337,025</b>
<b>Total User Days</b>	<b>9,080,692</b>	<b>98,221</b>	<b>9,178,913</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	134,406	33,601	168,007
Day Users			
Estimated Percentage Day Users (1)	100%	64%	
Estimated Number Day Users	134,406	21,505	155,910
Frequency Factor (2)	34	1	
<b>User Days (3)</b>	<b>4,549,628</b>	<b>21,505</b>	<b>4,571,133</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	14%	36%	
Estimated Number Overnight Users	18,992	12,097	31,088
Frequency Factor (2)	13	2.0	
<b>User Days (3)</b>	<b>254,572</b>	<b>24,193</b>	<b>278,765</b>
<b>Total User Days</b>	<b>4,804,200</b>	<b>45,698</b>	<b>4,849,898</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	3,184	796	3,981
Day Users			
Estimated Percentage Day Users (1)	100%	64%	
Estimated Number Day Users	3,184	510	3,694
Frequency Factor (2)	7	1	
<b>User Days (3)</b>	<b>21,654</b>	<b>510</b>	<b>22,164</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	20%	36%	
Estimated Number Overnight Users	637	287	923
Frequency Factor (2)	5	2.0	
<b>User Days (3)</b>	<b>3,184</b>	<b>573</b>	<b>3,758</b>
<b>Total User Days</b>	<b>24,839</b>	<b>1,083</b>	<b>25,921</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	6,299	1,575	7,874
Day Users			
Estimated Percentage Day Users (1)	100%	64%	
Estimated Number Day Users	6,299	1,008	7,307
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	6,425	1,028	7,454
Frequency Factor (2)	7.58	1	
<b>User Days (3)</b>	<b>48,705</b>	<b>1,028</b>	<b>49,733</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	61%	36%	
Estimated Number Overnight Users	3,850	567	4,417
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	3,927	578	4,505
Frequency Factor (2)	10.7158	2	
<b>User Days (3)</b>	<b>42,077</b>	<b>1,157</b>	<b>43,233</b>
<b>Total User Days</b>	<b>90,782</b>	<b>2,185</b>	<b>92,966</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	7,455	1,864	9,319
Day Users			
Estimated Percentage Day Users (1)	100%	64%	
Estimated Number Day Users	7,455	1,193	8,648
Frequency Factor (2)	2	1	
<b>User Days (3)</b>	<b>14,239</b>	<b>1,193</b>	<b>15,432</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	23%	36%	
Estimated Number Overnight Users	1,695	671	2,366
Frequency Factor (2)	6	2.0	
<b>User Days (3)</b>	<b>10,845</b>	<b>1,342</b>	<b>12,187</b>
<b>Total User Days</b>	<b>25,085</b>	<b>2,535</b>	<b>27,619</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	13,444,809	55,541	13,500,350
Overnight User Days	580,787	94,181	674,967
<b>Total User Days</b>	<b>14,025,596</b>	<b>149,721</b>	<b>14,175,318</b>

**Table 5: Region 5**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	387,926	20,417	408,344
Day Users			
Estimated Percentage Day Users (1)	100%	46%	
Estimated Number Day Users	387,926	9,392	397,318
Frequency Factor (2)	59	1	
<b>User Days (3)</b>	<b>22,961,363</b>	<b>9,392</b>	<b>22,970,755</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	23%	54%	
Estimated Number Overnight Users	90,077	11,025	101,102
Frequency Factor (2)	10	3.8	
<b>User Days (3)</b>	<b>876,571</b>	<b>41,896</b>	<b>918,467</b>
<b>Total User Days</b>	<b>23,837,934</b>	<b>51,288</b>	<b>23,889,222</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	264,171	13,904	278,074
Day Users			
Estimated Percentage Day Users (1)	100%	46%	
Estimated Number Day Users	264,171	6,396	270,566
Frequency Factor (2)	31	1	
<b>User Days (3)</b>	<b>8,302,881</b>	<b>6,396</b>	<b>8,309,276</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	9%	54%	
Estimated Number Overnight Users	24,330	7,508	31,838
Frequency Factor (2)	4	2.0	
<b>User Days (3)</b>	<b>87,474</b>	<b>15,016</b>	<b>102,490</b>
<b>Total User Days</b>	<b>8,390,355</b>	<b>21,412</b>	<b>8,411,766</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	0	0	0
Day Users			
Estimated Percentage Day Users (1)	100%	46%	
Estimated Number Day Users	0	0	0
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	33%	54%	
Estimated Number Overnight Users	0	0	0
Frequency Factor (2)	0	0.0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	17,886	0	17,886
Day Users			
Estimated Percentage Day Users (1)	100%	46%	
Estimated Number Day Users	17,886	0	17,886
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	18,244	0	18,244
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	47%	54%	
Estimated Number Overnight Users	8,347	0	8,347
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight U:	8,514	0	8,514
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	30,608	0	30,608
Day Users			
Estimated Percentage Day Users (1)	100%	46%	
Estimated Number Day Users	30,608	0	30,608
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	38%	54%	
Estimated Number Overnight Users	11,662	0	11,662
Frequency Factor (2)	0	0.0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	31,264,244	15,788	31,280,032
Overnig User Days	964,045	56,912	1,020,957
Total User Days	32,228,289	72,700	32,300,988

**Table 6: Region 6**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	160,044	40,011	200,056
Day Users			
Estimated Percentage Day Users (1)	100%	37%	
Estimated Number Day Users	160,044	14,804	174,849
Frequency Factor (2)	53	1	
<b>User Days (3)</b>	<b>8,466,354</b>	<b>14,804</b>	<b>8,481,158</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	25%	63%	
Estimated Number Overnight Users	39,803	25,207	65,010
Frequency Factor (2)	11	3.8	
<b>User Days (3)</b>	<b>431,784</b>	<b>95,787</b>	<b>527,570</b>
<b>Total User Days</b>	<b>8,898,138</b>	<b>110,591</b>	<b>9,008,728</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	89,771	22,443	112,213
Day Users			
Estimated Percentage Day Users (1)	100%	37%	
Estimated Number Day Users	89,771	8,304	98,075
Frequency Factor (2)	39	1	
<b>User Days (3)</b>	<b>3,501,059</b>	<b>8,304</b>	<b>3,509,363</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	15%	63%	
Estimated Number Overnight Users	13,403	14,139	27,542
Frequency Factor (2)	7	2.0	
<b>User Days (3)</b>	<b>96,500</b>	<b>28,278</b>	<b>124,778</b>
<b>Total User Days</b>	<b>3,597,559</b>	<b>36,582</b>	<b>3,634,141</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	1,988	497	2,485
Day Users			
Estimated Percentage Day Users (1)	100%	37%	
Estimated Number Day Users	1,988	184	2,172
Frequency Factor (2)	24	1	
<b>User Days (3)</b>	<b>47,710</b>	<b>184</b>	<b>47,894</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	30%	63%	
Estimated Number Overnight Users	596	313	909
Frequency Factor (2)	5	2.0	
<b>User Days (3)</b>	<b>3,185</b>	<b>626</b>	<b>3,811</b>
<b>Total User Days</b>	<b>50,895</b>	<b>810</b>	<b>51,705</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	51,590	77,385	128,975
Day Users			
Estimated Percentage Day Users (1)	100%	37%	
Estimated Number Day Users	51,590	28,633	80,223
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	52,622	29,205	81,827
Frequency Factor (2)	26.74	9.8	
<b>User Days (3)</b>	<b>1,407,111</b>	<b>286,211</b>	<b>1,693,322</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	37%	63%	
Estimated Number Overnight Users	18,949	48,753	67,702
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	19,328	49,728	69,056
Frequency Factor (2)	6.5148	6.08	
<b>User Days (3)</b>	<b>125,918</b>	<b>302,345</b>	<b>428,263</b>
<b>Total User Days</b>	<b>1,533,030</b>	<b>588,556</b>	<b>2,121,585</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	17,423	4,356	21,779
Day Users			
Estimated Percentage Day Users (1)	100%	37%	
Estimated Number Day Users	17,423	1,612	19,034
Frequency Factor (2)	1	1	
<b>User Days (3)</b>	<b>15,681</b>	<b>1,612</b>	<b>17,292</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	15%	63%	
Estimated Number Overnight Users	2,629	2,744	5,373
Frequency Factor (2)	3	2.0	
<b>User Days (3)</b>	<b>6,901</b>	<b>5,488</b>	<b>12,390</b>
<b>Total User Days (4)</b>	<b>22,582</b>	<b>7,100</b>	<b>29,682</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	13,437,915	311,114	13,749,029
Overnig User Days	664,288	432,524	1,096,812
Total User Days	14,102,203	743,638	14,845,841

**Table 7: Region 7**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	35,575	8,894	44,469
Day Users			
Estimated Percentage Day Users (1)	100%	38%	
Estimated Number Day Users	35,575	3,380	38,955
Frequency Factor (2)	36	1	
<b>User Days (3)</b>	<b>1,271,095</b>	<b>3,380</b>	<b>1,274,474</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	19%	62%	
Estimated Number Overnight Users	6,649	5,514	12,163
Frequency Factor (2)	11	3.8	
<b>User Days (3)</b>	<b>72,128</b>	<b>20,954</b>	<b>93,082</b>
<b>Total User Days</b>	<b>1,343,223</b>	<b>24,333</b>	<b>1,367,556</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	20,416	5,104	25,519
Day Users			
Estimated Percentage Day Users (1)	100%	38%	
Estimated Number Day Users	20,416	1,939	22,355
Frequency Factor (2)	31	1	
<b>User Days (3)</b>	<b>634,311</b>	<b>1,939</b>	<b>636,251</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	10%	62%	
Estimated Number Overnight Users	2,068	3,164	5,233
Frequency Factor (2)	7	2.0	
<b>User Days (3)</b>	<b>14,890</b>	<b>6,329</b>	<b>21,219</b>
<b>Total User Days</b>	<b>649,201</b>	<b>8,268</b>	<b>657,470</b>

SOURCE: PricewaterhouseCoopers LLP

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	2,944	736	3,681
Day Users			
Estimated Percentage Day Users (1)	100%	38%	
Estimated Number Day Users	2,944	280	3,224
Frequency Factor (2)	11	1	
<b>User Days (3)</b>	<b>31,211</b>	<b>280</b>	<b>31,491</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	20%	62%	
Estimated Number Overnight Users	589	456	1,045
Frequency Factor (2)	8	2.0	
<b>User Days (3)</b>	<b>4,711</b>	<b>913</b>	<b>5,624</b>
<b>Total User Days</b>	<b>35,922</b>	<b>1,192</b>	<b>37,115</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	3,581	895	4,476
Day Users			
Estimated Percentage Day Users (1)	100%	38%	
Estimated Number Day Users	3,581	340	3,921
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	3,653	347	4,000
Frequency Factor (2)	9.04	1	
<b>User Days (3)</b>	<b>33,022</b>	<b>347</b>	<b>33,369</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	32%	62%	
Estimated Number Overnight Users	1,140	555	1,695
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	1,162	566	1,729
Frequency Factor (2)	6.5494	2	
<b>User Days (3)</b>	<b>7,613</b>	<b>1,132</b>	<b>8,745</b>
<b>Total User Days</b>	<b>40,634</b>	<b>1,479</b>	<b>42,113</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	4,989	1,247	6,236
Day Users			
Estimated Percentage Day Users (1)	100%	38%	
Estimated Number Day Users	4,989	474	5,462
Frequency Factor (2)	13	1	
<b>User Days (3)</b>	<b>62,606</b>	<b>474</b>	<b>63,080</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	7%	62%	
Estimated Number Overnight Users	370	773	1,143
Frequency Factor (2)	3	2.0	
<b>User Days (3)</b>	<b>970</b>	<b>1,546</b>	<b>2,517</b>
<b>Total User Days</b>	<b>63,576</b>	<b>2,020</b>	<b>65,597</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	2,032,244	6,420	2,038,664
Overnig User Days	100,312	30,874	131,186
Total User Days	2,132,556	37,294	2,169,850

**Table 8: Region 8**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	82,072	20,518	102,590
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	82,072	6,976	89,048
Frequency Factor (2)	36	1	
<b>User Days (3)</b>	<b>2,932,430</b>	<b>6,976</b>	<b>2,939,406</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	19%	66%	
Estimated Number Overnight Users	15,339	13,542	28,881
Frequency Factor (2)	11	3.8	
<b>User Days (3)</b>	<b>166,400</b>	<b>51,459</b>	<b>217,859</b>
<b>Total User Days</b>	<b>3,098,830</b>	<b>58,435</b>	<b>3,157,266</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	47,099	11,775	58,874
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	47,099	4,003	51,102
Frequency Factor (2)	31	1	
<b>User Days (3)</b>	<b>1,463,363</b>	<b>4,003</b>	<b>1,467,366</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	10%	66%	
Estimated Number Overnight Users	4,771	7,771	12,542
Frequency Factor (2)	7	2.0	
<b>User Days (3)</b>	<b>34,352</b>	<b>15,543</b>	<b>49,895</b>
<b>Total User Days</b>	<b>1,497,715</b>	<b>19,546</b>	<b>1,517,261</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	6,793	1,698	8,491
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	6,793	577	7,370
Frequency Factor (2)	11	1	
<b>User Days (3)</b>	<b>72,004</b>	<b>577</b>	<b>72,582</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	20%	66%	
Estimated Number Overnight Users	1,359	1,121	2,479
Frequency Factor (2)	8	2.0	
<b>User Days (3)</b>	<b>10,869</b>	<b>2,242</b>	<b>13,110</b>
<b>Total User Days</b>	<b>82,873</b>	<b>2,819</b>	<b>85,692</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	8,262	0	8,262
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	8,262	0	8,262
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	8,427	0	8,427
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	32%	66%	
Estimated Number Overnight Users	2,629	0	2,629
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	2,682	0	2,682
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Cross Country Skiers</b>	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	11,509	2,877	14,386
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	11,509	978	12,487
Frequency Factor (2)	13	1	
<b>User Days (3)</b>	<b>144,433</b>	<b>978</b>	<b>145,411</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	7%	66%	
Estimated Number Overnight Users	853	1,899	2,752
Frequency Factor (2)	3	2.0	
<b>User Days (3)</b>	<b>2,239</b>	<b>3,798</b>	<b>6,036</b>
<b>Total User Days</b>	<b>146,671</b>	<b>4,776</b>	<b>151,447</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Total</b>	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	4,612,230	12,535	4,624,765
Overnig User Days	213,859	73,041	286,901
Total User Days	4,826,089	85,576	4,911,666

**Table 9: Region 9**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	14,999	3,750	18,748
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	14,999	1,275	16,273
Frequency Factor (2)	36	1	
<b>User Days (3)</b>	<b>535,900</b>	<b>1,275</b>	<b>537,175</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	19%	66%	
Estimated Number Overnight Users	2,803	2,475	5,278
Frequency Factor (2)	11	3.8	
<b>User Days (3)</b>	<b>30,410</b>	<b>9,404</b>	<b>39,814</b>
<b>Total User Days</b>	<b>566,310</b>	<b>10,679</b>	<b>576,989</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	8,607	2,152	10,759
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	8,607	732	9,339
Frequency Factor (2)	31	1	
<b>User Days (3)</b>	<b>267,429</b>	<b>732</b>	<b>268,161</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	10%	66%	
Estimated Number Overnight Users	872	1,420	2,292
Frequency Factor (2)	7	2.0	
<b>User Days (3)</b>	<b>6,278</b>	<b>2,840</b>	<b>9,118</b>
<b>Total User Days</b>	<b>273,707</b>	<b>3,572</b>	<b>277,279</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	1,241	310	1,552
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	1,241	106	1,347
Frequency Factor (2)	11	1	
<b>User Days (3)</b>	<b>13,159</b>	<b>106</b>	<b>13,264</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	20%	66%	
Estimated Number Overnight Users	248	205	453
Frequency Factor (2)	8	2.0	
<b>User Days (3)</b>	<b>1,986</b>	<b>410</b>	<b>2,396</b>
<b>Total User Days</b>	<b>15,145</b>	<b>515</b>	<b>15,660</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	1,510	377	1,887
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	1,510	128	1,638
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	1,540	131	1,671
Frequency Factor (2)	22.35	9.8	
<b>User Days (3)</b>	<b>34,420</b>	<b>1,283</b>	<b>35,703</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	32%	66%	
Estimated Number Overnight Users	480	249	730
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	490	254	744
Frequency Factor (2)	15.1575	6.08	
<b>User Days (3)</b>	<b>7,428</b>	<b>1,545</b>	<b>8,973</b>
<b>Total User Days</b>	<b>41,848</b>	<b>2,828</b>	<b>44,676</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	2,103	526	2,629
Day Users			
Estimated Percentage Day Users (1)	100%	34%	
Estimated Number Day Users	2,103	179	2,282
Frequency Factor (2)	13	1	
<b>User Days (3)</b>	<b>26,395</b>	<b>179</b>	<b>26,574</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	7%	66%	
Estimated Number Overnight Users	156	347	503
Frequency Factor (2)	3	2.0	
<b>User Days (3)</b>	<b>409</b>	<b>694</b>	<b>1,103</b>
<b>Total User Days</b>	<b>26,804</b>	<b>873</b>	<b>27,677</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	877,303	3,574	880,877
Overnig User Days	46,511	14,893	61,404
Total User Days	923,814	18,467	942,281

**Table 10: Region 10**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	15,871	14,075	29,946
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	15,871	2,252	18,123
Frequency Factor (2)	59	1	
<b>User Days (3)</b>	<b>931,808</b>	<b>2,252</b>	<b>934,060</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	16%	84%	
Estimated Number Overnight Users	2,511	11,823	14,334
Frequency Factor (2)	8	3.8	
<b>User Days (3)</b>	<b>20,245</b>	<b>44,926</b>	<b>65,171</b>
<b>Total User Days</b>	<b>952,053</b>	<b>47,178</b>	<b>999,231</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	8,921	7,911	16,832
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	8,921	1,266	10,187
Frequency Factor (2)	38	1	
<b>User Days (3)</b>	<b>335,339</b>	<b>1,266</b>	<b>336,605</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	9%	84%	
Estimated Number Overnight Users	822	6,645	7,467
Frequency Factor (2)	5	2.0	
<b>User Days (3)</b>	<b>4,453</b>	<b>13,291</b>	<b>17,744</b>
<b>Total User Days</b>	<b>339,792</b>	<b>14,556</b>	<b>354,349</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Horseback Riders</b>	<b>Local Horseback Riders</b>	<b>Non-Local Horseback Riders</b>	<b>Total Horseback Riders</b>
Estimated Users at 2003	1,033	916	1,948
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	1,033	147	1,179
Frequency Factor (2)	21	1	
<b>User Days (3)</b>	<b>21,788</b>	<b>147</b>	<b>21,935</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	14%	84%	
Estimated Number Overnight Users	148	769	917
Frequency Factor (2)	2	2.0	
<b>User Days (3)</b>	<b>295</b>	<b>1,538</b>	<b>1,834</b>
<b>Total User Days</b>	<b>22,084</b>	<b>1,685</b>	<b>23,768</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Snowmobilers</b>	<b>Local Snowmobilers</b>	<b>Non-Local Snowmobilers</b>	<b>Total Snowmobilers</b>
Estimated Users at 2003	7,837	6,950	14,788
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	7,837	1,112	8,949
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	7,994	1,134	9,128
Frequency Factor (2)	22.35	9.8	
<b>User Days (3)</b>	<b>178,670</b>	<b>11,116</b>	<b>189,786</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	32%	84%	
Estimated Number Overnight Users	2,528	5,838	8,367
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	2,579	5,955	8,534
Frequency Factor (2)	15.1575	6.08	
<b>User Days (3)</b>	<b>39,090</b>	<b>36,206</b>	<b>75,296</b>
<b>Total User Days</b>	<b>217,761</b>	<b>47,322</b>	<b>265,082</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Cross Country Skiers</b>	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	2,049	1,817	3,866
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	2,049	291	2,340
Frequency Factor (2)	8	1	
<b>User Days (3)</b>	<b>17,357</b>	<b>291</b>	<b>17,647</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	16%	84%	
Estimated Number Overnight Users	334	1,526	1,860
Frequency Factor (2)	8	2.0	
<b>User Days (3)</b>	<b>2,590</b>	<b>3,053</b>	<b>5,643</b>
<b>Total User Days</b>	<b>19,947</b>	<b>3,344</b>	<b>23,291</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Total</b>	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	1,484,962	15,071	1,500,033
Overnig User Days	66,674	99,014	165,688
Total User Days	1,551,637	114,085	1,665,721

**Table 11: Region 11**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	19,907	4,977	24,884
Day Users			
Estimated Percentage Day Users (1)	100%	20%	
Estimated Number Day Users	19,907	995	20,902
Frequency Factor (2)	60	1	
<b>User Days (3)</b>	<b>1,202,185</b>	<b>995</b>	<b>1,203,180</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	15%	80%	
Estimated Number Overnight Users	3,038	3,981	7,019
Frequency Factor (2)	8	3.8	
<b>User Days (3)</b>	<b>24,494</b>	<b>15,129</b>	<b>39,624</b>
<b>Total User Days</b>	<b>1,226,679</b>	<b>16,125</b>	<b>1,242,804</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	13,876	3,469	17,345
Day Users			
Estimated Percentage Day Users (1)	100%	20%	
Estimated Number Day Users	13,876	694	14,570
Frequency Factor (2)	70	1	
<b>User Days (3)</b>	<b>971,338</b>	<b>694</b>	<b>972,032</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	13%	80%	
Estimated Number Overnight Users	1,809	2,775	4,585
Frequency Factor (2)	5	2.0	
<b>User Days (3)</b>	<b>9,807</b>	<b>5,551</b>	<b>15,358</b>
<b>Total User Days</b>	<b>981,146</b>	<b>6,244</b>	<b>987,390</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	0	0	0
Day Users			
Estimated Percentage Day Users (1)	100%	20%	
Estimated Number Day Users	0	0	0
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	0%	80%	
Estimated Number Overnight Users	0	0	0
Frequency Factor (2)	0	0.0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	14,538	3,635	18,173
Day Users			
Estimated Percentage Day Users (1)	100%	20%	
Estimated Number Day Users	14,538	727	15,265
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	14,829	741	15,570
Frequency Factor (2)	26.72	9.8	
<b>User Days (3)</b>	<b>396,228</b>	<b>7,266</b>	<b>403,494</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	28%	80%	
Estimated Number Overnight Users	4,106	2,908	7,013
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	4,188	2,966	7,153
Frequency Factor (2)	8.0704	6.08	
<b>User Days (3)</b>	<b>33,796</b>	<b>18,032</b>	<b>51,828</b>
<b>Total User Days</b>	<b>430,024</b>	<b>25,298</b>	<b>455,322</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Cross Country Skiers**

	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	4,585	1,146	5,731
Day Users			
Estimated Percentage Day Users (1)	100%	20%	
Estimated Number Day Users	4,585	229	4,814
Frequency Factor (2)	10	1	
<b>User Days (3)</b>	<b>43,788</b>	<b>229</b>	<b>44,017</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	9%	80%	
Estimated Number Overnight Users	426	917	1,343
Frequency Factor (2)	7	2.0	
<b>User Days (3)</b>	<b>2,932</b>	<b>1,834</b>	<b>4,766</b>
<b>Total User Days</b>	<b>46,719</b>	<b>2,063</b>	<b>48,782</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Total**

	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	2,613,539	9,185	2,622,723
Overnig User Days	71,029	40,546	111,575
Total User Days	2,684,568	49,730	2,734,299

**Table 12: Region 12**

Hikers	Local Hikers	Non-Local Hikers	Total Hikers
Estimated Users at 2003	11,714	2,929	14,643
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	11,714	469	12,183
Frequency Factor (2)	60	1	
<b>User Days (3)</b>	<b>707,426</b>	<b>469</b>	<b>707,895</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	15%	84%	
Estimated Number Overnight Users	1,788	2,460	4,248
Frequency Factor (2)	8	3.8	
<b>User Days (3)</b>	<b>14,414</b>	<b>9,348</b>	<b>23,762</b>
<b>Total User Days</b>	<b>721,840</b>	<b>9,817</b>	<b>731,656</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

Cyclists	Local Cyclists	Non-Local Cyclists	Total Cyclists
Estimated Users at 2003	8,165	2,041	10,207
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	8,165	327	8,492
Frequency Factor (2)	70	1	
<b>User Days (3)</b>	<b>571,584</b>	<b>327</b>	<b>571,911</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	13%	84%	
Estimated Number Overnight Users	1,065	1,715	2,780
Frequency Factor (2)	5	2.0	
<b>User Days (3)</b>	<b>5,771</b>	<b>3,430</b>	<b>9,201</b>
<b>Total User Days</b>	<b>577,356</b>	<b>3,756</b>	<b>581,112</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Horseback Riders**

	Local Horseback Riders	Non-Local Horseback Riders	Total Horseback Riders
Estimated Users at 2003	0	0	0
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	0	0	0
Frequency Factor (2)	0	0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	0%	84%	
Estimated Number Overnight Users	0	0	0
Frequency Factor (2)	0	0.0	
<b>User Days (3)</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total User Days</b>	<b>0</b>	<b>0</b>	<b>0</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

**Snowmobilers**

	Local Snowmobilers	Non-Local Snowmobilers	Total Snowmobilers
Estimated Users at 2003	8,555	2,139	10,694
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	8,555	342	8,897
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Day Users	8,726	349	9,075
Frequency Factor (2)	26.72	9.8	
<b>User Days (3)</b>	<b>233,161</b>	<b>3,421</b>	<b>236,581</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	28%	84%	
Estimated Number Overnight Users	2,416	1,797	4,212
Allowance for Passengers	1.02	1.02	
Adjusted Estimated Number Overnight Users	2,464	1,832	4,297
Frequency Factor (2)	8.0704	6.08	
<b>User Days (3)</b>	<b>19,887</b>	<b>11,141</b>	<b>31,029</b>
<b>Total User Days</b>	<b>253,048</b>	<b>14,562</b>	<b>267,610</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Cross Country Skiers</b>	<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003	2,698	675	3,373
Day Users			
Estimated Percentage Day Users (1)	100%	16%	
Estimated Number Day Users	2,698	108	2,806
Frequency Factor (2)	10	1	
<b>User Days (3)</b>	<b>25,767</b>	<b>108</b>	<b>25,875</b>
Overnight Users			
Estimated Percentage Overnight Users (1)	9%	84%	
Estimated Number Overnight Users	251	567	818
Frequency Factor (2)	7	2.0	
<b>User Days (3)</b>	<b>1,725</b>	<b>1,133</b>	<b>2,858</b>
<b>Total User Days</b>	<b>27,492</b>	<b>1,241</b>	<b>28,733</b>

**SOURCE: PricewaterhouseCoopers LLP**

- 1) Estimated split between day users and over night users. Based on Environics survey for local users, and Statistics Canada Canadian Travel Survey and International Travel Survey, information from regional TCTO reps, and previous economic impact studies for the non-local users.
- 2) Represents frequency of use, considering the number and length of visits. Estimates based on Environics survey for local users, and discussions with regional TCTO reps and review of existing economic impact studies for non-local users.
- 3) Represents total number of trail users' usage annually.

<b>Total</b>	<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day User Days	1,537,938	4,324	1,542,262
Overnig User Days	41,797	25,052	66,849
Total User Days	1,579,735	29,376	1,609,111

**Table 13: Total All Regions**

<b>Hikers</b>		<b>Local Hikers</b>	<b>Non-Local Hikers</b>	<b>Total Hikers</b>
Estimated Users at 2003		1,074,009	202,045	1,276,054
Day	User Days	53,621,856	85,403	53,707,259
Overnight	User Days	2,136,062	443,239	2,579,300
<b>Total User Days</b>		<b>55,757,918</b>	<b>528,642</b>	<b>56,286,560</b>

SOURCE: PricewaterhouseCoopers LLP

<b>Cyclists</b>		<b>Local Cyclists</b>	<b>Non-Local Cyclists</b>	<b>Total Cyclists</b>
Estimated Users at 2003		677,214	122,845	800,060
Day	User Days	23,168,233	52,967	23,221,200
Overnight	User Days	690,031	139,757	829,788
<b>Total User Days</b>		<b>23,858,264</b>	<b>192,724</b>	<b>24,050,988</b>

SOURCE: PricewaterhouseCoopers LLP

<b>Horseback Riders</b>		<b>Local Horseback Riders</b>	<b>Non-Local Horseback Riders</b>	<b>Total Horseback Riders</b>
Estimated Users at 2003		18,505	5,284	23,788
Day	User Days	223,436	1,924	225,360
Overnight	User Days	27,441	6,719	34,160
<b>Total User Days</b>		<b>250,877</b>	<b>8,643</b>	<b>259,520</b>

SOURCE: PricewaterhouseCoopers LLP

<b>Snowmobilers</b>		<b>Local Snowmobilers</b>	<b>Non-Local Snowmobilers</b>	<b>Total Snowmobilers</b>
Estimated Users at 2003		129,960	94,811	224,771
Day	User Days	2,388,666	311,476	2,700,142
Overnight	User Days	329,726	373,731	703,458
<b>Total User Days</b>		<b>2,718,392</b>	<b>685,208</b>	<b>3,403,600</b>

SOURCE: PricewaterhouseCoopers LLP

<b>Cross Country Skiers</b>		<b>Local Cross Country Skiers</b>	<b>Non-Local Cross Country Skiers</b>	<b>Total Cross Country Skiers</b>
Estimated Users at 2003		86,029	15,125	101,154
Day	User Days	356,061	5,287	361,349
Overnight	User Days	33,177	19,675	52,852
<b>Total User Days</b>		<b>389,239</b>	<b>24,962</b>	<b>414,201</b>

SOURCE: PricewaterhouseCoopers LLP

<b>Total</b>		<b>Local Users</b>	<b>Non-Local Users</b>	<b>Total Users</b>
Day	User Days	79,758,253	457,058	80,215,311
Overnight	User Days	3,216,437	983,121	4,199,558
<b>Total</b>	<b>User Days</b>	<b>82,974,690</b>	<b>1,440,179</b>	<b>84,414,869</b>

## Appendix 7 – Expenditure Tables

### Trans Canada Trail in Ontario Economic Impact Study - Expenditure Tables

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**Table 1: Region 1**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	4.71 \$	5.82
Groceries	2.92 \$	3.61
Retail	1.42 \$	2.85
Entertainment	0.90 \$	1.80
Recreation	1.04 \$	2.08
Vehicle Maintenance and Gas	3.94 \$	8.44
Car Rental	1.02 \$	2.20
Local Transportation	0.02 \$	0.04
Registration and other Fees	2.78 \$	5.56
Other	0.78 \$	2.48
<b>Total Day User Expenditure</b>	<b>19.54 \$</b>	<b>34.87</b>
<b>Overnight Users</b>		
Accommodation	8.07 \$	18.15
Food and Beverage - Purchased at Store	8.62 \$	8.62
Groceries	6.08 \$	6.08
Retail	2.01 \$	4.01
Entertainment	3.25 \$	6.50
Recreation	1.80 \$	3.59
Vehicle Maintenance and Gas	7.46 \$	15.98
Car Rental	0.44 \$	0.93
Local Transportation	0.24 \$	0.50
Registration and other Fees	4.04 \$	8.09
Other	1.52 \$	3.56
<b>Total Overnight User Expenditure</b>	<b>43.51 \$</b>	<b>76.01</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	4.64	\$	10.12
Groceries	2.77	\$	6.05
Retail	1.41	\$	2.82
Entertainment	1.49	\$	2.98
Recreation	1.41	\$	2.82
Vehicle Maintenance and Gas	3.07	\$	22.22
Car Rental	0.00	\$	7.25
Local Transportation	0.09	\$	0.67
Registration and other Fees	0.72	\$	1.44
Other	0.03	\$	0.08
<b>Total Day User Expenditure</b>	<b>15.64</b>	<b>\$</b>	<b>56.46</b>

**Overnight Users**

Accommodation	7.56	\$	7.56
Food and Beverage - Purchased at Store	6.97	\$	8.42
Groceries	3.02	\$	3.65
Retail	2.15	\$	7.25
Entertainment	0.63	\$	2.13
Recreation	1.93	\$	6.50
Vehicle Maintenance and Gas	5.11	\$	6.52
Car Rental	0.00	\$	1.28
Local Transportation	0.00	\$	1.28
Registration and other Fees	0.61	\$	2.05
Other	0.19	\$	0.26
<b>Total Overnight User Expenditure</b>	<b>28.15</b>	<b>\$</b>	<b>46.88</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	0.99	\$	2.57
Groceries	6.45	\$	16.77
Retail	0.53	\$	1.33
Entertainment	4.25	\$	10.62
Recreation	4.25	\$	10.62
Vehicle Maintenance and Gas	5.71	\$	11.41
Car Rental	0.32	\$	0.64
Local Transportation	0.32	\$	0.64
Registration and other Fees	1.12	\$	2.79
Other	0.27	\$	0.83
<b>Total Day User Expenditure</b>	<b>24.19</b>	<b>\$</b>	<b>58.21</b>

**Overnight Users**

Accommodation	9.59	\$	146.25
Food and Beverage - Purchased at Store	1.40	\$	2.45
Groceries	9.13	\$	15.98
Retail	0.75	\$	1.55
Entertainment	6.01	\$	12.40
Recreation	6.01	\$	12.40
Vehicle Maintenance and Gas	8.08	\$	23.08
Car Rental	0.45	\$	1.29
Local Transportation	0.45	\$	1.29
Registration and other Fees	1.58	\$	3.26
Other	0.38	\$	0.26
<b>Total Overnight User Expenditure</b>	<b>43.84</b>	<b>\$</b>	<b>220.22</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	1.46	\$	1.80
Groceries	0.68	\$	0.84
Retail	1.24	\$	2.47
Entertainment	0.00	\$	2.00
Recreation	0.87	\$	1.73
Vehicle Maintenance and Gas	2.72	\$	5.82
Car Rental	0.00	\$	2.14
Local Transportation	0.00	\$	2.14
Registration and other Fees	1.87	\$	3.74
Other	4.33	\$	13.70
<b>Total Day User Expenditure</b>	<b>13.15</b>	<b>\$</b>	<b>36.38</b>

**Overnight Users**

Accommodation	4.39	\$	9.87
Food and Beverage - Purchased at Store	4.69	\$	4.69
Groceries	3.31	\$	3.31
Retail	1.09	\$	2.18
Entertainment	1.77	\$	3.53
Recreation	0.98	\$	1.95
Vehicle Maintenance and Gas	4.06	\$	8.69
Car Rental	0.24	\$	0.51
Local Transportation	0.13	\$	0.27
Registration and other Fees	2.20	\$	4.40
Other	0.83	\$	1.94
<b>Total Overnight User Expenditure</b>	<b>23.67</b>	<b>\$</b>	<b>41.35</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	18.48	\$	28.40
Groceries	13.56	\$	20.85
Retail	7.73	\$	7.73
Entertainment	5.78	\$	5.78
Recreation	12.51	\$	12.51
Vehicle Maintenance and Gas	20.26	\$	20.26
Car Rental	7.22	\$	7.22
Local Transportation	0.16	\$	0.16
Registration and other Fees	56.10	\$	56.10
Other	0.20	\$	0.20
<b>Total Day User Expenditure</b>	<b>142.01</b>	<b>\$</b>	<b>159.21</b>

**Overnight Users**

Accommodation	51.14	\$	51.14
Food and Beverage - Purchased at Store	40.97	\$	63.19
Groceries	27.18	\$	41.91
Retail	4.93	\$	4.93
Entertainment	7.08	\$	7.08
Recreation	5.19	\$	5.19
Vehicle Maintenance and Gas	24.90	\$	24.90
Car Rental	3.99	\$	3.99
Local Transportation	0.68	\$	0.68
Registration and other Fees	49.17	\$	49.17
Other	1.75	\$	1.75
<b>Total Overnight User Expenditure</b>	<b>216.98</b>	<b>\$</b>	<b>253.93</b>

**Table 2: Region 2**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00	\$ -
Food and Beverage - Purchased at Restaurant etc	4.71	5.82
Groceries	2.92	3.61
Retail	1.42	2.85
Entertainment	0.90	1.80
Recreation	1.04	2.08
Vehicle Maintenance and Gas	3.94	8.44
Car Rental	1.02	2.20
Local Transportation	0.02	0.04
Registration and other Fees	2.78	5.56
Other	0.78	2.48
<b>Total Day User Expenditure</b>	<b>19.54</b>	<b>34.87</b>
<b>Overnight Users</b>		
Accommodation	8.07	18.15
Food and Beverage - Purchased at Store	8.62	8.62
Groceries	6.08	6.08
Retail	2.01	4.01
Entertainment	3.25	6.50
Recreation	1.80	3.59
Vehicle Maintenance and Gas	7.46	15.98
Car Rental	0.44	0.93
Local Transportation	0.24	0.50
Registration and other Fees	4.04	8.09
Other	1.52	3.56
<b>Total Overnight User Expenditure</b>	<b>43.51</b>	<b>76.01</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	4.64	\$	10.12
Groceries	2.77	\$	6.05
Retail	1.41	\$	2.82
Entertainment	1.49	\$	2.98
Recreation	1.41	\$	2.82
Vehicle Maintenance and Gas	3.07	\$	22.22
Car Rental	0.00	\$	7.25
Local Transportation	0.09	\$	0.67
Registration and other Fees	0.72	\$	1.44
Other	0.03	\$	0.08
<b>Total Day User Expenditure</b>	<b>15.64</b>	<b>\$</b>	<b>56.46</b>

**Overnight Users**

Accommodation	7.56	\$	7.56
Food and Beverage - Purchased at Store	6.97	\$	8.42
Groceries	3.02	\$	3.65
Retail	2.15	\$	7.25
Entertainment	0.63	\$	2.13
Recreation	1.93	\$	6.50
Vehicle Maintenance and Gas	5.11	\$	6.52
Car Rental	0.00	\$	1.28
Local Transportation	0.00	\$	1.28
Registration and other Fees	0.61	\$	2.05
Other	0.19	\$	0.26
<b>Total Overnight User Expenditure</b>	<b>28.15</b>	<b>\$</b>	<b>46.88</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	0.99	\$	2.57
Groceries	6.45	\$	16.77
Retail	0.53	\$	1.33
Entertainment	4.25	\$	10.62
Recreation	4.25	\$	10.62
Vehicle Maintenance and Gas	5.71	\$	11.41
Car Rental	0.32	\$	0.64
Local Transportation	0.32	\$	0.64
Registration and other Fees	1.12	\$	2.79
Other	0.27	\$	0.83
<b>Total Day User Expenditure</b>	<b>24.19</b>	<b>\$</b>	<b>58.21</b>

**Overnight Users**

Accommodation	9.59	\$	146.25
Food and Beverage - Purchased at Store	1.40	\$	2.45
Groceries	9.13	\$	15.98
Retail	0.75	\$	1.55
Entertainment	6.01	\$	12.40
Recreation	6.01	\$	12.40
Vehicle Maintenance and Gas	8.08	\$	23.08
Car Rental	0.45	\$	1.29
Local Transportation	0.45	\$	1.29
Registration and other Fees	1.58	\$	3.26
Other	0.38	\$	0.26
<b>Total Overnight User Expenditure</b>	<b>43.84</b>	<b>\$</b>	<b>220.22</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	1.46	\$	1.80
Groceries	0.68	\$	0.84
Retail	1.24	\$	2.47
Entertainment	0.00	\$	2.00
Recreation	0.87	\$	1.73
Vehicle Maintenance and Gas	2.72	\$	5.82
Car Rental	0.00	\$	2.14
Local Transportation	0.00	\$	2.14
Registration and other Fees	1.87	\$	3.74
Other	4.33	\$	13.70
<b>Total Day User Expenditure</b>	<b>13.15</b>	<b>\$</b>	<b>36.38</b>

**Overnight Users**

Accommodation	4.39	\$	9.87
Food and Beverage - Purchased at Store	4.69	\$	4.69
Groceries	3.31	\$	3.31
Retail	1.09	\$	2.18
Entertainment	1.77	\$	3.53
Recreation	0.98	\$	1.95
Vehicle Maintenance and Gas	4.06	\$	8.69
Car Rental	0.24	\$	0.51
Local Transportation	0.13	\$	0.27
Registration and other Fees	2.20	\$	4.40
Other	0.83	\$	1.94
<b>Total Overnight User Expenditure</b>	<b>23.67</b>	<b>\$</b>	<b>41.35</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	18.48	\$	28.40
Groceries	13.56	\$	20.85
Retail	7.73	\$	7.73
Entertainment	5.78	\$	5.78
Recreation	12.51	\$	12.51
Vehicle Maintenance and Gas	20.26	\$	20.26
Car Rental	7.22	\$	7.22
Local Transportation	0.16	\$	0.16
Registration and other Fees	56.10	\$	56.10
Other	0.20	\$	0.20
<b>Total Day User Expenditure</b>	<b>142.01</b>	<b>\$</b>	<b>159.21</b>

**Overnight Users**

Accommodation	51.14	\$	51.14
Food and Beverage - Purchased at Store	40.97	\$	63.19
Groceries	27.18	\$	41.91
Retail	4.93	\$	4.93
Entertainment	7.08	\$	7.08
Recreation	5.19	\$	5.19
Vehicle Maintenance and Gas	24.90	\$	24.90
Car Rental	3.99	\$	3.99
Local Transportation	0.68	\$	0.68
Registration and other Fees	49.17	\$	49.17
Other	1.75	\$	1.75
<b>Total Overnight User Expenditure</b>	<b>216.98</b>	<b>\$</b>	<b>253.93</b>

**Table 3: Region 3**

	TCTO-ON Local Expenditure	TCTO-ON Non- Local Expenditure
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	7.64 \$	9.44
Groceries	3.35 \$	4.14
Retail	1.09 \$	2.17
Entertainment	1.90 \$	3.80
Recreation	2.25 \$	4.49
Vehicle Maintenance and Gas	2.53 \$	5.43
Car Rental	0.61 \$	1.31
Local Transportation	0.10 \$	0.21
Registration and other Fees	0.97 \$	1.93
Other	0.99 \$	3.13
<b>Total Day User Expenditure</b>	<b>21.42 \$</b>	<b>36.06</b>
<b>Overnight Users</b>		
Accommodation	10.91 \$	24.54
Food and Beverage - Purchased at Store	10.24 \$	10.24
Groceries	3.82 \$	3.82
Retail	3.08 \$	6.15
Entertainment	0.62 \$	1.25
Recreation	2.97 \$	5.94
Vehicle Maintenance and Gas	3.56 \$	7.63
Car Rental	1.16 \$	2.48
Local Transportation	0.19 \$	0.40
Registration and other Fees	1.26 \$	2.52
Other	0.76 \$	1.76
<b>Total Overnight User Expenditure</b>	<b>38.56 \$</b>	<b>66.74</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	3.40	\$	7.41
Groceries	3.07	\$	6.71
Retail	0.97	\$	1.94
Entertainment	0.92	\$	1.83
Recreation	0.30	\$	0.61
Vehicle Maintenance and Gas	2.43	\$	17.58
Car Rental	0.00	\$	7.25
Local Transportation	0.08	\$	0.60
Registration and other Fees	1.28	\$	2.56
Other	0.25	\$	0.56
<b>Total Day User Expenditure</b>	<b>12.70</b>	<b>\$</b>	<b>47.05</b>

**Overnight Users**

Accommodation	7.55	\$	7.55
Food and Beverage - Purchased at Store	3.59	\$	4.34
Groceries	3.46	\$	4.18
Retail	2.30	\$	7.78
Entertainment	1.18	\$	4.00
Recreation	0.58	\$	1.95
Vehicle Maintenance and Gas	2.88	\$	3.68
Car Rental	0.00	\$	1.28
Local Transportation	0.00	\$	1.28
Registration and other Fees	1.02	\$	3.44
Other	0.29	\$	0.40
<b>Total Overnight User Expenditure</b>	<b>22.86</b>	<b>\$</b>	<b>39.86</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	1.08	\$	2.82
Groceries	7.07	\$	18.38
Retail	0.58	\$	1.46
Entertainment	4.66	\$	11.64
Recreation	4.66	\$	11.64
Vehicle Maintenance and Gas	6.26	\$	12.51
Car Rental	0.35	\$	0.70
Local Transportation	0.35	\$	0.70
Registration and other Fees	1.22	\$	3.06
Other	0.29	\$	0.91
<b>Total Day User Expenditure</b>	<b>26.52</b>	<b>\$</b>	<b>63.82</b>

**Overnight Users**

Accommodation	13.39	\$	204.15
Food and Beverage - Purchased at Store	1.42	\$	2.48
Groceries	9.24	\$	16.18
Retail	0.76	\$	1.57
Entertainment	6.09	\$	12.56
Recreation	6.09	\$	12.56
Vehicle Maintenance and Gas	8.18	\$	23.37
Car Rental	0.46	\$	1.31
Local Transportation	0.46	\$	1.31
Registration and other Fees	1.60	\$	3.30
Other	0.38	\$	0.26
<b>Total Overnight User Expenditure</b>	<b>48.06</b>	<b>\$</b>	<b>279.04</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	3.34	\$	4.13
Groceries	1.61	\$	1.98
Retail	0.06	\$	0.12
Entertainment	0.96	\$	1.91
Recreation	1.02	\$	2.04
Vehicle Maintenance and Gas	5.32	\$	11.40
Car Rental	0.00	\$	2.14
Local Transportation	0.02	\$	0.05
Registration and other Fees	0.62	\$	1.25
Other	0.19	\$	0.61
<b>Total Day User Expenditure</b>	<b>13.15</b>	<b>\$</b>	<b>25.65</b>

**Overnight Users**

Accommodation	6.70	\$	15.07
Food and Beverage - Purchased at Store	6.29	\$	6.29
Groceries	2.35	\$	2.35
Retail	1.89	\$	3.78
Entertainment	0.38	\$	0.76
Recreation	1.82	\$	3.64
Vehicle Maintenance and Gas	2.19	\$	4.68
Car Rental	0.71	\$	1.52
Local Transportation	0.11	\$	0.25
Registration and other Fees	0.77	\$	1.55
Other	0.46	\$	1.08
<b>Total Overnight User Expenditure</b>	<b>23.67</b>	<b>\$</b>	<b>40.97</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	65.96	\$	101.38
Groceries	8.06	\$	12.39
Retail	0.00	\$	1.00
Entertainment	15.74	\$	15.74
Recreation	13.38	\$	13.38
Vehicle Maintenance and Gas	14.78	\$	14.78
Car Rental	0.00	\$	1.00
Local Transportation	0.00	\$	1.00
Registration and other Fees	24.09	\$	24.09
Other	0.00	\$	1.00
<b>Total Day User Expenditure</b>	<b>142.01</b>	<b>\$</b>	<b>185.76</b>

**Overnight Users**

Accommodation	47.30	\$	47.30
Food and Beverage - Purchased at Store	47.48	\$	73.22
Groceries	26.24	\$	40.46
Retail	0.27	\$	0.27
Entertainment	1.19	\$	1.19
Recreation	0.71	\$	0.71
Vehicle Maintenance and Gas	54.97	\$	54.97
Car Rental	0.00	\$	1.00
Local Transportation	0.27	\$	0.27
Registration and other Fees	34.98	\$	34.98
Other	3.57	\$	3.57
<b>Total Overnight User Expenditure</b>	<b>216.98</b>	<b>\$</b>	<b>257.95</b>

**Table 4: Region 4**

	TCTO-ON Local Expenditure	TCTO-ON Non- Local Expenditure
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00	\$ -
Food and Beverage - Purchased at Restaurant etc	7.64	9.44
Groceries	3.35	4.14
Retail	1.09	2.17
Entertainment	1.90	3.80
Recreation	2.25	4.49
Vehicle Maintenance and Gas	2.53	5.43
Car Rental	0.61	1.31
Local Transportation	0.10	0.21
Registration and other Fees	0.97	1.93
Other	0.99	3.13
<b>Total Day User Expenditure</b>	<b>21.42</b>	<b>36.06</b>
<b>Overnight Users</b>		
Accommodation	10.91	24.54
Food and Beverage - Purchased at Store	10.24	10.24
Groceries	3.82	3.82
Retail	3.08	6.15
Entertainment	0.62	1.25
Recreation	2.97	5.94
Vehicle Maintenance and Gas	3.56	7.63
Car Rental	1.16	2.48
Local Transportation	0.19	0.40
Registration and other Fees	1.26	2.52
Other	0.76	1.76
<b>Total Overnight User Expenditure</b>	<b>38.56</b>	<b>66.74</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	3.40	\$	7.41
Groceries	3.07	\$	6.71
Retail	0.97	\$	1.94
Entertainment	0.92	\$	1.83
Recreation	0.30	\$	0.61
Vehicle Maintenance and Gas	2.43	\$	17.58
Car Rental	0.00	\$	7.25
Local Transportation	0.08	\$	0.60
Registration and other Fees	1.28	\$	2.56
Other	0.25	\$	0.56
<b>Total Day User Expenditure</b>	<b>12.70</b>	<b>\$</b>	<b>47.05</b>

**Overnight Users**

Accommodation	7.55	\$	7.55
Food and Beverage - Purchased at Store	3.59	\$	4.34
Groceries	3.46	\$	4.18
Retail	2.30	\$	7.78
Entertainment	1.18	\$	4.00
Recreation	0.58	\$	1.95
Vehicle Maintenance and Gas	2.88	\$	3.68
Car Rental	0.00	\$	1.28
Local Transportation	0.00	\$	1.28
Registration and other Fees	1.02	\$	3.44
Other	0.29	\$	0.40
<b>Total Overnight User Expenditure</b>	<b>22.86</b>	<b>\$</b>	<b>39.86</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	1.08	\$	2.82
Groceries	7.07	\$	18.38
Retail	0.58	\$	1.46
Entertainment	4.66	\$	11.64
Recreation	4.66	\$	11.64
Vehicle Maintenance and Gas	6.26	\$	12.51
Car Rental	0.35	\$	0.70
Local Transportation	0.35	\$	0.70
Registration and other Fees	1.22	\$	3.06
Other	0.29	\$	0.91
<b>Total Day User Expenditure</b>	<b>26.52</b>	<b>\$</b>	<b>63.82</b>

**Overnight Users**

Accommodation	13.39	\$	204.15
Food and Beverage - Purchased at Store	1.42	\$	2.48
Groceries	9.24	\$	16.18
Retail	0.76	\$	1.57
Entertainment	6.09	\$	12.56
Recreation	6.09	\$	12.56
Vehicle Maintenance and Gas	8.18	\$	23.37
Car Rental	0.46	\$	1.31
Local Transportation	0.46	\$	1.31
Registration and other Fees	1.60	\$	3.30
Other	0.38	\$	0.26
<b>Total Overnight User Expenditure</b>	<b>48.06</b>	<b>\$</b>	<b>279.04</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	3.34	\$	4.13
Groceries	1.61	\$	1.98
Retail	0.06	\$	0.12
Entertainment	0.96	\$	1.91
Recreation	1.02	\$	2.04
Vehicle Maintenance and Gas	5.32	\$	11.40
Car Rental	0.00	\$	2.14
Local Transportation	0.02	\$	0.05
Registration and other Fees	0.62	\$	1.25
Other	0.19	\$	0.61
<b>Total Day User Expenditure</b>	<b>13.15</b>	<b>\$</b>	<b>25.65</b>

**Overnight Users**

Accommodation	6.70	\$	15.07
Food and Beverage - Purchased at Store	6.29	\$	6.29
Groceries	2.35	\$	2.35
Retail	1.89	\$	3.78
Entertainment	0.38	\$	0.76
Recreation	1.82	\$	3.64
Vehicle Maintenance and Gas	2.19	\$	4.68
Car Rental	0.71	\$	1.52
Local Transportation	0.11	\$	0.25
Registration and other Fees	0.77	\$	1.55
Other	0.46	\$	1.08
<b>Total Overnight User Expenditure</b>	<b>23.67</b>	<b>\$</b>	<b>40.97</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	65.96	\$	101.38
Groceries	8.06	\$	12.39
Retail	0.00	\$	1.00
Entertainment	15.74	\$	15.74
Recreation	13.38	\$	13.38
Vehicle Maintenance and Gas	14.78	\$	14.78
Car Rental	0.00	\$	1.00
Local Transportation	0.00	\$	1.00
Registration and other Fees	24.09	\$	24.09
Other	0.00	\$	1.00
<b>Total Day User Expenditure</b>	<b>142.01</b>	<b>\$</b>	<b>185.76</b>

**Overnight Users**

Accommodation	47.30	\$	47.30
Food and Beverage - Purchased at Store	47.48	\$	73.22
Groceries	26.24	\$	40.46
Retail	0.27	\$	0.27
Entertainment	1.19	\$	1.19
Recreation	0.71	\$	0.71
Vehicle Maintenance and Gas	54.97	\$	54.97
Car Rental	0.00	\$	1.00
Local Transportation	0.27	\$	0.27
Registration and other Fees	34.98	\$	34.98
Other	3.57	\$	3.57
<b>Total Overnight User Expenditure</b>	<b>216.98</b>	<b>\$</b>	<b>257.95</b>

**Table 5: Region 5**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00	\$ -
Food and Beverage - Purchased at Restaurant etc	4.63	5.72
Groceries	4.72	5.83
Retail	0.76	1.53
Entertainment	1.71	3.42
Recreation	1.41	2.81
Vehicle Maintenance and Gas	3.89	8.33
Car Rental	1.45	3.12
Local Transportation	0.05	0.10
Registration and other Fees	2.15	4.29
Other	0.35	1.12
<b>Total Day User Expenditure</b>	<b>21.12</b>	<b>36.27</b>
<b>Overnight Users</b>		
Accommodation	6.63	14.92
Food and Beverage - Purchased at Store	11.87	11.87
Groceries	5.03	5.03
Retail	2.04	4.08
Entertainment	0.84	1.68
Recreation	1.31	2.63
Vehicle Maintenance and Gas	4.68	10.03
Car Rental	0.69	1.48
Local Transportation	0.27	0.59
Registration and other Fees	2.55	5.09
Other	0.48	1.12
<b>Total Overnight User Expenditure</b>	<b>36.39</b>	<b>58.51</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	6.21	\$	13.54
Groceries	3.15	\$	6.87
Retail	0.37	\$	0.75
Entertainment	0.34	\$	0.68
Recreation	1.29	\$	2.58
Vehicle Maintenance and Gas	2.97	\$	21.54
Car Rental	4.32	\$	31.35
Local Transportation	0.13	\$	0.92
Registration and other Fees	0.10	\$	0.20
Other	0.06	\$	0.15
<b>Total Day User Expenditure</b>	<b>18.94</b>	<b>\$</b>	<b>78.56</b>

**Overnight Users**

Accommodation	13.34	\$	13.34
Food and Beverage - Purchased at Store	3.43	\$	4.15
Groceries	3.68	\$	4.45
Retail	2.40	\$	8.11
Entertainment	1.83	\$	6.18
Recreation	3.20	\$	10.81
Vehicle Maintenance and Gas	1.74	\$	2.22
Car Rental	3.04	\$	3.88
Local Transportation	0.00	\$	1.28
Registration and other Fees	1.11	\$	3.73
Other	0.30	\$	0.42
<b>Total Overnight User Expenditure</b>	<b>34.09</b>	<b>\$</b>	<b>58.58</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	1.07	\$	2.78
Groceries	6.97	\$	18.12
Retail	0.57	\$	1.43
Entertainment	4.59	\$	11.47
Recreation	4.59	\$	11.47
Vehicle Maintenance and Gas	6.17	\$	12.33
Car Rental	0.34	\$	0.69
Local Transportation	0.34	\$	0.69
Registration and other Fees	1.21	\$	3.01
Other	0.29	\$	0.90
<b>Total Day User Expenditure</b>	<b>26.14</b>	<b>\$</b>	<b>62.91</b>

**Overnight Users**

Accommodation	10.18	\$	155.27
Food and Beverage - Purchased at Store	1.52	\$	2.66
Groceries	9.92	\$	17.36
Retail	0.82	\$	1.68
Entertainment	6.53	\$	13.48
Recreation	6.53	\$	13.48
Vehicle Maintenance and Gas	8.78	\$	25.07
Car Rental	0.49	\$	1.40
Local Transportation	0.49	\$	1.40
Registration and other Fees	1.72	\$	3.54
Other	0.41	\$	0.28
<b>Total Overnight User Expenditure</b>	<b>47.39</b>	<b>\$</b>	<b>235.63</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	5.74	\$	7.09
Groceries	0.50	\$	0.62
Retail	0.05	\$	0.10
Entertainment	0.06	\$	0.12
Recreation	3.94	\$	7.88
Vehicle Maintenance and Gas	1.59	\$	3.41
Car Rental	0.00	\$	2.14
Local Transportation	0.00	\$	2.14
Registration and other Fees	1.27	\$	2.54
Other	0.00	\$	3.17
<b>Total Day User Expenditure</b>	<b>13.15</b>	<b>\$</b>	<b>29.21</b>

**Overnight Users**

Accommodation	4.31	\$	9.70
Food and Beverage - Purchased at Store	7.72	\$	7.72
Groceries	3.27	\$	3.27
Retail	1.33	\$	2.66
Entertainment	0.55	\$	1.10
Recreation	0.85	\$	1.71
Vehicle Maintenance and Gas	3.04	\$	6.52
Car Rental	0.45	\$	0.96
Local Transportation	0.18	\$	0.38
Registration and other Fees	1.66	\$	3.31
Other	0.31	\$	0.73
<b>Total Overnight User Expenditure</b>	<b>23.67</b>	<b>\$</b>	<b>38.06</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	5.07	\$	7.79
Groceries	17.32	\$	26.63
Retail	1.69	\$	1.69
Entertainment	0.00	\$	1.00
Recreation	10.14	\$	10.14
Vehicle Maintenance and Gas	31.44	\$	31.44
Car Rental	0.00	\$	1.00
Local Transportation	0.00	\$	1.00
Registration and other Fees	41.38	\$	41.38
Other	0.00	\$	1.00
<b>Total Day User Expenditure</b>	<b>107.04</b>	<b>\$</b>	<b>123.07</b>

**Overnight Users**

Accommodation	16.95	\$	16.95
Food and Beverage - Purchased at Store	27.41	\$	42.27
Groceries	35.87	\$	55.31
Retail	9.95	\$	9.95
Entertainment	0.00	\$	1.00
Recreation	0.00	\$	1.00
Vehicle Maintenance and Gas	56.19	\$	56.19
Car Rental	0.00	\$	1.00
Local Transportation	0.00	\$	1.00
Registration and other Fees	17.19	\$	17.19
Other	0.00	\$	1.00
<b>Total Overnight User Expenditure</b>	<b>163.55</b>	<b>\$</b>	<b>202.86</b>

**Table 6: Region 6**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00	\$ -
Food and Beverage - Purchased at Restaurant etc	2.39	2.95
Groceries	2.72	3.36
Retail	1.60	3.20
Entertainment	0.24	0.47
Recreation	1.03	2.06
Vehicle Maintenance and Gas	5.65	12.11
Car Rental	0.00	2.14
Local Transportation	0.44	0.95
Registration and other Fees	0.94	1.88
Other	0.34	1.08
<b>Total Day User Expenditure</b>	<b>15.34</b>	<b>30.19</b>
<b>Overnight Users</b>		
Accommodation	4.28	9.62
Food and Beverage - Purchased at Store	4.12	4.12
Groceries	5.55	5.55
Retail	1.33	2.67
Entertainment	0.13	0.25
Recreation	0.51	1.01
Vehicle Maintenance and Gas	4.84	10.38
Car Rental	0.44	0.95
Local Transportation	0.00	2.14
Registration and other Fees	1.85	3.70
Other	0.50	1.16
<b>Total Overnight User Expenditure</b>	<b>23.55</b>	<b>41.56</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	3.58	\$	7.81
Groceries	1.80	\$	3.93
Retail	0.19	\$	0.38
Entertainment	0.60	\$	1.20
Recreation	1.79	\$	3.58
Vehicle Maintenance and Gas	2.56	\$	18.55
Car Rental	0.00	\$	7.25
Local Transportation	0.00	\$	7.25
Registration and other Fees	0.69	\$	1.38
Other	0.17	\$	0.39
<b>Total Day User Expenditure</b>	<b>11.38</b>	<b>\$</b>	<b>51.72</b>

**Overnight Users**

Accommodation	4.57	\$	4.57
Food and Beverage - Purchased at Store	5.13	\$	6.20
Groceries	3.26	\$	3.94
Retail	0.72	\$	2.43
Entertainment	0.38	\$	1.29
Recreation	1.20	\$	4.05
Vehicle Maintenance and Gas	3.83	\$	4.88
Car Rental	0.00	\$	1.28
Local Transportation	0.00	\$	1.28
Registration and other Fees	0.74	\$	2.50
Other	0.65	\$	0.90
<b>Total Overnight User Expenditure</b>	<b>20.48</b>	<b>\$</b>	<b>33.32</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	0.78	\$	2.02
Groceries	5.06	\$	13.16
Retail	0.42	\$	1.04
Entertainment	3.33	\$	8.34
Recreation	3.33	\$	8.34
Vehicle Maintenance and Gas	4.48	\$	8.96
Car Rental	0.25	\$	0.50
Local Transportation	0.25	\$	0.50
Registration and other Fees	0.88	\$	2.19
Other	0.21	\$	0.65
<b>Total Day User Expenditure</b>	<b>18.99</b>	<b>\$</b>	<b>45.70</b>

**Overnight Users**

Accommodation	6.63	\$	101.16
Food and Beverage - Purchased at Store	1.14	\$	1.99
Groceries	7.41	\$	12.96
Retail	0.61	\$	1.26
Entertainment	4.88	\$	10.06
Recreation	4.88	\$	10.06
Vehicle Maintenance and Gas	6.55	\$	18.73
Car Rental	0.37	\$	1.05
Local Transportation	0.37	\$	1.05
Registration and other Fees	1.28	\$	2.64
Other	0.31	\$	0.21
<b>Total Overnight User Expenditure</b>	<b>34.42</b>	<b>\$</b>	<b>161.17</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	2.86	\$	3.53
Groceries	1.33	\$	1.65
Retail	0.40	\$	0.80
Entertainment	0.00	\$	2.00
Recreation	0.51	\$	1.03
Vehicle Maintenance and Gas	2.22	\$	4.75
Car Rental	0.00	\$	2.14
Local Transportation	0.00	\$	2.14
Registration and other Fees	5.34	\$	10.68
Other	0.49	\$	1.54
<b>Total Day User Expenditure</b>	<b>13.15</b>	<b>\$</b>	<b>30.26</b>

**Overnight Users**

Accommodation	4.31	\$	9.70
Food and Beverage - Purchased at Store	7.72	\$	7.72
Groceries	3.27	\$	3.27
Retail	1.33	\$	2.66
Entertainment	0.55	\$	1.10
Recreation	0.85	\$	1.71
Vehicle Maintenance and Gas	3.04	\$	6.52
Car Rental	0.45	\$	0.96
Local Transportation	0.18	\$	0.38
Registration and other Fees	1.66	\$	3.31
Other	0.31	\$	0.73
<b>Total Overnight User Expenditure</b>	<b>23.67</b>	<b>\$</b>	<b>38.06</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00	\$	-
Food and Beverage - Purchased at Restaurant etc	26.42	\$	40.60
Groceries	12.62	\$	19.40
Retail	0.49	\$	0.49
Entertainment	0.92	\$	0.92
Recreation	1.00	\$	1.00
Vehicle Maintenance and Gas	19.92	\$	19.92
Car Rental	0.00	\$	1.00
Local Transportation	0.00	\$	1.00
Registration and other Fees	43.61	\$	43.61
Other	3.14	\$	3.14
<b>Total Day User Expenditure</b>	<b>108.11</b>	<b>\$</b>	<b>131.07</b>

**Overnight Users**

Accommodation	30.47	\$	30.47
Food and Beverage - Purchased at Store	29.95	\$	46.18
Groceries	6.09	\$	9.40
Retail	2.04	\$	2.04
Entertainment	0.58	\$	0.58
Recreation	0.00	\$	1.00
Vehicle Maintenance and Gas	28.21	\$	28.21
Car Rental	0.00	\$	1.00
Local Transportation	0.00	\$	1.00
Registration and other Fees	66.51	\$	66.51
Other	1.33	\$	1.33
<b>Total Overnight User Expenditure</b>	<b>165.18</b>	<b>\$</b>	<b>187.72</b>

**Table 7: Region 7**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.77 \$	3.43
Groceries	2.07 \$	2.55
Retail	0.37 \$	0.75
Entertainment	0.18 \$	0.35
Recreation	0.85 \$	1.71
Vehicle Maintenance and Gas	2.77 \$	5.94
Car Rental	0.81 \$	1.73
Local Transportation	0.13 \$	0.27
Registration and other Fees	1.96 \$	3.92
Other	0.20 \$	0.63
<b>Total Day User Expenditure</b>	<b>12.11 \$</b>	<b>21.28</b>
<b>Overnight Users</b>		
Accommodation	4.49 \$	10.09
Food and Beverage - Purchased at Store	3.81 \$	3.81
Groceries	3.59 \$	3.59
Retail	2.11 \$	4.21
Entertainment	0.85 \$	1.70
Recreation	1.07 \$	2.13
Vehicle Maintenance and Gas	2.80 \$	6.01
Car Rental	0.64 \$	1.36
Local Transportation	0.03 \$	0.05
Registration and other Fees	2.34 \$	4.68
Other	0.09 \$	0.21
<b>Total Overnight User Expenditure</b>	<b>21.80 \$</b>	<b>37.85</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.97 \$	6.49
Groceries	1.27 \$	2.76
Retail	0.00 \$	2.00
Entertainment	0.40 \$	0.81
Recreation	0.28 \$	0.56
Vehicle Maintenance and Gas	0.85 \$	6.13
Car Rental	0.00 \$	7.25
Local Transportation	0.00 \$	7.25
Registration and other Fees	0.26 \$	0.53
Other	0.01 \$	0.02
<b>Total Day User Expenditure</b>	<b>6.04 \$</b>	<b>33.79</b>

**Overnight Users**

Accommodation	3.34 \$	3.34
Food and Beverage - Purchased at Store	2.29 \$	2.77
Groceries	0.45 \$	0.55
Retail	0.49 \$	1.67
Entertainment	0.30 \$	1.00
Recreation	1.35 \$	4.57
Vehicle Maintenance and Gas	1.12 \$	1.42
Car Rental	0.00 \$	1.28
Local Transportation	0.00 \$	1.28
Registration and other Fees	0.21 \$	0.70
Other	1.31 \$	1.82
<b>Total Overnight User Expenditure</b>	<b>10.87 \$</b>	<b>20.39</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	0.61 \$	1.59
Groceries	4.00 \$	10.39
Retail	0.33 \$	0.82
Entertainment	2.63 \$	6.58
Recreation	2.63 \$	6.58
Vehicle Maintenance and Gas	3.54 \$	7.07
Car Rental	0.20 \$	0.40
Local Transportation	0.20 \$	0.40
Registration and other Fees	0.69 \$	1.73
Other	0.16 \$	0.51
<b>Total Day User Expenditure</b>	<b>14.99 \$</b>	<b>36.07</b>

**Overnight Users**

Accommodation	5.44 \$	83.00
Food and Beverage - Purchased at Store	0.89 \$	1.56
Groceries	5.79 \$	10.14
Retail	0.48 \$	0.98
Entertainment	3.82 \$	7.87
Recreation	3.82 \$	7.87
Vehicle Maintenance and Gas	5.12 \$	14.64
Car Rental	0.29 \$	0.82
Local Transportation	0.29 \$	0.82
Registration and other Fees	1.00 \$	2.07
Other	0.24 \$	0.16
<b>Total Overnight User Expenditure</b>	<b>27.17 \$</b>	<b>129.92</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.13 \$	2.64
Groceries	1.25 \$	1.54
Retail	0.00 \$	2.00
Entertainment	0.39 \$	0.78
Recreation	0.73 \$	1.46
Vehicle Maintenance and Gas	1.65 \$	3.54
Car Rental	0.00 \$	2.14
Local Transportation	0.00 \$	2.14
Registration and other Fees	2.26 \$	4.53
Other	0.13 \$	0.42
<b>Total Day User Expenditure</b>	<b>8.55 \$</b>	<b>21.18</b>

**Overnight Users**

Accommodation	3.17 \$	7.13
Food and Beverage - Purchased at Store	2.69 \$	2.69
Groceries	2.53 \$	2.53
Retail	1.49 \$	2.97
Entertainment	0.60 \$	1.20
Recreation	0.75 \$	1.51
Vehicle Maintenance and Gas	1.98 \$	4.24
Car Rental	0.45 \$	0.96
Local Transportation	0.02 \$	0.04
Registration and other Fees	1.65 \$	3.31
Other	0.06 \$	0.15
<b>Total Overnight User Expenditure</b>	<b>15.39 \$</b>	<b>26.72</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	12.54 \$	19.28
Groceries	2.76 \$	4.24
Retail	2.48 \$	2.48
Entertainment	1.85 \$	1.85
Recreation	3.21 \$	3.21
Vehicle Maintenance and Gas	14.27 \$	14.27
Car Rental	0.59 \$	0.59
Local Transportation	0.18 \$	0.18
Registration and other Fees	20.30 \$	20.30
Other	0.00 \$	1.00
<b>Total Day User Expenditure</b>	<b>58.18 \$</b>	<b>67.40</b>

**Overnight Users**

Accommodation	7.50 \$	7.50
Food and Beverage - Purchased at Store	20.93 \$	32.28
Groceries	3.60 \$	5.55
Retail	2.95 \$	2.95
Entertainment	7.12 \$	7.12
Recreation	3.79 \$	3.79
Vehicle Maintenance and Gas	34.93 \$	34.93
Car Rental	1.36 \$	1.36
Local Transportation	0.11 \$	0.11
Registration and other Fees	5.18 \$	5.18
Other	1.40 \$	1.40
<b>Total Overnight User Expenditure</b>	<b>88.89 \$</b>	<b>102.19</b>

**Table 8: Region 8**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.77 \$	3.43
Groceries	2.07 \$	2.55
Retail	0.37 \$	0.75
Entertainment	0.18 \$	0.35
Recreation	0.85 \$	1.71
Vehicle Maintenance and Gas	2.77 \$	5.94
Car Rental	0.81 \$	1.73
Local Transportation	0.13 \$	0.27
Registration and other Fees	1.96 \$	3.92
Other	0.20 \$	0.63
<b>Total Day User Expenditure</b>	<b>12.11 \$</b>	<b>21.28</b>
<b>Overnight Users</b>		
Accommodation	4.49 \$	10.09
Food and Beverage - Purchased at Store	3.81 \$	3.81
Groceries	3.59 \$	3.59
Retail	2.11 \$	4.21
Entertainment	0.85 \$	1.70
Recreation	1.07 \$	2.13
Vehicle Maintenance and Gas	2.80 \$	6.01
Car Rental	0.64 \$	1.36
Local Transportation	0.03 \$	0.05
Registration and other Fees	2.34 \$	4.68
Other	0.09 \$	0.21
<b>Total Overnight User Expenditure</b>	<b>21.80 \$</b>	<b>37.85</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.97 \$	6.49
Groceries	1.27 \$	2.76
Retail	0.00 \$	2.00
Entertainment	0.40 \$	0.81
Recreation	0.28 \$	0.56
Vehicle Maintenance and Gas	0.85 \$	6.13
Car Rental	0.00 \$	7.25
Local Transportation	0.00 \$	7.25
Registration and other Fees	0.26 \$	0.53
Other	0.01 \$	0.02
<b>Total Day User Expenditure</b>	<b>6.04 \$</b>	<b>33.79</b>

**Overnight Users**

Accommodation	3.34 \$	3.34
Food and Beverage - Purchased at Store	2.29 \$	2.77
Groceries	0.45 \$	0.55
Retail	0.49 \$	1.67
Entertainment	0.30 \$	1.00
Recreation	1.35 \$	4.57
Vehicle Maintenance and Gas	1.12 \$	1.42
Car Rental	0.00 \$	1.28
Local Transportation	0.00 \$	1.28
Registration and other Fees	0.21 \$	0.70
Other	1.31 \$	1.82
<b>Total Overnight User Expenditure</b>	<b>10.87 \$</b>	<b>20.39</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	0.61 \$	1.59
Groceries	4.00 \$	10.39
Retail	0.33 \$	0.82
Entertainment	2.63 \$	6.58
Recreation	2.63 \$	6.58
Vehicle Maintenance and Gas	3.54 \$	7.07
Car Rental	0.20 \$	0.40
Local Transportation	0.20 \$	0.40
Registration and other Fees	0.69 \$	1.73
Other	0.16 \$	0.51
<b>Total Day User Expenditure</b>	<b>14.99 \$</b>	<b>36.07</b>

**Overnight Users**

Accommodation	5.44 \$	83.00
Food and Beverage - Purchased at Store	0.89 \$	1.56
Groceries	5.79 \$	10.14
Retail	0.48 \$	0.98
Entertainment	3.82 \$	7.87
Recreation	3.82 \$	7.87
Vehicle Maintenance and Gas	5.12 \$	14.64
Car Rental	0.29 \$	0.82
Local Transportation	0.29 \$	0.82
Registration and other Fees	1.00 \$	2.07
Other	0.24 \$	0.16
<b>Total Overnight User Expenditure</b>	<b>27.17 \$</b>	<b>129.92</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.13 \$	2.64
Groceries	1.25 \$	1.54
Retail	0.00 \$	2.00
Entertainment	0.39 \$	0.78
Recreation	0.73 \$	1.46
Vehicle Maintenance and Gas	1.65 \$	3.54
Car Rental	0.00 \$	2.14
Local Transportation	0.00 \$	2.14
Registration and other Fees	2.26 \$	4.53
Other	0.13 \$	0.42
<b>Total Day User Expenditure</b>	<b>8.55 \$</b>	<b>21.18</b>

**Overnight Users**

Accommodation	3.17 \$	7.13
Food and Beverage - Purchased at Store	2.69 \$	2.69
Groceries	2.53 \$	2.53
Retail	1.49 \$	2.97
Entertainment	0.60 \$	1.20
Recreation	0.75 \$	1.51
Vehicle Maintenance and Gas	1.98 \$	4.24
Car Rental	0.45 \$	0.96
Local Transportation	0.02 \$	0.04
Registration and other Fees	1.65 \$	3.31
Other	0.06 \$	0.15
<b>Total Overnight User Expenditure</b>	<b>15.39 \$</b>	<b>26.72</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	12.54 \$	19.28
Groceries	2.76 \$	4.24
Retail	2.48 \$	2.48
Entertainment	1.85 \$	1.85
Recreation	3.21 \$	3.21
Vehicle Maintenance and Gas	14.27 \$	14.27
Car Rental	0.59 \$	0.59
Local Transportation	0.18 \$	0.18
Registration and other Fees	20.30 \$	20.30
Other	0.00 \$	1.00
<b>Total Day User Expenditure</b>	<b>58.18 \$</b>	<b>67.40</b>

**Overnight Users**

Accommodation	7.50 \$	7.50
Food and Beverage - Purchased at Store	20.93 \$	32.28
Groceries	3.60 \$	5.55
Retail	2.95 \$	2.95
Entertainment	7.12 \$	7.12
Recreation	3.79 \$	3.79
Vehicle Maintenance and Gas	34.93 \$	34.93
Car Rental	1.36 \$	1.36
Local Transportation	0.11 \$	0.11
Registration and other Fees	5.18 \$	5.18
Other	1.40 \$	1.40
<b>Total Overnight User Expenditure</b>	<b>88.89 \$</b>	<b>102.19</b>

**Table 9: Region 9**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.77 \$	3.43
Groceries	2.07 \$	2.55
Retail	0.37 \$	0.75
Entertainment	0.18 \$	0.35
Recreation	0.85 \$	1.71
Vehicle Maintenance and Gas	2.77 \$	5.94
Car Rental	0.81 \$	1.73
Local Transportation	0.13 \$	0.27
Registration and other Fees	1.96 \$	3.92
Other	0.20 \$	0.63
<b>Total Day User Expenditure</b>	<b>12.11 \$</b>	<b>21.28</b>
<b>Overnight Users</b>		
Accommodation	4.49 \$	10.09
Food and Beverage - Purchased at Store	3.81 \$	3.81
Groceries	3.59 \$	3.59
Retail	2.11 \$	4.21
Entertainment	0.85 \$	1.70
Recreation	1.07 \$	2.13
Vehicle Maintenance and Gas	2.80 \$	6.01
Car Rental	0.64 \$	1.36
Local Transportation	0.03 \$	0.05
Registration and other Fees	2.34 \$	4.68
Other	0.09 \$	0.21
<b>Total Overnight User Expenditure</b>	<b>21.80 \$</b>	<b>37.85</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.97 \$	6.49
Groceries	1.27 \$	2.76
Retail	0.00 \$	2.00
Entertainment	0.40 \$	0.81
Recreation	0.28 \$	0.56
Vehicle Maintenance and Gas	0.85 \$	6.13
Car Rental	0.00 \$	7.25
Local Transportation	0.00 \$	7.25
Registration and other Fees	0.26 \$	0.53
Other	0.01 \$	0.02
<b>Total Day User Expenditure</b>	<b>6.04 \$</b>	<b>33.79</b>

**Overnight Users**

Accommodation	3.34 \$	3.34
Food and Beverage - Purchased at Store	2.29 \$	2.77
Groceries	0.45 \$	0.55
Retail	0.49 \$	1.67
Entertainment	0.30 \$	1.00
Recreation	1.35 \$	4.57
Vehicle Maintenance and Gas	1.12 \$	1.42
Car Rental	0.00 \$	1.28
Local Transportation	0.00 \$	1.28
Registration and other Fees	0.21 \$	0.70
Other	1.31 \$	1.82
<b>Total Overnight User Expenditure</b>	<b>10.87 \$</b>	<b>20.39</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	0.61 \$	1.59
Groceries	4.00 \$	10.39
Retail	0.33 \$	0.82
Entertainment	2.63 \$	6.58
Recreation	2.63 \$	6.58
Vehicle Maintenance and Gas	3.54 \$	7.07
Car Rental	0.20 \$	0.40
Local Transportation	0.20 \$	0.40
Registration and other Fees	0.69 \$	1.73
Other	0.16 \$	0.51
<b>Total Day User Expenditure</b>	<b>14.99 \$</b>	<b>36.07</b>

**Overnight Users**

Accommodation	5.44 \$	83.00
Food and Beverage - Purchased at Store	0.89 \$	1.56
Groceries	5.79 \$	10.14
Retail	0.48 \$	0.98
Entertainment	3.82 \$	7.87
Recreation	3.82 \$	7.87
Vehicle Maintenance and Gas	5.12 \$	14.64
Car Rental	0.29 \$	0.82
Local Transportation	0.29 \$	0.82
Registration and other Fees	1.00 \$	2.07
Other	0.24 \$	0.16
<b>Total Overnight User Expenditure</b>	<b>27.17 \$</b>	<b>129.92</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.13 \$	2.64
Groceries	1.25 \$	1.54
Retail	0.00 \$	2.00
Entertainment	0.39 \$	0.78
Recreation	0.73 \$	1.46
Vehicle Maintenance and Gas	1.65 \$	3.54
Car Rental	0.00 \$	2.14
Local Transportation	0.00 \$	2.14
Registration and other Fees	2.26 \$	4.53
Other	0.13 \$	0.42
<b>Total Day User Expenditure</b>	<b>8.55 \$</b>	<b>21.18</b>

**Overnight Users**

Accommodation	3.17 \$	7.13
Food and Beverage - Purchased at Store	2.69 \$	2.69
Groceries	2.53 \$	2.53
Retail	1.49 \$	2.97
Entertainment	0.60 \$	1.20
Recreation	0.75 \$	1.51
Vehicle Maintenance and Gas	1.98 \$	4.24
Car Rental	0.45 \$	0.96
Local Transportation	0.02 \$	0.04
Registration and other Fees	1.65 \$	3.31
Other	0.06 \$	0.15
<b>Total Overnight User Expenditure</b>	<b>15.39 \$</b>	<b>26.72</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	12.54 \$	19.28
Groceries	2.76 \$	4.24
Retail	2.48 \$	2.48
Entertainment	1.85 \$	1.85
Recreation	3.21 \$	3.21
Vehicle Maintenance and Gas	14.27 \$	14.27
Car Rental	0.59 \$	0.59
Local Transportation	0.18 \$	0.18
Registration and other Fees	20.30 \$	20.30
Other	0.00 \$	1.00
<b>Total Day User Expenditure</b>	<b>58.18 \$</b>	<b>67.40</b>

**Overnight Users**

Accommodation	7.50 \$	7.50
Food and Beverage - Purchased at Store	20.93 \$	32.28
Groceries	3.60 \$	5.55
Retail	2.95 \$	2.95
Entertainment	7.12 \$	7.12
Recreation	3.79 \$	3.79
Vehicle Maintenance and Gas	34.93 \$	34.93
Car Rental	1.36 \$	1.36
Local Transportation	0.11 \$	0.11
Registration and other Fees	5.18 \$	5.18
Other	1.40 \$	1.40
<b>Total Overnight User Expenditure</b>	<b>88.89 \$</b>	<b>102.19</b>

**Table 10: Region 10**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	3.77 \$	4.65
Groceries	2.30 \$	2.84
Retail	1.85 \$	3.69
Entertainment	0.25 \$	0.50
Recreation	1.76 \$	3.53
Vehicle Maintenance and Gas	2.04 \$	4.38
Car Rental	0.10 \$	0.22
Local Transportation	0.29 \$	0.62
Registration and other Fees	0.55 \$	1.10
Other	1.69 \$	5.35
<b>Total Day User Expenditure</b>	<b>14.60 \$</b>	<b>26.87</b>
<b>Overnight Users</b>		
Accommodation	5.43 \$	12.22
Food and Beverage - Purchased at Store	5.59 \$	5.59
Groceries	4.47 \$	4.47
Retail	1.33 \$	2.67
Entertainment	0.23 \$	0.47
Recreation	2.08 \$	4.17
Vehicle Maintenance and Gas	4.39 \$	9.41
Car Rental	1.20 \$	2.57
Local Transportation	0.46 \$	0.98
Registration and other Fees	0.70 \$	1.39
Other	0.40 \$	0.93
<b>Total Overnight User Expenditure</b>	<b>26.28 \$</b>	<b>44.86</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	4.63 \$	10.09
Groceries	1.76 \$	3.84
Retail	1.00 \$	2.01
Entertainment	0.77 \$	1.54
Recreation	6.72 \$	13.43
Vehicle Maintenance and Gas	2.81 \$	20.38
Car Rental	1.69 \$	12.23
Local Transportation	0.00 \$	7.25
Registration and other Fees	0.29 \$	0.58
Other	0.22 \$	0.49
<b>Total Day User Expenditure</b>	<b>19.89 \$</b>	<b>71.85</b>

**Overnight Users**

Accommodation	15.06 \$	15.06
Food and Beverage - Purchased at Store	9.31 \$	11.25
Groceries	1.70 \$	2.05
Retail	0.92 \$	3.09
Entertainment	0.97 \$	3.27
Recreation	5.28 \$	17.81
Vehicle Maintenance and Gas	2.57 \$	3.27
Car Rental	0.00 \$	1.28
Local Transportation	0.00 \$	1.28
Registration and other Fees	0.00 \$	3.38
Other	0.00 \$	1.39
<b>Total Overnight User Expenditure</b>	<b>35.80 \$</b>	<b>63.13</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	0.74 \$	1.92
Groceries	4.82 \$	12.53
Retail	0.40 \$	0.99
Entertainment	3.17 \$	7.93
Recreation	3.17 \$	7.93
Vehicle Maintenance and Gas	4.26 \$	8.52
Car Rental	0.24 \$	0.48
Local Transportation	0.24 \$	0.48
Registration and other Fees	0.83 \$	2.08
Other	0.20 \$	0.62
<b>Total Day User Expenditure</b>	<b>18.07 \$</b>	<b>43.49</b>

**Overnight Users**

Accommodation	7.82 \$	119.28
Food and Beverage - Purchased at Store	1.02 \$	1.78
Groceries	6.65 \$	11.64
Retail	0.55 \$	1.13
Entertainment	4.38 \$	9.03
Recreation	4.38 \$	9.03
Vehicle Maintenance and Gas	5.88 \$	16.81
Car Rental	0.33 \$	0.94
Local Transportation	0.33 \$	0.94
Registration and other Fees	1.15 \$	2.37
Other	0.27 \$	0.19
<b>Total Overnight User Expenditure</b>	<b>32.76 \$</b>	<b>173.14</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	1.62 \$	2.01
Groceries	1.12 \$	1.38
Retail	0.08 \$	0.17
Entertainment	0.10 \$	0.21
Recreation	0.23 \$	0.46
Vehicle Maintenance and Gas	0.79 \$	1.69
Car Rental	0.00 \$	2.14
Local Transportation	0.03 \$	0.07
Registration and other Fees	4.16 \$	8.32
Other	0.05 \$	0.17
<b>Total Day User Expenditure</b>	<b>8.19 \$</b>	<b>16.61</b>

**Overnight Users**

Accommodation	3.05 \$	6.85
Food and Beverage - Purchased at Store	3.13 \$	3.13
Groceries	2.51 \$	2.51
Retail	0.75 \$	1.50
Entertainment	0.13 \$	0.26
Recreation	1.17 \$	2.34
Vehicle Maintenance and Gas	2.46 \$	5.28
Car Rental	0.67 \$	1.44
Local Transportation	0.26 \$	0.55
Registration and other Fees	0.39 \$	0.78
Other	0.22 \$	0.52
<b>Total Overnight User Expenditure</b>	<b>14.74 \$</b>	<b>25.16</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	13.40 \$	20.60
Groceries	5.00 \$	7.69
Retail	1.06 \$	1.06
Entertainment	0.84 \$	0.84
Recreation	0.64 \$	0.64
Vehicle Maintenance and Gas	17.20 \$	17.20
Car Rental	0.19 \$	0.19
Local Transportation	0.00 \$	1.00
Registration and other Fees	32.20 \$	32.20
Other	2.36 \$	2.36
<b>Total Day User Expenditure</b>	<b>72.89 \$</b>	<b>83.77</b>

**Overnight Users**

Accommodation	13.47 \$	13.47
Food and Beverage - Purchased at Store	24.07 \$	37.12
Groceries	11.22 \$	17.30
Retail	4.69 \$	4.69
Entertainment	0.73 \$	0.73
Recreation	1.83 \$	1.83
Vehicle Maintenance and Gas	36.11 \$	36.11
Car Rental	0.00 \$	1.00
Local Transportation	0.00 \$	1.00
Registration and other Fees	16.41 \$	16.41
Other	2.84 \$	2.84
<b>Total Overnight User Expenditure</b>	<b>111.37 \$</b>	<b>132.50</b>

**Table 11: Region 11**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.49 \$	3.07
Groceries	2.15 \$	2.65
Retail	0.77 \$	1.53
Entertainment	0.28 \$	0.56
Recreation	0.88 \$	1.76
Vehicle Maintenance and Gas	1.93 \$	4.14
Car Rental	0.00 \$	2.14
Local Transportation	0.08 \$	0.17
Registration and other Fees	2.80 \$	5.60
Other	0.39 \$	1.24
<b>Total Day User Expenditure</b>	<b>11.76 \$</b>	<b>22.85</b>
<b>Overnight Users</b>		
Accommodation	3.14 \$	7.08
Food and Beverage - Purchased at Store	2.85 \$	2.85
Groceries	4.91 \$	4.91
Retail	3.10 \$	6.20
Entertainment	0.47 \$	0.95
Recreation	0.00 \$	2.00
Vehicle Maintenance and Gas	4.22 \$	9.04
Car Rental	0.93 \$	1.99
Local Transportation	0.08 \$	0.18
Registration and other Fees	1.14 \$	2.28
Other	0.34 \$	0.78
<b>Total Overnight User Expenditure</b>	<b>21.17 \$</b>	<b>38.23</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	3.60 \$	7.86
Groceries	1.26 \$	2.75
Retail	1.76 \$	3.51
Entertainment	0.32 \$	0.64
Recreation	0.10 \$	0.21
Vehicle Maintenance and Gas	1.83 \$	13.27
Car Rental	0.00 \$	7.25
Local Transportation	0.07 \$	0.48
Registration and other Fees	2.02 \$	4.04
Other	8.93 \$	20.09
<b>Total Day User Expenditure</b>	<b>19.89 \$</b>	<b>60.10</b>

**Overnight Users**

Accommodation	5.93 \$	5.93
Food and Beverage - Purchased at Store	3.39 \$	4.09
Groceries	5.65 \$	6.83
Retail	3.05 \$	10.29
Entertainment	3.66 \$	12.36
Recreation	1.53 \$	5.16
Vehicle Maintenance and Gas	6.11 \$	7.79
Car Rental	0.00 \$	1.28
Local Transportation	0.00 \$	1.28
Registration and other Fees	5.57 \$	18.79
Other	0.92 \$	1.27
<b>Total Overnight User Expenditure</b>	<b>35.80 \$</b>	<b>75.08</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	0.60 \$	1.55
Groceries	3.88 \$	10.09
Retail	0.32 \$	0.80
Entertainment	2.56 \$	6.39
Recreation	2.56 \$	6.39
Vehicle Maintenance and Gas	3.43 \$	6.87
Car Rental	0.19 \$	0.38
Local Transportation	0.19 \$	0.38
Registration and other Fees	0.67 \$	1.68
Other	0.16 \$	0.50
<b>Total Day User Expenditure</b>	<b>14.56 \$</b>	<b>35.04</b>

**Overnight Users**

Accommodation	5.07 \$	77.39
Food and Beverage - Purchased at Store	0.87 \$	1.53
Groceries	5.68 \$	9.95
Retail	0.47 \$	0.97
Entertainment	3.74 \$	7.72
Recreation	3.74 \$	7.72
Vehicle Maintenance and Gas	5.03 \$	14.36
Car Rental	0.28 \$	0.80
Local Transportation	0.28 \$	0.80
Registration and other Fees	0.98 \$	2.03
Other	0.23 \$	0.16
<b>Total Overnight User Expenditure</b>	<b>26.39 \$</b>	<b>123.42</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.41 \$	2.98
Groceries	1.04 \$	1.28
Retail	0.00 \$	2.00
Entertainment	0.29 \$	0.58
Recreation	1.45 \$	2.90
Vehicle Maintenance and Gas	2.15 \$	4.61
Car Rental	0.00 \$	2.14
Local Transportation	0.06 \$	0.12
Registration and other Fees	0.00 \$	2.00
Other	0.00 \$	3.17
<b>Total Day User Expenditure</b>	<b>7.39 \$</b>	<b>21.77</b>

**Overnight Users**

Accommodation	1.98 \$	4.45
Food and Beverage - Purchased at Store	1.79 \$	1.79
Groceries	3.08 \$	3.08
Retail	1.95 \$	3.89
Entertainment	0.30 \$	0.59
Recreation	0.00 \$	2.00
Vehicle Maintenance and Gas	2.65 \$	5.68
Car Rental	0.58 \$	1.25
Local Transportation	0.05 \$	0.11
Registration and other Fees	0.71 \$	1.43
Other	0.21 \$	0.49
<b>Total Overnight User Expenditure</b>	<b>13.30 \$</b>	<b>24.76</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	21.88 \$	33.63
Groceries	3.04 \$	4.67
Retail	0.10 \$	0.10
Entertainment	0.54 \$	0.54
Recreation	0.39 \$	0.39
Vehicle Maintenance and Gas	17.99 \$	17.99
Car Rental	0.00 \$	1.00
Local Transportation	0.04 \$	0.04
Registration and other Fees	37.97 \$	37.97
Other	3.00 \$	3.00
<b>Total Day User Expenditure</b>	<b>84.96 \$</b>	<b>99.34</b>

**Overnight Users**

Accommodation	39.80 \$	39.80
Food and Beverage - Purchased at Store	20.27 \$	31.25
Groceries	11.17 \$	17.22
Retail	0.00 \$	1.00
Entertainment	1.67 \$	1.67
Recreation	2.38 \$	2.38
Vehicle Maintenance and Gas	34.64 \$	34.64
Car Rental	0.00 \$	1.00
Local Transportation	0.00 \$	1.00
Registration and other Fees	18.20 \$	18.20
Other	1.69 \$	1.69
<b>Total Overnight User Expenditure</b>	<b>129.81 \$</b>	<b>149.85</b>

**Table 12: Region 12**

	<b>TCTO-ON Local Expenditure</b>	<b>TCTO-ON Non- Local Expenditure</b>
<b>Hiker Expenditures</b>		
<b>Day Users</b>		
Accommodation	\$0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.49 \$	3.07
Groceries	2.15 \$	2.65
Retail	0.77 \$	1.53
Entertainment	0.28 \$	0.56
Recreation	0.88 \$	1.76
Vehicle Maintenance and Gas	1.93 \$	4.14
Car Rental	0.00 \$	2.14
Local Transportation	0.08 \$	0.17
Registration and other Fees	2.80 \$	5.60
Other	0.39 \$	1.24
<b>Total Day User Expenditure</b>	<b>11.76 \$</b>	<b>22.85</b>
<b>Overnight Users</b>		
Accommodation	3.14 \$	7.08
Food and Beverage - Purchased at Store	2.85 \$	2.85
Groceries	4.91 \$	4.91
Retail	3.10 \$	6.20
Entertainment	0.47 \$	0.95
Recreation	0.00 \$	2.00
Vehicle Maintenance and Gas	4.22 \$	9.04
Car Rental	0.93 \$	1.99
Local Transportation	0.08 \$	0.18
Registration and other Fees	1.14 \$	2.28
Other	0.34 \$	0.78
<b>Total Overnight User Expenditure</b>	<b>21.17 \$</b>	<b>38.23</b>

**Cyclist Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	3.60 \$	7.86
Groceries	1.26 \$	2.75
Retail	1.76 \$	3.51
Entertainment	0.32 \$	0.64
Recreation	0.10 \$	0.21
Vehicle Maintenance and Gas	1.83 \$	13.27
Car Rental	0.00 \$	7.25
Local Transportation	0.07 \$	0.48
Registration and other Fees	2.02 \$	4.04
Other	8.93 \$	20.09
<b>Total Day User Expenditure</b>	<b>19.89 \$</b>	<b>60.10</b>

**Overnight Users**

Accommodation	5.93 \$	5.93
Food and Beverage - Purchased at Store	3.39 \$	4.09
Groceries	5.65 \$	6.83
Retail	3.05 \$	10.29
Entertainment	3.66 \$	12.36
Recreation	1.53 \$	5.16
Vehicle Maintenance and Gas	6.11 \$	7.79
Car Rental	0.00 \$	1.28
Local Transportation	0.00 \$	1.28
Registration and other Fees	5.57 \$	18.79
Other	0.92 \$	1.27
<b>Total Overnight User Expenditure</b>	<b>35.80 \$</b>	<b>75.08</b>

**Horseback Rider Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	0.60 \$	1.55
Groceries	3.88 \$	10.09
Retail	0.32 \$	0.80
Entertainment	2.56 \$	6.39
Recreation	2.56 \$	6.39
Vehicle Maintenance and Gas	3.43 \$	6.87
Car Rental	0.19 \$	0.38
Local Transportation	0.19 \$	0.38
Registration and other Fees	0.67 \$	1.68
Other	0.16 \$	0.50
<b>Total Day User Expenditure</b>	<b>14.56 \$</b>	<b>35.04</b>

**Overnight Users**

Accommodation	5.07 \$	77.39
Food and Beverage - Purchased at Store	0.87 \$	1.53
Groceries	5.68 \$	9.95
Retail	0.47 \$	0.97
Entertainment	3.74 \$	7.72
Recreation	3.74 \$	7.72
Vehicle Maintenance and Gas	5.03 \$	14.36
Car Rental	0.28 \$	0.80
Local Transportation	0.28 \$	0.80
Registration and other Fees	0.98 \$	2.03
Other	0.23 \$	0.16
<b>Total Overnight User Expenditure</b>	<b>26.39 \$</b>	<b>123.42</b>

**Cross-Country Skier Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	2.41 \$	2.98
Groceries	1.04 \$	1.28
Retail	0.00 \$	2.00
Entertainment	0.29 \$	0.58
Recreation	1.45 \$	2.90
Vehicle Maintenance and Gas	2.15 \$	4.61
Car Rental	0.00 \$	2.14
Local Transportation	0.06 \$	0.12
Registration and other Fees	0.00 \$	2.00
Other	0.00 \$	3.17
<b>Total Day User Expenditure</b>	<b>7.39 \$</b>	<b>21.77</b>

**Overnight Users**

Accommodation	1.98 \$	4.45
Food and Beverage - Purchased at Store	1.79 \$	1.79
Groceries	3.08 \$	3.08
Retail	1.95 \$	3.89
Entertainment	0.30 \$	0.59
Recreation	0.00 \$	2.00
Vehicle Maintenance and Gas	2.65 \$	5.68
Car Rental	0.58 \$	1.25
Local Transportation	0.05 \$	0.11
Registration and other Fees	0.71 \$	1.43
Other	0.21 \$	0.49
<b>Total Overnight User Expenditure</b>	<b>13.30 \$</b>	<b>24.76</b>

**Snowmobile Expenditures**

**Day Users**

Accommodation	0.00 \$	-
Food and Beverage - Purchased at Restaurant etc	21.88 \$	33.63
Groceries	3.04 \$	4.67
Retail	0.10 \$	0.10
Entertainment	0.54 \$	0.54
Recreation	0.39 \$	0.39
Vehicle Maintenance and Gas	17.99 \$	17.99
Car Rental	0.00 \$	1.00
Local Transportation	0.04 \$	0.04
Registration and other Fees	37.97 \$	37.97
Other	3.00 \$	3.00
<b>Total Day User Expenditure</b>	<b>84.96 \$</b>	<b>99.34</b>

**Overnight Users**

Accommodation	39.80 \$	39.80
Food and Beverage - Purchased at Store	20.27 \$	31.25
Groceries	11.17 \$	17.22
Retail	0.00 \$	1.00
Entertainment	1.67 \$	1.67
Recreation	2.38 \$	2.38
Vehicle Maintenance and Gas	34.64 \$	34.64
Car Rental	0.00 \$	1.00
Local Transportation	0.00 \$	1.00
Registration and other Fees	18.20 \$	18.20
Other	1.69 \$	1.69
<b>Total Overnight User Expenditure</b>	<b>129.81 \$</b>	<b>149.85</b>

## Appendix 8 – Total Regional Expenditures

	Local	Non-Local	Total
<b>Total Region 1 Expenditures</b>			
Day User Days	1,392,564	3,373	1,395,937
Overnight User Days	78,829	23,156	101,985
Total User Days	1,471,393	26,529	1,497,922
<b>Day Expenditures</b>			
Food and Beverage - Purchased at Restaurant etc	\$ 6,519,584	\$ 24,147	\$ 6,543,731
Groceries	\$ 4,018,916	\$ 14,882	\$ 4,033,798
Retail	\$ 1,976,006	\$ 9,568	\$ 1,985,574
Entertainment	\$ 1,488,335	\$ 7,394	\$ 1,495,729
Recreation	\$ 1,601,767	\$ 7,887	\$ 1,609,654
Vehicle Maintenance and Gas	\$ 5,152,277	\$ 43,078	\$ 5,195,355
Car Rental	\$ 1,027,969	\$ 12,737	\$ 1,040,706
Local Transportation	\$ 56,171	\$ 813	\$ 56,984
Registration and other Fees	\$ 3,071,910	\$ 14,385	\$ 3,086,295
Other	\$ 800,401	\$ 5,803	\$ 806,204
<b>Total Day User Expenditure</b>	<b>\$ 25,713,336</b>	<b>\$ 140,694</b>	<b>\$ 25,854,030</b>
<b>Overnight Expenditures</b>			
Accommodation	\$ 618,744	\$ 378,047	\$ 996,791
Food and Beverage - Purchased at Restaurant etc	\$ 623,402	\$ 198,411	\$ 821,812
Groceries	\$ 382,374	\$ 130,208	\$ 512,582
Retail	\$ 161,831	\$ 107,349	\$ 269,180
Entertainment	\$ 173,800	\$ 131,049	\$ 304,849
Recreation	\$ 146,625	\$ 96,615	\$ 243,240
Vehicle Maintenance and Gas	\$ 512,550	\$ 327,832	\$ 840,382
Car Rental	\$ 20,549	\$ 23,180	\$ 43,729
Local Transportation	\$ 11,159	\$ 15,179	\$ 26,338
Registration and other Fees	\$ 208,976	\$ 159,953	\$ 368,929
Other	\$ 77,345	\$ 67,414	\$ 144,759
<b>Total Day User Expenditure</b>	<b>\$ 2,937,355</b>	<b>\$ 1,635,236</b>	<b>\$ 4,572,591</b>
<b>Total Expenditures</b>			
Accommodation	\$ 618,744	\$ 378,047	\$ 996,791
Food and Beverage - Purchased at Restaurant etc	\$ 7,142,986	\$ 222,558	\$ 7,365,543
Groceries	\$ 4,401,290	\$ 145,089	\$ 4,546,380
Retail	\$ 2,137,837	\$ 116,918	\$ 2,254,754
Entertainment	\$ 1,662,135	\$ 138,443	\$ 1,800,578
Recreation	\$ 1,748,392	\$ 104,502	\$ 1,852,894
Vehicle Maintenance and Gas	\$ 5,664,827	\$ 370,911	\$ 6,035,738
Car Rental	\$ 1,048,518	\$ 35,917	\$ 1,084,435
Local Transportation	\$ 67,330	\$ 15,992	\$ 83,322
Registration and other Fees	\$ 3,280,886	\$ 174,338	\$ 3,455,224
Other	\$ 877,746	\$ 73,216	\$ 950,963
<b>Total Day User Expenditure</b>	<b>\$ 28,650,691</b>	<b>\$ 1,775,930</b>	<b>\$ 30,426,621</b>

**Total Region 2 Expenditures**

Day User Days	3,183,553	11,375	3,194,928
Overnight User Days	219,544	43,893	263,437
<b>Total User Days</b>	<b>3,403,097</b>	<b>55,269</b>	<b>3,458,366</b>

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 15,502,016	\$ 94,894	\$ 15,596,910
Groceries	\$ 9,650,115	\$ 60,623	\$ 9,710,737
Retail	\$ 4,790,652	\$ 35,399	\$ 4,826,052
Entertainment	\$ 3,606,452	\$ 27,232	\$ 3,633,684
Recreation	\$ 4,153,918	\$ 33,116	\$ 4,187,034
Vehicle Maintenance and Gas	\$ 12,495,908	\$ 149,838	\$ 12,645,746
Car Rental	\$ 2,630,882	\$ 45,108	\$ 2,675,991
Local Transportation	\$ 133,410	\$ 2,755	\$ 136,165
Registration and other Fees	\$ 9,356,468	\$ 81,806	\$ 9,438,274
Other	\$ 1,813,526	\$ 19,021	\$ 1,832,547
<b>Total Day User Expenditure</b>	<b>\$ 64,133,349</b>	<b>\$ 549,791</b>	<b>\$ 64,683,140</b>

**Overnight Expenditures**

Accommodation	\$ 3,532,092	\$ 770,733	\$ 4,302,824
Food and Beverage - Purchased at Restaurant etc	\$ 3,117,831	\$ 461,568	\$ 3,579,400
Groceries	\$ 1,997,849	\$ 303,624	\$ 2,301,473
Retail	\$ 570,810	\$ 203,727	\$ 774,537
Entertainment	\$ 687,955	\$ 250,463	\$ 938,417
Recreation	\$ 547,357	\$ 184,537	\$ 731,894
Vehicle Maintenance and Gas	\$ 2,196,041	\$ 637,811	\$ 2,833,852
Car Rental	\$ 213,208	\$ 48,597	\$ 261,806
Local Transportation	\$ 53,510	\$ 28,774	\$ 82,284
Registration and other Fees	\$ 2,525,708	\$ 369,373	\$ 2,895,081
Other	\$ 247,663	\$ 125,881	\$ 373,544
<b>Total Day User Expenditure</b>	<b>\$ 15,690,024</b>	<b>\$ 3,385,089</b>	<b>\$ 19,075,113</b>

**Total Expenditures**

Accommodation	\$ 3,532,092	\$ 770,733	\$ 4,302,824
Food and Beverage - Purchased at Restaurant etc	\$ 18,619,848	\$ 556,462	\$ 19,176,310
Groceries	\$ 11,647,963	\$ 364,247	\$ 12,012,210
Retail	\$ 5,361,462	\$ 239,127	\$ 5,600,589
Entertainment	\$ 4,294,407	\$ 277,695	\$ 4,572,101
Recreation	\$ 4,701,275	\$ 217,653	\$ 4,918,928
Vehicle Maintenance and Gas	\$ 14,691,949	\$ 787,650	\$ 15,479,599
Car Rental	\$ 2,844,091	\$ 93,706	\$ 2,937,796
Local Transportation	\$ 186,920	\$ 31,529	\$ 218,450
Registration and other Fees	\$ 11,882,176	\$ 451,179	\$ 12,333,355
Other	\$ 2,061,190	\$ 144,901	\$ 2,206,091
<b>Total Day User Expenditure</b>	<b>\$ 79,823,373</b>	<b>\$ 3,934,880</b>	<b>\$ 83,758,254</b>

### Total Region 3 Expenditures

Day User Days	3,876,951	8,759	3,885,709
Overnight User Days	168,762	49,035	217,797
Total User Days	4,045,712	57,794	4,103,506

#### Day Expenditures

Food and Beverage - Purchased at Restaurant etc	\$ 24,820,215	\$ 89,176	\$ 24,909,391
Groceries	\$ 12,704,051	\$ 47,028	\$ 12,751,080
Retail	\$ 4,032,588	\$ 17,588	\$ 4,050,176
Entertainment	\$ 6,281,076	\$ 28,814	\$ 6,309,891
Recreation	\$ 6,329,139	\$ 27,739	\$ 6,356,878
Vehicle Maintenance and Gas	\$ 9,885,544	\$ 91,968	\$ 9,977,513
Car Rental	\$ 1,557,897	\$ 31,686	\$ 1,589,582
Local Transportation	\$ 362,852	\$ 3,315	\$ 366,167
Registration and other Fees	\$ 4,485,491	\$ 22,620	\$ 4,508,111
Other	\$ 2,841,485	\$ 17,709	\$ 2,859,194
<b>Total Day User Expenditure</b>	<b>\$ 73,300,338</b>	<b>\$ 377,644</b>	<b>\$ 73,677,983</b>

#### Overnight Expenditures

Accommodation	\$ 2,028,470	\$ 1,050,144	\$ 3,078,614
Food and Beverage - Purchased at Restaurant etc	\$ 1,659,838	\$ 460,578	\$ 2,120,416
Groceries	\$ 897,884	\$ 216,699	\$ 1,114,583
Retail	\$ 419,599	\$ 315,598	\$ 735,198
Entertainment	\$ 164,466	\$ 98,714	\$ 263,181
Recreation	\$ 301,488	\$ 238,185	\$ 539,673
Vehicle Maintenance and Gas	\$ 1,180,781	\$ 355,484	\$ 1,536,265
Car Rental	\$ 93,399	\$ 104,554	\$ 197,954
Local Transportation	\$ 19,203	\$ 30,776	\$ 49,980
Registration and other Fees	\$ 603,315	\$ 154,243	\$ 757,558
Other	\$ 125,673	\$ 69,512	\$ 195,185
<b>Total Day User Expenditure</b>	<b>\$ 7,494,118</b>	<b>\$ 3,094,487</b>	<b>\$ 10,588,605</b>

#### Total Expenditures

Accommodation	\$ 2,028,470	\$ 1,050,144	\$ 3,078,614
Food and Beverage - Purchased at Restaurant etc	\$ 26,480,053	\$ 549,754	\$ 27,029,807
Groceries	\$ 13,601,936	\$ 263,727	\$ 13,865,663
Retail	\$ 4,452,187	\$ 333,186	\$ 4,785,373
Entertainment	\$ 6,445,543	\$ 127,528	\$ 6,573,071
Recreation	\$ 6,630,627	\$ 265,924	\$ 6,896,551
Vehicle Maintenance and Gas	\$ 11,066,325	\$ 447,453	\$ 11,513,778
Car Rental	\$ 1,651,296	\$ 136,240	\$ 1,787,536
Local Transportation	\$ 382,055	\$ 34,091	\$ 416,146
Registration and other Fees	\$ 5,088,806	\$ 176,863	\$ 5,265,669
Other	\$ 2,967,158	\$ 87,221	\$ 3,054,380
<b>Total Day User Expenditure</b>	<b>\$ 80,794,456</b>	<b>\$ 3,472,132</b>	<b>\$ 84,266,588</b>

### Total Region 4 Expenditures

Day User Days	13,444,809	55,541	13,500,350
Overnight User Days	580,787	94,181	674,967
Total User Days	14,025,596	149,721	14,175,318

#### Day Expenditures

Food and Beverage - Purchased at Restaurant etc	\$ 86,073,591	\$ 565,489	\$ 86,639,080
Groceries	\$ 44,056,158	\$ 298,220	\$ 44,354,378
Retail	\$ 13,984,541	\$ 111,530	\$ 14,096,071
Entertainment	\$ 21,782,035	\$ 182,718	\$ 21,964,753
Recreation	\$ 21,948,709	\$ 175,902	\$ 22,124,611
Vehicle Maintenance and Gas	\$ 34,281,906	\$ 583,197	\$ 34,865,104
Car Rental	\$ 5,402,602	\$ 200,929	\$ 5,603,531
Local Transportation	\$ 1,258,328	\$ 21,019	\$ 1,279,348
Registration and other Fees	\$ 15,555,155	\$ 143,442	\$ 15,698,596
Other	\$ 9,853,937	\$ 112,298	\$ 9,966,235
<b>Total Day User Expenditure</b>	<b>\$ 254,196,963</b>	<b>\$ 2,394,744</b>	<b>\$ 256,591,708</b>

#### Overnight Expenditures

Accommodation	\$ 6,974,815	\$ 2,003,981	\$ 8,978,796
Food and Beverage - Purchased at Restaurant etc	\$ 5,749,800	\$ 884,462	\$ 6,634,262
Groceries	\$ 3,072,545	\$ 415,177	\$ 3,487,722
Retail	\$ 1,451,727	\$ 606,061	\$ 2,057,788
Entertainment	\$ 543,208	\$ 188,798	\$ 732,006
Recreation	\$ 1,018,384	\$ 456,675	\$ 1,475,059
Vehicle Maintenance and Gas	\$ 4,058,349	\$ 681,281	\$ 4,739,630
Car Rental	\$ 321,859	\$ 200,732	\$ 522,591
Local Transportation	\$ 64,556	\$ 59,028	\$ 123,584
Registration and other Fees	\$ 2,085,097	\$ 296,040	\$ 2,381,137
Other	\$ 434,122	\$ 133,494	\$ 567,616
<b>Total Day User Expenditure</b>	<b>\$ 25,774,460</b>	<b>\$ 5,925,728</b>	<b>\$ 31,700,188</b>

#### Total Expenditures

Accommodation	\$ 6,974,815	\$ 2,003,981	\$ 8,978,796
Food and Beverage - Purchased at Restaurant etc	\$ 91,823,391	\$ 1,449,951	\$ 93,273,341
Groceries	\$ 47,128,703	\$ 713,397	\$ 47,842,100
Retail	\$ 15,436,267	\$ 717,592	\$ 16,153,859
Entertainment	\$ 22,325,243	\$ 371,516	\$ 22,696,759
Recreation	\$ 22,967,093	\$ 632,577	\$ 23,599,670
Vehicle Maintenance and Gas	\$ 38,340,255	\$ 1,264,478	\$ 39,604,734
Car Rental	\$ 5,724,461	\$ 401,660	\$ 6,126,122
Local Transportation	\$ 1,322,884	\$ 80,047	\$ 1,402,931
Registration and other Fees	\$ 17,640,252	\$ 439,481	\$ 18,079,733
Other	\$ 10,288,059	\$ 245,792	\$ 10,533,851
<b>Total Day User Expenditure</b>	<b>\$ 279,971,423</b>	<b>\$ 8,320,472</b>	<b>\$ 288,291,896</b>

**Total Region 5 Expenditures**

Day User Days	31,264,244	15,788	31,280,032
Overnight User Days	964,045	56,912	1,020,957
Total User Days	32,228,289	72,700	32,300,988

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 157,819,754	\$ 140,306	\$ 157,960,060
Groceries	\$ 134,486,650	\$ 98,665	\$ 134,585,315
Retail	\$ 20,644,884	\$ 19,130	\$ 20,664,013
Entertainment	\$ 42,150,858	\$ 36,529	\$ 42,187,386
Recreation	\$ 43,021,189	\$ 42,940	\$ 43,064,129
Vehicle Maintenance and Gas	\$ 113,929,965	\$ 215,984	\$ 114,145,949
Car Rental	\$ 69,282,023	\$ 229,738	\$ 69,511,762
Local Transportation	\$ 2,133,640	\$ 6,814	\$ 2,140,454
Registration and other Fees	\$ 50,106,922	\$ 41,590	\$ 50,148,512
Other	\$ 8,638,221	\$ 11,424	\$ 8,649,645
<b>Total Day User Expenditure</b>	<b>\$ 642,214,105</b>	<b>\$ 843,119</b>	<b>\$ 643,057,224</b>

**Overnight Expenditures**

Accommodation	\$ 6,978,742	\$ 825,329	\$ 7,804,071
Food and Beverage - Purchased at Restaurant etc	\$ 10,703,134	\$ 559,495	\$ 11,262,629
Groceries	\$ 4,727,532	\$ 277,403	\$ 5,004,935
Retail	\$ 2,000,185	\$ 292,886	\$ 2,293,071
Entertainment	\$ 898,229	\$ 163,338	\$ 1,061,568
Recreation	\$ 1,430,969	\$ 272,370	\$ 1,703,339
Vehicle Maintenance and Gas	\$ 4,255,167	\$ 453,548	\$ 4,708,716
Car Rental	\$ 870,661	\$ 120,216	\$ 990,877
Local Transportation	\$ 240,021	\$ 43,741	\$ 283,762
Registration and other Fees	\$ 2,328,945	\$ 269,402	\$ 2,598,347
Other	\$ 446,807	\$ 53,208	\$ 500,015
<b>Total Day User Expenditure</b>	<b>\$ 34,880,392</b>	<b>\$ 3,330,936</b>	<b>\$ 38,211,329</b>

**Total Expenditures**

Accommodation	\$ 6,978,742	\$ 825,329	\$ 7,804,071
Food and Beverage - Purchased at Restaurant etc	\$ 168,522,888	\$ 699,800	\$ 169,222,688
Groceries	\$ 139,214,182	\$ 376,068	\$ 139,590,250
Retail	\$ 22,645,069	\$ 312,016	\$ 22,957,084
Entertainment	\$ 43,049,087	\$ 199,867	\$ 43,248,954
Recreation	\$ 44,452,158	\$ 315,310	\$ 44,767,467
Vehicle Maintenance and Gas	\$ 118,185,132	\$ 669,532	\$ 118,854,664
Car Rental	\$ 70,152,684	\$ 349,955	\$ 70,502,639
Local Transportation	\$ 2,373,661	\$ 50,555	\$ 2,424,216
Registration and other Fees	\$ 52,435,867	\$ 310,992	\$ 52,746,859
Other	\$ 9,085,028	\$ 64,632	\$ 9,149,660
<b>Total Day User Expenditure</b>	<b>\$ 677,094,497</b>	<b>\$ 4,174,056</b>	<b>\$ 681,268,553</b>

**Total Region 6 Expenditures**

Day User Days	13,437,915	311,114	13,749,029
Overnight User Days	664,288	432,524	1,096,812
Total User Days	14,102,203	743,638	14,845,841

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 70,000,659	\$ 11,735,029	\$ 81,735,688
Groceries	\$ 47,348,800	\$ 5,639,437	\$ 52,988,236
Retail	\$ 14,899,844	\$ 191,129	\$ 15,090,973
Entertainment	\$ 5,551,917	\$ 285,110	\$ 5,837,027
Recreation	\$ 16,545,162	\$ 348,976	\$ 16,894,139
Vehicle Maintenance and Gas	\$ 85,066,517	\$ 6,042,790	\$ 91,109,307
Car Rental	\$ 11,952	\$ 381,682	\$ 393,634
Local Transportation	\$ 3,774,776	\$ 364,058	\$ 4,138,835
Registration and other Fees	\$ 71,850,308	\$ 12,537,363	\$ 84,387,671
Other	\$ 7,929,738	\$ 921,825	\$ 8,851,563
<b>Total Day User Expenditure</b>	<b>\$ 322,979,674</b>	<b>\$ 38,447,398</b>	<b>\$ 361,427,072</b>

**Overnight Expenditures**

Accommodation	\$ 6,175,459	\$ 10,380,145	\$ 16,555,604
Food and Beverage - Purchased at Restaurant etc	\$ 6,102,627	\$ 14,577,415	\$ 20,680,041
Groceries	\$ 3,526,461	\$ 3,510,947	\$ 7,037,407
Retail	\$ 912,726	\$ 955,398	\$ 1,868,124
Entertainment	\$ 183,519	\$ 248,245	\$ 431,764
Recreation	\$ 355,355	\$ 529,249	\$ 884,604
Vehicle Maintenance and Gas	\$ 6,054,511	\$ 9,708,016	\$ 15,762,527
Car Rental	\$ 194,936	\$ 434,994	\$ 629,930
Local Transportation	\$ 2,397	\$ 546,431	\$ 548,827
Registration and other Fees	\$ 9,260,849	\$ 20,554,569	\$ 29,815,417
Other	\$ 448,153	\$ 543,480	\$ 991,632
<b>Total Day User Expenditure</b>	<b>\$ 33,216,990</b>	<b>\$ 61,988,888</b>	<b>\$ 95,205,879</b>

**Total Expenditures**

Accommodation	\$ 6,175,459	\$ 10,380,145	\$ 16,555,604
Food and Beverage - Purchased at Restaurant etc	\$ 76,103,286	\$ 26,312,444	\$ 102,415,730
Groceries	\$ 50,875,260	\$ 9,150,383	\$ 60,025,644
Retail	\$ 15,812,570	\$ 1,146,527	\$ 16,959,097
Entertainment	\$ 5,735,436	\$ 533,355	\$ 6,268,791
Recreation	\$ 16,900,517	\$ 878,226	\$ 17,778,743
Vehicle Maintenance and Gas	\$ 91,121,028	\$ 15,750,806	\$ 106,871,834
Car Rental	\$ 206,888	\$ 816,676	\$ 1,023,564
Local Transportation	\$ 3,777,173	\$ 910,489	\$ 4,687,662
Registration and other Fees	\$ 81,111,157	\$ 33,091,931	\$ 114,203,088
Other	\$ 8,377,891	\$ 1,465,305	\$ 9,843,196
<b>Total Day User Expenditure</b>	<b>\$ 356,196,664</b>	<b>\$ 100,436,287</b>	<b>\$ 456,632,951</b>

**Total Region 7 Expenditures**

Day User Days	2,032,244	6,420	2,038,664
Overnight User Days	100,312	30,874	131,186
<b>Total User Days</b>	<b>2,132,556</b>	<b>37,294</b>	<b>2,169,850</b>

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 5,978,720	\$ 32,550	\$ 6,011,270
Groceries	\$ 3,724,549	\$ 19,097	\$ 3,743,647
Retail	\$ 566,663	\$ 8,441	\$ 575,103
Entertainment	\$ 647,067	\$ 5,607	\$ 652,674
Recreation	\$ 1,495,173	\$ 10,494	\$ 1,505,668
Vehicle Maintenance and Gas	\$ 4,746,408	\$ 40,579	\$ 4,786,987
Car Rental	\$ 1,049,442	\$ 21,226	\$ 1,070,668
Local Transportation	\$ 174,729	\$ 16,176	\$ 190,904
Registration and other Fees	\$ 3,492,751	\$ 23,947	\$ 3,516,698
Other	\$ 272,033	\$ 2,859	\$ 274,892
<b>Total Day User Expenditure</b>	<b>\$ 22,147,535</b>	<b>\$ 180,975</b>	<b>\$ 22,328,510</b>

**Overnight Expenditures**

Accommodation	\$ 459,210	\$ 327,944	\$ 787,154
Food and Beverage - Purchased at Restaurant etc	\$ 475,160	\$ 139,526	\$ 614,686
Groceries	\$ 322,800	\$ 98,139	\$ 420,939
Retail	\$ 185,327	\$ 107,601	\$ 292,927
Entertainment	\$ 138,366	\$ 58,969	\$ 197,335
Recreation	\$ 144,612	\$ 87,376	\$ 231,988
Vehicle Maintenance and Gas	\$ 510,712	\$ 194,322	\$ 705,034
Car Rental	\$ 57,985	\$ 40,373	\$ 98,358
Local Transportation	\$ 4,060	\$ 10,147	\$ 14,207
Registration and other Fees	\$ 217,716	\$ 115,393	\$ 333,108
Other	\$ 37,914	\$ 17,916	\$ 55,830
<b>Total Day User Expenditure</b>	<b>\$ 2,553,861</b>	<b>\$ 1,197,705</b>	<b>\$ 3,751,566</b>

**Total Expenditures**

Accommodation	\$ 459,210	\$ 327,944	\$ 787,154
Food and Beverage - Purchased at Restaurant etc	\$ 6,453,880	\$ 172,076	\$ 6,625,956
Groceries	\$ 4,047,349	\$ 117,237	\$ 4,164,586
Retail	\$ 751,989	\$ 116,041	\$ 868,031
Entertainment	\$ 785,433	\$ 64,576	\$ 850,008
Recreation	\$ 1,639,785	\$ 97,870	\$ 1,737,655
Vehicle Maintenance and Gas	\$ 5,257,120	\$ 234,901	\$ 5,492,021
Car Rental	\$ 1,107,427	\$ 61,598	\$ 1,169,026
Local Transportation	\$ 178,789	\$ 26,323	\$ 205,112
Registration and other Fees	\$ 3,710,467	\$ 139,339	\$ 3,849,806
Other	\$ 309,947	\$ 20,775	\$ 330,721
<b>Total Day User Expenditure</b>	<b>\$ 24,701,396</b>	<b>\$ 1,378,680</b>	<b>\$ 26,080,076</b>

**Total Region 8 Expenditures**

Day User Days	4,612,230	12,535	4,624,765
Overnight User Days	213,859	73,041	286,901
<b>Total User Days</b>	<b>4,826,089</b>	<b>85,576</b>	<b>4,911,666</b>

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 12,837,459	\$ 53,378	\$ 12,890,838
Groceries	\$ 8,382,592	\$ 36,385	\$ 8,418,978
Retail	\$ 1,118,472	\$ 15,647	\$ 1,134,120
Entertainment	\$ 1,351,498	\$ 10,244	\$ 1,361,742
Recreation	\$ 3,205,213	\$ 19,366	\$ 3,224,579
Vehicle Maintenance and Gas	\$ 9,862,648	\$ 73,538	\$ 9,936,186
Car Rental	\$ 2,375,823	\$ 43,388	\$ 2,419,211
Local Transportation	\$ 389,590	\$ 33,263	\$ 422,853
Registration and other Fees	\$ 6,511,407	\$ 34,890	\$ 6,546,297
Other	\$ 627,582	\$ 5,185	\$ 632,768
<b>Total Day User Expenditure</b>	<b>\$ 46,662,285</b>	<b>\$ 325,285</b>	<b>\$ 46,987,570</b>

**Overnight Expenditures**

Accommodation	\$ 927,617	\$ 784,512	\$ 1,712,129
Food and Beverage - Purchased at Restaurant etc	\$ 728,634	\$ 252,896	\$ 981,531
Groceries	\$ 681,446	\$ 225,568	\$ 907,013
Retail	\$ 375,795	\$ 256,056	\$ 631,850
Entertainment	\$ 194,133	\$ 125,013	\$ 319,147
Recreation	\$ 267,009	\$ 204,034	\$ 471,043
Vehicle Maintenance and Gas	\$ 564,811	\$ 380,095	\$ 944,906
Car Rental	\$ 109,811	\$ 95,355	\$ 205,166
Local Transportation	\$ 7,368	\$ 24,603	\$ 31,972
Registration and other Fees	\$ 411,220	\$ 268,969	\$ 680,189
Other	\$ 62,836	\$ 40,098	\$ 102,934
<b>Total Day User Expenditure</b>	<b>\$ 4,330,680</b>	<b>\$ 2,657,200</b>	<b>\$ 6,987,879</b>

**Total Expenditures**

Accommodation	\$ 927,617	\$ 784,512	\$ 1,712,129
Food and Beverage - Purchased at Restaurant etc	\$ 13,566,093	\$ 306,275	\$ 13,872,368
Groceries	\$ 9,064,038	\$ 261,953	\$ 9,325,991
Retail	\$ 1,494,267	\$ 271,703	\$ 1,765,970
Entertainment	\$ 1,545,631	\$ 135,258	\$ 1,680,889
Recreation	\$ 3,472,221	\$ 223,401	\$ 3,695,622
Vehicle Maintenance and Gas	\$ 10,427,459	\$ 453,632	\$ 10,881,091
Car Rental	\$ 2,485,634	\$ 138,743	\$ 2,624,377
Local Transportation	\$ 396,958	\$ 57,866	\$ 454,824
Registration and other Fees	\$ 6,922,627	\$ 303,859	\$ 7,226,486
Other	\$ 690,419	\$ 45,283	\$ 735,701
<b>Total Day User Expenditure</b>	<b>\$ 50,992,965</b>	<b>\$ 2,982,485</b>	<b>\$ 53,975,450</b>

**Total Region 9 Expenditures**

Day User Days	877,303	3,574	880,877
Overnight User Days	46,511	14,893	61,404
Total User Days	923,814	18,467	942,281

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 2,777,762	\$ 34,487	\$ 2,812,249
Groceries	\$ 1,626,791	\$ 12,085	\$ 1,638,875
Retail	\$ 289,715	\$ 6,039	\$ 295,754
Entertainment	\$ 310,825	\$ 4,251	\$ 315,076
Recreation	\$ 696,072	\$ 7,651	\$ 703,723
Vehicle Maintenance and Gas	\$ 2,293,690	\$ 31,750	\$ 2,325,440
Car Rental	\$ 454,627	\$ 8,691	\$ 463,318
Local Transportation	\$ 77,302	\$ 6,306	\$ 83,608
Registration and other Fees	\$ 1,888,656	\$ 32,417	\$ 1,921,073
Other	\$ 114,690	\$ 2,230	\$ 116,921
<b>Total Day User Expenditure</b>	<b>\$ 10,530,130</b>	<b>\$ 145,908</b>	<b>\$ 10,676,038</b>

**Overnight Expenditures**

Accommodation	\$ 225,260	\$ 154,963	\$ 380,223
Food and Beverage - Purchased at Restaurant etc	\$ 288,617	\$ 96,083	\$ 384,700
Groceries	\$ 151,288	\$ 49,804	\$ 201,093
Retail	\$ 90,566	\$ 51,347	\$ 141,913
Entertainment	\$ 88,379	\$ 33,849	\$ 122,228
Recreation	\$ 76,969	\$ 43,147	\$ 120,116
Vehicle Maintenance and Gas	\$ 362,656	\$ 123,425	\$ 486,080
Car Rental	\$ 30,202	\$ 19,534	\$ 49,736
Local Transportation	\$ 2,192	\$ 4,672	\$ 6,864
Registration and other Fees	\$ 113,661	\$ 57,164	\$ 170,825
Other	\$ 21,901	\$ 9,495	\$ 31,396
<b>Total Day User Expenditure</b>	<b>\$ 1,451,690</b>	<b>\$ 643,483</b>	<b>\$ 2,095,174</b>

**Total Expenditures**

Accommodation	\$ 225,260	\$ 154,963	\$ 380,223
Food and Beverage - Purchased at Restaurant etc	\$ 3,066,379	\$ 130,570	\$ 3,196,949
Groceries	\$ 1,778,079	\$ 61,889	\$ 1,839,968
Retail	\$ 380,281	\$ 57,386	\$ 437,668
Entertainment	\$ 399,203	\$ 38,101	\$ 437,304
Recreation	\$ 773,041	\$ 50,798	\$ 823,839
Vehicle Maintenance and Gas	\$ 2,656,346	\$ 155,174	\$ 2,811,520
Car Rental	\$ 484,829	\$ 28,225	\$ 513,054
Local Transportation	\$ 79,494	\$ 10,978	\$ 90,472
Registration and other Fees	\$ 2,002,316	\$ 89,581	\$ 2,091,897
Other	\$ 136,592	\$ 11,725	\$ 148,317
<b>Total Day User Expenditure</b>	<b>\$ 11,981,820</b>	<b>\$ 789,391</b>	<b>\$ 12,771,211</b>

**Total Region 10 Expenditures**

Day User Days	1,484,962	15,071	1,500,033
Overnight User Days	66,674	99,014	165,688
<b>Total User Days</b>	<b>1,551,637</b>	<b>114,085</b>	<b>1,665,721</b>

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 7,501,210	\$ 253,071	\$ 7,754,281
Groceries	\$ 3,747,942	\$ 98,911	\$ 3,846,854
Retail	\$ 2,255,702	\$ 22,810	\$ 2,278,512
Entertainment	\$ 714,030	\$ 13,665	\$ 727,695
Recreation	\$ 4,082,761	\$ 33,353	\$ 4,116,114
Vehicle Maintenance and Gas	\$ 6,026,452	\$ 228,590	\$ 6,255,043
Car Rental	\$ 698,530	\$ 18,727	\$ 717,258
Local Transportation	\$ 273,602	\$ 21,770	\$ 295,372
Registration and other Fees	\$ 6,454,285	\$ 363,871	\$ 6,818,156
Other	\$ 2,073,593	\$ 39,037	\$ 2,112,630
<b>Total Day User Expenditure</b>	<b>\$ 33,828,106</b>	<b>\$ 1,093,807</b>	<b>\$ 34,921,913</b>

**Overnight Expenditures**

Accommodation	\$ 713,646	\$ 1,441,271	\$ 2,154,917
Food and Beverage - Purchased at Restaurant etc	\$ 1,103,928	\$ 1,756,828	\$ 2,860,756
Groceries	\$ 544,935	\$ 879,882	\$ 1,424,818
Retail	\$ 216,584	\$ 337,056	\$ 553,640
Entertainment	\$ 39,109	\$ 105,443	\$ 144,551
Recreation	\$ 141,612	\$ 511,342	\$ 652,955
Vehicle Maintenance and Gas	\$ 1,519,902	\$ 1,815,575	\$ 3,335,477
Car Rental	\$ 26,094	\$ 174,347	\$ 200,440
Local Transportation	\$ 10,044	\$ 100,425	\$ 110,469
Registration and other Fees	\$ 657,099	\$ 707,835	\$ 1,364,934
Other	\$ 119,834	\$ 164,872	\$ 284,706
<b>Total Day User Expenditure</b>	<b>\$ 5,092,787</b>	<b>\$ 7,994,876</b>	<b>\$ 13,087,663</b>

**Total Expenditures**

Accommodation	\$ 713,646	\$ 1,441,271	\$ 2,154,917
Food and Beverage - Purchased at Restaurant etc	\$ 8,605,138	\$ 2,009,899	\$ 10,615,037
Groceries	\$ 4,292,878	\$ 978,794	\$ 5,271,671
Retail	\$ 2,472,286	\$ 359,866	\$ 2,832,152
Entertainment	\$ 753,139	\$ 119,108	\$ 872,246
Recreation	\$ 4,224,373	\$ 544,696	\$ 4,769,069
Vehicle Maintenance and Gas	\$ 7,546,355	\$ 2,044,165	\$ 9,590,520
Car Rental	\$ 724,624	\$ 193,074	\$ 917,698
Local Transportation	\$ 283,646	\$ 122,195	\$ 405,841
Registration and other Fees	\$ 7,111,384	\$ 1,071,706	\$ 8,183,090
Other	\$ 2,193,426	\$ 203,909	\$ 2,397,336
<b>Total Day User Expenditure</b>	<b>\$ 38,920,893</b>	<b>\$ 9,088,682</b>	<b>\$ 48,009,576</b>

**Total Region 11 Expenditures**

Day User Days	2,613,539	9,185	2,622,723
Overnight User Days	71,029	40,546	111,575
Total User Days	2,684,568	49,730	2,734,299

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 15,263,723	\$ 253,563	\$ 15,517,286
Groceries	\$ 5,055,113	\$ 38,771	\$ 5,093,884
Retail	\$ 2,667,244	\$ 5,169	\$ 2,672,413
Entertainment	\$ 872,257	\$ 5,035	\$ 877,292
Recreation	\$ 1,373,952	\$ 5,405	\$ 1,379,357
Vehicle Maintenance and Gas	\$ 11,320,880	\$ 145,115	\$ 11,465,994
Car Rental	\$ -	\$ 14,920	\$ 14,920
Local Transportation	\$ 175,611	\$ 805	\$ 176,417
Registration and other Fees	\$ 20,373,376	\$ 284,763	\$ 20,658,140
Other	\$ 10,335,969	\$ 37,716	\$ 10,373,685
<b>Total Day User Expenditure</b>	<b>\$ 67,438,125</b>	<b>\$ 791,263</b>	<b>\$ 68,229,388</b>

**Overnight Expenditures**

Accommodation	\$ 1,485,903	\$ 865,700	\$ 2,351,603
Food and Beverage - Purchased at Restaurant etc	\$ 793,141	\$ 632,657	\$ 1,425,797
Groceries	\$ 562,015	\$ 428,291	\$ 990,306
Retail	\$ 111,486	\$ 176,027	\$ 287,513
Entertainment	\$ 104,975	\$ 114,215	\$ 219,190
Recreation	\$ 95,324	\$ 105,435	\$ 200,759
Vehicle Maintenance and Gas	\$ 1,341,596	\$ 814,979	\$ 2,156,576
Car Rental	\$ 24,415	\$ 57,458	\$ 81,874
Local Transportation	\$ 2,173	\$ 27,993	\$ 30,166
Registration and other Fees	\$ 699,777	\$ 469,604	\$ 1,169,381
Other	\$ 74,918	\$ 50,273	\$ 125,192
<b>Total Day User Expenditure</b>	<b>\$ 5,295,724</b>	<b>\$ 3,742,632</b>	<b>\$ 9,038,356</b>

**Total Expenditures**

Accommodation	\$ 1,485,903	\$ 865,700	\$ 2,351,603
Food and Beverage - Purchased at Restaurant etc	\$ 16,056,864	\$ 886,220	\$ 16,943,084
Groceries	\$ 5,617,127	\$ 467,062	\$ 6,084,190
Retail	\$ 2,778,730	\$ 181,196	\$ 2,959,925
Entertainment	\$ 977,232	\$ 119,250	\$ 1,096,482
Recreation	\$ 1,469,276	\$ 110,840	\$ 1,580,116
Vehicle Maintenance and Gas	\$ 12,662,476	\$ 960,094	\$ 13,622,570
Car Rental	\$ 24,415	\$ 72,379	\$ 96,794
Local Transportation	\$ 177,785	\$ 28,798	\$ 206,583
Registration and other Fees	\$ 21,073,154	\$ 754,367	\$ 21,827,521
Other	\$ 10,410,887	\$ 87,990	\$ 10,498,877
<b>Total Day User Expenditure</b>	<b>\$ 72,733,849</b>	<b>\$ 4,533,896</b>	<b>\$ 77,267,744</b>

**Total Region 12 Expenditures**

Day User Days	1,537,938	4,324	1,542,262
Overnight User Days	41,797	25,052	66,849
<b>Total User Days</b>	<b>1,579,735</b>	<b>29,376</b>	<b>1,609,111</b>

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 8,981,944	\$ 119,367	\$ 9,101,312
Groceries	\$ 2,974,683	\$ 18,252	\$ 2,992,935
Retail	\$ 1,569,541	\$ 2,433	\$ 1,571,974
Entertainment	\$ 513,280	\$ 2,370	\$ 515,650
Recreation	\$ 808,503	\$ 2,545	\$ 811,047
Vehicle Maintenance and Gas	\$ 6,661,776	\$ 68,314	\$ 6,730,091
Car Rental	\$ -	\$ 7,024	\$ 7,024
Local Transportation	\$ 103,338	\$ 379	\$ 103,718
Registration and other Fees	\$ 11,988,722	\$ 134,055	\$ 12,122,777
Other	\$ 6,082,205	\$ 17,755	\$ 6,099,961
<b>Total Day User Expenditure</b>	<b>\$ 39,683,993</b>	<b>\$ 372,495</b>	<b>\$ 40,056,488</b>

**Overnight Expenditures**

Accommodation	\$ 874,380	\$ 534,892	\$ 1,409,273
Food and Beverage - Purchased at Restaurant etc	\$ 466,724	\$ 390,902	\$ 857,625
Groceries	\$ 330,718	\$ 264,630	\$ 595,347
Retail	\$ 65,604	\$ 108,762	\$ 174,366
Entertainment	\$ 61,773	\$ 70,570	\$ 132,343
Recreation	\$ 56,094	\$ 65,145	\$ 121,239
Vehicle Maintenance and Gas	\$ 789,463	\$ 503,554	\$ 1,293,017
Car Rental	\$ 14,367	\$ 35,502	\$ 49,869
Local Transportation	\$ 1,279	\$ 17,296	\$ 18,575
Registration and other Fees	\$ 411,784	\$ 290,155	\$ 701,940
Other	\$ 44,086	\$ 31,063	\$ 75,148
<b>Total Day User Expenditure</b>	<b>\$ 3,116,271</b>	<b>\$ 2,312,471</b>	<b>\$ 5,428,742</b>

**Total Expenditures**

Accommodation	\$ 874,380	\$ 534,892	\$ 1,409,273
Food and Beverage - Purchased at Restaurant etc	\$ 9,448,668	\$ 510,269	\$ 9,958,937
Groceries	\$ 3,305,401	\$ 282,882	\$ 3,588,283
Retail	\$ 1,635,145	\$ 111,196	\$ 1,746,340
Entertainment	\$ 575,053	\$ 72,941	\$ 647,993
Recreation	\$ 864,596	\$ 67,690	\$ 932,286
Vehicle Maintenance and Gas	\$ 7,451,239	\$ 571,868	\$ 8,023,107
Car Rental	\$ 14,367	\$ 42,526	\$ 56,893
Local Transportation	\$ 104,617	\$ 17,675	\$ 122,293
Registration and other Fees	\$ 12,400,506	\$ 424,211	\$ 12,824,717
Other	\$ 6,126,291	\$ 48,818	\$ 6,175,109
<b>Total Day User Expenditure</b>	<b>\$ 42,800,264</b>	<b>\$ 2,684,967</b>	<b>\$ 45,485,231</b>

**Total Expenditures All Regions**

Day User Days	79,758,253	457,058	80,215,311
Overnight User Days	3,216,437	983,121	4,199,558
Total User Days	82,974,690	1,440,179	84,414,869

**Day Expenditures**

Food and Beverage - Purchased at Restaurant etc	\$ 414,076,639	\$ 13,395,456	\$ 427,472,095
Groceries	\$ 277,776,361	\$ 6,382,356	\$ 284,158,716
Retail	\$ 68,795,851	\$ 444,883	\$ 69,240,735
Entertainment	\$ 85,269,631	\$ 608,969	\$ 85,878,600
Recreation	\$ 105,261,556	\$ 715,375	\$ 105,976,932
Vehicle Maintenance and Gas	\$ 301,723,973	\$ 7,714,741	\$ 309,438,714
Car Rental	\$ 84,491,748	\$ 1,015,857	\$ 85,507,605
Local Transportation	\$ 8,913,350	\$ 477,474	\$ 9,390,824
Registration and other Fees	\$ 205,135,450	\$ 13,715,150	\$ 218,850,600
Other	\$ 51,383,381	\$ 1,192,863	\$ 52,576,244
<b>Total Day User Expenditure</b>	<b>\$ 1,602,827,940</b>	<b>\$ 45,663,124</b>	<b>\$ 1,648,491,065</b>

**Overnight Expenditures**

Accommodation	\$ 30,994,338	\$ 19,517,660	\$ 50,511,998
Food and Beverage - Purchased at Restaurant etc	\$ 31,812,835	\$ 20,410,820	\$ 52,223,655
Groceries	\$ 17,197,846	\$ 6,800,373	\$ 23,998,219
Retail	\$ 6,562,239	\$ 3,517,869	\$ 10,080,108
Entertainment	\$ 3,277,912	\$ 1,588,666	\$ 4,866,578
Recreation	\$ 4,581,798	\$ 2,794,111	\$ 7,375,908
Vehicle Maintenance and Gas	\$ 23,346,538	\$ 15,995,923	\$ 39,342,462
Car Rental	\$ 1,977,486	\$ 1,354,842	\$ 3,332,328
Local Transportation	\$ 417,963	\$ 909,065	\$ 1,327,028
Registration and other Fees	\$ 19,524,148	\$ 23,712,698	\$ 43,236,846
Other	\$ 2,141,252	\$ 1,306,704	\$ 3,447,956
<b>Total Day User Expenditure</b>	<b>\$ 141,834,353</b>	<b>\$ 97,908,732</b>	<b>\$ 239,743,085</b>

**Total Expenditures**

Accommodation	\$ 30,994,338	\$ 19,517,660	\$ 50,511,998
Food and Beverage - Purchased at Restaurant etc	\$ 445,889,474	\$ 33,806,276	\$ 479,695,750
Groceries	\$ 294,974,207	\$ 13,182,729	\$ 308,156,936
Retail	\$ 75,358,090	\$ 3,962,752	\$ 79,320,843
Entertainment	\$ 88,547,542	\$ 2,197,636	\$ 90,745,178
Recreation	\$ 109,843,354	\$ 3,509,486	\$ 113,352,840
Vehicle Maintenance and Gas	\$ 325,070,511	\$ 23,710,665	\$ 348,781,176
Car Rental	\$ 86,469,235	\$ 2,370,699	\$ 88,839,933
Local Transportation	\$ 9,331,313	\$ 1,386,539	\$ 10,717,852
Registration and other Fees	\$ 224,659,598	\$ 37,427,848	\$ 262,087,446
Other	\$ 53,524,633	\$ 2,499,567	\$ 56,024,200
<b>Total Day User Expenditure</b>	<b>\$ 1,744,662,294</b>	<b>\$ 143,571,857</b>	<b>\$ 1,888,234,150</b>

## Appendix 9 – Local User Durable Expenditure Calculations

Trans Canada Trail in Ontario  
 Economic Impact Study - Local User Durable Expenditure Calculations

Region 1	Activity					
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	Total
Local Users	168,555	90,537	4,949	15,720	9,898	
Per Person Durable Expenditure - Equipment	\$ -	\$ 103	\$ 263	\$ 403	\$ 60	
TCTO-ON Usage Percentage	17%	15%	3%	16%	1%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 1,361,490</b>	<b>\$ 32,539</b>	<b>\$ 1,000,967</b>	<b>\$ 8,450</b>	<b>\$ 2,403,446</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 131	\$ 64	\$ 125	\$ 222	\$ 95	
TCTO-ON Usage Percentage	17%	15%	3%	16%	1%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 3,775,808</b>	<b>\$ 848,618</b>	<b>\$ 15,465</b>	<b>\$ 551,401</b>	<b>\$ 13,446</b>	<b>\$ 5,204,739</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 3,775,808</b>	<b>\$ 2,210,108</b>	<b>\$ 48,005</b>	<b>\$ 1,552,368</b>	<b>\$ 21,896</b>	<b>\$ 7,608,185</b>
Region 2	Activity					
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	Total
Local Users	380,094	204,161	11,160	35,449	22,320	
Per Person Durable Expenditure - Equipment	\$ -	\$ 103	\$ 263	\$ 403	\$ 60	
TCTO-ON Usage Percentage	17%	15%	3%	16%	1%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 3,070,175</b>	<b>\$ 73,377</b>	<b>\$ 2,257,192</b>	<b>\$ 19,055</b>	<b>\$ 5,419,799</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 131	\$ 64	\$ 125	\$ 222	\$ 95	
TCTO-ON Usage Percentage	17%	15%	3%	16%	1%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 8,514,490</b>	<b>\$ 1,913,643</b>	<b>\$ 34,875</b>	<b>\$ 1,243,416</b>	<b>\$ 30,322</b>	<b>\$ 11,736,746</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 8,514,490</b>	<b>\$ 4,983,818</b>	<b>\$ 108,251</b>	<b>\$ 3,500,609</b>	<b>\$ 49,376</b>	<b>\$ 17,156,545</b>

**Region 3**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	245,307	124,621	9,183	19,021	22,301	
Per Person Durable Expenditure - Equipment	\$ -	\$ 122	\$ 1,563	\$ 539	\$ 89	
TCTO-ON Usage Percentage	23%	31%	10%	10%	10%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 4,728,383</b>	<b>\$ 1,435,244</b>	<b>\$ 979,104</b>	<b>\$ 191,546</b>	<b>\$ 7,334,278</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 127	\$ 66	\$ 319	\$ 303	\$ 65	
TCTO-ON Usage Percentage	23%	31%	10%	10%	10%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 7,165,426</b>	<b>\$ 2,561,854</b>	<b>\$ 292,926</b>	<b>\$ 550,406</b>	<b>\$ 140,381</b>	<b>\$ 10,710,992</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 7,165,426</b>	<b>\$ 7,290,237</b>	<b>\$ 1,728,170</b>	<b>\$ 1,529,510</b>	<b>\$ 331,927</b>	<b>\$ 18,045,270</b>

**Region 4**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	850,697	432,172	31,844	65,963	77,336	
Per Person Durable Expenditure - Equipment	\$ -	\$ 122	\$ 1,563	\$ 539	\$ 89	
TCTO-ON Usage Percentage	23%	31%	10%	10%	10%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 16,397,478</b>	<b>\$ 4,977,259</b>	<b>\$ 3,395,419</b>	<b>\$ 664,258</b>	<b>\$ 25,434,415</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 127	\$ 66	\$ 319	\$ 303	\$ 65	
TCTO-ON Usage Percentage	23%	31%	10%	10%	10%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 24,848,856</b>	<b>\$ 8,884,208</b>	<b>\$ 1,015,832</b>	<b>\$ 1,908,742</b>	<b>\$ 486,824</b>	<b>\$ 37,144,463</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 24,848,856</b>	<b>\$ 25,281,686</b>	<b>\$ 5,993,091</b>	<b>\$ 5,304,161</b>	<b>\$ 1,151,083</b>	<b>\$ 62,578,877</b>

**Region 5**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	1,910,967	996,870	100,767	125,958	161,946	
Per Person Durable Expenditure - Equipment	\$ -	\$ 195	\$ 280	\$ 279	\$ 126	
TCTO-ON Usage Percentage	20%	27%	0%	14%	19%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 51,513,259</b>	<b>\$ -</b>	<b>\$ 4,990,216</b>	<b>\$ 3,856,591</b>	<b>\$ 60,360,067</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 169	\$ 146	\$ 40	\$ 95	\$ 73	
TCTO-ON Usage Percentage	20%	27%	0%	14%	19%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 65,559,561</b>	<b>\$ 38,568,902</b>	<b>\$ -</b>	<b>\$ 1,693,812</b>	<b>\$ 2,234,374</b>	<b>\$ 108,056,649</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 65,559,561</b>	<b>\$ 90,082,161</b>	<b>\$ -</b>	<b>\$ 6,684,028</b>	<b>\$ 6,090,966</b>	<b>\$ 168,416,716</b>

**Region 6**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	610,857	322,916	38,229	151,291	138,277	
Per Person Durable Expenditure - Equipment	\$ -	\$ 123	\$ 240	\$ 355	\$ 81	
TCTO-ON Usage Percentage	26%	28%	5%	34%	13%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 11,041,802</b>	<b>\$ 477,103</b>	<b>\$ 18,314,506</b>	<b>\$ 1,409,508</b>	<b>\$ 31,242,918</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 124	\$ 78	\$ 491	\$ 247	\$ 167	
TCTO-ON Usage Percentage	26%	28%	5%	34%	13%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 19,845,518</b>	<b>\$ 6,984,164</b>	<b>\$ 976,073</b>	<b>\$ 12,742,769</b>	<b>\$ 2,909,615</b>	<b>\$ 43,458,138</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 19,845,518</b>	<b>\$ 18,025,965</b>	<b>\$ 1,453,176</b>	<b>\$ 31,057,274</b>	<b>\$ 4,319,122</b>	<b>\$ 74,701,055</b>

**Region 7**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	184,326	94,956	7,182	19,151	41,227	
Per Person Durable Expenditure - Equipment	\$ -	\$ 87	\$ 85	\$ 218	\$ 58	
TCTO-ON Usage Percentage	19%	22%	41%	19%	12%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 1,767,986</b>	<b>\$ 250,277</b>	<b>\$ 780,701</b>	<b>\$ 288,336</b>	<b>\$ 3,087,301</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 169	\$ 74	\$ 88	\$ 151	\$ 74	
TCTO-ON Usage Percentage	19%	22%	41%	19%	12%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 6,012,175</b>	<b>\$ 1,518,917</b>	<b>\$ 259,110</b>	<b>\$ 540,761</b>	<b>\$ 368,153</b>	<b>\$ 8,699,115</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 6,012,175</b>	<b>\$ 3,286,903</b>	<b>\$ 509,387</b>	<b>\$ 1,321,462</b>	<b>\$ 656,489</b>	<b>\$ 11,786,416</b>

**Region 8**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	425,243	219,065	16,568	44,181	95,112	
Per Person Durable Expenditure - Equipment	\$ -	\$ 87	\$ 85	\$ 218	\$ 58	
TCTO-ON Usage Percentage	19%	22%	41%	19%	12%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 4,078,765</b>	<b>\$ 577,392</b>	<b>\$ 1,801,087</b>	<b>\$ 665,195</b>	<b>\$ 7,122,439</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 169	\$ 74	\$ 88	\$ 151	\$ 74	
TCTO-ON Usage Percentage	19%	22%	41%	19%	12%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 13,870,157</b>	<b>\$ 3,504,159</b>	<b>\$ 597,770</b>	<b>\$ 1,247,542</b>	<b>\$ 849,332</b>	<b>\$ 20,068,961</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 13,870,157</b>	<b>\$ 7,582,924</b>	<b>\$ 1,175,162</b>	<b>\$ 3,048,629</b>	<b>\$ 1,514,527</b>	<b>\$ 27,191,400</b>

**Region 9**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	77,713	40,034	3,028	8,074	17,382	
Per Person Durable Expenditure - Equipment	\$ -	\$ 87	\$ 85	\$ 218	\$ 58	
TCTO-ON Usage Percentage	19%	22%	41%	19%	12%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 745,393</b>	<b>\$ 105,518</b>	<b>\$ 329,148</b>	<b>\$ 121,564</b>	<b>\$ 1,301,623</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 169	\$ 74	\$ 88	\$ 151	\$ 74	
TCTO-ON Usage Percentage	19%	22%	41%	19%	12%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 2,534,765</b>	<b>\$ 640,383</b>	<b>\$ 109,242</b>	<b>\$ 227,988</b>	<b>\$ 155,215</b>	<b>\$ 3,667,594</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 2,534,765</b>	<b>\$ 1,385,776</b>	<b>\$ 214,760</b>	<b>\$ 557,136</b>	<b>\$ 276,779</b>	<b>\$ 4,969,216</b>

**Region 10**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	53,081	31,192	3,101	19,792	12,495	
Per Person Durable Expenditure - Equipment	\$ -	\$ 117	\$ 657	\$ 481	\$ 110	
TCTO-ON Usage Percentage	30%	29%	33%	40%	16%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 1,043,754</b>	<b>\$ 678,435</b>	<b>\$ 3,769,815</b>	<b>\$ 225,412</b>	<b>\$ 5,717,416</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 158	\$ 61	\$ 114	\$ 284	\$ 110	
TCTO-ON Usage Percentage	30%	29%	33%	40%	16%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 2,507,675</b>	<b>\$ 545,071</b>	<b>\$ 117,719</b>	<b>\$ 2,225,836</b>	<b>\$ 225,412</b>	<b>\$ 5,621,714</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 2,507,675</b>	<b>\$ 1,588,825</b>	<b>\$ 796,155</b>	<b>\$ 5,995,651</b>	<b>\$ 450,824</b>	<b>\$ 11,339,130</b>

**Region 11**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	140,190	57,340	7,723	61,085	33,468	
Per Person Durable Expenditure - Equipment	\$ -	\$ 198	\$ 130	\$ 408	\$ 58	
TCTO-ON Usage Percentage	14%	24%	0%	24%	14%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 2,747,500</b>	<b>\$ -</b>	<b>\$ 5,931,557</b>	<b>\$ 264,101</b>	<b>\$ 8,943,158</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 171	\$ 108	\$ 70	\$ 279	\$ 75	
TCTO-ON Usage Percentage	14%	24%	0%	24%	14%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 3,404,100</b>	<b>\$ 1,498,636</b>	<b>\$ -</b>	<b>\$ 4,056,138</b>	<b>\$ 345,257</b>	<b>\$ 9,304,132</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 3,404,100</b>	<b>\$ 4,246,136</b>	<b>\$ -</b>	<b>\$ 9,987,695</b>	<b>\$ 609,358</b>	<b>\$ 18,247,290</b>

**Region 12**

	Activity					Total
	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	
Local Users	82,495	33,742	4,545	35,945	19,694	
Per Person Durable Expenditure - Equipment	\$ -	\$ 198	\$ 130	\$ 408	\$ 58	
TCTO-ON Usage Percentage	14%	24%	0%	24%	14%	
<b>TCTO-ON Related Durable Equipment Expenditures</b>	<b>\$ -</b>	<b>\$ 1,616,768</b>	<b>\$ -</b>	<b>\$ 3,490,427</b>	<b>\$ 155,410</b>	<b>\$ 5,262,605</b>
Per Person Durable Expenditure - Clothing and Accessories	\$ 171	\$ 108	\$ 70	\$ 279	\$ 75	
TCTO-ON Usage Percentage	14%	24%	0%	24%	14%	
<b>TCTO-ON Related Durable Clothing and Accessories Expenditures</b>	<b>\$ 2,003,144</b>	<b>\$ 881,873</b>	<b>\$ -</b>	<b>\$ 2,386,836</b>	<b>\$ 203,167</b>	<b>\$ 5,475,020</b>
<b>Total TCTO-ON Related Durable Expenditures</b>	<b>\$ 2,003,144</b>	<b>\$ 2,498,641</b>	<b>\$ -</b>	<b>\$ 5,877,263</b>	<b>\$ 358,577</b>	<b>\$ 10,737,626</b>

**Total Durable Expenditure**

	Hiking/Walking	Cycling	Horseback Riding	Snowmobiling	Cross-country Skiing	Total
Total TCTO-ON Related Durable Expenditure - Equipment	\$ -	\$ 100,112,753	\$ 8,607,145	\$ 47,040,140	\$ 7,869,427	\$ 163,629,464
Total TCTO-ON Related Durable Expenditure - Clothing and Accessories	\$ 160,041,677	\$ 68,350,428	\$ 3,419,013	\$ 29,375,647	\$ 7,961,498	\$ 269,148,263
Total TCTO-ON Related Durable Expenditure	\$ 160,041,677	\$ 168,463,181	\$ 12,026,158	\$ 76,415,787	\$ 15,830,925	\$ 432,777,727

## Appendix 10 – Impact Results by Region and Totals

**Table 1**  
 Economic Impact of  
 Incremental User Expenditures  
 In Essex  
 (2003 Dollars)

	Essex	Ontario
<b>Initial Expenditure</b>	\$1,775,930	\$1,775,930
<b>Value Added</b>		
Direct	\$667,505	\$667,505
Indirect & Induced	\$505,142	\$1,217,274
Total	\$1,172,647	\$1,884,779
Multiplier	0.66	1.06
<b>Gross Output</b>		
Direct	\$1,775,930	\$1,775,930
Indirect & Induced	\$623,976	\$2,304,171
Total	\$2,399,906	\$4,080,101
Multiplier	1.35	2.30
<b>Wages &amp; Salaries</b>		
Direct	\$358,201	\$358,201
Indirect & Induced	\$318,252	\$699,858
Total	\$676,453	\$1,058,059
<b>Employment</b>		
Direct	15.7	15.7
Indirect & Induced	8.9	18.3
Total	24.6	34.0
Multiplier	1.57	2.17
<b>Taxes</b>		
Federal	\$198,119	\$305,909
Provincial	\$286,394	\$399,647
Local	\$73,062	\$115,242
Total	\$557,575	\$820,798
<b>Imports</b>		
From Other Provinces	\$80,441	\$142,115
From Other Countries	\$177,487	\$305,048
Total	\$257,928	\$447,163

Source: Econometric Research Limited

**Table 2**  
 Economic Impact of  
 Total User Expenditures  
 In Essex  
 (2003 Dollars)

	Essex	Ontario
<b>Initial Expenditure</b>	\$30,426,622	\$30,426,622
<b>Value Added</b>		
Direct	\$11,304,884	\$11,304,884
Indirect & Induced	\$8,166,257	\$20,598,470
Total	\$19,471,141	\$31,903,354
Multiplier	0.64	1.05
<b>Gross Output</b>		
Direct	\$30,426,622	\$30,426,622
Indirect & Induced	\$8,814,385	\$38,474,573
Total	\$39,241,007	\$68,901,195
Multiplier	1.29	2.26
<b>Wages &amp; Salaries</b>		
Direct	\$5,622,257	\$5,622,257
Indirect & Induced	\$5,078,701	\$11,748,979
Total	\$10,700,958	\$17,371,236
<b>Employment</b>		
Direct	239.4	239.4
Indirect & Induced	141.2	310.0
Total	380.6	549.4
Multiplier	1.59	2.29
<b>Taxes</b>		
Federal	\$3,159,564	\$5,051,399
Provincial	\$5,094,336	\$7,010,488
Local	\$1,298,780	\$1,989,514
Total	\$9,552,680	\$14,051,401
<b>Imports</b>		
From Other Provinces	\$1,278,513	\$2,374,965
From Other Countries	\$2,873,679	\$5,169,638
Total	\$4,152,192	\$7,544,603

Source: Econometric Research Limited

**Table 3**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In Essex  
 (2003 Dollars)

	Essex	Ontario
<b>Initial Expenditure</b>	\$7,608,185	\$7,608,185
<b>Value Added</b>		
Direct	\$621,782	\$621,782
Indirect & Induced	\$1,086,791	\$7,307,483
Total	\$1,708,573	\$7,929,265
Multiplier	0.22	1.04
<b>Gross Output</b>		
Direct	\$7,608,185	\$7,608,185
Indirect & Induced	\$3,439,231	\$9,256,781
Total	\$11,047,416	\$16,858,966
Multiplier	1.45	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$382,987	\$382,987
Indirect & Induced	\$631,269	\$4,456,751
Total	\$1,014,256	\$4,839,738
<b>Employment</b>		
Direct	12.5	12.5
Indirect & Induced	17.6	155.4
Total	30.1	84.0
Multiplier	2.41	13.43
<b>Taxes</b>		
Federal	\$301,184	\$1,394,625
Provincial	\$195,220	\$908,804
Local	\$40,254	\$191,742
Total	\$536,658	\$2,495,171
<b>Imports</b>		
From Other Provinces	\$104,086	\$489,161
From Other Countries	\$342,788	\$1,518,135
Total	\$446,874	\$2,007,296

Source: Econometric Research Limited

**Table 4**  
 Economic Impact of  
 Trail Construction  
 In Essex  
 (2003 Dollars)

	Essex	Ontario
<b>Initial Expenditure</b>	\$4,886,695	\$4,886,695
<b>Value Added</b>		
Direct	\$2,517,865	\$2,517,865
Indirect & Induced	\$1,578,600	\$3,512,892
Total	\$4,096,465	\$6,030,757
Multiplier	0.84	1.23
<b>Gross Output</b>		
Direct	\$4,886,695	\$4,886,695
Indirect & Induced	\$2,889,993	\$6,896,848
Total	\$7,776,688	\$11,783,543
Multiplier	1.59	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$1,980,958	\$1,980,958
Indirect & Induced	\$993,107	\$2,098,516
Total	\$2,974,065	\$4,079,474
<b>Employment</b>		
Direct	36.2	36.2
Indirect & Induced	24.8	53.6
Total	61.0	89.8
Multiplier	1.69	2.48
<b>Taxes</b>		
Federal	\$766,302	\$1,070,354
Provincial	\$629,683	\$891,143
Local	\$189,113	\$273,465
Total	\$1,585,098	\$2,234,962
<b>Imports</b>		
From Other Provinces	\$227,627	\$345,903
From Other Countries	\$690,208	\$997,738
Total	\$917,835	\$1,343,641

Source: Econometric Research Limited

**Table 5**  
 Economic Impact of  
 Trail Maintenance  
 In Essex  
 (2003 Dollars)

	Essex	Ontario
<b>Initial Expenditure</b>	\$222,123	\$222,123
<b>Value Added</b>		
Direct	\$112,045	\$112,045
Indirect & Induced	\$55,782	\$159,855
Total	\$167,827	\$271,900
Multiplier	0.76	1.22
<b>Gross Output</b>		
Direct	\$222,123	\$222,123
Indirect & Induced	\$105,849	\$312,733
Total	\$327,972	\$534,856
Multiplier	1.48	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$88,921	\$88,921
Indirect & Induced	\$33,479	\$95,553
Total	\$122,400	\$184,474
<b>Employment</b>		
Direct	1.6	1.6
Indirect & Induced	0.8	2.4
Total	2.4	4.0
Multiplier	1.50	2.50
<b>Taxes</b>		
Federal	\$30,990	\$48,233
Provincial	\$26,824	\$40,773
Local	\$8,553	\$12,713
Total	\$66,367	\$101,719
<b>Imports</b>		
From Other Provinces	\$9,975	\$15,878
From Other Countries	\$30,249	\$45,932
Total	\$40,224	\$61,810

Source: Econometric Research Limited

**Table 6**  
 Economic Impact of  
 All Recurrent Expenditures  
 In Essex  
 (2003 Dollars)

	Essex	Ontario
<b>Initial Expenditure</b>	\$38,256,930	\$38,256,930
<b>Value Added</b>		
Direct	\$12,038,711	\$12,038,711
Indirect & Induced	\$9,308,830	\$28,065,808
Total	\$21,347,541	\$40,104,519
Multiplier	0.56	1.05
<b>Gross Output</b>		
Direct	\$38,256,930	\$38,256,930
Indirect & Induced	\$12,359,465	\$48,038,087
Total	\$50,616,395	\$86,295,017
Multiplier	1.32	2.26
<b>Wages &amp; Salaries</b>		
Direct	\$6,094,165	\$6,094,165
Indirect & Induced	\$5,743,449	\$16,301,283
Total	\$11,837,614	\$22,395,448
<b>Employment</b>		
Direct	253.5	253.5
Indirect & Induced	159.6	467.8
Total	413.1	637.4
Multiplier	1.63	2.51
<b>Taxes</b>		
Federal	\$3,491,738	\$6,494,257
Provincial	\$5,316,380	\$7,960,065
Local	\$1,347,587	\$2,193,969
Total	\$10,155,705	\$16,648,291
<b>Imports</b>		
From Other Provinces	\$1,392,574	\$2,880,004
From Other Countries	\$3,246,716	\$6,733,705
Total	\$4,639,290	\$9,613,709

Source: Econometric Research Limited

**Table 7**  
 Tax Impacts of Incremental User Expenditures  
 In Essex  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$203,796	\$69,833	\$0	\$303,629
Provincial Sales Tax	\$0	\$12,990	\$0	\$12,990
Goods & Services Tax	\$53,642	\$0	\$0	\$53,642
Tariffs	\$1,450	\$0	\$0	\$1,450
Corporate Profit Taxes	\$47,021	\$32,046	\$0	\$79,067
Property & Bus. Tax	\$0	\$0	\$80,374	\$80,374
Tobacco & Liquor Tax	\$0	\$15,318	\$0	\$15,318
Registration Fees	\$0	\$139,470	\$4,868	\$174,338
<b>Total</b>	<b>\$305,909</b>	<b>\$369,647</b>	<b>\$115,242</b>	<b>\$820,798</b>

Source: Econometric Research, Limited

**Table 8**  
 Tax Impacts of Total User Expenditures  
 In Essex  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$3,350,788	\$1,641,447	\$0	\$4,992,235
Provincial Sales Tax	\$0	\$1,825,230	\$0	\$1,825,230
Goods & Services Tax	\$895,369	\$0	\$0	\$895,369
Tariffs	\$24,361	\$0	\$0	\$24,361
Corporate Profit Taxes	\$780,861	\$532,172	\$0	\$1,313,033
Property & Bus. Tax	\$0	\$0	\$1,298,469	\$1,298,469
Tobacco & Liquor Tax	\$0	\$247,460	\$0	\$247,460
Registration Fees	\$0	\$2,764,179	\$691,045	\$3,455,224
<b>Total</b>	<b>\$5,051,398</b>	<b>\$7,010,488</b>	<b>\$1,989,514</b>	<b>\$14,051,401</b>

Source: Econometric Research, Limited

**Table 9**  
 Tax Impacts of Expenditures on Durable Goods  
 In Essex  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$943,691	\$462,266	\$0	\$1,405,957
Provincial Sales Tax	\$0	\$269,528	\$0	\$269,528
Goods & Services Tax	\$237,485	\$0	\$0	\$237,485
Tariffs	\$7,368	\$0	\$0	\$7,368
Corporate Profit Taxes	\$206,081	\$140,448	\$0	\$346,529
Property & Bus. Tax	\$0	\$0	\$191,742	\$191,742
Tobacco & Liquor Tax	\$0	\$36,542	\$0	\$36,542
<b>Total</b>	<b>\$1,394,625</b>	<b>\$908,804</b>	<b>\$191,742</b>	<b>\$2,495,171</b>

Source: Econometric Research, Limited

**Table 10**  
 Tax Impacts of Trail Construction  
 In Essex  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$765,967	\$365,021	\$0	\$1,170,988
Provincial Sales Tax	\$0	\$384,404	\$0	\$384,404
Goods & Services Tax	\$177,403	\$0	\$0	\$177,403
Tariffs	\$4,856	\$0	\$0	\$4,856
Corporate Profit Taxes	\$102,128	\$69,602	\$0	\$171,730
Property & Bus. Tax	\$0	\$0	\$273,465	\$273,465
Tobacco & Liquor Tax	\$0	\$52,116	\$0	\$52,116
<b>Total</b>	<b>\$1,070,354</b>	<b>\$891,143</b>	<b>\$273,465</b>	<b>\$2,234,962</b>

Source: Econometric Research, Limited

**Table 11**  
 Tax Impacts of Trail Maintenance  
 In Essex  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$15,470	\$17,376	\$0	\$32,846
Provincial Sales Tax	\$0	\$17,871	\$0	\$17,871
Goods & Services Tax	\$7,987	\$0	\$0	\$7,987
Tariffs	\$224	\$0	\$0	\$224
Corporate Profit Taxes	\$4,552	\$3,103	\$0	\$7,655
Property & Bus. Tax	\$0	\$0	\$12,713	\$12,713
Tobacco & Liquor Tax	\$0	\$2,423	\$0	\$2,423
<b>Total</b>	<b>\$48,233</b>	<b>\$40,773</b>	<b>\$12,713</b>	<b>\$101,719</b>

Source: Econometric Research, Limited

**Table 12**  
 Tax Impacts of All Recurrent Expenditures  
 In Essex  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$4,329,949	\$2,121,109	\$0	\$6,451,058
Provincial Sales Tax	\$0	\$2,112,629	\$0	\$2,112,629
Goods & Services Tax	\$1,140,861	\$0	\$0	\$1,140,861
Tariffs	\$31,953	\$0	\$0	\$31,953
Corporate Profit Taxes	\$981,494	\$675,723	\$0	\$1,657,217
Property & Bus. Tax	\$0	\$0	\$1,502,924	\$1,502,924
Tobacco & Liquor Tax	\$0	\$286,425	\$0	\$286,425
Registration Fees	\$0	\$2,764,179	\$691,045	\$3,455,224
<b>Total</b>	<b>\$6,494,257</b>	<b>\$7,990,065</b>	<b>\$2,193,969</b>	<b>\$16,648,291</b>

Source: Econometric Research, Limited

**Table 13**  
**Economic Impact of**  
**Incremental User Expenditures**  
**In South-Western Region**  
 (2003 Dollars)

	South-Western	Ontario
<b>Initial Expenditure</b>	\$3,934,881	\$3,934,881
<b>Value Added</b>		
Direct	\$1,503,853	\$1,503,853
Indirect & Induced	\$751,982	\$2,671,861
Total	\$2,255,835	\$4,175,714
Multiplier	0.57	1.06
<b>Gross Output</b>		
Direct	\$3,934,881	\$3,934,881
Indirect & Induced	\$498,689	\$4,998,482
Total	\$4,433,570	\$8,933,363
Multiplier	1.13	2.27
<b>Wages &amp; Salaries</b>		
Direct	\$772,658	\$772,658
Indirect & Induced	\$499,125	\$1,526,810
Total	\$1,271,783	\$2,299,468
<b>Employment</b>		
Direct	34.1	34.1
Indirect & Induced	14.6	39.8
Total	48.7	73.9
Multiplier	1.43	2.17
<b>Taxes</b>		
Federal	\$371,056	\$670,820
Provincial	\$621,682	\$926,940
Local	\$153,741	\$263,581
Total	\$1,146,479	\$1,861,341
<b>Imports</b>		
From Other Provinces	\$144,982	\$307,612
From Other Countries	\$318,867	\$663,381
Total	\$463,849	\$970,993

Source: Econometric Research Limited

**Table 14**  
**Economic Impact of**  
**Total User Expenditures**  
**In South-Western Region**  
 (2003 Dollars)

	South-Western	Ontario
<b>Initial Expenditure</b>	\$83,758,253	\$83,758,253
<b>Value Added</b>		
Direct	\$32,817,006	\$32,817,006
Indirect & Induced	\$14,811,807	\$55,179,004
Total	\$47,628,813	\$87,996,010
Multiplier	0.57	1.05
<b>Gross Output</b>		
Direct	\$83,758,253	\$83,758,253
Indirect & Induced	\$6,691,281	\$101,995,962
Total	\$90,449,534	\$185,754,215
Multiplier	1.08	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$14,894,859	\$14,894,859
Indirect & Induced	\$9,684,037	\$31,342,926
Total	\$24,578,896	\$46,237,785
<b>Employment</b>		
Direct	646.6	646.6
Indirect & Induced	280.9	825.8
Total	927.5	1,472.4
Multiplier	1.43	2.28
<b>Taxes</b>		
Federal	\$7,295,450	\$13,616,515
Provincial	\$14,924,892	\$21,173,001
Local	\$3,704,353	\$5,892,527
Total	\$25,924,695	\$40,682,043
<b>Imports</b>		
From Other Provinces	\$2,814,489	\$6,274,541
From Other Countries	\$6,283,382	\$13,688,910
Total	\$9,097,871	\$19,963,451

Source: Econometric Research Limited

**Table 15**  
**Economic Impact of**  
**Expenditures on Durable Goods**  
**In South-Western Region**  
 (2003 Dollars)

	South-Western	Ontario
<b>Initial Expenditure</b>	\$17,156,545	\$17,156,545
<b>Value Added</b>		
Direct	\$1,048,486	\$1,048,486
Indirect & Induced	\$1,417,176	\$16,832,096
Total	\$2,465,662	\$17,880,582
Multiplier	0.14	1.04
<b>Gross Output</b>		
Direct	\$17,156,545	\$17,156,545
Indirect & Induced	\$8,658,550	\$20,860,619
Total	\$25,815,095	\$38,017,164
Multiplier	1.50	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$664,614	\$664,614
Indirect & Induced	\$844,078	\$10,249,050
Total	\$1,508,692	\$10,913,664
<b>Employment</b>		
Direct	24.6	24.6
Indirect & Induced	23.6	354.1
Total	48.2	378.7
Multiplier	1.96	15.39
<b>Taxes</b>		
Federal	\$437,544	\$3,158,927
Provincial	\$277,669	\$2,058,923
Local	\$55,095	\$432,380
Total	\$770,308	\$5,650,230
<b>Imports</b>		
From Other Provinces	\$142,220	\$1,103,066
From Other Countries	\$477,344	\$3,423,410
Total	\$619,564	\$4,526,476

Source: Econometric Research Limited

**Table 16**  
**Economic Impact of**  
**Trail Construction**  
**In South-Western Region**  
 (2003 Dollars)

	South-Western	Ontario
<b>Initial Expenditure</b>	\$47,398,670	\$47,398,670
<b>Value Added</b>		
Direct	\$24,414,540	\$24,414,540
Indirect & Induced	\$9,267,074	\$34,081,001
Total	\$33,681,614	\$58,495,541
Multiplier	0.71	1.23
<b>Gross Output</b>		
Direct	\$47,398,670	\$47,398,670
Indirect & Induced	\$15,829,045	\$66,896,213
Total	\$63,227,715	\$114,294,883
Multiplier	1.33	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$19,211,361	\$19,211,361
Indirect & Induced	\$6,241,638	\$20,357,646
Total	\$25,452,999	\$39,569,007
<b>Employment</b>		
Direct	351.4	351.4
Indirect & Induced	155.2	520.2
Total	506.6	871.6
Multiplier	1.44	2.48
<b>Taxes</b>		
Federal	\$6,415,216	\$10,437,534
Provincial	\$5,273,313	\$8,681,568
Local	\$1,588,074	\$2,652,484
Total	\$13,276,603	\$21,771,586
<b>Imports</b>		
From Other Provinces	\$1,871,844	\$3,355,108
From Other Countries	\$5,728,246	\$9,677,590
Total	\$7,600,090	\$13,032,698

Source: Econometric Research Limited

**Table 17**  
**Economic Impact of**  
**Trail Maintenance**  
**In South-Western Region**  
 (2003 Dollars)

	South-Western	Ontario
<b>Initial Expenditure</b>	\$2,154,485	\$2,154,485
<b>Value Added</b>		
Direct	\$1,086,785	\$1,086,785
Indirect & Induced	\$214,020	\$1,550,513
Total	\$1,300,805	\$2,637,298
Multiplier	0.60	1.22
<b>Gross Output</b>		
Direct	\$2,154,485	\$2,154,485
Indirect & Induced	\$391,490	\$3,033,356
Total	\$2,545,975	\$5,187,841
Multiplier	1.18	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$862,487	\$862,487
Indirect & Induced	\$133,023	\$926,824
Total	\$995,510	\$1,789,311
<b>Employment</b>		
Direct	15.8	15.8
Indirect & Induced	3.1	23.4
Total	18.9	39.2
Multiplier	1.20	2.48
<b>Taxes</b>		
Federal	\$244,108	\$470,763
Provincial	\$216,056	\$397,464
Local	\$70,668	\$123,313
Total	\$530,832	\$991,540
<b>Imports</b>		
From Other Provinces	\$79,757	\$154,011
From Other Countries	\$243,812	\$445,515
Total	\$323,569	\$599,526

Source: Econometric Research Limited

**Table 18**  
**Economic Impact of**  
**All Recurrent Expenditures**  
**In South-Western Region**  
 (2003 Dollars)

	South-Western	Ontario
<b>Initial Expenditure</b>	\$103,069,283	\$103,069,283
<b>Value Added</b>		
Direct	\$34,952,277	\$34,952,277
Indirect & Induced	\$16,443,003	\$73,561,613
Total	\$51,395,280	\$108,513,890
Multiplier	0.50	1.05
<b>Gross Output</b>		
Direct	\$103,069,283	\$103,069,283
Indirect & Induced	\$15,741,321	\$125,889,937
Total	\$118,810,604	\$228,959,220
Multiplier	1.15	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$16,421,960	\$16,421,960
Indirect & Induced	\$10,661,138	\$42,518,800
Total	\$27,083,098	\$58,940,760
<b>Employment</b>		
Direct	687.0	687.0
Indirect & Induced	307.6	1,203.3
Total	994.6	1,890.3
Multiplier	1.45	2.75
<b>Taxes</b>		
Federal	\$7,977,102	\$17,246,205
Provincial	\$15,418,617	\$23,629,388
Local	\$3,830,116	\$6,448,220
Total	\$27,225,835	\$47,323,813
<b>Imports</b>		
From Other Provinces	\$3,036,466	\$7,531,618
From Other Countries	\$7,004,538	\$17,557,835
Total	\$10,041,004	\$25,089,453

Source: Econometric Research Limited

**Table 19**  
 Tax Impacts of Incremental User Expenditures  
 In South-Western Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$42,823	\$216,925	\$0	\$659,748
Provincial Sales Tax	\$0	\$243,667	\$0	\$243,667
Goods & Services Tax	\$118,664	\$0	\$0	\$118,664
Tariffs	\$3,146	\$0	\$0	\$3,146
Corporate Profit Taxes	\$106,187	\$72,369	\$0	\$178,556
Property & Bus. Tax	\$0	\$0	\$173,345	\$173,345
Tobacco & Liquor Tax	\$0	\$33,036	\$0	\$33,036
Registration Fees	\$0	\$380,943	\$90,226	\$451,179
<b>Total</b>	<b>\$670,820</b>	<b>\$926,940</b>	<b>\$263,391</b>	<b>\$1,861,341</b>

Source: Econometric Research Limited

**Table 20**  
 Tax Impacts of Total User Expenditures  
 In South-Western Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$915,129	\$4,367,244	\$0	\$13,282,373
Provincial Sales Tax	\$0	\$4,815,654	\$0	\$4,815,654
Goods & Services Tax	\$2,479,204	\$0	\$0	\$2,479,204
Tariffs	\$64,467	\$0	\$0	\$64,467
Corporate Profit Taxes	\$2,157,715	\$1,470,526	\$0	\$3,628,241
Property & Bus. Tax	\$0	\$0	\$3,425,656	\$3,425,656
Tobacco & Liquor Tax	\$0	\$652,893	\$0	\$652,893
Registration Fees	\$0	\$9,866,684	\$2,466,671	\$12,333,355
<b>Total</b>	<b>\$13,616,515</b>	<b>\$21,173,001</b>	<b>\$5,892,527</b>	<b>\$40,682,043</b>

Source: Econometric Research Limited

**Table 21**  
 Tax Impacts of Expenditures on Durable Goods  
 In South-Western Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$2,128,036	\$1,042,458	\$0	\$3,170,494
Provincial Sales Tax	\$0	\$607,768	\$0	\$607,768
Goods & Services Tax	\$535,531	\$0	\$0	\$535,531
Tariffs	\$16,613	\$0	\$0	\$16,613
Corporate Profit Taxes	\$478,747	\$326,275	\$0	\$805,022
Property & Bus. Tax	\$0	\$0	\$432,380	\$432,380
Tobacco & Liquor Tax	\$0	\$32,402	\$0	\$32,402
<b>Total</b>	<b>\$3,158,927</b>	<b>\$2,038,923</b>	<b>\$432,380</b>	<b>\$5,650,230</b>

Source: Econometric Research Limited

**Table 22**  
 Tax Impacts of Trail Construction  
 In South-Western Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$7,623,517	\$3,734,524	\$0	\$11,358,041
Provincial Sales Tax	\$0	\$3,726,541	\$0	\$3,726,541
Goods & Services Tax	\$1,720,731	\$0	\$0	\$1,720,731
Tariffs	\$47,098	\$0	\$0	\$47,098
Corporate Profit Taxes	\$1,046,188	\$712,998	\$0	\$1,759,186
Property & Bus. Tax	\$0	\$0	\$2,652,464	\$2,652,464
Tobacco & Liquor Tax	\$0	\$505,505	\$0	\$505,505
<b>Total</b>	<b>\$10,437,534</b>	<b>\$8,681,568</b>	<b>\$2,652,464</b>	<b>\$21,771,566</b>

Source: Econometric Research Limited

**Table 23**  
 Tax Impacts of Trail Maintenance  
 In South-Western Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$344,045	\$168,536	\$0	\$512,581
Provincial Sales Tax	\$0	\$73,339	\$0	\$73,339
Goods & Services Tax	\$77,467	\$0	\$0	\$77,467
Tariffs	\$2,168	\$0	\$0	\$2,168
Corporate Profit Taxes	\$47,063	\$32,088	\$0	\$79,171
Property & Bus. Tax	\$0	\$0	\$123,313	\$123,313
Tobacco & Liquor Tax	\$0	\$23,501	\$0	\$23,501
<b>Total</b>	<b>\$470,763</b>	<b>\$397,464</b>	<b>\$123,313</b>	<b>\$991,540</b>

Source: Econometric Research Limited

**Table 24**  
 Tax Impacts of All Recreent Expenditures  
 In South-Western Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$11,397,210	\$5,578,238	\$0	\$16,965,448
Provincial Sales Tax	\$0	\$5,596,781	\$0	\$5,596,781
Goods & Services Tax	\$3,092,202	\$0	\$0	\$3,092,202
Tariffs	\$63,248	\$0	\$0	\$63,248
Corporate Profit Taxes	\$2,689,545	\$1,828,889	\$0	\$4,518,434
Property & Bus. Tax	\$0	\$0	\$3,981,549	\$3,981,549
Tobacco & Liquor Tax	\$0	\$768,796	\$0	\$768,796
Registration Fees	\$0	\$9,866,684	\$2,466,671	\$12,333,355
<b>Total</b>	<b>\$17,246,205</b>	<b>\$23,829,388</b>	<b>\$6,448,229</b>	<b>\$47,323,813</b>

Source: Econometric Research Limited

**Table 25**  
 Economic Impact of  
 Incremental User Expenditures  
 In The Niagara Region  
 (2003 Dollars)

	Niagara Region	Ontario
<b>Initial Expenditure</b>	\$3,472,131	\$3,472,131
<b>Value Added</b>		
Direct	\$1,410,546	\$1,410,546
Indirect & Induced	\$918,865	\$2,514,782
Total	\$2,329,411	\$3,925,328
Multiplier	0.67	1.13
<b>Gross Output</b>		
Direct	\$3,472,131	\$3,472,131
Indirect & Induced	\$1,188,369	\$4,792,551
Total	\$4,660,500	\$8,264,682
Multiplier	1.34	2.38
<b>Wages &amp; Salaries</b>		
Direct	\$907,207	\$907,207
Indirect & Induced	\$596,853	\$1,446,655
Total	\$1,504,060	\$2,353,862
<b>Employment</b>		
Direct	39.1	39.1
Indirect & Induced	17.2	38.2
Total	56.3	77.3
Multiplier	1.44	1.98
<b>Taxes</b>		
Federal	\$425,459	\$666,027
Provincial	\$452,453	\$685,566
Local	\$113,349	\$195,227
Total	\$991,261	\$1,546,820
<b>Imports</b>		
From Other Provinces	\$156,508	\$277,953
From Other Countries	\$347,353	\$627,095
Total	\$503,861	\$905,048

Source: Econometric Research Limited

**Table 26**  
 Economic Impact of  
 Total User Expenditures  
 In The Niagara Region  
 (2003 Dollars)

	Niagara Region	Ontario
<b>Initial Expenditure</b>	\$84,266,588	\$84,266,588
<b>Value Added</b>		
Direct	\$28,755,352	\$28,755,352
Indirect & Induced	\$19,060,910	\$62,577,796
Total	\$47,816,262	\$91,333,148
Multiplier	0.57	1.08
<b>Gross Output</b>		
Direct	\$84,266,588	\$84,266,588
Indirect & Induced	\$17,420,914	\$116,408,765
Total	\$101,687,502	\$200,675,353
Multiplier	1.21	2.38
<b>Wages &amp; Salaries</b>		
Direct	\$17,156,070	\$17,156,070
Indirect & Induced	\$12,401,126	\$35,944,237
Total	\$29,557,196	\$53,100,307
<b>Employment</b>		
Direct	786.3	786.3
Indirect & Induced	361.9	950.5
Total	1,148.2	1,736.8
Multiplier	1.46	2.21
<b>Taxes</b>		
Federal	\$8,537,209	\$15,261,337
Provincial	\$10,429,017	\$16,643,168
Local	\$2,596,908	\$4,670,764
Total	\$21,563,134	\$36,575,269
<b>Imports</b>		
From Other Provinces	\$3,588,564	\$6,968,339
From Other Countries	\$7,687,658	\$15,484,544
Total	\$11,276,222	\$22,452,883

Source: Econometric Research Limited

**Table 27**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In The Niagara Region  
 (2003 Dollars)

	Niagara Region	Ontario
<b>Initial Expenditure</b>	\$18,045,270	\$18,045,270
<b>Value Added</b>		
Direct	\$893,928	\$893,928
Indirect & Induced	\$1,298,834	\$17,725,188
Total	\$2,192,762	\$18,619,116
Multiplier	0.12	1.03
<b>Gross Output</b>		
Direct	\$18,045,270	\$18,045,270
Indirect & Induced	\$7,237,284	\$21,740,280
Total	\$25,282,554	\$39,785,550
Multiplier	1.40	2.20
<b>Wages &amp; Salaries</b>		
Direct	\$577,810	\$577,810
Indirect & Induced	\$773,723	\$10,707,707
Total	\$1,351,533	\$11,285,517
<b>Employment</b>		
Direct	22.3	22.3
Indirect & Induced	21.8	353.2
Total	44.1	375.5
Multiplier	1.98	16.84
<b>Taxes</b>		
Federal	\$389,146	\$3,293,511
Provincial	\$255,600	\$2,144,238
Local	\$54,423	\$447,971
Total	\$699,169	\$5,885,720
<b>Imports</b>		
From Other Provinces	\$132,882	\$1,134,119
From Other Countries	\$412,025	\$3,632,871
Total	\$544,907	\$4,766,990

Source: Econometric Research Limited

**Table 28**  
 Economic Impact of  
 Trail Construction  
 In The Niagara Region  
 (2003 Dollars)

	Niagara Region	Ontario
<b>Initial Expenditure</b>	\$1,884,960	\$1,884,960
<b>Value Added</b>		
Direct	\$971,008	\$971,008
Indirect & Induced	\$389,781	\$1,355,254
Total	\$1,360,789	\$2,326,262
Multiplier	0.72	1.23
<b>Gross Output</b>		
Direct	\$1,884,960	\$1,884,960
Indirect & Induced	\$670,051	\$2,660,342
Total	\$2,555,011	\$4,545,302
Multiplier	1.36	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$764,029	\$764,029
Indirect & Induced	\$259,513	\$809,559
Total	\$1,023,542	\$1,573,588
<b>Employment</b>		
Direct	14.0	14.0
Indirect & Induced	6.5	20.7
Total	20.5	34.7
Multiplier	1.46	2.48
<b>Taxes</b>		
Federal	\$258,436	\$414,917
Provincial	\$213,334	\$345,139
Local	\$64,524	\$105,485
Total	\$536,294	\$865,541
<b>Imports</b>		
From Other Provinces	\$75,892	\$133,426
From Other Countries	\$229,781	\$384,861
Total	\$305,673	\$518,287

Source: Econometric Research Limited

**Table 29**  
 Economic Impact of  
 Trail Maintenance  
 In The Niagara Region  
 (2003 Dollars)

	Niagara Region	Ontario
<b>Initial Expenditure</b>	\$85,680	\$85,680
<b>Value Added</b>		
Direct	\$43,219	\$43,219
Indirect & Induced	\$9,649	\$61,661
Total	\$52,868	\$104,880
Multiplier	0.62	1.22
<b>Gross Output</b>		
Direct	\$85,680	\$85,680
Indirect & Induced	\$17,661	\$120,631
Total	\$103,341	\$206,311
Multiplier	1.21	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$34,300	\$34,300
Indirect & Induced	\$5,929	\$36,858
Total	\$40,229	\$71,158
<b>Employment</b>		
Direct	0.6	0.6
Indirect & Induced	0.2	1.0
Total	0.8	1.6
Multiplier	1.33	2.67
<b>Taxes</b>		
Federal	\$9,891	\$18,713
Provincial	\$8,775	\$15,800
Local	\$2,875	\$4,904
Total	\$21,541	\$39,417
<b>Imports</b>		
From Other Provinces	\$3,242	\$6,124
From Other Countries	\$9,803	\$17,718
Total	\$13,045	\$23,842

Source: Econometric Research Limited

**Table 30**  
 Economic Impact of  
 All Recurrent Expenditures  
 In The Niagara Region  
 (2003 Dollars)

	Niagara Region	Ontario
<b>Initial Expenditure</b>	\$102,397,538	\$102,397,538
<b>Value Added</b>		
Direct	\$29,692,499	\$29,692,499
Indirect & Induced	\$20,369,393	\$80,364,645
Total	\$50,061,892	\$110,057,144
Multiplier	0.49	1.07
<b>Gross Output</b>		
Direct	\$102,397,538	\$102,397,538
Indirect & Induced	\$24,675,859	\$138,269,676
Total	\$127,073,397	\$240,667,214
Multiplier	1.24	2.35
<b>Wages &amp; Salaries</b>		
Direct	\$17,768,180	\$17,768,180
Indirect & Induced	\$13,180,778	\$46,688,802
Total	\$30,948,958	\$64,456,982
<b>Employment</b>		
Direct	809.2	809.2
Indirect & Induced	383.9	1,304.7
Total	1,193.1	2,113.9
Multiplier	1.47	2.61
<b>Taxes</b>		
Federal	\$8,936,246	\$18,573,561
Provincial	\$10,693,392	\$18,803,206
Local	\$2,654,206	\$5,123,639
Total	\$22,283,844	\$42,500,406
<b>Imports</b>		
From Other Provinces	\$3,724,688	\$8,108,582
From Other Countries	\$8,109,486	\$19,135,133
Total	\$11,834,174	\$27,243,715

Source: Econometric Research Limited

**Table 31**  
**Tax Impacts of Incremental User Expenditures**  
**In The Niagara Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$453,427	\$222,120	\$0	\$675,547
Provincial Sales Tax	\$0	\$24,704	\$0	\$24,704
Goods & Services Tax	\$111,632	\$0	\$0	\$111,632
Tariffs	\$2,970	\$0	\$0	\$2,970
Corporate Profit Taxes	\$97,988	\$66,787	\$0	\$164,785
Property & Bus. Tax	\$0	\$0	\$159,854	\$159,854
Tobacco & Liquor Tax	\$0	\$30,465	\$0	\$30,465
Registration Fees	\$0	\$141,490	\$35,373	\$176,863
<b>Total</b>	<b>\$666,027</b>	<b>\$685,566</b>	<b>\$195,227</b>	<b>\$1,546,820</b>

Source: Econometric Research Limited

**Table 32**  
**Tax Impacts of Total User Expenditures**  
**In The Niagara Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,021,871	\$5,005,711	\$0	\$15,224,182
Provincial Sales Tax	\$0	\$5,085,227	\$0	\$5,085,227
Goods & Services Tax	\$2,548,623	\$0	\$0	\$2,548,623
Tariffs	\$72,812	\$0	\$0	\$72,812
Corporate Profit Taxes	\$2,421,431	\$1,660,254	\$0	\$4,071,685
Property & Bus. Tax	\$0	\$0	\$3,617,630	\$3,617,630
Tobacco & Liquor Tax	\$0	\$689,441	\$0	\$689,441
Registration Fees	\$0	\$4,212,535	\$1,053,134	\$5,265,669
<b>Total</b>	<b>\$15,261,337</b>	<b>\$16,643,168</b>	<b>\$4,670,764</b>	<b>\$36,575,269</b>

Source: Econometric Research Limited

**Table 33**  
**Tax Impacts of Expenditures on Durable Goods**  
**In The Niagara Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$2,209,082	\$1,082,160	\$0	\$3,291,242
Provincial Sales Tax	\$0	\$629,704	\$0	\$629,704
Goods & Services Tax	\$557,630	\$0	\$0	\$557,630
Tariffs	\$17,642	\$0	\$0	\$17,642
Corporate Profit Taxes	\$509,157	\$347,000	\$0	\$856,157
Property & Bus. Tax	\$0	\$0	\$447,971	\$447,971
Tobacco & Liquor Tax	\$0	\$65,374	\$0	\$65,374
<b>Total</b>	<b>\$3,293,511</b>	<b>\$2,144,238</b>	<b>\$447,971</b>	<b>\$5,885,720</b>

Source: Econometric Research Limited

**Table 34**  
**Tax Impacts of Trail Construction**  
**In The Niagara Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$303,174	\$146,515	\$0	\$451,689
Provincial Sales Tax	\$0	\$148,278	\$0	\$148,278
Goods & Services Tax	\$88,430	\$0	\$0	\$88,430
Tariffs	\$1,873	\$0	\$0	\$1,873
Corporate Profit Taxes	\$41,440	\$28,243	\$0	\$69,683
Property & Bus. Tax	\$0	\$0	\$105,485	\$105,485
Tobacco & Liquor Tax	\$0	\$20,103	\$0	\$20,103
<b>Total</b>	<b>\$444,917</b>	<b>\$345,139</b>	<b>\$105,485</b>	<b>\$895,541</b>

Source: Econometric Research Limited

**Table 35**  
**Tax Impacts of Trail Maintenance**  
**In The Niagara Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$13,682	\$6,702	\$0	\$20,384
Provincial Sales Tax	\$0	\$6,893	\$0	\$6,893
Goods & Services Tax	\$3,081	\$0	\$0	\$3,081
Tariffs	\$66	\$0	\$0	\$66
Corporate Profit Taxes	\$1,864	\$1,270	\$0	\$3,134
Property & Bus. Tax	\$0	\$0	\$4,904	\$4,904
Tobacco & Liquor Tax	\$0	\$935	\$0	\$935
<b>Total</b>	<b>\$18,713</b>	<b>\$15,800</b>	<b>\$4,904</b>	<b>\$39,417</b>

Source: Econometric Research Limited

**Table 36**  
**Tax Impacts of All Recurrent Expenditures**  
**In The Niagara Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$12,441,235	\$6,094,573	\$0	\$18,535,808
Provincial Sales Tax	\$0	\$5,721,824	\$0	\$5,721,824
Goods & Services Tax	\$3,109,334	\$0	\$0	\$3,109,334
Tariffs	\$90,540	\$0	\$0	\$90,540
Corporate Profit Taxes	\$2,932,452	\$1,998,524	\$0	\$4,930,976
Property & Bus. Tax	\$0	\$0	\$4,070,505	\$4,070,505
Tobacco & Liquor Tax	\$0	\$75,750	\$0	\$75,750
Registration Fees	\$0	\$4,212,535	\$1,053,134	\$5,265,669
<b>Total</b>	<b>\$18,573,561</b>	<b>\$18,803,206</b>	<b>\$5,123,639</b>	<b>\$42,500,406</b>

Source: Econometric Research Limited

**Table 37**  
 Economic Impact of  
 Incremental User Expenditures  
 In South-Central Region  
 (2003 Dollars)

	South-Central	Ontario
<b>Initial Expenditure</b>	\$8,320,472	\$8,320,472
<b>Value Added</b>		
Direct	\$3,373,377	\$3,373,377
Indirect & Induced	\$3,712,441	\$5,859,577
Total	\$7,085,818	\$9,232,954
Multiplier	0.85	1.11
<b>Gross Output</b>		
Direct	\$8,320,472	\$8,320,472
Indirect & Induced	\$6,430,690	\$11,416,141
Total	\$14,751,162	\$19,736,613
Multiplier	1.77	2.37
<b>Wages &amp; Salaries</b>		
Direct	\$2,099,256	\$2,099,256
Indirect & Induced	\$2,258,439	\$3,393,993
Total	\$4,357,695	\$5,493,249
<b>Employment</b>		
Direct	89.1	89.1
Indirect & Induced	61.5	89.7
Total	150.6	178.8
Multiplier	1.69	2.01
<b>Taxes</b>		
Federal	\$1,257,547	\$1,543,750
Provincial	\$1,298,365	\$1,629,837
Local	\$333,867	\$471,606
Total	\$2,889,779	\$3,645,193
<b>Imports</b>		
From Other Provinces	\$492,144	\$672,803
From Other Countries	\$1,134,541	\$1,503,142
Total	\$1,626,685	\$2,175,945

Source: Econometric Research Limited

**Table 38**  
 Economic Impact of  
 Total User Expenditures  
 In South-Central Region  
 (2003 Dollars)

	South-Central	Ontario
<b>Initial Expenditure</b>	\$288,291,896	\$288,291,896
<b>Value Added</b>		
Direct	\$107,874,563	\$107,874,563
Indirect & Induced	\$127,729,895	\$204,255,972
Total	\$235,604,458	\$312,130,535
Multiplier	0.82	1.08
<b>Gross Output</b>		
Direct	\$288,291,896	\$288,291,896
Indirect & Induced	\$222,066,604	\$398,174,739
Total	\$510,358,500	\$686,466,635
Multiplier	1.77	2.38
<b>Wages &amp; Salaries</b>		
Direct	\$62,481,311	\$62,481,311
Indirect & Induced	\$77,726,487	\$118,863,554
Total	\$140,207,798	\$181,344,865
<b>Employment</b>		
Direct	2,775.4	2,775.4
Indirect & Induced	2,113.3	3,154.2
Total	4,888.7	5,929.6
Multiplier	1.76	2.14
<b>Taxes</b>		
Federal	\$41,020,028	\$51,346,684
Provincial	\$45,088,520	\$56,404,374
Local	\$11,432,928	\$15,981,618
Total	\$97,541,476	\$123,732,676
<b>Imports</b>		
From Other Provinces	\$17,538,260	\$23,854,791
From Other Countries	\$39,814,704	\$52,985,438
Total	\$57,352,964	\$76,840,229

Source: Econometric Research Limited

**Table 39**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In South-Central Region  
 (2003 Dollars)

	South-Central	Ontario
<b>Initial Expenditure</b>	\$62,578,878	\$62,578,878
<b>Value Added</b>		
Direct	\$19,896,351	\$19,896,351
Indirect & Induced	\$24,996,005	\$44,672,558
Total	\$44,892,356	\$64,568,909
Multiplier	0.72	1.03
<b>Gross Output</b>		
Direct	\$62,578,878	\$62,578,878
Indirect & Induced	\$32,488,005	\$75,392,738
Total	\$95,066,883	\$137,971,616
Multiplier	1.52	2.20
<b>Wages &amp; Salaries</b>		
Direct	\$12,653,960	\$12,653,960
Indirect & Induced	\$14,832,580	\$26,482,888
Total	\$27,486,540	\$39,136,848
<b>Employment</b>		
Direct	524.6	524.6
Indirect & Induced	402.5	777.5
Total	927.1	1,302.1
Multiplier	1.77	2.48
<b>Taxes</b>		
Federal	\$8,012,667	\$11,071,085
Provincial	\$5,136,901	\$7,197,145
Local	\$1,035,261	\$1,553,513
Total	\$14,184,829	\$19,821,743
<b>Imports</b>		
From Other Provinces	\$2,700,661	\$3,932,991
From Other Countries	\$8,627,212	\$12,598,372
Total	\$11,327,873	\$16,531,363

Source: Econometric Research Limited

**Table 40**  
 Economic Impact of  
 Trail Construction  
 In South-Central Region  
 (2003 Dollars)

	South-Central	Ontario
<b>Initial Expenditure</b>	\$8,724,100	\$8,724,100
<b>Value Added</b>		
Direct	\$4,495,254	\$4,495,254
Indirect & Induced	\$4,198,691	\$6,271,313
Total	\$8,693,945	\$10,766,567
Multiplier	1.00	1.23
<b>Gross Output</b>		
Direct	\$8,724,100	\$8,724,100
Indirect & Induced	\$8,004,839	\$12,312,777
Total	\$16,728,939	\$21,036,877
Multiplier	1.92	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$3,536,617	\$3,536,617
Indirect & Induced	\$2,587,340	\$3,746,372
Total	\$6,123,957	\$7,282,989
<b>Employment</b>		
Direct	64.7	64.7
Indirect & Induced	65.5	95.7
Total	130.2	160.4
Multiplier	2.01	2.48
<b>Taxes</b>		
Federal	\$1,605,366	\$1,898,625
Provincial	\$1,311,560	\$1,582,588
Local	\$390,200	\$488,210
Total	\$3,307,126	\$3,969,423
<b>Imports</b>		
From Other Provinces	\$490,162	\$617,534
From Other Countries	\$1,453,486	\$1,781,237
Total	\$1,943,648	\$2,398,771

Source: Econometric Research Limited

**Table 41**  
 Economic Impact of  
 Trail Maintenance  
 In South-Central Region  
 (2003 Dollars)

	South-Central	Ontario
<b>Initial Expenditure</b>	\$396,550	\$396,550
<b>Value Added</b>		
Direct	\$200,031	\$200,031
Indirect & Induced	\$174,481	\$285,385
Total	\$374,512	\$485,416
Multiplier	0.94	1.22
<b>Gross Output</b>		
Direct	\$396,550	\$396,550
Indirect & Induced	\$337,445	\$558,313
Total	\$733,995	\$954,863
Multiplier	1.85	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$158,748	\$158,748
Indirect & Induced	\$105,536	\$170,589
Total	\$264,284	\$329,337
<b>Employment</b>		
Direct	2.9	2.9
Indirect & Induced	2.6	4.3
Total	5.5	7.2
Multiplier	1.90	2.48
<b>Taxes</b>		
Federal	\$68,480	\$85,463
Provincial	\$57,890	\$72,350
Local	\$17,945	\$22,697
Total	\$144,315	\$180,510
<b>Imports</b>		
From Other Provinces	\$22,045	\$28,348
From Other Countries	\$65,390	\$82,000
Total	\$87,435	\$110,348

Source: Econometric Research Limited

**Table 42**  
 Economic Impact of  
 All Recurrent Expenditures  
 In South-Central Region  
 (2003 Dollars)

	South-Central	Ontario
<b>Initial Expenditure</b>	\$351,267,324	\$351,267,324
<b>Value Added</b>		
Direct	\$127,970,945	\$127,970,945
Indirect & Induced	\$152,900,381	\$249,213,915
Total	\$280,871,326	\$377,184,860
Multiplier	0.80	1.07
<b>Gross Output</b>		
Direct	\$351,267,324	\$351,267,324
Indirect & Induced	\$254,892,054	\$474,125,790
Total	\$606,159,378	\$825,393,114
Multiplier	1.73	2.35
<b>Wages &amp; Salaries</b>		
Direct	\$75,294,019	\$75,294,019
Indirect & Induced	\$92,664,603	\$145,517,031
Total	\$167,958,622	\$220,811,050
<b>Employment</b>		
Direct	3,302.9	3,302.9
Indirect & Induced	2,518.4	3,936.0
Total	5,821.3	7,238.9
Multiplier	1.76	2.19
<b>Taxes</b>		
Federal	\$49,101,175	\$62,503,232
Provincial	\$50,283,311	\$63,673,869
Local	\$12,486,134	\$17,557,826
Total	\$111,870,620	\$143,734,927
<b>Imports</b>		
From Other Provinces	\$20,260,966	\$27,816,130
From Other Countries	\$48,507,306	\$65,665,810
Total	\$68,768,272	\$93,481,940

Source: Econometric Research Limited

**Table 43**  
 Tax Impacts of Incremental User Expenditures  
 In South-Central Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,058,706	\$518,827	\$0	\$1,577,533
Provincial Sales Tax	\$0	\$539,373	\$0	\$539,373
Goods & Services Tax	\$262,044	\$0	\$0	\$262,044
Tariffs	\$7,122	\$0	\$0	\$7,122
Corporate Profit Taxes	\$215,878	\$147,125	\$0	\$363,003
Property & Bus. Tax	\$0	\$0	\$393,710	\$393,710
Tobacco & Liquor Tax	\$0	\$73,127	\$0	\$73,127
Registration Fees	\$0	\$351,585	\$97,886	\$439,481
<b>Total</b>	<b>\$1,546,730</b>	<b>\$1,829,837</b>	<b>\$471,606</b>	<b>\$3,645,193</b>

Source: Econometric Research Limited

**Table 44**  
 Tax Impacts of Total User Expenditures  
 In South-Central Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$4,687,528	\$17,095,214	\$0	\$51,892,742
Provincial Sales Tax	\$0	\$17,382,164	\$0	\$17,382,164
Goods & Services Tax	\$8,707,066	\$0	\$0	\$8,707,066
Tariffs	\$249,128	\$0	\$0	\$249,128
Corporate Profit Taxes	\$7,499,932	\$5,106,594	\$0	\$12,599,516
Property & Bus. Tax	\$0	\$0	\$12,365,671	\$12,365,671
Tobacco & Liquor Tax	\$0	\$2,356,626	\$0	\$2,356,626
Registration Fees	\$0	\$14,463,786	\$3,615,947	\$18,079,733
<b>Total</b>	<b>\$51,346,684</b>	<b>\$56,404,374</b>	<b>\$15,981,618</b>	<b>\$123,732,676</b>

Source: Econometric Research Limited

**Table 45**  
 Tax Impacts of Expenditures on Durable Goods  
 In South-Central Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$7,680,836	\$3,752,805	\$0	\$11,413,641
Provincial Sales Tax	\$0	\$2,183,740	\$0	\$2,183,740
Goods & Services Tax	\$1,933,797	\$0	\$0	\$1,933,797
Tariffs	\$61,181	\$0	\$0	\$61,181
Corporate Profit Taxes	\$1,415,271	\$984,535	\$0	\$2,379,806
Property & Bus. Tax	\$0	\$0	\$1,563,513	\$1,563,513
Tobacco & Liquor Tax	\$0	\$296,065	\$0	\$296,065
<b>Total</b>	<b>\$11,071,083</b>	<b>\$7,197,145</b>	<b>\$1,563,513</b>	<b>\$19,821,743</b>

Source: Econometric Research Limited

**Table 46**  
 Tax Impacts of Trail Construction  
 In South-Central Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,403,188	\$687,369	\$0	\$2,090,537
Provincial Sales Tax	\$0	\$686,267	\$0	\$686,267
Goods & Services Tax	\$316,714	\$0	\$0	\$316,714
Tariffs	\$8,688	\$0	\$0	\$8,688
Corporate Profit Taxes	\$170,075	\$115,910	\$0	\$285,985
Property & Bus. Tax	\$0	\$0	\$488,210	\$488,210
Tobacco & Liquor Tax	\$0	\$93,042	\$0	\$93,042
<b>Total</b>	<b>\$1,898,625</b>	<b>\$1,582,588</b>	<b>\$488,210</b>	<b>\$3,969,423</b>

Source: Econometric Research Limited

**Table 47**  
 Tax Impacts of Trail Maintenance  
 In South-Central Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$63,324	\$31,021	\$0	\$94,345
Provincial Sales Tax	\$0	\$31,904	\$0	\$31,904
Goods & Services Tax	\$14,258	\$0	\$0	\$14,258
Tariffs	\$399	\$0	\$0	\$399
Corporate Profit Taxes	\$7,482	\$5,069	\$0	\$12,551
Property & Bus. Tax	\$0	\$0	\$22,697	\$22,697
Tobacco & Liquor Tax	\$0	\$4,326	\$0	\$4,326
<b>Total</b>	<b>\$85,463</b>	<b>\$72,350</b>	<b>\$22,697</b>	<b>\$180,510</b>

Source: Econometric Research Limited

**Table 48**  
 Tax Impacts of All Recurrent Expenditures  
 In South-Central Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$42,821,688	\$20,879,040	\$0	\$63,500,728
Provincial Sales Tax	\$0	\$19,597,808	\$0	\$19,597,808
Goods & Services Tax	\$10,655,151	\$0	\$0	\$10,655,151
Tariffs	\$310,708	\$0	\$0	\$310,708
Corporate Profit Taxes	\$8,915,685	\$6,076,218	\$0	\$14,991,903
Property & Bus. Tax	\$0	\$0	\$13,941,881	\$13,941,881
Tobacco & Liquor Tax	\$0	\$2,657,017	\$0	\$2,657,017
Registration Fees	\$0	\$14,463,786	\$3,615,947	\$18,079,733
<b>Total</b>	<b>\$62,503,222</b>	<b>\$63,873,669</b>	<b>\$17,557,828</b>	<b>\$143,734,929</b>

Source: Econometric Research Limited

**Table 49**  
 Economic Impact of  
 Incremental User Expenditures  
 In Toronto and Region  
 (2003 Dollars)

	Toronto and Region	Ontario
<b>Initial Expenditure</b>	\$4,174,056	\$4,174,056
<b>Value Added</b>		
Direct	\$1,669,482	\$1,669,482
Indirect & Induced	\$1,628,017	\$2,891,808
Total	\$3,297,499	\$4,561,290
Multiplier	0.79	1.09
<b>Gross Output</b>		
Direct	\$4,174,056	\$4,174,056
Indirect & Induced	\$2,616,357	\$5,579,921
Total	\$6,790,413	\$9,753,977
Multiplier	1.63	2.34
<b>Wages &amp; Salaries</b>		
Direct	\$970,636	\$970,636
Indirect & Induced	\$1,000,997	\$1,672,036
Total	\$1,971,633	\$2,642,672
<b>Employment</b>		
Direct	41.4	41.4
Indirect & Induced	27.2	44.3
Total	68.6	85.7
Multiplier	1.66	2.07
<b>Taxes</b>		
Federal	\$575,838	\$751,632
Provincial	\$679,034	\$871,226
Local	\$173,630	\$249,292
Total	\$1,428,502	\$1,872,150
<b>Imports</b>		
From Other Provinces	\$221,898	\$331,071
From Other Countries	\$518,729	\$738,554
Total	\$740,627	\$1,069,625

Source: Econometric Research Limited

**Table 50**  
 Economic Impact of  
 Total User Expenditures  
 In Toronto and Region  
 (2003 Dollars)

	Toronto and Region	Ontario
<b>Initial Expenditure</b>	\$681,268,552	\$681,268,552
<b>Value Added</b>		
Direct	\$239,042,960	\$239,042,960
Indirect & Induced	\$246,524,606	\$472,575,359
Total	\$485,567,566	\$711,618,319
Multiplier	0.71	1.04
<b>Gross Output</b>		
Direct	\$681,268,552	\$681,268,552
Indirect & Induced	\$360,713,472	\$901,491,949
Total	\$1,041,982,024	\$1,582,760,501
Multiplier	1.53	2.32
<b>Wages &amp; Salaries</b>		
Direct	\$127,385,503	\$127,385,503
Indirect & Induced	\$150,180,681	\$271,619,430
Total	\$277,566,184	\$399,004,933
<b>Employment</b>		
Direct	5,493.9	5,493.9
Indirect & Induced	4,068.7	7,280.4
Total	9,562.6	12,774.3
Multiplier	1.74	2.33
<b>Taxes</b>		
Federal	\$82,656,262	\$114,941,298
Provincial	\$103,983,501	\$137,495,775
Local	\$26,472,001	\$39,066,627
Total	\$213,111,764	\$291,503,700
<b>Imports</b>		
From Other Provinces	\$34,706,918	\$55,046,758
From Other Countries	\$81,469,867	\$122,632,467
Total	\$116,176,785	\$177,679,225

Source: Econometric Research Limited

**Table 51**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In Toronto and Region  
 (2003 Dollars)

	Toronto and Region	Ontario
<b>Initial Expenditure</b>	\$168,416,716	\$168,416,716
<b>Value Added</b>		
Direct	\$50,026,208	\$50,026,208
Indirect & Induced	\$65,206,442	\$124,675,765
Total	\$115,232,650	\$174,701,973
Multiplier	0.68	1.04
<b>Gross Output</b>		
Direct	\$168,416,716	\$168,416,716
Indirect & Induced	\$73,483,557	\$203,897,407
Total	\$241,900,273	\$372,314,123
Multiplier	1.44	2.21
<b>Wages &amp; Salaries</b>		
Direct	\$32,539,425	\$32,539,425
Indirect & Induced	\$38,480,721	\$73,746,644
Total	\$71,020,146	\$106,286,069
<b>Employment</b>		
Direct	1,490.2	1,490.2
Indirect & Induced	1,047.5	2,127.2
Total	2,537.7	3,617.4
Multiplier	1.70	2.43
<b>Taxes</b>		
Federal	\$20,551,401	\$30,027,966
Provincial	\$13,182,503	\$19,536,678
Local	\$2,670,622	\$4,214,635
Total	\$36,404,526	\$53,778,279
<b>Imports</b>		
From Other Provinces	\$6,965,123	\$10,713,933
From Other Countries	\$21,740,567	\$33,746,538
Total	\$28,705,690	\$44,460,471

Source: Econometric Research Limited

**Table 52**  
 Economic Impact of  
 Trail Construction  
 In Toronto and Region  
 (2003 Dollars)

	Toronto and Region	Ontario
<b>Initial Expenditure</b>	\$6,632,043	\$6,632,043
<b>Value Added</b>		
Direct	\$3,417,171	\$3,417,171
Indirect & Induced	\$2,628,198	\$4,767,551
Total	\$6,045,369	\$8,184,722
Multiplier	0.91	1.23
<b>Gross Output</b>		
Direct	\$6,632,043	\$6,632,043
Indirect & Induced	\$4,963,938	\$9,360,148
Total	\$11,595,981	\$15,992,191
Multiplier	1.75	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$2,688,480	\$2,688,480
Indirect & Induced	\$1,635,191	\$2,848,033
Total	\$4,323,671	\$5,536,513
<b>Employment</b>		
Direct	49.2	49.2
Indirect & Induced	41.3	72.8
Total	90.5	122.0
Multiplier	1.84	2.48
<b>Taxes</b>		
Federal	\$1,125,285	\$1,448,036
Provincial	\$920,425	\$1,206,286
Local	\$274,544	\$371,137
Total	\$2,320,254	\$3,025,459
<b>Imports</b>		
From Other Provinces	\$339,015	\$469,448
From Other Countries	\$1,026,929	\$1,354,093
Total	\$1,365,944	\$1,823,541

Source: Econometric Research Limited

**Table 53**  
 Economic Impact of  
 Trail Maintenance  
 In Toronto and Region  
 (2003 Dollars)

	Toronto and Region	Ontario
<b>Initial Expenditure</b>	\$301,457	\$301,457
<b>Value Added</b>		
Direct	\$152,064	\$152,064
Indirect & Induced	\$101,638	\$216,948
Total	\$253,702	\$369,012
Multiplier	0.84	1.22
<b>Gross Output</b>		
Direct	\$301,457	\$301,457
Indirect & Induced	\$196,858	\$424,429
Total	\$498,315	\$725,886
Multiplier	1.65	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$120,680	\$120,680
Indirect & Induced	\$61,357	\$129,682
Total	\$182,037	\$250,362
<b>Employment</b>		
Direct	2.2	2.2
Indirect & Induced	1.5	3.3
Total	3.7	5.5
Multiplier	1.68	2.50
<b>Taxes</b>		
Federal	\$46,703	\$65,222
Provincial	\$39,857	\$55,173
Local	\$12,500	\$17,254
Total	\$99,060	\$137,649
<b>Imports</b>		
From Other Provinces	\$15,032	\$21,550
From Other Countries	\$45,549	\$62,336
Total	\$60,581	\$83,886

Source: Econometric Research Limited

**Table 54**  
 Economic Impact of  
 All Recurrent Expenditures  
 In Toronto and Region  
 (2003 Dollars)

	Toronto and Region	Ontario
<b>Initial Expenditure</b>	\$849,986,725	\$849,986,725
<b>Value Added</b>		
Direct	\$289,221,232	\$289,221,232
Indirect & Induced	\$311,832,686	\$597,468,072
Total	\$601,053,918	\$886,689,304
Multiplier	0.71	1.04
<b>Gross Output</b>		
Direct	\$849,986,725	\$849,986,725
Indirect & Induced	\$434,393,887	\$1,105,813,785
Total	\$1,284,380,612	\$1,955,800,510
Multiplier	1.51	2.30
<b>Wages &amp; Salaries</b>		
Direct	\$160,045,608	\$160,045,608
Indirect & Induced	\$188,722,759	\$345,495,756
Total	\$348,768,367	\$505,541,364
<b>Employment</b>		
Direct	6,986.3	6,986.3
Indirect & Induced	5,117.7	9,410.9
Total	12,104.0	16,397.2
Multiplier	1.73	2.35
<b>Taxes</b>		
Federal	\$103,254,366	\$145,034,486
Provincial	\$117,205,861	\$157,086,626
Local	\$29,155,123	\$43,298,516
Total	\$249,615,350	\$345,419,628
<b>Imports</b>		
From Other Provinces	\$41,687,073	\$65,782,241
From Other Countries	\$103,255,983	\$156,441,341
Total	\$144,943,056	\$222,223,582

Source: Econometric Research Limited

**Table 55**

**Tax Impacts of Incremental User Expenditures  
 In Toronto and Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$510,053	\$249,859	\$0	\$759,912
Provincial Sales Tax	\$0	\$282,994	\$0	\$282,994
Goods & Services Tax	\$129,612	\$0	\$0	\$129,612
Tariffs	\$3,489	\$0	\$0	\$3,489
Corporate Profit Taxes	\$108,468	\$73,923	\$0	\$182,391
Property & Bus. Tax	\$0	\$0	\$187,094	\$187,094
Tobacco & Liquor Tax	\$0	\$35,656	\$0	\$35,656
Registration Fees	\$0	\$248,794	\$62,198	\$310,992
<b>Total</b>	<b>\$751,632</b>	<b>\$871,226</b>	<b>\$249,292</b>	<b>\$1,872,150</b>

Source: Econometric Research Limited

**Table 56**

**Tax Impacts of Total User Expenditures  
 In Toronto and Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$77,019,693	\$37,795,510	\$0	\$114,749,119
Provincial Sales Tax	\$0	\$40,086,105	\$0	\$40,086,105
Goods & Services Tax	\$19,669,695	\$0	\$0	\$19,669,695
Tariffs	\$573,998	\$0	\$0	\$573,998
Corporate Profit Taxes	\$17,677,966	\$12,047,910	\$0	\$29,725,906
Property & Bus. Tax	\$0	\$0	\$28,517,255	\$28,517,255
Tobacco & Liquor Tax	\$0	\$5,434,763	\$0	\$5,434,763
Registration Fees	\$0	\$42,197,487	\$10,549,372	\$94,846,859
<b>Total</b>	<b>\$114,941,288</b>	<b>\$137,495,775</b>	<b>\$39,066,627</b>	<b>\$291,503,700</b>

Source: Econometric Research Limited

**Table 57**

**Tax Impacts of Expenditures on Durable Goods  
 In Toronto and Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$20,761,636	\$10,170,626	\$0	\$30,932,262
Provincial Sales Tax	\$0	\$5,924,424	\$0	\$5,924,424
Goods & Services Tax	\$5,232,313	\$0	\$0	\$5,232,313
Tariffs	\$163,823	\$0	\$0	\$163,823
Corporate Profit Taxes	\$3,869,894	\$2,637,411	\$0	\$6,507,305
Property & Bus. Tax	\$0	\$0	\$4,214,635	\$4,214,635
Tobacco & Liquor Tax	\$0	\$803,217	\$0	\$803,217
<b>Total</b>	<b>\$30,027,669</b>	<b>\$19,535,678</b>	<b>\$4,214,635</b>	<b>\$53,778,279</b>

Source: Econometric Research Limited

**Table 58**

**Tax Impacts of Trail Construction  
 In Toronto and Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,066,686	\$522,536	\$0	\$1,589,222
Provincial Sales Tax	\$0	\$21,699	\$0	\$21,699
Goods & Services Tax	\$240,765	\$0	\$0	\$240,765
Tariffs	\$6,590	\$0	\$0	\$6,590
Corporate Profit Taxes	\$133,995	\$91,320	\$0	\$225,315
Property & Bus. Tax	\$0	\$0	\$371,137	\$371,137
Tobacco & Liquor Tax	\$0	\$70,731	\$0	\$70,731
<b>Total</b>	<b>\$1,448,036</b>	<b>\$706,286</b>	<b>\$371,137</b>	<b>\$3,025,459</b>

Source: Econometric Research Limited

**Table 59**

**Tax Impacts of Trail Maintenance  
 In Toronto and Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$48,139	\$23,582	\$0	\$71,721
Provincial Sales Tax	\$0	\$24,254	\$0	\$24,254
Goods & Services Tax	\$10,839	\$0	\$0	\$10,839
Tariffs	\$303	\$0	\$0	\$303
Corporate Profit Taxes	\$5,941	\$4,049	\$0	\$9,990
Property & Bus. Tax	\$0	\$0	\$17,254	\$17,254
Tobacco & Liquor Tax	\$0	\$3,288	\$0	\$3,288
<b>Total</b>	<b>\$65,222</b>	<b>\$55,173</b>	<b>\$17,254</b>	<b>\$137,649</b>

Source: Econometric Research Limited

**Table 60**

**Tax Impacts of All Recurrent Expenditures  
 In Toronto and Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$97,829,894	\$47,923,718	\$0	\$145,753,402
Provincial Sales Tax	\$0	\$46,034,783	\$0	\$46,034,783
Goods & Services Tax	\$24,912,847	\$0	\$0	\$24,912,847
Tariffs	\$738,124	\$0	\$0	\$738,124
Corporate Profit Taxes	\$21,553,831	\$14,688,370	\$0	\$36,242,201
Property & Bus. Tax	\$0	\$0	\$32,749,144	\$32,749,144
Tobacco & Liquor Tax	\$0	\$6,241,268	\$0	\$6,241,268
Registration Fees	\$0	\$42,197,487	\$10,549,372	\$94,846,859
<b>Total</b>	<b>\$145,034,468</b>	<b>\$157,086,626</b>	<b>\$43,298,516</b>	<b>\$345,419,628</b>

Source: Econometric Research Limited

**Table 61**  
 Economic Impact of  
 Incremental User Expenditures  
 In Central Ontario  
 (2003 Dollars)

	Central Ontario	Ontario
<b>Initial Expenditure</b>	\$100,436,287	\$100,436,287
<b>Value Added</b>		
Direct	\$56,804,040	\$56,804,040
Indirect & Induced	\$16,014,531	\$49,361,220
Total	\$72,818,571	\$106,165,260
Multiplier	0.73	1.06
<b>Gross Output</b>		
Direct	\$100,436,287	\$100,436,287
Indirect & Induced	\$12,132,880	\$92,430,258
Total	\$112,569,167	\$192,866,545
Multiplier	1.12	1.92
<b>Wages &amp; Salaries</b>		
Direct	\$17,198,765	\$17,198,765
Indirect & Induced	\$10,117,091	\$27,558,760
Total	\$27,315,856	\$44,757,525
<b>Employment</b>		
Direct	752.2	752.2
Indirect & Induced	291.2	723.2
Total	1,043.4	1,475.4
Multiplier	1.39	1.96
<b>Taxes</b>		
Federal	\$8,611,040	\$13,665,300
Provincial	\$32,016,843	\$37,428,624
Local	\$7,975,707	\$10,005,289
Total	\$48,603,590	\$61,099,213
<b>Imports</b>		
From Other Provinces	\$2,717,539	\$5,680,928
From Other Countries	\$6,176,281	\$12,376,764
Total	\$8,893,820	\$18,057,692

Source: Econometric Research Limited

**Table 62**  
 Economic Impact of  
 Total User Expenditures  
 In Central Ontario  
 (2003 Dollars)

	Central Ontario	Ontario
<b>Initial Expenditure</b>	\$456,632,952	\$456,632,952
<b>Value Added</b>		
Direct	\$209,143,181	\$209,143,181
Indirect & Induced	\$74,320,975	\$253,830,575
Total	\$283,464,156	\$462,973,756
Multiplier	0.62	1.01
<b>Gross Output</b>		
Direct	\$456,632,952	\$456,632,952
Indirect & Induced	\$20,099,567	\$468,052,652
Total	\$476,732,519	\$924,685,604
Multiplier	1.04	2.03
<b>Wages &amp; Salaries</b>		
Direct	\$67,837,486	\$67,837,486
Indirect & Induced	\$47,403,327	\$141,666,201
Total	\$115,240,813	\$209,503,687
<b>Employment</b>		
Direct	2,886.9	2,886.9
Indirect & Induced	1,395.2	3,694.3
Total	4,282.1	6,581.2
Multiplier	1.48	2.28
<b>Taxes</b>		
Federal	\$35,731,580	\$63,763,019
Provincial	\$114,841,738	\$145,658,246
Local	\$28,558,158	\$40,198,506
Total	\$179,131,476	\$249,619,771
<b>Imports</b>		
From Other Provinces	\$12,933,902	\$30,255,681
From Other Countries	\$28,855,801	\$63,500,377
Total	\$41,789,703	\$93,756,058

Source: Econometric Research Limited

**Table 63**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In Central Ontario  
 (2003 Dollars)

	Central Ontario	Ontario
<b>Initial Expenditure</b>	\$74,701,056	\$74,701,056
<b>Value Added</b>		
Direct	\$7,066,373	\$7,066,373
Indirect & Induced	\$9,181,878	\$69,908,918
Total	\$16,248,251	\$76,975,291
Multiplier	0.22	1.03
<b>Gross Output</b>		
Direct	\$74,701,056	\$74,701,056
Indirect & Induced	\$27,785,886	\$98,888,664
Total	\$102,486,942	\$164,589,720
Multiplier	1.37	2.20
<b>Wages &amp; Salaries</b>		
Direct	\$4,451,108	\$4,451,108
Indirect & Induced	\$5,450,049	\$42,162,545
Total	\$9,901,157	\$46,613,653
<b>Employment</b>		
Direct	167.7	167.7
Indirect & Induced	152.1	1,374.3
Total	319.8	1,542.0
Multiplier	1.91	9.19
<b>Taxes</b>		
Federal	\$2,878,655	\$13,546,248
Provincial	\$1,835,689	\$8,815,774
Local	\$365,976	\$1,850,772
Total	\$5,080,320	\$24,212,794
<b>Imports</b>		
From Other Provinces	\$954,421	\$4,680,776
From Other Countries	\$3,114,659	\$15,056,142
Total	\$4,069,080	\$19,736,918

Source: Econometric Research Limited

**Table 64**  
 Economic Impact of  
 Trail Construction  
 In Central Ontario  
 (2003 Dollars)

	Central Ontario	Ontario
<b>Initial Expenditure</b>	\$35,065,140	\$35,065,140
<b>Value Added</b>		
Direct	\$18,062,196	\$18,062,196
Indirect & Induced	\$8,368,780	\$25,212,317
Total	\$26,430,976	\$43,274,513
Multiplier	0.75	1.23
<b>Gross Output</b>		
Direct	\$35,065,140	\$35,065,140
Indirect & Induced	\$14,752,112	\$49,489,259
Total	\$49,817,252	\$84,554,399
Multiplier	1.42	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$14,212,643	\$14,212,643
Indirect & Induced	\$5,487,171	\$15,060,178
Total	\$19,699,814	\$29,272,821
<b>Employment</b>		
Direct	259.9	259.9
Indirect & Induced	138.9	384.8
Total	398.8	644.7
Multiplier	1.53	2.48
<b>Taxes</b>		
Federal	\$4,997,341	\$7,708,262
Provincial	\$4,103,797	\$6,413,460
Local	\$1,232,915	\$1,962,285
Total	\$10,334,053	\$16,084,007
<b>Imports</b>		
From Other Provinces	\$1,478,701	\$2,482,081
From Other Countries	\$4,450,610	\$7,159,400
Total	\$5,929,311	\$9,641,481

Source: Econometric Research Limited

**Table 65**  
 Economic Impact of  
 Trail Maintenance  
 In Central Ontario  
 (2003 Dollars)

	Central Ontario	Ontario
<b>Initial Expenditure</b>	\$1,593,870	\$1,593,870
<b>Value Added</b>		
Direct	\$803,994	\$803,994
Indirect & Induced	\$240,403	\$1,147,057
Total	\$1,044,397	\$1,951,051
Multiplier	0.66	1.22
<b>Gross Output</b>		
Direct	\$1,593,870	\$1,593,870
Indirect & Induced	\$448,783	\$2,244,052
Total	\$2,042,653	\$3,837,922
Multiplier	1.28	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$638,061	\$638,061
Indirect & Induced	\$147,484	\$685,656
Total	\$785,545	\$1,323,717
<b>Employment</b>		
Direct	11.7	11.7
Indirect & Induced	3.6	17.3
Total	15.3	29.0
Multiplier	1.31	2.48
<b>Taxes</b>		
Federal	\$194,600	\$347,561
Provincial	\$170,678	\$293,562
Local	\$55,239	\$91,226
Total	\$420,517	\$732,349
<b>Imports</b>		
From Other Provinces	\$63,744	\$113,936
From Other Countries	\$191,476	\$329,588
Total	\$255,220	\$443,524

Source: Econometric Research Limited

**Table 66**  
 Economic Impact of  
 All Recurrent Expenditures  
 In Central Ontario  
 (2003 Dollars)

	Central Ontario	Ontario
<b>Initial Expenditure</b>	\$532,927,878	\$532,927,878
<b>Value Added</b>		
Direct	\$217,013,548	\$217,013,548
Indirect & Induced	\$83,743,256	\$324,886,550
Total	\$300,756,804	\$541,900,098
Multiplier	0.56	1.02
<b>Gross Output</b>		
Direct	\$532,927,878	\$532,927,878
Indirect & Induced	\$48,334,236	\$560,185,368
Total	\$581,262,114	\$1,093,113,246
Multiplier	1.09	2.05
<b>Wages &amp; Salaries</b>		
Direct	\$72,926,655	\$72,926,655
Indirect & Induced	\$53,000,860	\$184,514,402
Total	\$125,927,515	\$257,441,057
<b>Employment</b>		
Direct	3,066.3	3,066.3
Indirect & Induced	1,550.9	5,085.9
Total	4,617.2	8,152.2
Multiplier	1.51	2.66
<b>Taxes</b>		
Federal	\$38,804,835	\$77,656,828
Provincial	\$116,848,105	\$154,767,582
Local	\$28,979,373	\$42,140,504
Total	\$184,632,313	\$274,564,914
<b>Imports</b>		
From Other Provinces	\$13,952,067	\$35,050,393
From Other Countries	\$32,161,936	\$78,886,107
Total	\$46,114,003	\$113,936,500

Source: Econometric Research Limited

**Table 67**  
 Tax Impacts of Incremental User Expenditures  
 In Central Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$8,576,350	\$4,201,297	\$0	\$12,777,637
Provincial Sales Tax	\$0	\$4,760,898	\$0	\$4,760,898
Goods & Services Tax	\$3,053,801	\$0	\$0	\$3,053,801
Tariffs	\$58,061	\$0	\$0	\$58,061
Corporate Profit Taxes	\$1,977,088	\$1,347,425	\$0	\$3,324,513
Property & Bus. Tax	\$0	\$0	\$3,386,903	\$3,386,903
Tobacco & Liquor Tax	\$0	\$645,469	\$0	\$645,469
Registration Fees	\$0	\$26,473,545	\$6,618,386	\$33,091,931
<b>Total</b>	<b>\$13,665,300</b>	<b>\$37,428,624</b>	<b>\$10,005,289</b>	<b>\$61,109,213</b>

**Table 68**  
 Tax Impacts of Total User Expenditures  
 In Central Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$40,283,218	\$19,733,495	\$0	\$60,016,713
Provincial Sales Tax	\$0	\$24,393,618	\$0	\$24,393,618
Goods & Services Tax	\$13,123,414	\$0	\$0	\$13,123,414
Tariffs	\$298,533	\$0	\$0	\$298,533
Corporate Profit Taxes	\$1,057,894	\$6,854,630	\$0	\$16,912,494
Property & Bus. Tax	\$0	\$0	\$17,357,888	\$17,357,888
Tobacco & Liquor Tax	\$0	\$3,306,033	\$0	\$3,306,033
Registration Fees	\$0	\$91,392,470	\$22,840,618	\$114,203,088
<b>Total</b>	<b>\$63,763,019</b>	<b>\$145,659,246</b>	<b>\$40,198,506</b>	<b>\$249,619,771</b>

**Table 69**  
 Tax Impacts of Expenditures on Durable Goods  
 In Central Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$9,129,069	\$4,477,047	\$0	\$13,606,116
Provincial Sales Tax	\$0	\$2,801,591	\$0	\$2,801,591
Goods & Services Tax	\$2,305,349	\$0	\$0	\$2,305,349
Tariffs	\$73,123	\$0	\$0	\$73,123
Corporate Profit Taxes	\$2,038,707	\$1,389,420	\$0	\$3,428,127
Property & Bus. Tax	\$0	\$0	\$1,850,772	\$1,850,772
Tobacco & Liquor Tax	\$0	\$32,716	\$0	\$32,716
<b>Total</b>	<b>\$13,546,248</b>	<b>\$8,815,774</b>	<b>\$1,850,772</b>	<b>\$24,212,794</b>

Source: Econometric Research Limited

**Table 70**  
 Tax Impacts of Trail Construction  
 In Central Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$5,638,815	\$2,762,769	\$0	\$8,402,584
Provincial Sales Tax	\$0	\$2,758,343	\$0	\$2,758,343
Goods & Services Tax	\$1,272,983	\$0	\$0	\$1,272,983
Tariffs	\$34,842	\$0	\$0	\$34,842
Corporate Profit Taxes	\$760,622	\$518,379	\$0	\$1,279,001
Property & Bus. Tax	\$0	\$0	\$1,962,265	\$1,962,265
Tobacco & Liquor Tax	\$0	\$73,969	\$0	\$73,969
<b>Total</b>	<b>\$7,708,262</b>	<b>\$6,413,460</b>	<b>\$1,962,265</b>	<b>\$16,084,007</b>

Source: Econometric Research Limited

**Table 71**  
 Tax Impacts of Trail Maintenance  
 In Central Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$254,527	\$124,683	\$0	\$379,210
Provincial Sales Tax	\$0	\$128,235	\$0	\$128,235
Goods & Services Tax	\$7,309	\$0	\$0	\$7,309
Tariffs	\$1,004	\$0	\$0	\$1,004
Corporate Profit Taxes	\$34,127	\$23,258	\$0	\$57,385
Property & Bus. Tax	\$0	\$0	\$91,226	\$91,226
Tobacco & Liquor Tax	\$0	\$17,386	\$0	\$17,386
<b>Total</b>	<b>\$347,361</b>	<b>\$293,562</b>	<b>\$91,226</b>	<b>\$732,149</b>

Source: Econometric Research Limited

**Table 72**  
 Tax Impacts of All Recurrent Expenditures  
 In Central Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$48,666,808	\$24,330,225	\$0	\$73,997,033
Provincial Sales Tax	\$0	\$27,129,444	\$0	\$27,129,444
Goods & Services Tax	\$15,486,072	\$0	\$0	\$15,486,072
Tariffs	\$373,260	\$0	\$0	\$373,260
Corporate Profit Taxes	\$12,130,688	\$8,267,308	\$0	\$20,397,996
Property & Bus. Tax	\$0	\$0	\$19,298,886	\$19,298,886
Tobacco & Liquor Tax	\$0	\$3,678,135	\$0	\$3,678,135
Registration Fees	\$0	\$91,392,470	\$22,840,618	\$114,203,088
<b>Total</b>	<b>\$77,656,828</b>	<b>\$154,767,582</b>	<b>\$42,140,504</b>	<b>\$274,564,914</b>

Source: Econometric Research Limited

**Table 73**  
 Economic Impact of  
 Incremental User Expenditures  
 In The St. Lawrence Corridor  
 (2003 Dollars)

	St. Lawrence Corridor	Ontario
<b>Initial Expenditure</b>	\$1,378,679	\$1,378,679
<b>Value Added</b>		
Direct	\$554,348	\$554,348
Indirect & Induced	\$330,354	\$944,973
Total	\$884,702	\$1,499,321
Multiplier	0.64	1.09
<b>Gross Output</b>		
Direct	\$1,378,679	\$1,378,679
Indirect & Induced	\$340,640	\$1,785,541
Total	\$1,719,319	\$3,164,220
Multiplier	1.25	2.30
<b>Wages &amp; Salaries</b>		
Direct	\$303,345	\$303,345
Indirect & Induced	\$216,421	\$541,467
Total	\$519,766	\$844,812
<b>Employment</b>		
Direct	13.1	13.1
Indirect & Induced	6.4	14.2
Total	19.5	27.3
Multiplier	1.49	2.08
<b>Taxes</b>		
Federal	\$150,031	\$243,870
Provincial	\$215,998	\$313,638
Local	\$52,709	\$88,668
Total	\$418,738	\$646,176
<b>Imports</b>		
From Other Provinces	\$55,187	\$106,949
From Other Countries	\$124,131	\$235,384
Total	\$179,318	\$342,333

Source: Econometric Research Limited

**Table 74**  
 Economic Impact of  
 Total User Expenditures  
 In The St. Lawrence Corridor  
 (2003 Dollars)

	St. Lawrence Corridor	Ontario
<b>Initial Expenditure</b>	\$26,080,076	\$26,080,076
<b>Value Added</b>		
Direct	\$9,858,578	\$9,858,578
Indirect & Induced	\$4,785,246	\$17,025,593
Total	\$14,643,824	\$26,884,171
Multiplier	0.56	1.03
<b>Gross Output</b>		
Direct	\$26,080,076	\$26,080,076
Indirect & Induced	\$1,591,504	\$31,327,841
Total	\$27,671,580	\$57,407,917
Multiplier	1.06	2.20
<b>Wages &amp; Salaries</b>		
Direct	\$4,316,204	\$4,316,204
Indirect & Induced	\$3,084,488	\$9,606,437
Total	\$7,400,692	\$13,922,641
<b>Employment</b>		
Direct	193.4	193.4
Indirect & Induced	91.2	252.9
Total	284.6	446.3
Multiplier	1.47	2.31
<b>Taxes</b>		
Federal	\$2,216,189	\$4,126,806
Provincial	\$4,585,148	\$6,556,983
Local	\$1,124,168	\$1,838,031
Total	\$7,925,505	\$12,521,820
<b>Imports</b>		
From Other Provinces	\$852,060	\$1,966,422
From Other Countries	\$1,914,564	\$4,236,093
Total	\$2,766,624	\$6,202,515

Source: Econometric Research Limited

**Table 75**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In The St. Lawrence Corridor  
 (2003 Dollars)

	St. Lawrence Corridor	Ontario
<b>Initial Expenditure</b>	\$11,786,416	\$11,786,416
<b>Value Added</b>		
Direct	\$334,782	\$334,782
Indirect & Induced	\$636,154	\$12,022,118
Total	\$970,936	\$12,356,900
Multiplier	0.08	1.05
<b>Gross Output</b>		
Direct	\$11,786,416	\$11,786,416
Indirect & Induced	\$4,389,088	\$14,409,318
Total	\$16,175,504	\$26,195,734
Multiplier	1.37	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$221,678	\$221,678
Indirect & Induced	\$375,354	\$7,351,255
Total	\$597,032	\$7,572,933
<b>Employment</b>		
Direct	9.0	9.0
Indirect & Induced	11.0	260.1
Total	20.0	269.1
Multiplier	2.22	29.90
<b>Taxes</b>		
Federal	\$170,002	\$2,190,179
Provincial	\$109,692	\$1,428,711
Local	\$22,552	\$299,693
Total	\$302,246	\$3,918,583
<b>Imports</b>		
From Other Provinces	\$59,987	\$767,954
From Other Countries	\$177,834	\$2,339,350
Total	\$237,821	\$3,107,304

Source: Econometric Research Limited

**Table 76**  
 Economic Impact of  
 Trail Construction  
 In The St. Lawrence Corridor  
 (2003 Dollars)

	St. Lawrence Corridor	Ontario
<b>Initial Expenditure</b>	\$5,086,400	\$5,086,400
<b>Value Added</b>		
Direct	\$2,619,896	\$2,619,896
Indirect & Induced	\$1,012,662	\$3,657,321
Total	\$3,632,558	\$6,277,217
Multiplier	0.71	1.23
<b>Gross Output</b>		
Direct	\$5,086,400	\$5,086,400
Indirect & Induced	\$1,730,901	\$7,178,702
Total	\$6,817,301	\$12,265,102
Multiplier	1.34	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$2,061,585	\$2,061,585
Indirect & Induced	\$680,407	\$2,184,606
Total	\$2,741,992	\$4,246,191
<b>Employment</b>		
Direct	37.7	37.7
Indirect & Induced	17.2	55.9
Total	54.9	93.6
Multiplier	1.46	2.48
<b>Taxes</b>		
Federal	\$690,965	\$1,119,959
Provincial	\$567,499	\$931,556
Local	\$170,687	\$284,640
Total	\$1,429,151	\$2,336,155
<b>Imports</b>		
From Other Provinces	\$202,673	\$360,040
From Other Countries	\$613,988	\$1,038,512
Total	\$816,661	\$1,398,552

Source: Econometric Research Limited

**Table 77**  
 Economic Impact of  
 Trail Maintenance  
 In The St. Lawrence Corridor  
 (2003 Dollars)

	St. Lawrence Corridor	Ontario
<b>Initial Expenditure</b>	\$231,200	\$231,200
<b>Value Added</b>		
Direct	\$116,624	\$116,624
Indirect & Induced	\$24,008	\$166,387
Total	\$140,632	\$283,011
Multiplier	0.61	1.22
<b>Gross Output</b>		
Direct	\$231,200	\$231,200
Indirect & Induced	\$43,852	\$325,513
Total	\$275,052	\$556,713
Multiplier	1.19	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$92,554	\$92,554
Indirect & Induced	\$14,906	\$99,459
Total	\$107,460	\$192,013
<b>Employment</b>		
Direct	1.7	1.7
Indirect & Induced	0.4	2.6
Total	2.1	4.3
Multiplier	1.24	2.53
<b>Taxes</b>		
Federal	\$26,351	\$50,512
Provincial	\$23,291	\$42,648
Local	\$7,605	\$13,233
Total	\$57,247	\$106,393
<b>Imports</b>		
From Other Provinces	\$8,652	\$16,528
From Other Countries	\$26,152	\$47,808
Total	\$34,804	\$64,336

Source: Econometric Research Limited

**Table 78**  
 Economic Impact of  
 All Recurrent Expenditures  
 In The St. Lawrence Corridor  
 (2003 Dollars)

	St. Lawrence Corridor	Ontario
<b>Initial Expenditure</b>	\$38,097,692	\$38,097,692
<b>Value Added</b>		
Direct	\$10,309,984	\$10,309,984
Indirect & Induced	\$5,445,408	\$29,214,098
Total	\$15,755,392	\$39,524,082
Multiplier	0.41	1.04
<b>Gross Output</b>		
Direct	\$38,097,692	\$38,097,692
Indirect & Induced	\$6,024,444	\$46,062,672
Total	\$44,122,136	\$84,160,364
Multiplier	1.16	2.21
<b>Wages &amp; Salaries</b>		
Direct	\$4,630,436	\$4,630,436
Indirect & Induced	\$3,474,748	\$17,057,151
Total	\$8,105,184	\$21,687,587
<b>Employment</b>		
Direct	204.1	204.1
Indirect & Induced	102.6	515.6
Total	306.7	719.7
Multiplier	1.50	3.53
<b>Taxes</b>		
Federal	\$2,412,542	\$6,367,497
Provincial	\$4,718,131	\$8,028,342
Local	\$1,154,325	\$2,150,957
Total	\$8,284,998	\$16,546,796
<b>Imports</b>		
From Other Provinces	\$920,699	\$2,750,904
From Other Countries	\$2,118,550	\$6,623,251
Total	\$3,039,249	\$9,374,155

Source: Econometric Research Limited

**Table 81**  
**Tax Impacts of Expenditures on Durable Goods**  
**In The St. Lawrence Corridor**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,473,308	\$721,728	\$0	\$2,195,036
Provincial Sales Tax	\$0	\$421,272	\$0	\$421,272
Goods & Services Tax	\$370,103	\$0	\$0	\$370,103
Tariffs	\$11,348	\$0	\$0	\$11,348
Corporate Profit Taxes	\$335,420	\$228,566	\$0	\$564,016
Property & Bus. Tax	\$0	\$0	\$289,693	\$289,693
Tobacco & Liquor Tax	\$0	\$57,115	\$0	\$57,115
<b>Total</b>	<b>\$2,190,179</b>	<b>\$1,428,711</b>	<b>\$289,693</b>	<b>\$3,918,583</b>

Source: Econometric Research Limited

**Table 80**  
**Tax Impacts of Total User Expenditures**  
**In The St. Lawrence Corridor**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$2,681,085	\$1,313,380	\$0	\$3,994,465
Provincial Sales Tax	\$0	\$1,501,363	\$0	\$1,501,363
Goods & Services Tax	\$752,564	\$0	\$0	\$752,564
Tariffs	\$19,892	\$0	\$0	\$19,892
Corporate Profit Taxes	\$673,265	\$488,844	\$0	\$1,162,109
Property & Bus. Tax	\$0	\$0	\$1,068,070	\$1,068,070
Tobacco & Liquor Tax	\$0	\$203,551	\$0	\$203,551
Registration Fees	\$0	\$3,079,845	\$769,961	\$3,849,806
<b>Total</b>	<b>\$4,126,816</b>	<b>\$6,556,983</b>	<b>\$1,838,031</b>	<b>\$12,521,820</b>

Source: Econometric Research Limited

**Table 79**  
**Tax Impacts of Incremental User Expenditures**  
**In The St. Lawrence Corridor**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$162,922	\$79,811	\$0	\$242,733
Provincial Sales Tax	\$0	\$85,465	\$0	\$85,465
Goods & Services Tax	\$42,705	\$0	\$0	\$42,705
Tariffs	\$1,116	\$0	\$0	\$1,116
Corporate Profit Taxes	\$37,127	\$25,303	\$0	\$62,430
Property & Bus. Tax	\$0	\$0	\$60,800	\$60,800
Tobacco & Liquor Tax	\$0	\$11,587	\$0	\$11,587
Registration Fees	\$0	\$111,472	\$27,868	\$139,340
<b>Total</b>	<b>\$243,870</b>	<b>\$313,638</b>	<b>\$88,668</b>	<b>\$646,176</b>

Source: Econometric Research Limited

**Table 84**  
**Tax Impacts of All Recurrent Expenditures**  
**In The St. Lawrence Corridor**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$4,191,313	\$2,053,194	\$0	\$6,244,507
Provincial Sales Tax	\$0	\$1,941,236	\$0	\$1,941,236
Goods & Services Tax	\$1,130,980	\$0	\$0	\$1,130,980
Tariffs	\$31,473	\$0	\$0	\$31,473
Corporate Profit Taxes	\$1,013,731	\$680,879	\$0	\$1,704,610
Property & Bus. Tax	\$0	\$0	\$1,380,996	\$1,380,996
Tobacco & Liquor Tax	\$0	\$263,188	\$0	\$263,188
Registration Fees	\$0	\$3,079,845	\$769,961	\$3,849,806
<b>Total</b>	<b>\$6,387,497</b>	<b>\$8,028,342</b>	<b>\$2,150,957</b>	<b>\$16,566,796</b>

Source: Econometric Research Limited

**Table 83**  
**Tax Impacts of Trail Maintenance**  
**In The St. Lawrence Corridor**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$35,920	\$18,086	\$0	\$54,006
Provincial Sales Tax	\$0	\$18,601	\$0	\$18,601
Goods & Services Tax	\$8,313	\$0	\$0	\$8,313
Tariffs	\$233	\$0	\$0	\$233
Corporate Profit Taxes	\$5,046	\$3,439	\$0	\$8,485
Property & Bus. Tax	\$0	\$0	\$13,233	\$13,233
Tobacco & Liquor Tax	\$0	\$2,522	\$0	\$2,522
<b>Total</b>	<b>\$50,512</b>	<b>\$42,646</b>	<b>\$13,233</b>	<b>\$106,391</b>

Source: Econometric Research Limited

**Table 82**  
**Tax Impacts of Trail Construction**  
**In The St. Lawrence Corridor**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$818,098	\$400,755	\$0	\$1,218,843
Provincial Sales Tax	\$0	\$400,113	\$0	\$400,113
Goods & Services Tax	\$184,653	\$0	\$0	\$184,653
Tariffs	\$5,054	\$0	\$0	\$5,054
Corporate Profit Taxes	\$112,164	\$76,442	\$0	\$188,606
Property & Bus. Tax	\$0	\$0	\$284,640	\$284,640
Tobacco & Liquor Tax	\$0	\$54,246	\$0	\$54,246
<b>Total</b>	<b>\$1,119,959</b>	<b>\$931,556</b>	<b>\$284,640</b>	<b>\$2,336,155</b>

Source: Econometric Research Limited

**Table 85**  
**Economic Impact of**  
**Incremental User Expenditures**  
**In The Ottawa Region**  
 (2003 Dollars)

	Ottawa Region	Ontario
<b>Initial Expenditure</b>	\$2,982,484	\$2,982,484
<b>Value Added</b>		
Direct	\$1,229,913	\$1,229,913
Indirect & Induced	\$763,295	\$2,042,294
Total	\$1,993,208	\$3,272,207
Multiplier	0.67	1.10
<b>Gross Output</b>		
Direct	\$2,982,484	\$2,982,484
Indirect & Induced	\$899,925	\$3,879,917
Total	\$3,882,409	\$6,862,401
Multiplier	1.30	2.30
<b>Wages &amp; Salaries</b>		
Direct	\$674,735	\$674,735
Indirect & Induced	\$497,495	\$1,173,908
Total	\$1,172,230	\$1,848,643
<b>Employment</b>		
Direct	28.9	28.9
Indirect & Induced	14.4	30.9
Total	43.3	59.8
Multiplier	1.50	2.07
<b>Taxes</b>		
Federal	\$338,806	\$531,787
Provincial	\$481,275	\$679,376
Local	\$118,158	\$190,696
Total	\$938,239	\$1,401,859
<b>Imports</b>		
From Other Provinces	\$124,810	\$229,831
From Other Countries	\$280,945	\$510,691
Total	\$405,755	\$740,522

Source: Econometric Research Limited

**Table 86**  
**Economic Impact of**  
**Total User Expenditures**  
**In The Ottawa Region**  
 (2003 Dollars)

	Ottawa Region	Ontario
<b>Initial Expenditure</b>	\$53,975,449	\$53,975,449
<b>Value Added</b>		
Direct	\$20,192,193	\$20,192,193
Indirect & Induced	\$10,655,627	\$35,704,201
Total	\$30,847,820	\$55,896,394
Multiplier	0.57	1.04
<b>Gross Output</b>		
Direct	\$53,975,449	\$53,975,449
Indirect & Induced	\$5,479,685	\$66,029,763
Total	\$59,455,134	\$120,005,212
Multiplier	1.10	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$9,238,177	\$9,238,177
Indirect & Induced	\$6,841,932	\$20,184,006
Total	\$16,080,109	\$29,422,183
<b>Employment</b>		
Direct	410.5	410.5
Indirect & Induced	197.5	533.5
Total	608.0	944.0
Multiplier	1.48	2.30
<b>Taxes</b>		
Federal	\$4,798,115	\$8,669,855
Provincial	\$9,102,748	\$13,051,985
Local	\$2,241,344	\$3,662,253
Total	\$16,142,207	\$25,384,093
<b>Imports</b>		
From Other Provinces	\$1,869,404	\$4,117,818
From Other Countries	\$4,205,635	\$8,940,174
Total	\$6,075,039	\$13,057,992

Source: Econometric Research Limited

**Table 87**  
**Economic Impact of**  
**Expenditures on Durable Goods**  
**In The Ottawa Region**  
 (2003 Dollars)

	Ottawa Region	Ontario
<b>Initial Expenditure</b>	\$27,191,400	\$27,191,400
<b>Value Added</b>		
Direct	\$1,350,962	\$1,350,962
Indirect & Induced	\$1,925,168	\$27,156,551
Total	\$3,276,130	\$28,507,513
Multiplier	0.12	1.05
<b>Gross Output</b>		
Direct	\$27,191,400	\$27,191,400
Indirect & Induced	\$7,039,135	\$33,242,465
Total	\$34,230,535	\$60,433,865
Multiplier	1.26	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$862,135	\$862,135
Indirect & Induced	\$1,141,108	\$16,608,711
Total	\$2,003,243	\$17,470,846
<b>Employment</b>		
Direct	33.3	33.3
Indirect & Induced	32.0	587.4
Total	65.3	620.7
Multiplier	1.96	18.64
<b>Taxes</b>		
Federal	\$578,943	\$5,042,623
Provincial	\$370,561	\$3,289,135
Local	\$74,757	\$691,394
Total	\$1,024,261	\$9,023,152
<b>Imports</b>		
From Other Provinces	\$195,545	\$1,771,678
From Other Countries	\$617,011	\$5,396,908
Total	\$812,556	\$7,168,586

Source: Econometric Research Limited

**Table 88**  
**Economic Impact of**  
**All Recurrent Expenditures**  
**In The Ottawa Region**  
 (2003 Dollars)

	Ottawa Region	Ontario
<b>Initial Expenditure</b>	\$81,166,849	\$81,166,849
<b>Value Added</b>		
Direct	\$21,543,155	\$21,543,155
Indirect & Induced	\$12,580,795	\$62,860,752
Total	\$34,123,950	\$84,403,907
Multiplier	0.42	1.04
<b>Gross Output</b>		
Direct	\$81,166,849	\$81,166,849
Indirect & Induced	\$12,518,820	\$99,272,228
Total	\$93,685,669	\$180,439,077
Multiplier	1.15	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$10,100,312	\$10,100,312
Indirect & Induced	\$7,983,040	\$36,792,717
Total	\$18,083,352	\$46,893,029
<b>Employment</b>		
Direct	443.8	443.8
Indirect & Induced	229.5	1,120.9
Total	673.3	1,564.7
Multiplier	1.52	3.53
<b>Taxes</b>		
Federal	\$5,377,058	\$13,712,478
Provincial	\$9,473,309	\$16,341,120
Local	\$2,316,101	\$4,353,647
Total	\$17,166,468	\$34,407,245
<b>Imports</b>		
From Other Provinces	\$2,064,949	\$5,889,496
From Other Countries	\$4,822,646	\$14,337,082
Total	\$6,887,595	\$20,226,578

Source: Econometric Research Limited

**Table 89**  
**Tax Impacts of Incremental User Expenditures**  
**In The Ottawa Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$356,604	\$174,690	\$0	\$531,294
Provincial Sales Tax	\$0	\$182,632	\$0	\$182,632
Goods & Services Tax	\$93,227	\$0	\$0	\$93,227
Tariffs	\$2,419	\$0	\$0	\$2,419
Corporate Profit Taxes	\$79,537	\$54,206	\$0	\$133,743
Property & Bus. Tax	\$0	\$0	\$129,924	\$129,924
Tobacco & Liquor Tax	\$0	\$24,761	\$0	\$24,761
Registration Fees	\$0	\$243,087	\$60,772	\$303,859
<b>Total</b>	<b>\$531,787</b>	<b>\$679,376</b>	<b>\$190,696</b>	<b>\$1,401,859</b>

Source: Econometric Research Limited

**Table 90**  
**Tax Impacts of Total User Expenditures**  
**In The Ottawa Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$5,665,793	\$2,775,495	\$0	\$8,441,288
Provincial Sales Tax	\$0	\$3,116,328	\$0	\$3,116,328
Goods & Services Tax	\$1,558,711	\$0	\$0	\$1,558,711
Tariffs	\$41,914	\$0	\$0	\$41,914
Corporate Profit Taxes	\$1,403,437	\$956,470	\$0	\$2,359,907
Property & Bus. Tax	\$0	\$0	\$2,216,956	\$2,216,956
Tobacco & Liquor Tax	\$0	\$422,503	\$0	\$422,503
Registration Fees	\$0	\$5,781,189	\$1,445,297	\$7,226,486
<b>Total</b>	<b>\$8,669,855</b>	<b>\$13,051,985</b>	<b>\$3,662,253</b>	<b>\$25,384,093</b>

Source: Econometric Research Limited

**Table 91**  
**Tax Impacts of Expenditures on Durable Goods**  
**In The Ottawa Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$3,398,939	\$1,665,034	\$0	\$5,063,973
Provincial Sales Tax	\$0	\$971,878	\$0	\$971,878
Goods & Services Tax	\$853,831	\$0	\$0	\$853,831
Tariffs	\$26,181	\$0	\$0	\$26,181
Corporate Profit Taxes	\$763,672	\$520,458	\$0	\$1,284,130
Property & Bus. Tax	\$0	\$0	\$691,394	\$691,394
Tobacco & Liquor Tax	\$0	\$131,765	\$0	\$131,765
<b>Total</b>	<b>\$5,042,622</b>	<b>\$3,289,135</b>	<b>\$691,394</b>	<b>\$9,023,152</b>

Source: Econometric Research Limited

**Table 92**  
**Tax Impacts of All Recurrent Expenditures**  
**In The Ottawa Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$9,064,732	\$4,440,529	\$0	\$13,505,261
Provincial Sales Tax	\$0	\$4,088,206	\$0	\$4,088,206
Goods & Services Tax	\$2,412,542	\$0	\$0	\$2,412,542
Tariffs	\$68,095	\$0	\$0	\$68,095
Corporate Profit Taxes	\$2,167,109	\$1,476,928	\$0	\$3,644,037
Property & Bus. Tax	\$0	\$0	\$2,908,350	\$2,908,350
Tobacco & Liquor Tax	\$0	\$554,268	\$0	\$554,268
Registration Fees	\$0	\$5,781,189	\$1,445,297	\$7,226,486
<b>Total</b>	<b>\$13,712,478</b>	<b>\$16,341,120</b>	<b>\$4,353,647</b>	<b>\$34,407,245</b>

Source: Econometric Research Limited

**Table 93**  
 Economic Impact of  
 Incremental User Expenditures  
 In The Eastern Region  
 (2003 Dollars)

	Eastern Region	Ontario
<b>Initial Expenditure</b>	\$789,390	\$789,390
<b>Value Added</b>		
Direct	\$319,742	\$319,742
Indirect & Induced	\$206,318	\$526,335
Total	\$526,060	\$846,077
Multiplier	0.67	1.07
<b>Gross Output</b>		
Direct	\$789,390	\$789,390
Indirect & Induced	\$241,083	\$1,000,107
Total	\$1,030,473	\$1,789,497
Multiplier	1.31	2.27
<b>Wages &amp; Salaries</b>		
Direct	\$166,742	\$166,742
Indirect & Induced	\$131,438	\$301,361
Total	\$298,180	\$468,103
<b>Employment</b>		
Direct	7.3	7.3
Indirect & Induced	3.8	7.9
Total	11.1	15.2
Multiplier	1.52	2.08
<b>Taxes</b>		
Federal	\$86,854	\$135,634
Provincial	\$133,227	\$185,809
Local	\$32,979	\$52,909
Total	\$253,060	\$374,352
<b>Imports</b>		
From Other Provinces	\$33,246	\$61,011
From Other Countries	\$74,281	\$132,051
Total	\$107,527	\$193,062

Source: Econometric Research Limited

**Table 94**  
 Economic Impact of  
 Total User Expenditures  
 In The Eastern Region  
 (2003 Dollars)

	Eastern Region	Ontario
<b>Initial Expenditure</b>	\$12,771,211	\$12,771,211
<b>Value Added</b>		
Direct	\$5,079,418	\$5,079,418
Indirect & Induced	\$2,836,766	\$8,023,016
Total	\$7,916,184	\$13,102,434
Multiplier	0.62	1.03
<b>Gross Output</b>		
Direct	\$12,771,211	\$12,771,211
Indirect & Induced	\$2,352,258	\$15,012,814
Total	\$15,123,469	\$27,784,025
Multiplier	1.18	2.18
<b>Wages &amp; Salaries</b>		
Direct	\$2,108,557	\$2,108,557
Indirect & Induced	\$1,779,051	\$4,547,076
Total	\$3,887,608	\$6,655,633
<b>Employment</b>		
Direct	93.8	93.8
Indirect & Induced	51.8	119.4
Total	145.6	213.2
Multiplier	1.55	2.27
<b>Taxes</b>		
Federal	\$1,173,243	\$1,975,895
Provincial	\$2,488,950	\$3,348,543
Local	\$617,503	\$939,388
Total	\$4,279,696	\$6,263,826
<b>Imports</b>		
From Other Provinces	\$468,999	\$949,153
From Other Countries	\$1,049,321	\$2,026,322
Total	\$1,518,320	\$2,975,475

Source: Econometric Research Limited

**Table 95**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In The Eastern Region  
 (2003 Dollars)

	Eastern Region	Ontario
<b>Initial Expenditure</b>	\$4,969,217	\$4,969,217
<b>Value Added</b>		
Direct	\$707,825	\$707,825
Indirect & Induced	\$926,612	\$4,501,912
Total	\$1,634,437	\$5,209,737
Multiplier	0.33	1.05
<b>Gross Output</b>		
Direct	\$4,969,217	\$4,969,217
Indirect & Induced	\$1,798,717	\$6,075,047
Total	\$6,767,934	\$11,044,264
Multiplier	1.36	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$476,602	\$476,602
Indirect & Induced	\$549,017	\$2,716,188
Total	\$1,025,619	\$3,192,790
<b>Employment</b>		
Direct	24.3	24.3
Indirect & Induced	15.0	89.2
Total	39.3	113.5
Multiplier	1.62	4.67
<b>Taxes</b>		
Federal	\$290,412	\$912,439
Provincial	\$187,977	\$594,887
Local	\$38,860	\$126,352
Total	\$517,249	\$1,633,678
<b>Imports</b>		
From Other Provinces	\$101,403	\$323,773
From Other Countries	\$290,199	\$986,283
Total	\$391,602	\$1,310,056

Source: Econometric Research Limited

**Table 96**  
 Economic Impact of  
 Trail Construction  
 In The Eastern Region  
 (2003 Dollars)

	Eastern Region	Ontario
<b>Initial Expenditure</b>	\$5,572,050	\$5,572,050
<b>Value Added</b>		
Direct	\$2,870,195	\$2,870,195
Indirect & Induced	\$1,347,966	\$4,006,371
Total	\$4,218,161	\$6,876,566
Multiplier	0.76	1.23
<b>Gross Output</b>		
Direct	\$5,572,050	\$5,572,050
Indirect & Induced	\$2,389,834	\$7,864,125
Total	\$7,961,884	\$13,436,175
Multiplier	1.43	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$2,258,465	\$2,258,465
Indirect & Induced	\$881,024	\$2,393,152
Total	\$3,139,489	\$4,651,617
<b>Employment</b>		
Direct	41.3	41.3
Indirect & Induced	22.5	61.1
Total	63.8	102.4
Multiplier	1.54	2.48
<b>Taxes</b>		
Federal	\$796,532	\$1,224,712
Provincial	\$654,697	\$1,019,017
Local	\$196,812	\$311,819
Total	\$1,648,041	\$2,555,548
<b>Imports</b>		
From Other Provinces	\$236,863	\$394,418
From Other Countries	\$710,933	\$1,137,669
Total	\$947,796	\$1,532,087

Source: Econometric Research Limited

**Table 97**  
 Economic Impact of  
 Trail Maintenance  
 In The Eastern Region  
 (2003 Dollars)

	Eastern Region	Ontario
<b>Initial Expenditure</b>	\$253,275	\$253,275
<b>Value Added</b>		
Direct	\$127,759	\$127,759
Indirect & Induced	\$38,978	\$182,275
Total	\$166,737	\$310,034
Multiplier	0.66	1.22
<b>Gross Output</b>		
Direct	\$253,275	\$253,275
Indirect & Induced	\$73,220	\$356,592
Total	\$326,495	\$609,867
Multiplier	1.29	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$101,391	\$101,391
Indirect & Induced	\$23,849	\$108,956
Total	\$125,240	\$210,347
<b>Employment</b>		
Direct	1.9	1.9
Indirect & Induced	0.6	2.8
Total	2.5	4.7
Multiplier	1.32	2.47
<b>Taxes</b>		
Federal	\$31,030	\$55,222
Provincial	\$27,226	\$46,643
Local	\$8,811	\$14,496
Total	\$67,067	\$116,361
<b>Imports</b>		
From Other Provinces	\$10,209	\$18,105
From Other Countries	\$30,579	\$52,374
Total	\$40,788	\$70,479

Source: Econometric Research Limited

**Table 98**  
 Economic Impact of  
 All Recurrent Expenditures  
 In The Eastern Region  
 (2003 Dollars)

	Eastern Region	Ontario
<b>Initial Expenditure</b>	\$17,993,703	\$17,993,703
<b>Value Added</b>		
Direct	\$5,915,002	\$5,915,002
Indirect & Induced	\$3,802,356	\$12,707,203
Total	\$9,717,358	\$18,622,205
Multiplier	0.54	1.03
<b>Gross Output</b>		
Direct	\$17,993,703	\$17,993,703
Indirect & Induced	\$4,224,195	\$21,444,453
Total	\$22,217,898	\$39,438,156
Multiplier	1.23	2.19
<b>Wages &amp; Salaries</b>		
Direct	\$2,686,550	\$2,686,550
Indirect & Induced	\$2,351,917	\$7,372,220
Total	\$5,038,467	\$10,058,770
<b>Employment</b>		
Direct	120.0	120.0
Indirect & Induced	67.4	211.4
Total	187.4	331.4
Multiplier	1.56	2.76
<b>Taxes</b>		
Federal	\$1,494,685	\$2,943,556
Provincial	\$2,704,153	\$3,990,073
Local	\$665,174	\$1,080,236
Total	\$4,864,012	\$8,013,865
<b>Imports</b>		
From Other Provinces	\$580,611	\$1,291,031
From Other Countries	\$1,370,099	\$3,064,979
Total	\$1,950,710	\$4,356,010

Source: Econometric Research Limited

**Table 99**  
**Tax Impacts of Incremental User Expenditures**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$90,207	\$44,190	\$0	\$134,397
Provincial Sales Tax	\$0	\$49,189	\$0	\$49,189
Goods & Services Tax	\$24,117	\$0	\$0	\$24,117
Tariffs	\$627	\$0	\$0	\$627
Corporate Profit Taxes	\$20,683	\$14,096	\$0	\$34,779
Property & Bus. Tax	\$0	\$0	\$34,993	\$34,993
Tobacco & Liquor Tax	\$0	\$6,669	\$0	\$6,669
Registration Fees	\$0	\$71,665	\$17,916	\$89,581
<b>Total</b>	<b>\$135,624</b>	<b>\$185,809</b>	<b>\$52,909</b>	<b>\$374,342</b>

Source: Econometric Research Limited

**Table 100**  
**Tax Impacts of Total User Expenditures**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,281,673	\$827,852	\$0	\$1,909,525
Provincial Sales Tax	\$0	\$732,372	\$0	\$732,372
Goods & Services Tax	\$388,472	\$0	\$0	\$388,472
Tariffs	\$9,533	\$0	\$0	\$9,533
Corporate Profit Taxes	\$316,217	\$215,508	\$0	\$531,725
Property & Bus. Tax	\$0	\$0	\$521,009	\$521,009
Tobacco & Liquor Tax	\$0	\$98,293	\$0	\$98,293
Registration Fees	\$0	\$1,673,518	\$418,379	\$2,091,897
<b>Total</b>	<b>\$1,975,885</b>	<b>\$3,346,543</b>	<b>\$939,388</b>	<b>\$6,261,816</b>

Source: Econometric Research Limited

**Table 101**  
**Tax Impacts of Expenditures on Durable Goods**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$621,155	\$304,294	\$0	\$925,449
Provincial Sales Tax	\$0	\$177,610	\$0	\$177,610
Goods & Services Tax	\$156,037	\$0	\$0	\$156,037
Tariffs	\$4,785	\$0	\$0	\$4,785
Corporate Profit Taxes	\$130,462	\$89,913	\$0	\$220,375
Property & Bus. Tax	\$0	\$0	\$126,352	\$126,352
Tobacco & Liquor Tax	\$0	\$24,080	\$0	\$24,080
<b>Total</b>	<b>\$912,439</b>	<b>\$594,897</b>	<b>\$126,352</b>	<b>\$1,633,678</b>

Source: Econometric Research Limited

**Table 99**  
**Tax Impacts of Incremental User Expenditures**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$90,207	\$44,190	\$0	\$134,397
Provincial Sales Tax	\$0	\$49,189	\$0	\$49,189
Goods & Services Tax	\$24,117	\$0	\$0	\$24,117
Tariffs	\$627	\$0	\$0	\$627
Corporate Profit Taxes	\$20,683	\$14,096	\$0	\$34,779
Property & Bus. Tax	\$0	\$0	\$34,993	\$34,993
Tobacco & Liquor Tax	\$0	\$6,669	\$0	\$6,669
Registration Fees	\$0	\$71,665	\$17,916	\$89,581
<b>Total</b>	<b>\$135,624</b>	<b>\$185,809</b>	<b>\$52,909</b>	<b>\$374,342</b>

Source: Econometric Research Limited

**Table 100**  
**Tax Impacts of Total User Expenditures**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,281,673	\$827,852	\$0	\$1,909,525
Provincial Sales Tax	\$0	\$732,372	\$0	\$732,372
Goods & Services Tax	\$388,472	\$0	\$0	\$388,472
Tariffs	\$9,533	\$0	\$0	\$9,533
Corporate Profit Taxes	\$316,217	\$215,508	\$0	\$531,725
Property & Bus. Tax	\$0	\$0	\$521,009	\$521,009
Tobacco & Liquor Tax	\$0	\$98,293	\$0	\$98,293
Registration Fees	\$0	\$1,673,518	\$418,379	\$2,091,897
<b>Total</b>	<b>\$1,975,885</b>	<b>\$3,346,543</b>	<b>\$939,388</b>	<b>\$6,261,816</b>

Source: Econometric Research Limited

**Table 101**  
**Tax Impacts of Expenditures on Durable Goods**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$621,155	\$304,294	\$0	\$925,449
Provincial Sales Tax	\$0	\$177,610	\$0	\$177,610
Goods & Services Tax	\$156,037	\$0	\$0	\$156,037
Tariffs	\$4,785	\$0	\$0	\$4,785
Corporate Profit Taxes	\$130,462	\$89,913	\$0	\$220,375
Property & Bus. Tax	\$0	\$0	\$126,352	\$126,352
Tobacco & Liquor Tax	\$0	\$24,080	\$0	\$24,080
<b>Total</b>	<b>\$912,439</b>	<b>\$594,897</b>	<b>\$126,352</b>	<b>\$1,633,678</b>

Source: Econometric Research Limited

**Table 102**  
**Tax Impacts of Trail Construction**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$896,189	\$439,020	\$0	\$1,335,209
Provincial Sales Tax	\$0	\$438,317	\$0	\$438,317
Goods & Services Tax	\$202,284	\$0	\$0	\$202,284
Tariffs	\$5,537	\$0	\$0	\$5,537
Corporate Profit Taxes	\$120,682	\$82,254	\$0	\$202,936
Property & Bus. Tax	\$0	\$0	\$311,819	\$311,819
Tobacco & Liquor Tax	\$0	\$59,426	\$0	\$59,426
<b>Total</b>	<b>\$1,224,712</b>	<b>\$1,019,017</b>	<b>\$311,819</b>	<b>\$2,555,548</b>

Source: Econometric Research Limited

**Table 103**  
**Tax Impacts of Trail Maintenance**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$40,445	\$19,912	\$0	\$60,357
Provincial Sales Tax	\$0	\$20,377	\$0	\$20,377
Goods & Services Tax	\$9,107	\$0	\$0	\$9,107
Tariffs	\$255	\$0	\$0	\$255
Corporate Profit Taxes	\$5,415	\$3,691	\$0	\$9,106
Property & Bus. Tax	\$0	\$0	\$14,496	\$14,496
Tobacco & Liquor Tax	\$0	\$2,763	\$0	\$2,763
<b>Total</b>	<b>\$55,222</b>	<b>\$46,643</b>	<b>\$14,496</b>	<b>\$116,361</b>

Source: Econometric Research Limited

**Table 104**  
**Tax Impacts of All Recurrent Expenditures**  
**In The Eastern Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,943,273	\$951,948	\$0	\$2,895,221
Provincial Sales Tax	\$0	\$930,359	\$0	\$930,359
Goods & Services Tax	\$533,616	\$0	\$0	\$533,616
Tariffs	\$44,573	\$0	\$0	\$44,573
Corporate Profit Taxes	\$462,094	\$308,112	\$0	\$770,206
Property & Bus. Tax	\$0	\$0	\$661,857	\$661,857
Tobacco & Liquor Tax	\$0	\$126,136	\$0	\$126,136
Registration Fees	\$0	\$1,673,518	\$418,379	\$2,091,897
<b>Total</b>	<b>\$2,943,556</b>	<b>\$3,990,073</b>	<b>\$1,080,236</b>	<b>\$8,013,865</b>

Source: Econometric Research Limited

**Table 105**  
**Economic Impact of**  
**Incremental User Expenditures**  
**In The North-Central Region**  
 (2003 Dollars)

	North-Central	Ontario
<b>Initial Expenditure</b>	\$9,088,683	\$9,088,683
<b>Value Added</b>		
Direct	\$3,605,209	\$3,605,209
Indirect & Induced	\$2,110,515	\$5,975,725
Total	\$5,715,724	\$9,580,934
Multiplier	0.63	1.05
<b>Gross Output</b>		
Direct	\$9,088,683	\$9,088,683
Indirect & Induced	\$1,915,188	\$11,185,832
Total	\$11,003,871	\$20,274,515
Multiplier	1.21	2.23
<b>Wages &amp; Salaries</b>		
Direct	\$1,828,516	\$1,828,516
Indirect & Induced	\$1,341,217	\$3,379,535
Total	\$3,169,733	\$5,208,051
<b>Employment</b>		
Direct	79.8	79.8
Indirect & Induced	37.9	88.4
Total	117.7	168.2
Multiplier	1.47	2.11
<b>Taxes</b>		
Federal	\$930,091	\$1,513,612
Provincial	\$1,555,671	\$2,153,673
Local	\$401,283	\$618,847
Total	\$2,887,045	\$4,286,132
<b>Imports</b>		
From Other Provinces	\$359,269	\$697,058
From Other Countries	\$767,413	\$1,494,945
Total	\$1,126,682	\$2,192,003

Source: Econometric Research Limited

**Table 106**  
**Economic Impact of**  
**Total User Expenditures**  
**In The North-Central Region**  
 (2003 Dollars)

	North-Central	Ontario
<b>Initial Expenditure</b>	\$48,009,577	\$48,009,577
<b>Value Added</b>		
Direct	\$19,746,068	\$19,746,068
Indirect & Induced	\$10,711,279	\$30,359,037
Total	\$30,457,347	\$50,105,105
Multiplier	0.63	1.04
<b>Gross Output</b>		
Direct	\$48,009,577	\$48,009,577
Indirect & Induced	\$10,281,122	\$56,829,621
Total	\$58,290,699	\$104,839,198
Multiplier	1.21	2.18
<b>Wages &amp; Salaries</b>		
Direct	\$8,360,556	\$8,360,556
Indirect & Induced	\$6,849,487	\$17,369,980
Total	\$15,210,043	\$25,730,536
<b>Employment</b>		
Direct	355.4	355.4
Indirect & Induced	193.3	454.3
Total	548.7	809.7
Multiplier	1.54	2.28
<b>Taxes</b>		
Federal	\$4,572,715	\$7,588,717
Provincial	\$9,920,653	\$12,924,295
Local	\$2,543,725	\$3,611,332
Total	\$17,037,093	\$24,124,344
<b>Imports</b>		
From Other Provinces	\$1,856,942	\$3,533,619
From Other Countries	\$3,959,840	\$7,610,449
Total	\$5,816,782	\$11,144,068

Source: Econometric Research Limited

**Table 107**  
**Economic Impact of**  
**Expenditures on Durable Goods**  
**In The North-Central Region**  
 (2003 Dollars)

	North-Central	Ontario
<b>Initial Expenditure</b>	\$11,339,130	\$11,339,130
<b>Value Added</b>		
Direct	\$619,138	\$619,138
Indirect & Induced	\$934,594	\$10,953,196
Total	\$1,553,732	\$11,572,334
Multiplier	0.14	1.02
<b>Gross Output</b>		
Direct	\$11,339,130	\$11,339,130
Indirect & Induced	\$5,258,525	\$13,524,597
Total	\$16,597,375	\$24,863,727
Multiplier	1.46	2.19
<b>Wages &amp; Salaries</b>		
Direct	\$382,168	\$382,168
Indirect & Induced	\$556,500	\$6,578,014
Total	\$938,668	\$6,960,182
<b>Employment</b>		
Direct	11.7	11.7
Indirect & Induced	15.2	208.7
Total	26.9	220.4
Multiplier	2.30	18.84
<b>Taxes</b>		
Federal	\$275,790	\$2,044,566
Provincial	\$184,619	\$1,329,307
Local	\$40,480	\$276,873
Total	\$500,889	\$3,650,743
<b>Imports</b>		
From Other Provinces	\$94,000	\$694,945
From Other Countries	\$303,552	\$2,304,594
Total	\$397,552	\$2,999,539

Source: Econometric Research Limited

**Table 108**  
**Economic Impact of**  
**Trail Construction**  
**In The North-Central Region**  
 (2003 Dollars)

	North-Central	Ontario
<b>Initial Expenditure</b>	\$14,509,770	\$14,509,770
<b>Value Added</b>		
Direct	\$7,475,751	\$7,475,751
Indirect & Induced	\$3,666,111	\$10,431,014
Total	\$11,141,862	\$17,906,765
Multiplier	0.77	1.23
<b>Gross Output</b>		
Direct	\$14,509,770	\$14,509,770
Indirect & Induced	\$6,500,500	\$20,478,395
Total	\$21,010,270	\$34,988,165
Multiplier	1.45	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$5,881,693	\$5,881,693
Indirect & Induced	\$2,385,261	\$6,231,246
Total	\$8,266,954	\$12,112,939
<b>Employment</b>		
Direct	107.6	107.6
Indirect & Induced	59.0	159.2
Total	166.6	266.8
Multiplier	1.55	2.48
<b>Taxes</b>		
Federal	\$2,104,513	\$3,187,592
Provincial	\$1,741,945	\$2,652,463
Local	\$527,855	\$811,983
Total	\$4,374,313	\$6,652,038
<b>Imports</b>		
From Other Provinces	\$626,150	\$1,027,072
From Other Countries	\$1,861,403	\$2,962,522
Total	\$2,487,553	\$3,989,594

Source: Econometric Research Limited

**Table 109**  
**Economic Impact of**  
**Trail Maintenance**  
**In The North-Central Region**  
 (2003 Dollars)

	North-Central	Ontario
<b>Initial Expenditure</b>	\$659,535	\$659,535
<b>Value Added</b>		
Direct	\$332,689	\$332,689
Indirect & Induced	\$110,536	\$474,646
Total	\$443,225	\$807,335
Multiplier	0.67	1.22
<b>Gross Output</b>		
Direct	\$659,535	\$659,535
Indirect & Induced	\$206,206	\$928,577
Total	\$865,741	\$1,588,112
Multiplier	1.31	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$264,026	\$264,026
Indirect & Induced	\$67,627	\$283,721
Total	\$331,653	\$547,747
<b>Employment</b>		
Direct	4.8	4.8
Indirect & Induced	1.7	7.3
Total	6.5	12.1
Multiplier	1.35	2.52
<b>Taxes</b>		
Federal	\$82,549	\$143,714
Provincial	\$72,794	\$121,403
Local	\$23,675	\$37,749
Total	\$179,018	\$302,866
<b>Imports</b>		
From Other Provinces	\$27,076	\$47,146
From Other Countries	\$80,293	\$136,382
Total	\$107,369	\$183,528

Source: Econometric Research Limited

**Table 110**  
**Economic Impact of**  
**All Recurrent Expenditures**  
**In The North-Central Region**  
 (2003 Dollars)

	North-Central	Ontario
<b>Initial Expenditure</b>	\$60,008,242	\$60,008,242
<b>Value Added</b>		
Direct	\$20,697,895	\$20,697,895
Indirect & Induced	\$11,756,409	\$41,786,879
Total	\$32,454,304	\$62,484,774
Multiplier	0.54	1.04
<b>Gross Output</b>		
Direct	\$60,008,242	\$60,008,242
Indirect & Induced	\$15,745,573	\$71,282,795
Total	\$75,753,815	\$131,291,037
Multiplier	1.26	2.19
<b>Wages &amp; Salaries</b>		
Direct	\$9,006,750	\$9,006,750
Indirect & Induced	\$7,473,614	\$24,231,715
Total	\$16,480,364	\$33,238,465
<b>Employment</b>		
Direct	371.9	371.9
Indirect & Induced	210.2	670.3
Total	582.1	1,042.2
Multiplier	1.57	2.80
<b>Taxes</b>		
Federal	\$4,931,054	\$9,776,997
Provincial	\$10,178,066	\$14,375,005
Local	\$2,607,880	\$3,925,954
Total	\$17,717,000	\$28,077,956
<b>Imports</b>		
From Other Provinces	\$1,978,018	\$4,275,710
From Other Countries	\$4,343,685	\$10,051,425
Total	\$6,321,703	\$14,327,135

Source: Econometric Research Limited

**Table 111**

**Tax Impacts of Incremental User Expenditures  
 In The North-Central Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,001,111	\$40,413	\$0	\$1,041,524
Provincial Sales Tax	\$0	\$68,606	\$0	\$68,606
Goods & Services Tax	\$270,383	\$0	\$0	\$270,383
Tariffs	\$7,066	\$0	\$0	\$7,066
Corporate Profit Taxes	\$235,062	\$160,199	\$0	\$395,261
Property & Bus. Tax	\$0	\$0	\$404,506	\$404,506
Tobacco & Liquor Tax	\$0	\$7,090	\$0	\$7,090
Registration Fees	\$0	\$87,365	\$214,341	\$1,071,706
<b>Total</b>	<b>\$1,513,612</b>	<b>\$2,153,673</b>	<b>\$618,647</b>	<b>\$4,286,132</b>

Source: Econometric Research Limited

**Table 112**

**Tax Impacts of Total User Expenditures  
 In The North-Central Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$4,958,120	\$2,428,828	\$0	\$7,386,948
Provincial Sales Tax	\$0	\$2,776,814	\$0	\$2,776,814
Goods & Services Tax	\$1,425,348	\$0	\$0	\$1,425,348
Tariffs	\$36,094	\$0	\$0	\$36,094
Corporate Profit Taxes	\$1,169,215	\$798,844	\$0	\$1,968,059
Property & Bus. Tax	\$0	\$0	\$1,974,714	\$1,974,714
Tobacco & Liquor Tax	\$0	\$376,337	\$0	\$376,337
Registration Fees	\$0	\$6,546,472	\$1,636,618	\$8,183,090
<b>Total</b>	<b>\$7,588,717</b>	<b>\$12,924,295</b>	<b>\$3,611,332</b>	<b>\$24,124,344</b>

Source: Econometric Research Limited

**Table 113**

**Tax Impacts of Expenditures on Durable Goods  
 In The North-Central Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,388,314	\$670,295	\$0	\$2,058,609
Provincial Sales Tax	\$0	\$381,194	\$0	\$381,194
Goods & Services Tax	\$346,570	\$0	\$0	\$346,570
Tariffs	\$11,200	\$0	\$0	\$11,200
Corporate Profit Taxes	\$318,482	\$217,052	\$0	\$535,534
Property & Bus. Tax	\$0	\$0	\$276,873	\$276,873
Tobacco & Liquor Tax	\$0	\$52,766	\$0	\$52,766
<b>Total</b>	<b>\$2,044,566</b>	<b>\$1,329,307</b>	<b>\$276,873</b>	<b>\$3,650,746</b>

Source: Econometric Research Limited

**Table 114**

**Tax Impacts of Trail Construction  
 In The North-Central Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$2,333,725	\$1,143,220	\$0	\$3,476,945
Provincial Sales Tax	\$0	\$1,141,388	\$0	\$1,141,388
Goods & Services Tax	\$526,753	\$0	\$0	\$526,753
Tariffs	\$14,417	\$0	\$0	\$14,417
Corporate Profit Taxes	\$312,697	\$213,109	\$0	\$525,806
Property & Bus. Tax	\$0	\$0	\$911,993	\$911,993
Tobacco & Liquor Tax	\$0	\$154,746	\$0	\$154,746
<b>Total</b>	<b>\$3,187,592</b>	<b>\$2,662,463</b>	<b>\$911,993</b>	<b>\$6,652,038</b>

Source: Econometric Research Limited

**Table 115**

**Tax Impacts of Trail Maintenance  
 In The North-Central Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$105,319	\$51,893	\$0	\$156,912
Provincial Sales Tax	\$0	\$53,063	\$0	\$53,063
Goods & Services Tax	\$23,714	\$0	\$0	\$23,714
Tariffs	\$664	\$0	\$0	\$664
Corporate Profit Taxes	\$14,017	\$9,553	\$0	\$23,570
Property & Bus. Tax	\$0	\$0	\$37,749	\$37,749
Tobacco & Liquor Tax	\$0	\$7,194	\$0	\$7,194
<b>Total</b>	<b>\$143,714</b>	<b>\$121,403</b>	<b>\$37,749</b>	<b>\$302,866</b>

Source: Econometric Research Limited

**Table 116**

**Tax Impacts of All Recurrent Expenditures  
 In The North-Central Region  
 (2003 Dollars)**

	Federal	Provincial	Local	Total
Personal Income Tax	\$6,431,753	\$3,150,716	\$0	\$9,582,469
Provincial Sales Tax	\$0	\$3,218,071	\$0	\$3,218,071
Goods & Services Tax	\$1,795,632	\$0	\$0	\$1,795,632
Tariffs	\$47,898	\$0	\$0	\$47,898
Corporate Profit Taxes	\$1,501,714	\$1,023,449	\$0	\$2,525,163
Property & Bus. Tax	\$0	\$0	\$2,289,336	\$2,289,336
Tobacco & Liquor Tax	\$0	\$436,297	\$0	\$436,297
Registration Fees	\$0	\$6,546,472	\$1,636,618	\$8,183,090
<b>Total</b>	<b>\$9,716,997</b>	<b>\$14,375,005</b>	<b>\$3,925,954</b>	<b>\$28,017,956</b>

Source: Econometric Research Limited

**Table 117**  
 Economic Impact of  
 Incremental User Expenditures  
 In The North-East Region  
 (2003 Dollars)

	North-East	Ontario
<b>Initial Expenditure</b>	\$4,533,896	\$4,533,896
<b>Value Added</b>		
Direct	\$1,929,001	\$1,929,001
Indirect & Induced	\$560,284	\$2,862,801
Total	\$2,489,285	\$4,791,802
Multiplier	0.55	1.06
<b>Gross Output</b>		
Direct	\$4,533,896	\$4,533,896
Indirect & Induced	\$1,355,296	\$5,233,419
Total	\$5,889,192	\$9,767,315
Multiplier	1.30	2.15
<b>Wages &amp; Salaries</b>		
Direct	\$872,985	\$872,985
Indirect & Induced	\$385,640	\$1,598,679
Total	\$1,258,625	\$2,471,664
<b>Employment</b>		
Direct	38.5	38.5
Indirect & Induced	11.4	41.7
Total	49.9	80.2
Multiplier	1.30	2.08
<b>Taxes</b>		
Federal	\$369,326	\$729,849
Provincial	\$851,751	\$1,220,906
Local	\$210,397	\$342,445
Total	\$1,431,474	\$2,293,200
<b>Imports</b>		
From Other Provinces	\$119,768	\$325,191
From Other Countries	\$263,632	\$699,670
Total	\$383,400	\$1,024,861

Source: Econometric Research Limited

**Table 118**  
 Economic Impact of  
 Total User Expenditures  
 In The North-East Region  
 (2003 Dollars)

	North-East	Ontario
<b>Initial Expenditure</b>	\$77,267,744	\$77,267,744
<b>Value Added</b>		
Direct	\$39,905,232	\$39,905,232
Indirect & Induced	\$7,541,574	\$41,542,891
Total	\$47,446,806	\$81,448,123
Multiplier	0.61	1.05
<b>Gross Output</b>		
Direct	\$77,267,744	\$77,267,744
Indirect & Induced	\$16,702,055	\$76,255,258
Total	\$93,969,799	\$153,523,002
Multiplier	1.22	1.99
<b>Wages &amp; Salaries</b>		
Direct	\$13,690,396	\$13,690,396
Indirect & Induced	\$5,253,682	\$23,351,441
Total	\$18,944,078	\$37,041,837
<b>Employment</b>		
Direct	500.1	500.1
Indirect & Induced	152.8	604.2
Total	652.9	1,104.3
Multiplier	1.31	2.21
<b>Taxes</b>		
Federal	\$5,712,754	\$11,134,194
Provincial	\$21,230,325	\$26,698,384
Local	\$5,347,888	\$7,278,299
Total	\$32,290,967	\$45,110,877
<b>Imports</b>		
From Other Provinces	\$1,719,450	\$4,678,499
From Other Countries	\$4,042,690	\$10,404,169
Total	\$5,762,140	\$15,082,668

Source: Econometric Research Limited

**Table 119**  
 Economic Impact of  
 Expenditures on Durable Goods  
 In The North-East Region  
 (2003 Dollars)

	North-East	Ontario
<b>Initial Expenditure</b>	\$18,247,290	\$18,247,290
<b>Value Added</b>		
Direct	\$163,011	\$16,301,100
Indirect & Induced	\$292,431	\$2,351,051
Total	\$455,442	\$18,652,151
Multiplier	0.02	1.02
<b>Gross Output</b>		
Direct	\$18,247,290	\$18,247,290
Indirect & Induced	\$4,360,890	\$21,795,883
Total	\$22,608,180	\$40,043,173
Multiplier	1.24	2.19
<b>Wages &amp; Salaries</b>		
Direct	\$113,781	\$7,000,781
Indirect & Induced	\$184,620	\$7,230,262
Total	\$298,401	\$14,231,043
<b>Employment</b>		
Direct	2.5	250.0
Indirect & Induced	5.3	108.3
Total	7.8	358.3
Multiplier	3.12	1.43
<b>Taxes</b>		
Federal	\$80,143	\$3,316,023
Provincial	\$53,677	\$2,157,017
Local	\$12,510	\$446,625
Total	\$146,330	\$5,919,665
<b>Imports</b>		
From Other Provinces	\$20,456	\$1,122,437
From Other Countries	\$62,791	\$3,703,564
Total	\$83,247	\$4,826,001

Source: Econometric Research Limited

**Table 120**  
 Economic Impact of  
 Trail Construction  
 In The North-East Region  
 (2003 Dollars)

	North-East	Ontario
<b>Initial Expenditure</b>	\$41,291,195	\$41,291,195
<b>Value Added</b>		
Direct	\$21,270,161	\$21,270,161
Indirect & Induced	\$6,746,543	\$29,688,037
Total	\$28,016,704	\$50,958,198
Multiplier	0.68	1.23
<b>Gross Output</b>		
Direct	\$41,291,195	\$41,291,195
Indirect & Induced	\$10,704,113	\$58,276,415
Total	\$51,995,308	\$99,567,610
Multiplier	1.26	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$16,736,699	\$16,736,699
Indirect & Induced	\$4,683,263	\$17,733,711
Total	\$21,419,962	\$34,470,410
<b>Employment</b>		
Direct	306.1	306.1
Indirect & Induced	113.6	453.1
Total	419.7	759.2
Multiplier	1.37	2.48
<b>Taxes</b>		
Federal	\$5,361,680	\$9,105,838
Provincial	\$4,417,821	\$7,571,927
Local	\$1,336,154	\$2,310,703
Total	\$11,115,655	\$18,988,468
<b>Imports</b>		
From Other Provinces	\$1,539,557	\$2,922,792
From Other Countries	\$4,689,805	\$8,430,600
Total	\$6,229,362	\$11,353,392

Source: Econometric Research Limited

**Table 121**  
 Economic Impact of  
 Trail Maintenance  
 In The North-East Region  
 (2003 Dollars)

	North-East	Ontario
<b>Initial Expenditure</b>	\$1,876,873	\$1,876,873
<b>Value Added</b>		
Direct	\$946,749	\$946,749
Indirect & Induced	\$118,364	\$1,350,725
Total	\$1,065,113	\$2,297,474
Multiplier	0.57	1.22
<b>Gross Output</b>		
Direct	\$1,876,873	\$1,876,873
Indirect & Induced	\$189,681	\$2,642,498
Total	\$2,066,554	\$4,519,371
Multiplier	1.10	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$751,353	\$751,353
Indirect & Induced	\$75,663	\$807,399
Total	\$827,016	\$1,558,752
<b>Employment</b>		
Direct	13.7	13.7
Indirect & Induced	1.7	20.5
Total	15.4	34.2
Multiplier	1.12	2.50
<b>Taxes</b>		
Federal	\$200,738	\$410,761
Provincial	\$179,353	\$346,699
Local	\$59,308	\$107,425
Total	\$439,399	\$864,885
<b>Imports</b>		
From Other Provinces	\$65,160	\$134,165
From Other Countries	\$197,927	\$388,110
Total	\$263,087	\$522,275

Source: Econometric Research Limited

**Table 122**  
 Economic Impact of  
 All Recurrent Expenditures  
 In The North-East Region  
 (2003 Dollars)

	North-East	Ontario
<b>Initial Expenditure</b>	\$97,391,907	\$97,391,907
<b>Value Added</b>		
Direct	\$41,014,992	\$57,153,081
Indirect & Induced	\$7,952,369	\$45,244,667
Total	\$48,967,361	\$102,397,748
Multiplier	0.50	1.05
<b>Gross Output</b>		
Direct	\$97,391,907	\$97,391,907
Indirect & Induced	\$21,252,626	\$100,693,639
Total	\$118,644,533	\$198,085,546
Multiplier	1.22	2.03
<b>Wages &amp; Salaries</b>		
Direct	\$14,555,530	\$21,442,530
Indirect & Induced	\$5,513,965	\$31,389,102
Total	\$20,069,495	\$52,831,632
<b>Employment</b>		
Direct	516.3	763.8
Indirect & Induced	159.8	733.0
Total	676.1	1,496.8
Multiplier	1.31	1.96
<b>Taxes</b>		
Federal	\$5,993,635	\$14,860,978
Provincial	\$21,463,355	\$29,202,100
Local	\$5,419,706	\$7,832,349
Total	\$32,876,696	\$51,895,427
<b>Imports</b>		
From Other Provinces	\$1,805,066	\$5,935,101
From Other Countries	\$4,303,408	\$14,495,843
Total	\$6,108,474	\$20,430,944

Source: Econometric Research Limited

**Table 123**  
**Tax Impacts of Incremental User Expenditures**  
 In The North-East Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$474,840	\$232,610	\$0	\$707,450
Provincial Sales Tax	\$0	\$269,289	\$0	\$269,289
Goods & Services Tax	\$135,788	\$0	\$0	\$135,788
Tariffs	\$3,298	\$0	\$0	\$3,298
Corporate Profit Taxes	\$115,923	\$79,004	\$0	\$194,927
Property & Bus. Tax	\$0	\$0	\$191,572	\$191,572
Tobacco & Liquor Tax	\$0	\$36,509	\$0	\$36,509
Registration Fees	\$0	\$803,494	\$150,873	\$754,367
<b>Total</b>	<b>\$729,849</b>	<b>\$1,220,906</b>	<b>\$342,445</b>	<b>\$2,293,200</b>

Source: Econometric Research Limited

**Table 124**  
**Tax Impacts of Total User Expenditures**  
 In The North-East Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$7,120,908	\$3,488,312	\$0	\$10,609,221
Provincial Sales Tax	\$0	\$4,094,455	\$0	\$4,094,455
Goods & Services Tax	\$2,352,114	\$0	\$0	\$2,352,114
Tariffs	\$49,355	\$0	\$0	\$49,355
Corporate Profit Taxes	\$1,611,816	\$1,098,485	\$0	\$2,710,301
Property & Bus. Tax	\$0	\$0	\$2,912,795	\$2,912,795
Tobacco & Liquor Tax	\$0	\$555,115	\$0	\$555,115
Registration Fees	\$0	\$17,462,017	\$4,365,504	\$21,827,521
<b>Total</b>	<b>\$11,134,194</b>	<b>\$26,698,394</b>	<b>\$7,278,299</b>	<b>\$45,110,877</b>

Source: Econometric Research Limited

**Table 125**  
**Tax Impacts of Expenditures on Durable Goods**  
 In The North-East Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$2,206,636	\$1,080,913	\$0	\$3,287,449
Provincial Sales Tax	\$0	\$627,812	\$0	\$627,812
Goods & Services Tax	\$558,600	\$0	\$0	\$558,600
Tariffs	\$17,997	\$0	\$0	\$17,997
Corporate Profit Taxes	\$532,930	\$363,175	\$0	\$896,065
Property & Bus. Tax	\$0	\$0	\$446,625	\$446,625
Tobacco & Liquor Tax	\$0	\$85,117	\$0	\$85,117
<b>Total</b>	<b>\$3,316,123</b>	<b>\$2,157,017</b>	<b>\$446,625</b>	<b>\$5,919,665</b>

Source: Econometric Research Limited

**Table 126**  
**Tax Impacts of Trail Construction**  
 In The North-East Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$6,641,202	\$3,253,319	\$0	\$9,894,521
Provincial Sales Tax	\$0	\$3,246,107	\$0	\$3,246,107
Goods & Services Tax	\$1,499,009	\$0	\$0	\$1,499,009
Tariffs	\$41,029	\$0	\$0	\$41,029
Corporate Profit Taxes	\$924,588	\$630,132	\$0	\$1,554,720
Property & Bus. Tax	\$0	\$0	\$2,310,703	\$2,310,703
Tobacco & Liquor Tax	\$0	\$440,369	\$0	\$440,369
<b>Total</b>	<b>\$9,105,838</b>	<b>\$7,571,927</b>	<b>\$2,310,703</b>	<b>\$18,988,468</b>

Source: Econometric Research Limited

**Table 127**  
**Tax Impacts of Trail Maintenance**  
 In The North-East Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$299,714	\$146,620	\$0	\$446,334
Provincial Sales Tax	\$0	\$151,005	\$0	\$151,005
Goods & Services Tax	\$67,485	\$0	\$0	\$67,485
Tariffs	\$1,889	\$0	\$0	\$1,889
Corporate Profit Taxes	\$41,673	\$28,401	\$0	\$70,074
Property & Bus. Tax	\$0	\$0	\$107,425	\$107,425
Tobacco & Liquor Tax	\$0	\$20,473	\$0	\$20,473
<b>Total</b>	<b>\$410,761</b>	<b>\$346,699</b>	<b>\$107,425</b>	<b>\$864,885</b>

Source: Econometric Research Limited

**Table 128**  
**Tax Impacts of All Recurrent Expenditures**  
 In The North-East Region  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$9,627,159	\$4,716,945	\$0	\$14,344,104
Provincial Sales Tax	\$0	\$4,873,272	\$0	\$4,873,272
Goods & Services Tax	\$2,978,199	\$0	\$0	\$2,978,199
Tariffs	\$69,241	\$0	\$0	\$69,241
Corporate Profit Taxes	\$2,168,379	\$1,490,061	\$0	\$3,658,440
Property & Bus. Tax	\$0	\$0	\$3,466,845	\$3,466,845
Tobacco & Liquor Tax	\$0	\$660,705	\$0	\$660,705
Registration Fees	\$0	\$17,462,017	\$4,365,504	\$21,827,521
<b>Total</b>	<b>\$14,860,978</b>	<b>\$26,202,100</b>	<b>\$7,832,349</b>	<b>\$51,895,427</b>

Source: Econometric Research Limited

**Table 129**  
**Economic Impact of**  
**Incremental User Expenditures**  
**In The North-West Region**  
 (2003 Dollars)

	North-West	Ontario
<b>Initial Expenditure</b>	\$2,684,967	\$2,684,967
<b>Value Added</b>		
Direct	\$1,169,304	\$1,169,304
Indirect & Induced	\$543,213	\$1,670,105
Total	\$1,712,517	\$2,839,409
Multiplier	0.64	1.06
<b>Gross Output</b>		
Direct	\$2,684,967	\$2,684,967
Indirect & Induced	\$425,852	\$3,132,684
Total	\$3,110,819	\$5,817,651
Multiplier	1.16	2.17
<b>Wages &amp; Salaries</b>		
Direct	\$539,257	\$539,257
Indirect & Induced	\$346,413	\$939,026
Total	\$885,670	\$1,478,283
<b>Employment</b>		
Direct	23.4	23.4
Indirect & Induced	9.9	24.6
Total	33.3	48.0
Multiplier	1.42	2.05
<b>Taxes</b>		
Federal	\$260,597	\$432,856
Provincial	\$519,994	\$706,416
Local	\$128,941	\$199,232
Total	\$909,532	\$1,338,504
<b>Imports</b>		
From Other Provinces	\$93,793	\$194,601
From Other Countries	\$212,701	\$418,724
Total	\$306,494	\$613,325

Source: Econometric Research Limited

**Table 130**  
**Economic Impact of**  
**Total User Expenditures**  
**In The North-West Region**  
 (2003 Dollars)

	North-West	Ontario
<b>Initial Expenditure</b>	\$45,485,231	\$45,485,231
<b>Value Added</b>		
Direct	\$24,034,375	\$24,034,375
Indirect & Induced	\$7,222,289	\$23,913,480
Total	\$31,256,664	\$47,947,855
Multiplier	0.69	1.05
<b>Gross Output</b>		
Direct	\$45,485,231	\$45,485,231
Indirect & Induced	\$5,311,832	\$44,925,517
Total	\$50,797,063	\$90,410,748
Multiplier	1.12	1.99
<b>Wages &amp; Salaries</b>		
Direct	\$8,296,344	\$8,296,344
Indirect & Induced	\$4,660,821	\$13,524,772
Total	\$12,957,165	\$21,821,116
<b>Employment</b>		
Direct	300.2	300.2
Indirect & Induced	130.4	350.4
Total	430.6	650.6
Multiplier	1.43	2.17
<b>Taxes</b>		
Federal	\$3,912,006	\$6,519,846
Provincial	\$12,915,919	\$15,674,487
Local	\$3,260,020	\$4,280,637
Total	\$20,087,945	\$26,474,970
<b>Imports</b>		
From Other Provinces	\$1,305,634	\$2,756,308
From Other Countries	\$3,112,600	\$6,129,340
Total	\$4,418,234	\$8,885,648

Source: Econometric Research Limited

**Table 131**  
**Economic Impact of**  
**Expenditures on Durable Goods**  
**In The North-West Region**  
 (2003 Dollars)

	North-West	Ontario
<b>Initial Expenditure</b>	\$10,737,625	\$10,737,625
<b>Value Added</b>		
Direct	\$292,656	\$292,656
Indirect & Induced	\$612,322	\$10,683,210
Total	\$904,978	\$10,975,866
Multiplier	0.08	1.02
<b>Gross Output</b>		
Direct	\$10,737,625	\$10,737,625
Indirect & Induced	\$1,273,499	\$12,825,796
Total	\$12,011,124	\$23,563,421
Multiplier	1.12	2.19
<b>Wages &amp; Salaries</b>		
Direct	\$176,272	\$176,272
Indirect & Induced	\$365,770	\$6,432,639
Total	\$542,042	\$6,608,911
<b>Employment</b>		
Direct	3.3	3.3
Indirect & Induced	9.9	207.6
Total	13.2	210.9
Multiplier	4.00	63.91
<b>Taxes</b>		
Federal	\$159,941	\$1,944,386
Provincial	\$103,674	\$1,264,575
Local	\$21,091	\$262,817
Total	\$284,706	\$3,471,778
<b>Imports</b>		
From Other Provinces	\$55,875	\$660,499
From Other Countries	\$191,814	\$2,179,363
Total	\$247,689	\$2,839,862

Source: Econometric Research Limited

**Table 132**  
**Economic Impact of**  
**Trail Construction**  
**In The North-West Region**  
 (2003 Dollars)

	North-West	Ontario
<b>Initial Expenditure</b>	\$29,535,330	\$29,535,330
<b>Value Added</b>		
Direct	\$15,213,430	\$15,213,430
Indirect & Induced	\$7,180,325	\$21,236,646
Total	\$22,393,755	\$36,450,076
Multiplier	0.76	1.23
<b>Gross Output</b>		
Direct	\$29,535,330	\$29,535,330
Indirect & Induced	\$12,849,978	\$41,684,751
Total	\$42,385,308	\$71,220,081
Multiplier	1.44	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$11,971,128	\$11,971,128
Indirect & Induced	\$4,744,399	\$12,685,338
Total	\$16,715,527	\$24,656,466
<b>Employment</b>		
Direct	218.9	218.9
Indirect & Induced	118.4	324.2
Total	337.3	543.1
Multiplier	1.54	2.48
<b>Taxes</b>		
Federal	\$4,247,787	\$6,490,416
Provincial	\$3,483,008	\$5,400,521
Local	\$1,043,828	\$1,652,831
Total	\$8,774,623	\$13,543,768
<b>Imports</b>		
From Other Provinces	\$1,264,185	\$2,090,654
From Other Countries	\$3,792,129	\$6,030,356
Total	\$5,056,314	\$8,121,010

Source: Econometric Research Limited

**Table 133**  
**Economic Impact of**  
**Trail Maintenance**  
**In The North-West Region**  
 (2003 Dollars)

	North-West	Ontario
<b>Initial Expenditure</b>	\$1,342,515	\$1,342,515
<b>Value Added</b>		
Direct	\$677,204	\$677,204
Indirect & Induced	\$210,045	\$966,164
Total	\$887,249	\$1,643,368
Multiplier	0.66	1.22
<b>Gross Output</b>		
Direct	\$1,342,515	\$1,342,515
Indirect & Induced	\$399,593	\$1,890,162
Total	\$1,742,108	\$3,232,677
Multiplier	1.30	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$537,438	\$537,438
Indirect & Induced	\$131,197	\$577,528
Total	\$668,635	\$1,114,966
<b>Employment</b>		
Direct	9.8	9.8
Indirect & Induced	3.2	14.7
Total	13.0	24.5
Multiplier	1.33	2.50
<b>Taxes</b>		
Federal	\$166,023	\$292,640
Provincial	\$145,179	\$247,191
Local	\$46,809	\$76,840
Total	\$358,011	\$616,671
<b>Imports</b>		
From Other Provinces	\$54,614	\$95,968
From Other Countries	\$163,356	\$277,612
Total	\$217,970	\$373,580

Source: Econometric Research Limited

**Table 134**  
**Economic Impact of**  
**All Recurrent Expenditures**  
**In The North-West Region**  
 (2003 Dollars)

	North-West	Ontario
<b>Initial Expenditure</b>	\$57,565,371	\$57,565,371
<b>Value Added</b>		
Direct	\$25,004,235	\$25,004,235
Indirect & Induced	\$8,044,656	\$35,562,854
Total	\$33,048,891	\$60,567,089
Multiplier	0.57	1.05
<b>Gross Output</b>		
Direct	\$57,565,371	\$57,565,371
Indirect & Induced	\$6,984,924	\$59,641,475
Total	\$64,550,295	\$117,206,846
Multiplier	1.12	2.04
<b>Wages &amp; Salaries</b>		
Direct	\$9,010,054	\$9,010,054
Indirect & Induced	\$5,157,788	\$20,534,939
Total	\$14,167,842	\$29,544,993
<b>Employment</b>		
Direct	313.3	313.3
Indirect & Induced	143.5	572.7
Total	456.8	886.0
Multiplier	1.46	2.83
<b>Taxes</b>		
Federal	\$4,237,970	\$8,756,872
Provincial	\$13,164,772	\$17,186,253
Local	\$3,327,920	\$4,620,294
Total	\$20,730,662	\$30,563,419
<b>Imports</b>		
From Other Provinces	\$1,416,123	\$3,512,775
From Other Countries	\$3,467,770	\$8,586,315
Total	\$4,883,893	\$12,099,090

Source: Econometric Research Limited

**Table 135**  
**Tax Impacts of Incremental User Expenditures**  
**In The North-West Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$234,014	\$139,130	\$0	\$423,144
Provincial Sales Tax	\$0	\$160,795	\$0	\$160,795
Goods & Services Tax	\$80,366	\$0	\$0	\$80,366
Tariffs	\$1,973	\$0	\$0	\$1,973
Corporate Profit Taxes	\$66,503	\$45,323	\$0	\$111,826
Property & Bus. Tax	\$0	\$0	\$114,390	\$114,390
Tobacco & Liquor Tax	\$0	\$21,800	\$0	\$21,800
Registration Fees	\$0	\$39,368	\$84,842	\$424,210
<b>Total</b>	<b>\$432,856</b>	<b>\$706,416</b>	<b>\$199,232</b>	<b>\$1,338,504</b>

Source: Econometric Research Limited

**Table 136**  
**Tax Impacts of Total User Expenditures**  
**In The North-West Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$4,194,896	\$2,054,949	\$0	\$6,249,845
Provincial Sales Tax	\$0	\$2,411,715	\$0	\$2,411,715
Goods & Services Tax	\$1,384,564	\$0	\$0	\$1,384,564
Tariffs	\$29,076	\$0	\$0	\$29,076
Corporate Profit Taxes	\$914,310	\$62,076	\$0	\$1,532,386
Property & Bus. Tax	\$0	\$0	\$1,715,694	\$1,715,694
Tobacco & Liquor Tax	\$0	\$326,974	\$0	\$326,974
Registration Fees	\$0	\$10,259,773	\$2,564,943	\$12,824,716
<b>Total</b>	<b>\$6,518,846</b>	<b>\$15,674,487</b>	<b>\$4,280,637</b>	<b>\$26,474,970</b>

Source: Econometric Research Limited

**Table 137**  
**Tax Impacts of Expenditures on Durable Goods**  
**In The North-West Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$1,238,437	\$638,064	\$0	\$1,934,501
Provincial Sales Tax	\$0	\$369,436	\$0	\$369,436
Goods & Services Tax	\$328,709	\$0	\$0	\$328,709
Tariffs	\$10,990	\$0	\$0	\$10,990
Corporate Profit Taxes	\$306,650	\$208,988	\$0	\$515,638
Property & Bus. Tax	\$0	\$0	\$262,817	\$262,817
Tobacco & Liquor Tax	\$0	\$50,087	\$0	\$50,087
<b>Total</b>	<b>\$1,944,386</b>	<b>\$1,254,575</b>	<b>\$262,817</b>	<b>\$3,471,778</b>

Source: Econometric Research Limited

**Table 138**  
**Tax Impacts of Trail Construction**  
**In The North-West Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$4,750,410	\$2,327,078	\$0	\$7,077,488
Provincial Sales Tax	\$0	\$2,323,350	\$0	\$2,323,350
Goods & Services Tax	\$1,072,232	\$0	\$0	\$1,072,232
Tariffs	\$29,348	\$0	\$0	\$29,348
Corporate Profit Taxes	\$638,426	\$435,100	\$0	\$1,073,526
Property & Bus. Tax	\$0	\$0	\$1,652,831	\$1,652,831
Tobacco & Liquor Tax	\$0	\$314,993	\$0	\$314,993
<b>Total</b>	<b>\$6,490,416</b>	<b>\$5,400,521</b>	<b>\$1,652,831</b>	<b>\$13,543,768</b>

Source: Econometric Research Limited

**Table 139**  
**Tax Impacts of Trail Maintenance**  
**In The North-West Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$214,383	\$105,020	\$0	\$319,403
Provincial Sales Tax	\$0	\$108,012	\$0	\$108,012
Goods & Services Tax	\$48,272	\$0	\$0	\$48,272
Tariffs	\$1,351	\$0	\$0	\$1,351
Corporate Profit Taxes	\$28,624	\$19,515	\$0	\$48,149
Property & Bus. Tax	\$0	\$0	\$76,840	\$76,840
Tobacco & Liquor Tax	\$0	\$14,644	\$0	\$14,644
<b>Total</b>	<b>\$292,640</b>	<b>\$247,191</b>	<b>\$76,840</b>	<b>\$616,671</b>

Source: Econometric Research Limited

**Table 140**  
**Tax Impacts of All Recurrent Expenditures**  
**In The North-West Region**  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$5,707,716	\$2,796,033	\$0	\$8,503,749
Provincial Sales Tax	\$0	\$2,889,163	\$0	\$2,889,163
Goods & Services Tax	\$1,761,545	\$0	\$0	\$1,761,545
Tariffs	\$41,017	\$0	\$0	\$41,017
Corporate Profit Taxes	\$1,246,594	\$849,579	\$0	\$2,096,173
Property & Bus. Tax	\$0	\$0	\$2,055,351	\$2,055,351
Tobacco & Liquor Tax	\$0	\$391,705	\$0	\$391,705
Registration Fees	\$0	\$10,259,773	\$2,564,943	\$12,824,716
<b>Total</b>	<b>\$8,756,872</b>	<b>\$17,086,253</b>	<b>\$4,620,294</b>	<b>\$30,463,419</b>

Source: Econometric Research Limited

**Table 129**  
 Total Economic Impact of  
 All Incremental User Expenditures  
 In Ontario  
 (2003 Dollars)

	Total All Regional Impacts	Ontario
<b>Initial Expenditure</b>	\$143,571,856	\$143,571,856
<b>Value Added</b>		
Direct	\$74,236,320	\$74,236,320
Indirect & Induced	\$28,044,957	\$78,538,755
Total	\$102,281,277	\$152,775,075
Multiplier	0.71	1.06
<b>Gross Output</b>		
Direct	\$143,571,856	\$143,571,856
Indirect & Induced	\$28,668,945	\$147,739,024
Total	\$172,240,801	\$291,310,880
Multiplier	1.20	2.03
<b>Wages &amp; Salaries</b>		
Direct	\$26,692,303	\$26,692,303
Indirect & Induced	\$17,709,381	\$44,232,088
Total	\$44,401,684	\$70,924,391
<b>Employment</b>		
Direct	1,163	1,163
Indirect & Induced	504	1,161
Total	1,667	2,324
Multiplier	1.43	2.00
<b>Taxes</b>		
Federal	\$13,574,764	\$21,191,046
Provincial	\$39,112,687	\$47,201,658
Local	\$9,767,823	\$12,793,034
Total	\$62,455,274	\$81,185,738
<b>Imports</b>		
From Other Provinces	\$4,599,585	\$9,027,123
From Other Countries	\$10,396,361	\$19,705,449
Total	\$14,995,946	\$28,732,572

Source: Econometric Research Limited

**Table 130**  
 Total Economic Impact of  
 All Total User Expenditures  
 In Ontario  
 (2003 Dollars)

	Total All Regional Impacts	Ontario
<b>Initial Expenditure</b>	\$1,888,234,151	\$1,888,234,151
<b>Value Added</b>		
Direct	\$747,753,810	\$747,753,810
Indirect & Induced	\$534,367,231	\$1,225,585,394
Total	\$1,282,121,041	\$1,973,339,204
Multiplier	0.68	1.05
<b>Gross Output</b>		
Direct	\$1,888,234,151	\$1,888,234,151
Indirect & Induced	\$677,524,679	\$2,314,979,454
Total	\$2,565,758,830	\$4,203,213,605
Multiplier	1.36	2.23
<b>Wages &amp; Salaries</b>		
Direct	\$341,387,720	\$341,387,720
Indirect & Induced	\$330,943,820	\$699,769,039
Total	\$672,331,540	\$1,041,156,759
<b>Employment</b>		
Direct	14,682	14,682
Indirect & Induced	9,178	18,530
Total	23,860	33,212
Multiplier	1.63	2.26
<b>Taxes</b>		
Federal	\$200,785,115	\$303,995,565
Provincial	\$354,605,747	\$462,639,729
Local	\$89,197,776	\$129,409,496
Total	\$644,588,638	\$896,044,790
<b>Imports</b>		
From Other Provinces	\$80,933,135	\$142,776,894
From Other Countries	\$185,269,741	\$312,807,921
Total	\$266,202,876	\$455,584,815

Source: Econometric Research Limited

**Table 131**  
 Total Economic Impact of  
 All Expenditures on Durable Goods  
 In Ontario  
 (2003 Dollars)

	Total All Regional Impacts	Ontario
<b>Initial Expenditure</b>	\$432,777,728	\$432,777,728
<b>Value Added</b>		
Direct	\$83,021,502	\$99,159,591
Indirect & Induced	\$108,514,407	\$348,790,046
Total	\$191,535,909	\$447,949,637
Multiplier	0.44	1.04
<b>Gross Output</b>		
Direct	\$432,777,728	\$432,777,728
Indirect & Induced	\$177,212,087	\$522,903,595
Total	\$609,989,815	\$955,681,323
Multiplier	1.41	2.21
<b>Wages &amp; Salaries</b>		
Direct	\$53,502,540	\$60,389,540
Indirect & Induced	\$64,184,789	\$214,722,654
Total	\$117,687,329	\$275,112,194
<b>Employment</b>		
Direct	2,326	2,574
Indirect & Induced	1,754	6,603
Total	4,080	9,093
Multiplier	1.75	3.53
<b>Taxes</b>		
Federal	\$34,125,828	\$77,942,578
Provincial	\$21,893,782	\$50,724,194
Local	\$4,431,881	\$10,794,767
Total	\$60,451,491	\$139,461,539
<b>Imports</b>		
From Other Provinces	\$11,526,659	\$27,395,332
From Other Countries	\$36,357,796	\$86,885,530
Total	\$47,884,455	\$114,280,862

Source: Econometric Research Limited

**Table 132**  
 Total Economic Impact of  
 Trail Construction  
 In Ontario  
 (2003 Dollars)

	Total All Regional Impacts	Ontario
<b>Initial Expenditure</b>	\$200,586,353	\$200,586,353
<b>Value Added</b>		
Direct	\$103,327,467	\$103,327,467
Indirect & Induced	\$46,384,731	\$144,219,717
Total	\$149,712,198	\$247,547,184
Multiplier	0.75	1.23
<b>Gross Output</b>		
Direct	\$200,586,353	\$200,586,353
Indirect & Induced	\$81,285,304	\$283,097,975
Total	\$281,871,657	\$483,684,328
Multiplier	1.41	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$81,303,658	\$81,303,658
Indirect & Induced	\$30,578,314	\$86,148,357
Total	\$111,881,972	\$167,452,015
<b>Employment</b>		
Direct	1,487	1,487
Indirect & Induced	763	2,201
Total	2,250	3,688
Multiplier	1.51	2.48
<b>Taxes</b>		
Federal	\$28,369,423	\$44,106,245
Provincial	\$23,317,082	\$36,695,668
Local	\$7,014,706	\$11,225,042
Total	\$58,701,211	\$92,026,955
<b>Imports</b>		
From Other Provinces	\$8,352,669	\$14,198,476
From Other Countries	\$25,247,518	\$40,954,578
Total	\$33,600,187	\$55,153,054

Source: Econometric Research Limited

**Table 133**  
 Total Economic Impact of  
 Trail Maintenance  
 In Ontario  
 (2003 Dollars)

	Total All Regional Impacts	Ontario
<b>Initial Expenditure</b>	\$9,117,563	\$9,117,563
<b>Value Added</b>		
Direct	\$4,599,163	\$4,599,163
Indirect & Induced	\$1,297,904	\$6,561,616
Total	\$5,897,067	\$11,160,779
Multiplier	0.65	1.22
<b>Gross Output</b>		
Direct	\$9,117,563	\$9,117,563
Indirect & Induced	\$2,410,638	\$12,836,856
Total	\$11,528,201	\$21,954,419
Multiplier	1.26	2.41
<b>Wages &amp; Salaries</b>		
Direct	\$3,649,959	\$3,649,959
Indirect & Induced	\$800,050	\$3,922,225
Total	\$4,450,009	\$7,572,184
<b>Employment</b>		
Direct	67	67
Indirect & Induced	19	100
Total	86	166
Multiplier	1.29	2.49
<b>Taxes</b>		
Federal	\$1,101,463	\$1,988,804
Provincial	\$967,923	\$1,679,706
Local	\$313,988	\$521,850
Total	\$2,383,374	\$4,190,360
<b>Imports</b>		
From Other Provinces	\$359,506	\$651,759
From Other Countries	\$1,084,586	\$1,885,375
Total	\$1,444,092	\$2,537,134

Source: Econometric Research Limited

**Table 134**  
 Economic Impact of  
 All Recurrent Expenditures  
 In Ontario  
 (2003 Dollars)

	Total All Regional Impacts	Ontario
<b>Initial Expenditure</b>	\$2,330,129,442	\$2,330,129,442
<b>Value Added</b>		
Direct	\$835,374,475	\$851,512,564
Indirect & Induced	\$644,179,542	\$1,580,937,056
Total	\$1,479,554,017	\$2,432,449,620
Multiplier	0.63	1.04
<b>Gross Output</b>		
Direct	\$2,330,129,442	\$2,330,129,442
Indirect & Induced	\$857,147,404	\$2,850,719,905
Total	\$3,187,276,846	\$5,180,849,347
Multiplier	1.37	2.22
<b>Wages &amp; Salaries</b>		
Direct	\$398,540,219	\$405,427,219
Indirect & Induced	\$395,928,659	\$918,413,918
Total	\$794,468,878	\$1,323,841,137
<b>Employment</b>		
Direct	17,075	17,322
Indirect & Induced	10,951	25,233
Total	28,026	42,471
Multiplier	1.64	2.45
<b>Taxes</b>		
Federal	\$236,012,406	\$383,926,947
Provincial	\$377,467,452	\$515,043,629
Local	\$93,943,645	\$140,726,113
Total	\$707,423,503	\$1,039,696,689
<b>Imports</b>		
From Other Provinces	\$92,819,300	\$170,823,985
From Other Countries	\$222,712,123	\$401,578,826
Total	\$315,531,423	\$572,402,811

Source: Econometric Research Limited

**Table 135**  
**Total Tax Impacts of Incremental User Expenditures**  
 In Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$13,614,863	\$6,660,495	\$0	\$20,284,348
Provincial Sales Tax	\$0	\$7,460,592	\$0	\$7,460,592
Goods & Services Tax	\$4,375,981	\$0	\$0	\$4,375,981
Tariffs	\$92,737	\$0	\$0	\$92,737
Corporate Profit Taxes	\$3,107,475	\$2,117,806	\$0	\$5,225,281
Property & Bus. Tax	\$0	\$0	\$5,307,465	\$5,307,465
Tobacco & Liquor Tax	\$0	\$1,011,487	\$0	\$1,011,487
Registration Fees	\$0	\$29,942,278	\$7,465,599	\$37,427,847
<b>Total</b>	<b>\$21,191,046</b>	<b>\$47,201,658</b>	<b>\$12,770,064</b>	<b>\$81,162,738</b>

Source: Econometric Research Limited

**Table 136**  
**Total Tax Impacts of Total User Expenditures**  
 In Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$200,587,219	\$89,261,437	\$0	\$289,848,656
Provincial Sales Tax	\$0	\$108,226,045	\$0	\$108,226,045
Goods & Services Tax	\$55,265,194	\$0	\$0	\$55,265,194
Tariffs	\$1,469,103	\$0	\$0	\$1,469,103
Corporate Profit Taxes	\$46,674,049	\$1,809,303	\$0	\$48,483,352
Property & Bus. Tax	\$0	\$0	\$76,892,007	\$76,892,007
Tobacco & Liquor Tax	\$0	\$14,672,989	\$0	\$14,672,989
Registration Fees	\$0	\$209,689,955	\$52,417,489	\$262,107,444
<b>Total</b>	<b>\$303,995,565</b>	<b>\$462,639,729</b>	<b>\$129,409,496</b>	<b>\$896,044,790</b>

Source: Econometric Research Limited

**Table 137**  
**Total Tax Impacts of Expenditures on Durable Goods**  
 In Ontario  
 (2003 Dollars)

	Federal	Provincial	Local	Total
Personal Income Tax	\$53,199,339	\$26,060,700	\$0	\$79,260,039
Provincial Sales Tax	\$0	\$15,173,977	\$0	\$15,173,977
Goods & Services Tax	\$13,415,955	\$0	\$0	\$13,415,955
Tariffs	\$421,851	\$0	\$0	\$421,851
Corporate Profit Taxes	\$10,905,433	\$7,432,271	\$0	\$18,337,704
Property & Bus. Tax	\$0	\$0	\$10,794,767	\$10,794,767
Tobacco & Liquor Tax	\$0	\$2,157,246	\$0	\$2,157,246
<b>Total</b>	<b>\$77,942,578</b>	<b>\$50,724,194</b>	<b>\$10,794,767</b>	<b>\$139,461,539</b>

Source: Econometric Research Limited