

# DRAFT Six proposed priority corridors represent >60% of daily truck vehicle miles travelled



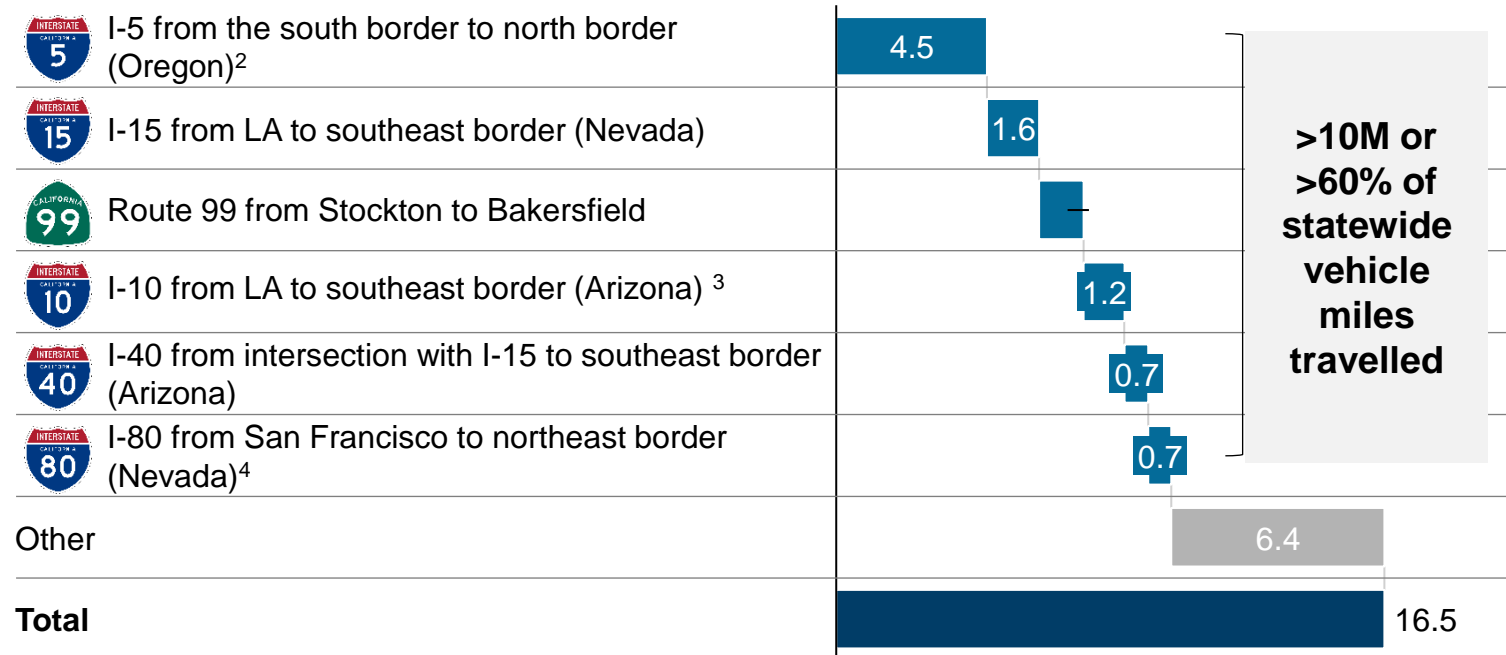
AS OF 02/02/2023

ILLUSTRATIVE & PRELIMINARY – FOR DISCUSSION



## Priority corridors for consideration (Ordered by VMT<sup>1</sup> – 2022 projected)

## Daily VMT on high-volume FAF links by corridor, Million miles



Source: Highway Performance Monitoring System (Federal Highway Administration), Freight Analysis Framework (Bureau of Transportation Statistics)

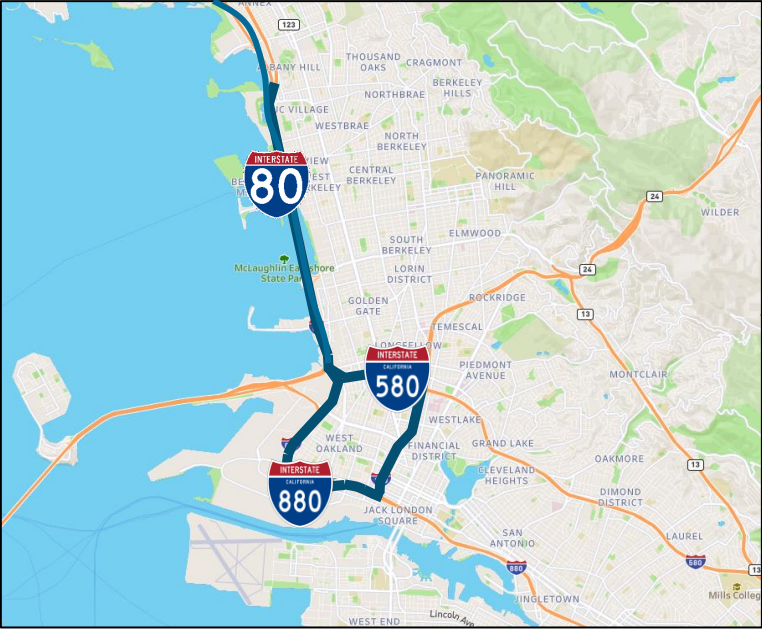
**Further consideration of high truck vehicle volume but low VMT or <50-mile corridors may be necessary to complete charging and/or refueling infrastructure**

1. Vehicle miles travelled
2. The I-5 corridor includes the I-710 where it connects I-5 to the ports of Los Angeles and Long Beach, and the segments of I-405 and Highway 1 that connects I-10 and I-710 near the San Pedro Bay Ports. This corridor also includes the local roads that connect the I-5 to the Port of San Diego and to the US/Mexico border.
3. The I-10 corridor includes the short segment of SR-47 that connects I-10 to the Port of Los Angeles, and the segments of I-405 and Highway 1 that connects I-10 and I-710 near the San Pedro Bay Ports.
4. The I-80 corridor includes the short segments of I-580 and I-880 that connect I-80 to the Port of Oakland.

# DRAFT Key connecting routes at the origin or destinations of the 6 proposed corridors, especially at CA ports, are part of the proposed corridors

AS OF 02/09/2023 ILLUSTRATIVE & PRELIMINARY – FOR DISCUSSION

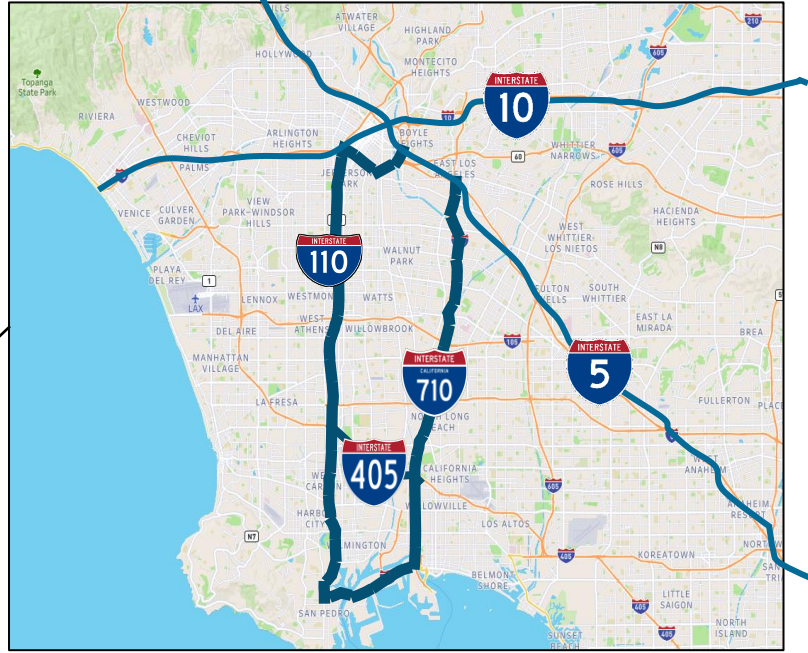
## PORT OF OAKLAND



The I-80 corridor includes the short segments of I-580 and I-880 that connect I-80 to the Port of Oakland.



## SAN PEDRO BAY PORTS



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