

FOLLOW THAT... Highlighter

*An illuminating, multimodal
adventure that jumps off the page!*



Compliments of:

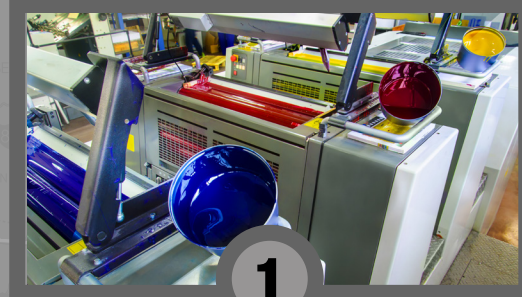
CAGTC

Coalition for America's
Gateways & Trade Corridors

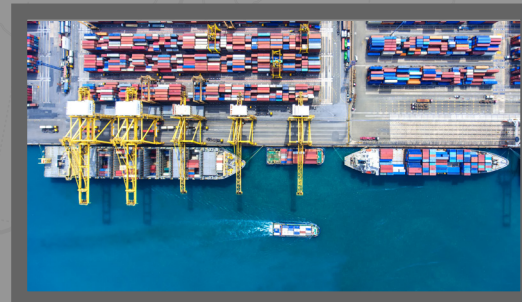
www.tradecorridors.org

202.828.9100

Departure Point:
**COMPONENT
MANUFACTURING
FACILITY, FRANCE**



Highlighter ink is produced
in France.



Ink travels by **SHIP**, bound for the
United States.



Arrival Point:
**COMPONENT
MANUFACTURING
FACILITY, USA**



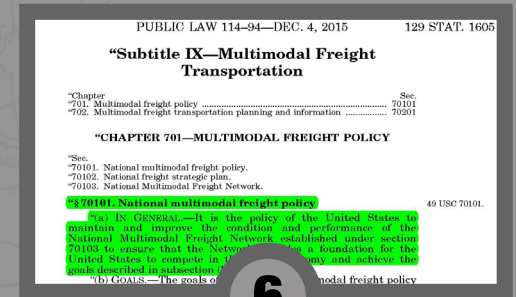
Ink arrives at a Southeast U.S. seaport and is
moved by **TRUCK** to a manufacturing facility,
where it is injected into
American-made highlighters.



Assembled highlighters travel across state
lines by **TRUCK**, heading to a Mid-Atlantic
distribution center.



Final Destination:
Washington, D.C.



Packaged highlighters are delivered by
TRUCK to an office supply store, ready
for purchase.

**Freight needs won't
fade away! Robust
investment is
necessary to
underpin the
national economy**

**A strong Federal role is
required to make strategic
planning and investment
decisions facilitating
international and
interstate commerce.**

FREIGHT INFRASTRUCTURE NEEDS ARE MULTIMODAL

Aging and insufficient infrastructure in our metropolitan and rural areas hinders the efficient movement of goods and people resulting in reduced air quality and increased transportation costs. Many metro and rural areas require infrastructure improvements and capacity enhancements to ensure goods reach their intended destination efficiently and with minimal negative impacts on communities.

Freight moves across the country and local negative impacts are felt nationally. Grade separations alleviate congestion, allowing efficient road freight movement reducing costly delays to consumers and businesses and negative health and safety impacts felt by communities traversed by freight traffic.



On-dock rail allows goods to transfer directly from ship to a train for direct connection with a distribution network, avoiding extra costly, inefficient movements.

ITS technology maximizes efficient freight movement by enhancing the reliability and security of goods movement.

First and last mile connectors serve significant freight facilities throughout the nation, including highways, seaports, airports, and intermodal terminals. They often link modes and, when sufficiently maintained, provide a smooth transition that results in significant cost and time savings for transportation users.



FEDERAL PRIORITIES

We ask Congress and the Administration to take the following steps:

- Authorize at least \$2 billion annually above current levels in dedicated, sustainable, and flexible funding for multimodal freight projects, through INFRA or a similar, competitive grant program with merit-based criteria focused on project outcomes;
- Establish a national strategy to guide long-term freight planning and ensure focus and coordination at the Federal level;
- Expedite the development and delivery of projects and activities that improve and facilitate the safe and efficient movement of goods;
- Strengthen freight planning and project development through a partnership with the private sector; and,
- Commit to exploring sustainable sources of revenue across all modes.



COALITION MEMBERS INCLUDE:



Key members of the railroad and trucking industries



Major ports, airports, border communities and trade corridors



Leading transportation trade associations



State and local agencies and individual companies

The Coalition for America's Gateways and Trade Corridors (CAGTC) is a diverse coalition of more than 60 public and private organizations dedicated to increasing federal investment in America's intermodal freight infrastructure. In contrast to single mode interests, CAGTC's main mission is to promote a seamless goods movement transportation system across all modes to enhance capacity and economic growth.

For more information on the Coalition for America's Gateways and Trade Corridors, please visit www.tradecorridors.org