Sugar cane is harvested in Florida, placed onto a truck and taken to a refinery. Refined sugar is transferred to a train for cross-country travel to a confectionary facility. Sugar arrives at an Illinois confectionary facility where it is combined with other ingredients to produce bubble gum. Bubble gum is packaged and leaves the facility by truck. Bubble gum arrives at the National Baseball Hall of Fame—ready for chewing!

A gummed up freight network hurts the U.S. economy. Strategic investment is needed so our goods don’t get stuck!
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 and reducing costly delays to consumers and businesses as well as negative health and safety impacts felt by communities traversed by freight traffic.

On-dock rail allows goods to transfer directly from ship to 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.

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

- Authorize at least $12 billion annually 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.

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 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.