

## Important information about Headways and Travel Times file for Ridership Forecasts

April 21, 2010

Californians Advocating Responsible Rail Design (CARRD) has obtained additional ridership forecast information from MTC that was previously unpublished. The information obtained is believed to be the actual **headways** and **travel times** used in the ridership forecasting.\* This information has significant implications because they form part of the basis for the decision to select the Pacheco Pass over the Altamont Pass. The information is posted on our website [www.calhsr.com](http://www.calhsr.com).

*\*We have submitted the files to the High Speed Rail Authority and their consultants to verify that these are the actual numbers used in their models, but they have not yet replied. This information is relevant to the Program Level EIR for the Bay Area to Central Valley and given that the deadline to comment on this document is April 26, 2010; we hope they respond quickly.*

### Are these definitely the numbers used in the analysis?

NO. CARRD obtained this data by actually visiting MTC's offices and sitting with a staff member who used a special software program called Cube to create the files we incorporated in the spreadsheet. The original files were in the right place with the right dates and the right names and seem consistent with the forecasts but since the software has no audit capacity it is hard to be 100% sure. Jeff Barker of the Authority has previously stated that this information was available since 2007. However, if this is indeed the information that was used, the public could not access the information without having the specialized software to read the files.

### What is headway? What is peak and what is off-peak?

Headway is the number of minutes between trains. If there is a train twice an hour, the headway would be 30 minutes. Peak travel is any travel in the morning rush hour and evening rush hour (approximately 6 hours total). Off-peak is travel during the time before, between and after these hours (assumed to be 10 hours).

### Why are these numbers important?

This information is different from the previously published information. These data points were the key inputs for the ridership model used to answer to the Altamont vs. Pacheco routing question.

There are oddities such as large differences between peak and non-peak HSR schedules that don't appear in the air travel schedules (no difference) and the existing rail services (much lower differences). Some intermediate stations like Millbrae and Norwalk had very poor service. Everyone other than commuters and business travelers had to travel during non-peak hours. People who lived one mile closer to a station with infrequent service than one with frequent service were assumed to only travel from the one with infrequent service.

All of these have the effect of "sand-bagging" the Altamont route. It is our understanding that the Authority's consultants made significant changes to the schedule AFTER this study was complete.