

Attachment A

The following lists identify the data collected and modeled to determine the potential volumes of traffic that might be eligible to use the ExpressLanes, and, under the different scenarios, that might potentially switch to the ExpressLanes.

Data collected included:

- Actual traffic and revenue by direction on the I-10 ExpressLanes for Saturdays and Sundays by each individual day for 2015;
- Actual traffic by hour and direction in the General Purpose (GP) lanes for Saturdays and Sundays by each individual day for 2015;
- Existing HOVs in the General Purpose lanes on Saturdays and Sundays via two weekend field surveys;
- Travel frequency data on typical weekends; and
- Origin and destination trip patterns on the I-10 general purpose lanes.

Existing conditions were modeled in order to:

- Determine amount of actual HOV and SOV volumes in the ExpressLanes and GP lanes (to determine overall volumes in the corridor);
- Determine origin and destination travel patterns in the corridor (to determine those who by nature of their travel patterns and the locations of ingress/egress of the ExpressLanes could potentially switch to the ExpressLanes);
- Determine travel frequency of potential ExpressLanes users (to determine different potential usage of ExpressLanes by frequency of travel category);
- Determine amount of actual HOV and SOV traffic in the ExpressLanes lanes (to determine potential capacity available in the ExpressLanes);
- Assign 'potential' (those who may switch) traffic to the ExpressLanes (based on volumes, origin and destination patterns, travel frequency, and available capacity); and
- Assign 'diverted' (those estimated to switch) HOV and SOV traffic to the ExpressLanes.