Economy Frontline

1. Congestion inevitable – mass transit passengers re-establish equilibrium

Joshua Arbury (rincipal Transport Planner at Auckland Council, Past, Heritage Advisor - Planning at NZ Historic Places Trust, Consulant Planner at Resource & Environmental Management Ltd.) 10/30/09

(“Could congestion be a good thing?”, <http://transportblog.co.nz/2009/10/30/could-congestion-be-a-good-thing/>) chip

This brings us back to the existence of ‘time savings benefits’, and also issues like induced demand that traffic planners and engineers tend to ignore because they upset the simplistic world of “predict and provide” they live in. Fortunately, there are a few smart thinkers out there who have looked at this issue more closely – including a guy called J.M. Thompson in a book called “Great Cities and their Traffic” – who outlines the following (quoted from Mees’s book):¶ Where a road and a rail system compete for patrons, Thompson argues that there will be an equilibrium between the two travel modes which ensures that they are of roughly equal quality. An increase in traffic on the road would raise travel times, encouraging some motorists to shift to public transport, a reduction in traffic would attract passengers from public transport until congestion rises to re-establish equilibrium. This equilibrium can be upset by changes to the quality of either mode. Improving the road system will produce a decline in patraonge of the rail service. This will cause a reduction in service levels, leading to a further decline in patronage. If sufficient rail passengers shift to the road on account of the decline in service a new equilibrium will be reached in which, paradoxically, both road-users and public transport patrons experience a worse level of service than before. Investing in road improvements has actually made everyone worse off.¶ Now aside from extreme situations like horrifically crowded trains in Tokyo, generally public transport works better the more patrons it has (as increased services become viable) while roads perform better the quieter they are. Therefore, taking steps to encourage people to use public transport rather than roads – through shifting the equilibrium in that direction – is likely to result in benefits to everyone.¶ Mees concludes that perhaps the best approach to congestion is for everyone to just relax a bit. There will always be congestion in large cities, but perhaps the focus should be on providing alternatives – as in cities with well developed transport alternatives people will be able to choose whether or not to endure it. The 1993 Vancouver Long Range Transportation Plan takes a similar viewpoint:¶ Congestion is usually considered an evil; however, allowing congestion to deteriorate for single occupant vehicles is a practical method of promoting transit and carpools. More congestion for single-occupant vehicles would magnify the impact of some travel demand management. For instance, buses/carpools in high occupancy vehicle lanes will gain an edge since the relative time saved by escaping lineups will be gone.¶ In fact, I think some level of peak hour congestion is actually probably a desirable outcome. If we had a complete absence of congestion at all times it would surely be a sign of huge over-investment in the roading network (if it was even possible, remembering the effects of induced demand). Places like Paris have more congested streets than a city like Los Angeles, but I’m doubtful that Parisians have poorer access around their city than their Californian counterparts. In fact, it’s likely the opposite is true. Slower traffic encourages alternatives means of transport that are often more sustainable, it encourages shorter trips and thereby encourages higher development densities and more mixed-use development. Which are all good things.¶ In the end, I think it’s stupid, and probably even counter-productive, to attempt to eliminate congestion. Instead, perhaps it’s more prudent to plan for an optimum level of congestion – keeping in mind other environmental, economic and social goals. If we set the equilibrium at the right level, in the end we will all benefit from it.

**2. Sequestration**

Maryland Department of Transportation 2012

(“DLS Budget Analysis Issues”, <http://dbm.maryland.gov/agencies/operbudget/FY2013Testimony/J00.pdf>) chip

The sequestration process mandated by the Budget Control Act (BCA) requires Congress to ¶ reduce spending by $1.2 trillion over the next ten years. Reductions will begin in January 2013 ¶ and continue through Federal Fiscal Year (FFY) 2021. Of the $1.2 trillion, half of the savings ¶ will be derived from defense programs and half from non-defense programs. ¶ Sequestration will impact transportation programs using General Fund monies. Some programs, ¶ such as New Starts, receive all of their funding from the General Fund and will see a reduction ¶ on their entire program; others including Highway, Transit and Aviation formula programs are ¶ funded with Trust Fund monies, which are exempt from sequestration. As noted in a December ¶ 2011 Federal Funds Information for States (FFIS) report, reductions for FFY 13 would be ¶ automatically applied across the board, which could result in approximately an 8.7 percent ¶ reduction from estimated FFY 2012 levels for non-exempt programs (the actual reduction will ¶ depend on the FFY 2013 baseline). For FFY 2014 through 2021, the Congressional ¶ Appropriations Committees will have the authority to apply the annual reductions at their ¶ discretion.

3. Sequestration means economy collapse inevitable

David Scott (Congressmen of Georgia’s 13th district) 7/24/12

(“Will Congress let automatic spending cuts occur?”, <http://blogs.ajc.com/atlanta-forward/2012/07/24/will-congress-let-automatic-spending-cuts-occur/?cxntfid=blogs_atlanta_forward>) chip

The Budget Control Act of 2011 was drafted to match spending cuts with targeted revenue increases to prevent the federal government from defaulting on its debts. A short-term solution of $1 trillion in spending cuts was approved, but our long-term budget problems were not solved.¶ Unless Congress finds another way, larger automatic cuts will start. At the end of 2012, massive automatic cuts will slash $1.2 trillion from the budget over 10 years.¶ This budget time bomb, called sequestration, was created as a measure of last resort in the Budget Control Act. It was designed to be painful so that both parties would be forced to negotiate away from partisan orthodoxy on spending and taxes to find agreement on a balanced budget. Unfortunately, that did not happen and we are left with sequestration.¶ The quick enactment of such large cuts will create shock waves in the U.S. economy. I asked Federal Reserve Chairman Ben Bernanke about these cuts in a recent Financial Services Committee hearing. He responded by citing a Congressional Budget Office report that expects 1.2 million fewer jobs if sequestration is implemented.¶ Republicans are concerned about cuts to defense with little care about hits to spending for education, infrastructure or seniors.¶ I, too, care about ensuring a strong national defense, but I also care about a strong nation. These devastating cuts will cause hardships for families and local communities at a time when our economy has not fully improved.¶ Georgia will lose more than $7 million in child care development block grants, which help residents with child care expenses while they work or attend school.¶ Georgia would lose more than $15 million for Head Start and more than $30 million for special education programs. Not only will these education support programs be cut, but the teachers and child care providers also will be fired. A recent study by a George Mason University economist estimated that the state would lose more than 54,000 jobs in defense and nondefense-related jobs.¶ Republicans say they want balanced budgets, yet sign pledges to Washington lobbyists to protect tax breaks for the very wealthy and corporate special interests.¶ They vow to protect every dollar of defense spending while billions of U.S. dollars are being wasted on Afghan warlords and Pakistani armies who support the Taliban and other enemies.¶ We can find ways to carefully pare military spending and still protect America’s borders.¶ There are also ways to preserve tax cuts for middle-income families, while asking millionaires to pay the same rates they paid during the Clinton years.¶ Republicans talk a big game on defense but they don’t want to pay for it. The wars in Iraq and Afghanistan were funded with massive borrowing in the 2000s.¶ While we were sending thousands of men and women into harm’s way, we were spending our surpluses and borrowing more.¶ In addition, taxes were slashed, which created massive deficits. The fiscal situation needs to be repaired before hard-set ideologues bankrupt America.¶ I can respect people who want smaller government, but imploding our economy in the process hampers our ability to plan for future challenges in educating our children, researching new discoveries, and investing in our roads, bridges and ports.¶ We must find agreement now on how to solve these problems.¶ The Constitution was created out of a series of compromises among great leaders.¶ Not unlike today, our history is full of passionate debates on how to build a great America.¶ But it was our forbearers’ ability to work together that made our country strong. We are staring at a fiscal cliff.¶ There is still time to slow down, check our map and turn in the right direction.

**4. Economic collapse inevitable- unrealistic media preductions keep the elites on top.**

Ron Smith (an American talk radio show host on WBAL, columnist @ The Baltimore Sun) 7/15/11

(“Ron Smith: The only question now is how and when the global economy will collapse”, <http://articles.baltimoresun.com/2011-09-15/news/bs-ed-smith-debt-20110915_1_debt-ceiling-global-economy-political-elite>) chip

When considering our economic crisis, remember this: The yet unborn and those now too young to vote won't be paying off the debts piled up by the "Greatest Generation," the Baby-Boomers they sired, members of Gen X or any of their other predecessors.¶ Predicting how the future will play out is a fool's game, but I make the above prediction with great confidence. If you haven't yet grasped it, government debt in the U.S., Europe and Japan has grown to such heights that it is literally unrepayable.¶ People play with the figures all the time, but we can be confident that the actual federal debt alone is nearly $17 trillion.¶ The current system is kaput, and the financial and political elite are aware of this, but they prefer financial sleight-of-hand to revolution, which is certainly understandable. However, as we shall see pretty quickly, the game is over, and the only question now is how the collapse of the global economy will take place.¶ All of the political theater over raising the debt ceiling limit can't conceal the fact that the economy in question was built on perpetual debt, created out of thin air. Federal Reserve Chairman Ben Bernanke is wedded to the fantastical notion that creating vast new debt won't affect interest rates. He's promised to keep them at their current levels for two more years, but will the markets allow that to happen?¶ Even should the answer be yes, it does nothing to help Joe and Jill Sixpack as massive unemployment will persist and living standards will continue to fall. All the presidential exhortations to "pass this [jobs] bill now" are hollow words.¶ Job creation is a byproduct of a growing economy, not the cause of one. The wagon cannot pull the horses.¶ The debt ceiling fuss was carried out under the fictive notion that our elected representatives were desperately trying to save our bacon. The way it was represented in the major media was as a clash of disparate political beliefs, with tea party Congress critters cast as the penurious villains gumming up the finely tuned machine of governance.¶ So-called mainstream Republicans were certainly willing to do their usual surrender to the Democrats, but elections have consequences, and the 2010 election of dozens of GOP representatives resulted in a sizable bloc willing to buck the system that had gotten us into this mess in the first place.¶ In the end, though, what was delivered was just another delay of game's end. The nation's elites want the system that has allowed them to loot the economy to continue as long as possible. After all, the financial oligarchy that bought the people that ostensibly represent all of us is still flying high, though I'm certain the members of it are well aware that time is short and they'd better grab all they can before the final whistle blows.¶ Perhaps the biggest story of the week was the release of the Census Bureau's annual snapshot of living standards, which showed that median household earnings have fallen to 1996 levels and that poverty levels are up to more than 15 percent of the population. This is despite 2010 showing a growth of 3 percent in the GDP.¶ You can't fool people about their own diminished circumstances. They're living them.¶ There is a growing anti-federalism afoot, which will undoubtedly play a major role in the elections next year. Democrats are a bit shell-shocked after losing the New York special election Tuesday to fill the seat of the recently departed Anthony Weiner. New York's Ninth Congressional seat has been filled by a Democrat's bottom since 1923.¶ With President Obama's job approval ratings falling to new lows, the Democrats hope to hang onto the White House by having their rivals nominate an unelectable candidate. They think, for example, that Texas Gov. Rick Perry might be an easy target because of his comments about Social Security being a Ponzi scheme and his onetime suggestion that his state should consider secession.¶ We are warned to be careful of what we wish for, and the Democrats may find out in 2010 that what sound like wild-eyed ideas to the establishment are just what voters are looking for.

**5. Collapse inevitable- new American Socialism and unlimited corruption**

Porter Stansberry (financial publisher, creator of “The End of America”) 6/30/11

“Why a Full-Scale Economic Collapse Is Inevitable”, <http://www.dailywealth.com/1774/Why-a-Full-Scale-Economic-Collapse-Is-Inevitable>, chip

New American Socialism began with the policies of President Franklin Delano Roosevelt.¶ ¶ In 1933, FDR seized all the privately held gold in the U.S. and began creating the massive government programs necessary to implement socialism. To give you some idea of how much the federal government grew during FDR's reign, remember federal spending made up 3% of GDP in 1930 – a level that had been fairly consistent for most of America's history. Almost immediately after his election, he tripled federal spending to more than 10% of GDP. And by the time he died in office, federal spending reached 44% of GDP – an all-time high.¶ ¶ As everyone should know by now, the promises of socialism aren't affordable. Robbing Peter to pay Paul is inefficient and kills Peter's incentives. The result is usually economic stagnation, depression, and eventually a crisis that frees people from the government's confiscatory repression.¶ ¶ Because America was the only large economy standing after World War II, it took much longer than usual for the problems of socialism to appear in our economy. Also, the government scaled back many of FDR's policies during the post-war boom. In winning the war, we also won a generation of economic spoils.¶ ¶ All this changed in the 1960s.¶ ¶ Lyndon Johnson had delusions of government-led grandeur. His ideas of a "Great Society" and "Model Cities," along with an expensive foreign war (Vietnam), were a recipe for massive new debts and an increasing role for government in all aspects of American life.¶ ¶ These policies led to an acute funding problem in 1971, because the debts of socialism couldn't be financed with gold-backed money. It was far too expensive. And so we began a new kind of socialism... the New American Socialism.¶ ¶ What happened in 1971? The size of America's government deficits forced us to abandon gold. After World War II, the U.S. dollar became the world's reserve currency. In exchange for placing the dollar at the center of the world's economy, we made a solemn promise to always exchange the U.S. dollar for gold at $35 an ounce.¶ ¶ Nixon broke that promise, calling our creditors "global speculators" and telling them to go pound sand.¶ ¶ This move away from gold severed the fundamental tie between our economy and our money. Without the link to gold, bank reserves could be created by fiat. And they were. This led to a huge expansion of our money supply and our debts.¶ ¶ The power to use this debt and to control the creation of new money is the most powerful factor in our economy. The government can now create unlimited amounts of credit to control the U.S. economy. This bestows favored status on certain companies – notably banks. This lies at the core of our economy's structure. It is how fiat money privatizes the benefits of New American Socialism.¶ ¶ Most Americans simply don't understand our historic tie to gold made it impossible for the banking system to grow beyond clear boundaries. Gold limited the amount of currency in circulation, which, in turn, restricted how much money banks could lend. Under the gold standard, the maximum total debt-to-GDP ratio was limited to around 150%. But as soon as we broke the tie to gold, our total debt-to-GDP ratio began to grow. It's now close to 400%.¶ ¶ Without the tie to gold, the amount of economic mischief our government could engineer became practically limitless. No social goal was too absurd... no war too expensive... and no government insurance scheme too patently self-serving not to finance.¶ ¶ ¶ Today, New American Socialism has spread like a cancer throughout our country, afflicting industry after industry.¶ ¶ Like a cancer, once it infects an industry, it metastasizes from company to company in that sector. Suddenly, businesses cannot function without massive government aid. These corporate wards of the State weigh down the rest of our economy... making us weaker and less competitive and dragging us further into debt.¶ ¶ Keep in mind, this New American Socialism I'm talking about isn't called socialism at all. It goes by many names. It's been called "compassionate conservatism." It's been called "joint public-private enterprise." It's been called "government insurance."¶ ¶ I've been studying it for many years – finding it in one company after another. I've actually preferred having it in many of the stocks I've recommended over the years because it tends to be good for investors.¶ ¶ That's the most insidious thing about New American Socialism: It's a form of socialism that leaves the profit motive in place.¶ ¶ That's why the New American Socialism has grown decade after decade. That's why it continues to be heavily promoted by almost every mainstream media outlet and both political parties.¶ ¶ It leads to a kind of corruption I believe will be impossible to stop without a full-scale economic collapse.

6. Economic decline inevitable- sequestration of military and infrastructure

Brian Darling (a senior fellow in government studies at The Heritage Foundation, a conservative think-tank based in Washington, D.C. Darling has been involved in U.S. politics since the early 1990s, in roles as a congressional aide, lobbyist and legal counsel) 5/7/12

(“To Sequester or Not to Sequester: That is the Question”, <http://townhall.com/columnists/briandarling/2012/05/07/to_sequester_or_not_to_sequester__that_is_the_question/page/full/>) chip

Many in Congress don’t believe in Ronald Reagan’s idea of “Peace through Strength.” Our nation needs to spend roughly 4% of Gross Domestic Product (GDP) on defense to be able to preserve freedom. President Obama’s budget envisions chopping defense spending down to about 2.5% of GDP by 2022, and this does not account for the sequestration. Yet American liberals seem intent on using cuts to missile defense and other defense infrastructure programs as a means to curry favor with our enemies and to pay for liberal domestic priorities.¶ Rep. Paul Ryan (R-Wis.) is fighting to undo the ill-advised agreement that lead to the debt limit increase. His “Sequester Replacement Act,” H.R. 4966, is being considered this week by the House Budget Committee, in anticipation of full House consideration. After the House passes this legislation, it will take up another bill to replace, among other cuts, the defense cuts with mandatory non-defense cuts over the next decade and discretionary cuts for Fiscal Year 2013.¶ Clearly, there is waste in the defense budget, yet scheduled cuts will do nothing to get rid of specific instances of waste, fraud and abuse in the Pentagon. In July of 2011, Sen. Tom Coburn (R-Okla.) put out a plan titled Back in Black with over $1 trillion in defense cuts. Senator Coburn is correct to argue that “the Department of Defense can and must play a role in bringing our budgets into balance.” Many conservatives, me included, don’t agree with all of Coburn’s proposed cuts, but he puts some common sense cuts on the table.¶ Coburn points out that the federal government could save $9.1 billion over 10 years by consolidating the administration of 252 grocery stores run by the Defense Commissary Agency and retail stores. The Senator also found $10 billion in savings by closing down the Domestic Dependent Elementary and Secondary Schools (DDESS). There is no rationale for having military-run schools in the United States.¶ The problem with the sequester is that the Defense Department will not include Coburn’s ideas for cuts. Sequestration will hurt major modernization programs of the Department of Defense. The Heritage Foundation identified over $200 billion in cuts in the Saving the American Dream plan, but because we have underinvested in modernizing for so long that we need to take any savings and reinvest that money in defense -- not take it off the top line.¶ Rep. Buck McKeon (R-Calif.), chairman of the House Armed Services Committee (HASC), put out a fact sheet arguing that the Sequester would be “catastrophic” and an “unacceptable risk” with “disastrous consequences for soldiers, veterans, national security, and the economy.” Rep. Randy Forbes (R-Va.), chairman of the HASC Readiness Subcommittee, is looking for ways to protect ships, military vehicles and aircraft from being sequester targets.¶ Forbes introduced H. Res. 441 arguing that further reductions in core national security funding will harm U.S. interests. The resolution memorializes the fact that decisions on cuts will not be based on “an assessment of the threats” faced, but on “budgetary pressure.” With our military in dire need of modernization, this is not the time for politically motivated cuts.

2NC Economy

\*\*\*Congestion Defense

Attempts to solve congestion are only temporary - re-congestion and auto mobility incentives

NATIONAL POLICY CONFERENCE 1994

(“INTELLIGENT TRANSPORTATION SYSTEMS AND THE ENVIRONMENT”, <http://ntl.bts.gov/lib/16000/16000/16019/PB2000102159.pdf>) chip

In the absence of transportation demand management and pricing¶ strategies, major investments in areawide computerized traffic signal systems of this sort will¶ tend to encourage more driving, rather than less. While in the short run this may reduce air¶ pollution emissions and energy use, these reductions will tend to be ephemeral, as traffic¶ growth will soon recongest the system at higher volumes of traffic, leading to more, not less¶ pollution and energy use, and even greater automobile dependence. Thus, these expensive¶ systems should be implemented together with “smart card” based road and parking pricing¶ systems to ensure that environmental gains from the technology are not lost in uncontrolled¶ traffic growth. This Traffic Control system description is too oriented too “areawide¶ optimization of traffic movement.” These systems should not optimize traffic movement, but¶ overall transportation system goal attainment, including goals for mode shift towards walking,¶ bicycling, and transit. This means sometimes compromising vehicle throughput in order to¶ ensure that pedestrians have enough time to cross the street but are not overly inconvenienced¶ by excessively long traffic signal cycles. This means providing transit vehicles with¶ capabilities for traffic signal pre-emption, even if this disrupts traffic green waves. This¶ means providing bicycle-sensitive loop detectors and quick-response special pedestrian and¶ bicycle traffic signal request buttons with priority for such non-motorized travelers needing to¶ cross streets, as is done in the Netherlands and other parts of Europe. Special sound systems¶ should be installed as part of pedestrian crossing traffic signals in neighborhoods where¶ visually disabled individuals live, as in Japanese cities.

Disaster Response Frontline

1. Their Kerchner evidence says impact mitigation as well as response and recovery are key to resolving natural disasters, but ITS only enables faster response and evacuation.

2. The chance of dying to a natural disaster is miniscule

Britt 5

(Robert Roy Britt, reporter, “The Odds of Dying”, January 6, 2005, Live Science, “http://www.livescience.com/3780-odds-dying.html) aw

When major catastrophes strike, like the recent Asian earthquake and tsunami, the mass deaths can lead one to think that natural disasters are the most likely way people can die. Not by a long shot. According to the National Center for Health Statistics, the leading causes of death in the United States are, in this order, heart disease, cancer, stroke, chronic lower respiratory diseases, and "accidental injury," a broad category that includes a lot of stuff that just happens. You are more likely to commit suicide or fall to your death than be killed by a tsunami or any natural disaster, the odds say. [See Table] Update, Jan. 20, 2005 A new report finds that cancer became the leading killer of Americans under 85, based on 2002 data. That report [story here] is not reflected in this article. In less advanced countries, where residents often live in poverty and huddle near the sea or in poorly constructed houses, tsunamis, floods and earthquakes are a more looming threat. But even in such locales, there are far greater risks over the course of a lifetime. Nature's power There are no formal estimates on the risk of death by tsunami, because they occur so infrequently. About 2,200 died in a Papua New Guinea tsunami in 1998; roughly 8,000 in the Philippines in 1976, about 120 in Hawaii and California in 1964. You have to go back to 1896 -- 27,000 deaths in Japan -- to find one that even approached the 150,000-plus scale of the Asian disaster on Dec. 26, 2004. Michael Paine, of the Planetary Society Australian Volunteers, monitors and calculates risks of low-frequency events like asteroid impacts and tsunamis. He estimates the odds of a tsunami being the average coastal dweller's cause of death, globally speaking, are around 1-in-50,000. For the average citizen in the United States, given that many don't live near the coast, the chances are 1-in-500,000 or even perhaps less likely. Paine stressed this is a very rough estimate. The real odds drop to zero, of course, if you live in the mountains and never visit the shore. In fact, that sort of risk management -- intentional or not -- goes for many things. Frequent flyers are more likely to die in a plane crash than someone who never flies. A Californian is at greater risk from earthquakes than someone in Minnesota. Tsunami Special Report Risk of a Megatsunami How They Work Tsunamis in History New Photo Gallery Overall, global deaths from sudden natural disasters -- things Nature dishes out over moments, hours or days -- have been on the decline in recent years, with the exception of 2003 and 2004. Officials credit better warnings and swifter response to help victims. In 2003, the last year for which worldwide deaths have been tabulated by the Red Cross, natural disasters killed 76,000 people. The figure was skewed by two events: a heat wave in Europe that overcame more than 22,000 and an earthquake in Iran that killed upwards of 30,000. (Earthquakes kill roughly 10,000 people every year, on average.)

3. Evacuation facilitation and first response capabilities irrelevant – strained FEMA resources

Mayer and DeBosier 10

 (Matt Mayer, former U.S. Department of Homeland Security official and Mark, writer for heritage, april 13th, “Federalizing disasters weakens FEMA Hurts Americans Hit by catastrophes, <http://www.heritage.org/Research/Reports/2010/04/Federalizing-Disasters-Weakens-FEMA-and-Hurts-Americans-Hit-by-Catastrophes>)

The Federal Emergency Management Agency has been responding to almost any natural disaster around the country, be it a contained three-county flood, or a catastrophe of near-epic proportions like Hurricane Katrina. As a result, many states and localities have trimmed their own emergency-response budgets, often leaving them ill prepared to handle even rain- or snowstorms without federal assistance. This leaves FEMA stretched far too thin and ill prepared to respond to grand-scale catastrophes. The "federalization of disasters" misdirects vital resources, leaving localities, states, and the federal government in a lose-lose situation. FEMA policies must be overhauled to let localities handle smaller, localized disasters, and to allow FEMA to respond fully and effectively when it is truly needed. If the status quo continues, it will be a disaster for everyone. Since 1993, the Federal Emergency Management Agency (FEMA) has been federalizing "routine" natural disasters--such as floods, fires, and storms--that had historically been dealt with entirely by state and local governments.[[1]](http://www.heritage.org/Research/Reports/2010/04/Federalizing-Disasters-Weakens-FEMA-and-Hurts-Americans-Hit-by-Catastrophes%22%20%5Cl%20%22_ftn1%22%20%5Co%20%22) Because of this federalization of routine disasters, two consequences emerged. First, many state and local governments cut funding to their own emergency management, thereby rendering themselves less prepared to handle natural disasters. Second, FEMA spends too much time responding to routine natural disasters and not enough time preparing for catastrophic natural disasters--such as hurricanes, earthquakes, or volcanic eruptions, which could have a national impact--thereby increasing the likelihood that the federal response for the next catastrophic event will be insufficient. Examining the recovery efforts in Louisiana in the five years since Hurricane Katrina devastated New Orleans and many Gulf Coast communities, a third consequence of FEMA's federalization of natural disasters has become evident: Vital resources are increasingly diverted to responses to routine natural disasters. Congress should establish clear requirements that limit the situations in which federal emergency declarations can be issued, while eliminating certain types of disasters from FEMA's portfolio altogether. These actions, coupled with changes in the public assistance program that reflect the on-the-ground fiscal challenges of the affected areas, would help states and localities to better recover when catastrophe strikes. **Sizing Up the Problem** Unless one has personally experienced a catastrophe, one cannot fathom the depth and breadth of the devastation that can occur. Hurricane Katrina, by any measurable standard, was a catastrophe. Based on FEMA's top ten list of costliest disasters since 1954, Hurricane Katrina is by far the most expensive.[[2]](http://www.heritage.org/Research/Reports/2010/04/Federalizing-Disasters-Weakens-FEMA-and-Hurts-Americans-Hit-by-Catastrophes%22%20%5Cl%20%22_ftn2%22%20%5Co%20%22) In fact, the recovery cost for Hurricane Katrina will be more than the cumulative costs for the other nine disasters on the list combined. Hurricane Rita, which struck 30 days after Katrina, is fourth on the top ten list. Hurricanes Gustav and Ike (which only barely missed the top ten list), struck Louisiana three years later. This means that Louisiana is now recovering from the collective damages of four of the worst natural disasters in recorded history. The recovery efforts have overwhelmed the local communities, the state of Louisiana, and the federal government. Funding from FEMA's Public Assistance Grant Program (in operation since 1988) for Hurricane Katrina and Hurricane Rita is estimated to be over $12 billion. The average total Public Assistance Obligation funding per major disaster is only $58 million.[[3]](http://www.heritage.org/Research/Reports/2010/04/Federalizing-Disasters-Weakens-FEMA-and-Hurts-Americans-Hit-by-Catastrophes%22%20%5Cl%20%22_ftn3%22%20%5Co%20%22) Louisiana has 16 individual government agencies that each receive more than $58 million in funding, and at least three entities that each receive more than $500 million in funding. More than 22,000 projects rely on funding from the Public Assistance Grant Program for repairs of damaged property. Of these, 10,994 projects are categorized as "large projects," requiring at least $55,600 each. All 120 public school campuses in the city of New Orleans were damaged or destroyed during Hurricane Katrina and will require an estimated $2.6 billion to restore. The Louisiana Office of Facility Planning and Control is responsible for the repairs or replacement of more than 1,700 damaged facilities. More than 25,000 homes and business were destroyed in a five-parish area. Only one building remained standing in Cameron Parish in the wake of Hurricane Rita. Roughly 80 percent of New Orleans was inundated by toxic waters for several weeks. Nearly every fire station and police station in the parishes surrounding New Orleans was destroyed or rendered functionally impaired. In the aftermath of a disaster, the focus is normally on response--saving lives and property. But recovery, which follows thereafter, can be a much more difficult process--restoring services and attempting to make the community operate again-- and it is bewildering to even know where to begin. Local staff has been decimated, operating revenues are dramatically reduced, rumors and confusion abound, andeverything is a political priority. A period of chaos and frustration is inevitable as food and water are scarce, there is no electricity to operate air conditioners in 98 degree heat, fuel and pharmaceuticals are difficult or impossible to locate, and shelters are overcrowded and looting threatens to spiral out of control. Eventually, order is restored, the local workforce begins to return, and state and federal support arrives. Next, the daunting task ahead begins to materialize and the really hard work starts: Community by community, damage assessments proceed and recovery strategies and priorities begin to take shape. Sooner, rather than later, the stark reality sets in that such a large-scale recovery program is heavily reliant on the federal government through the Public Assistance Grant Program as a primary source of funding.

4. If natural disasters cause extinction, ITS cannot solve because it only accesses first response and evacuation – a world of extinction would not benefit from such capabilities

5; Japan is the world leader in ITS – the model the US is trying to achieve

Ezell 10

(Stephen Ezell, senior analyst with the information technology and innovation foundation (itif), Explaining International IT Application Leaderhip:Intelligent Transportation Systems, http://www.itif.org/files/2010-1-27-ITS\_Leadership.pdf)

Japan leads the world in intelligent transportation systems based on the importance ascribed to ITS at the highest levels of government, the number of citizens benefitting from use of an impressive range of operationally deployed ITS applications, and the maturity of those applications. figure 3: Japan’s Vehicle Information and Communications system (VICs) 85hE information tEchnology & innovation foundation | january 2010 page 21 One of Japan’s central goals for ITS has been to provide real-time information on traffic conditions on most expressway and arterial roads in Japan. Real-time traffic information can be collected through two primary types of mechanisms: 1) fixed devices or sensors embedded in or beside the roadway, or 2) mobile probes, whether vehicles such as taxis, or mobile devices such as cellular phones which travel in the flow of traffic and have a communications means to report on traffic flow. In collecting and disseminating real-time traffic information, Japan started with a fixed system with its Vehicle Information and Communications System (VICS) launched in 1996. Starting in 2003, Japan began to make extensive use of probes to capture real time traffic information.

6. Massive Japanese death toll after tsunami and earthquake – proves ITS doesn’t mitigate natural disasters

Herald Sun 12

(“Japan tsunami death toll at 19,300”, January 11, 2012, AFP, <http://www.heraldsun.com.au/news/breaking-news/japan-tsunami-death-toll-at-19300/story-e6frf7jx-1226242085232>) aw

TEN months after a massive tsunami crashed into Japan following a huge undersea earthquake, police figures show a total of 19,294 people are believed to have died. Across the disaster zone, 15,844 people have been confirmed dead since the March 11 disaster, the national police agency said. In addition, the whereabouts of 3450 people are yet to be confirmed, the police said, as the hunt for bodies - many of which are believed to have been washed out to sea - continues. As well as laying waste to vast stretches of coastline in Japan's northeast, wiping out towns and destroying communities, the tsunami knocked out cooling systems at the Fukushima Daiichi nuclear power plant. Reactors were sent into meltdown and radioactive materials leaked into the air, soil and the sea in the world's worst nuclear accident in a quarter of a century.

Competitiveness Frontline

1. Competitiveness is not tied to infrastructure investment - Japan auto and US steel industries prove

Hulten and Schwab 93

(Charles Hulten, Professor of Economics at the University of Maryland, Ph. D, Research Associate of the National Bureau of Economic Research, Senior Fellow at the Conference Board, Robert Schwab, Professor of Economics at the University of Maryland, Ph.D., National Tax Journal, “Infrastructure Spending: Where Do We Go From Here?”, September, 1993)

Thus, the international evidence strongly suggests that inadequate infrastructure spending is not the source of U.S. compet- itive problems as some critics have argued. The great success of Japan’s auto industry was not due to superior infrastructure capi- tal, nor were Detroit’s problems due to a deteriorating American infrastructure. The infrastructure in Japan is, in fact, no better than in the United States and is probably worse; recall that the Japanese hire people to stuff people onto commuter trains at rush hour. Jalpan auto producers were suc- cessful because they pioneered new pro- ‘duction techniques, such as quality circles and the just-in-time inventory system. Moreover, the decline in the U.S. steel in- ldustry was accelerated when the comple- tion of one piece of infrastructure-the St. Lawrence Seatway-allowed iron ore to be ‘shipped to Japan, made into steel, and ‘sold competitively on world markets.

2. Nothing about the competitiveness theory makes sense – positive sum games are more likely in a globalized world

Mitschke 8

Andreas Mitschke, ‘The Influence of National Competition Policy on the International Competitiveness of Nations, 2008 Pg. 104-105,

An early and well-known critic of using the concept of international competitiveness with reference to nations is Krugman338. His point of view is characteristic for many opponents of the concept of macroeconomic competitiveness who state that a macroeconomic competitiveness of nations does not exist. The concept is rejected because of the following reasons. Firstly, according to the Ricardian theory of comparative advantages, every country always has ‘a comparative advantage in something’339 so that competitiveness of nations is a largely meaningless concept.340 Chapter 3.1.3 has shown the weak points of this argumentation. Secondly, nations can not go bankrupt. While firms have to go out of business when they do not fulfil their liabilities to pay, countries only become poorer: ;Countries . . . do not go out of business. They may be happy or unhappy with their economic performance, but they have a well-defined bottom line’341. Thirdly, the international competitiveness of domestic enterprises can have a negative influence on the competitiveness of other domestic enterprises, for example in case that the increasing competitiveness and productivity of a certain national industry leads to an upward revaluation of the exchange rate or an increase of wages so that other domestic industries, which do not achieve the same productivity gains but also have to pay increased wages and sell at higher prices, become less competitive.342Fourthly, countries do not economically compete against eachother.343Instead, at the end of the day, only companies do compete in a zero-sum game because they are judged on their performances on global markets so that the competitiveness debate finally should be given up in favour of a mere microeconomic productivity concept. Besides the fundamental assumption of economic theory that ‘trade between a country and the rest of the world tends to be balanced, particularly over the long term’344, global trade can be regarded as a positive-sum game. This means that, in most cases, countries benefit from the welfare gains of foreign countries so that there is no rivalry and competition between countries, except for status and power.345 Indeed, quite the reverse, modern open economies’ welfare depends on the positive economic development of other countries, especially in times of economic slowdown or crisis. If a certain country grows, possibly faster than the others, then the global markets will expand and all foreign trading partners will benefit from the availability of better or cheaper products and from more favourable terms of trade. 346 Consequently, there are neither winners nor losers. The false and illogical idea to increase the welfare and international competitiveness of a country by means of national policy is based on the wrong idea that world economy would amount to a zero-sum game so that every country would have to increase its welfare and competitiveness at the expense of other countries. Krugman explicitly warns that this could cause the return of a ‘dangerous obsession’, which means protectionism, industrial policy, and other kinds of bad governmental policy, based on false and negative political attitudes and ideas against free trade and resulting in the waste of money. This would cause harm both to consumers, tax-payers, and to the development of the domestic economy. There are at least two reasons for these negative effects. Firstly, governments do not know which industries or companies have good prospects for the future. Furthermore, even in case that the government knew about the future prospects of industries or companies, all attempts to support their international competitiveness would have negative and selective effects. Secondly, every form of strategic trade and beggar-thy-neighbour policies would harm international competitors as a result in retaliatory measures. This would finally end in a negative-sum game. These arguments against the term ‘international competitiveness of nations’ have not convinced all economists because of several shortcomings. The following chapter will criticize these arguments by describing the proponents’ view on international competitiveness.

5. No relationship between US capabilities and peace—no impact to hegemony

Fettweis 10

Professor of national security affairs @ U.S. Naval War College. [Christopher J. Fettweis, “Threat and Anxiety in US Foreign Policy,” Survival, Volume 52,

Issue 2 April 2010 , pages 59 – 82//informaworld]

One potential explanation for the growth of global peace can be dismissed fairly quickly: US actions do not seem to have contributed much. The limited evidence suggests that there is little reason to believe in the stabilising power of the US hegemon, and that there is no relation between the relative level of American activism and international stability. During the 1990s, the United States cut back on its defence spending fairly substantially. By 1998, the United States was spending $100 billion less on defence in real terms than it had in 1990, a 25% reduction.29 To internationalists, defence hawks and other believers in hegemonic stability, this irresponsible 'peace dividend' endangered both national and global security. 'No serious analyst of American military capabilities', argued neo-conservatives William Kristol and Robert Kagan in 1996, 'doubts that the defense budget has been cut much too far to meet America's responsibilities to itself and to world peace'.30 And yet the verdict from the 1990s is fairly plain: the world grew more peaceful while the United States cut its forces. No state seemed to believe that its security was endangered by a less-capable US military, or at least none took any action that would suggest such a belief. No militaries were enhanced to address power vacuums; no security dilemmas drove insecurity or arms races; no regional balancing occurred once the stabilis-ing presence of the US military was diminished. The rest of the world acted as if the threat of international war was not a pressing concern, despite the reduction in US military capabilities. Most of all, the United States was no less safe. The incidence and magnitude of global conflict declined while the United States cut its military spending under President Bill Clinton, and kept declining as the George W. Bush administration ramped the spending back up. Complex statistical analysis is unnecessary to reach the conclusion that world peace and US military expenditure are unrelated.

6. The U.S. is losing competitiveness due to decline in education.

Baily and Slaughter ‘8­

Martin N. Baily and Matthew J. Slaughter of the Private Equity Council “Strengthening U.S. Competitiveness in the Global Economy” http://www.pegcc.org/wordpress/wp-content/uploads/pec\_wp\_strengthening\_120908a.pdf December 2008

We in the United States do some other things not so well, things that we must start: improving to avoid major drags to competitiveness. Our report addresses three pressing areas needing improvement. 1. Worker Skills. Over the 20th century one of America’s greatest achievements was creating a worldclass education system that drove the skills upgrading of the U.S. labor force. This progress, however, has slowed dramatically in the past generation, all while educational upgrading is quickening abroad. America should immediately implement policies to reverse its educational slowdown. The key margins need to be high school and college graduation rates, through expanded early-education efforts and financial aid. Throughout our history, skills of the U.S. workforce have also expanded through immigration of highly educated workers. Such immigration often helps, not hurts, native workers as companies expand skill-intensive operations here at home. An important policy change should be to eliminate all caps on high-skilled immigration, as a complement to the educational efforts above. At the same time, to support the skills and opportunities of American workers, safety-net policies should be strengthened and expanded to assist workers who have been dislocated by economic change and who have not enjoyed economic gains commensurate with productivity growth.

 Bioterrorism Frontline

1. Large-scale bioterrorism impossible – can’t manufacture

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

 However, two factors stand in the way of manufacturing chemical agents for the purpose of mass casualty. First, the chemical reactions involved with the production of agents are dangerous: precursor chemicals can be volatile and corrosive, and minor misjudgments or mistakes in processing could easily result in the deaths of would-be weaponeers. Second, this danger grows when the amount of agent that would be needed to successfully mount a mass casualty attack is considered. Attempting to make sufficient quantities would require either a large, well-financed operation that would increase the likelihood of discovery or, alternatively, a long, drawn-out process of making small amounts incrementally. These small quantities would then need to be stored safely in a manner that would not weaken the agent’s toxicity before being released. It would take 18 years for a basement-sized operation to produce the more than two tons of sarin gas that the Pentagon estimates would be necessary to kill 10,000 people, assuming the sarin was manufactured correctly at its top lethality.

2. Bioweapons impossible – even renowned scientists cannot isolate bioterror strains

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

Oftentimes, obtaining biological agents is portrayed as being as easy as taking a trip to the country. The experience of the Japanese cult Aum Shinrikyo proves that this is not the case. Isolating a particularly virulent strain in nature---out of, for example, the roughly 675 strains of botulinum toxin that have been identified---is no easy task. Despite having skilled scientists among its members, Aum was unable to do so. Terrorists could also approach one of the five hundred culture collections worldwide, some of which carry lethal strains. Within the United States, however, much tighter controls have been placed on the shipment of dangerous pathogens from these collections in recent years.

3. Bioterror attacks grossly overestimated – empirically proven

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

The Japanese cult Aum Shinrikyo was brimming with highly educated scientists, yet the cult’s biological weapons program turned out to be a lemon. While its poison gas program certainly made more headway, it was rife with life-threatening production and dissemination accidents. After all of Aum’s extensive financial and intellectual investment, the Tokyo subway attack, while injuring over 1,000, killed only 12 individuals. In 96 percent of the cases worldwide where chemical or biological substances have been used since 1975, three or fewer people were injured or killed.

4. ITS must solve all 7 bio-response categories to effectively contain a large-scale attack

WMD Center 11

(THE BIPARTISAN WMD TERRORISM RESEARCH CENTER, eleven of the nation’s leading biodefense experts, October 11, “Bio-Response Report Card”, <http://www.wmdcenter.org/wp-content/uploads/2011/10/bio-response-report-card-2011.pdf>) aw

Some might interpret the seven different bio-response categories identified by our experts as independent needs. That would be a mistake. The complexity of the biodefense enterprise demands that they all be regarded as essential parts in a single enterprise. The WMD Commission used the analogy of links in a chain—if one link is broken, the chain fails (see page 62). Each of the defined response categories is integral to ensuring the nation’s resilience to biological threats. And each category requires the orchestration of a varied set of stakeholders, providers, and resources to achieve its objectives and meet fundamental expectations.

**5. No environment remediation means US bio-response capabilities still fail**

WMD Center 11

(THE BIPARTISAN WMD TERRORISM RESEARCH CENTER, eleven of the nation’s leading biodefense experts, October 11, “Bio-Response Report Card”, <http://www.wmdcenter.org/wp-content/uploads/2011/10/bio-response-report-card-2011.pdf>) aw

An integrated, tested environmental remediation plan for wide-area anthrax cleanup does not currently exist. The federal government has recently released interim guidance addressing federal, state, and local roles in environmental remediation following a widearea anthrax attack, but the document does not address all outstanding questions—such as evacuation and long-term health issues. No remediation plans have yet been tested in a national level exercise. There is currently no consensus-based outdoor or indoor clearance policy to establish safety standards. There is no policy defining responsibility for the cleanup costs of privately owned facilities. Without the ability to clean up after an anthrax event, even an unsophisticated attack could produce an effective area-denial weapon with enormous economic consequences.

6. ITS must address the stressed health care system to achieve solvency

WMD Center 11

(THE BIPARTISAN WMD TERRORISM RESEARCH CENTER, eleven of the nation’s leading biodefense experts, October 11, “Bio-Response Report Card”, <http://www.wmdcenter.org/wp-content/uploads/2011/10/bio-response-report-card-2011.pdf>) aw

A catastrophic biological event in the United States would quickly overwhelm the capacity of an already-stressed health care system. Although there has been progress over the past decade, there is not yet a comprehensive approach to emergency medical response—from the individual citizen, through the first responder emergency medical system (EMS), to emergency departments, hospitals, and alternate sites of medical care. Although evidence suggests that a better-prepared, informed citizenry can reduce demand on hospital-based services during a crisis, currently there is minimal public investment in demand-reduction strategies. There has been incremental, but to date, insufficient progress in developing crisis standards of care. Federal medical resources and capabilities, including those residing in the Veteran’s Administration (VA), Department of Defense (DoD), and Department of Health and Human Services (HHS), have not been fully coordinated and exercised to support response to a large-scale biological disaster.

2NC Bioterrorism

\*\*\*Impact Defense

Technical hurdles to bioterrorism will force conventional means

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

There have been reports in the media that a handful of terrorist organizations have been exploring chemical and biological weapons. However, for the reasons discussed above, the technical hurdles to actually developing an effective large-scale chemical or biological weapons program---as opposed to investigating or experimenting with them---may well turn out to be so sizeable that terrorists would choose to remain reliant on more conventional means.

Water bioterrorism is a myth

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

The “pill in the water supply” is a myth about chemical terrorism that is not true. All metropolitan water supplies have certain safeguards in place between their citizens and the reservoir. Everyday, water goes through various purification processes and is tested repeatedly. If terrorists were to attempt to poison a reservoir, they would need to disperse tons of agent into the water---smaller amounts would be diluted--- and the vessels required for such a feat would be difficult to miss. Many cities have implemented heightened security around their reservoirs in order to further monitor any questionable activities.

Bioterror dispersal cannot be achieved

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

The options for delivering poison gas range from high to low tech. Theoretically, super toxic chemicals could be employed to foul food or water supplies, put into munitions, or distributed by an aerosol or spray method. Because of safeguards on both our food and water supplies as well as the difficulty of covertly disbursing sufficient quantities of agent, this method is unlikely to be an effective means to achieving terrorist aims. Chemical agents could also be the payload of any number of specially designed or modified conventional munitions, from bombs and grenades to artillery shells and mines. However designing munitions that reliably produce vapor and liquid droplets requires a certain amount of engineering skill. Finally, commercial sprayers could be mounted on planes or other vehicles. In an outdoor attack such as this, however, 90 percent of the agent is likely to dissipate before ever reaching its target. Effective delivery, which entails getting the right concentration of agent and maintaining it long enough for inhalation to occur, is quite difficult to achieve because chemical agents are highly susceptible to weather conditions.

\*\*\*Alt Causes

Effective bio-response requires a nonexistent attribution capability

WMD Center 11

(THE BIPARTISAN WMD TERRORISM RESEARCH CENTER, eleven of the nation’s leading biodefense experts, October 11, “Bio-Response Report Card”, <http://www.wmdcenter.org/wp-content/uploads/2011/10/bio-response-report-card-2011.pdf>) aw

Despite extensive research, a scientifically and legally validated attribution capability does not yet exist for anthrax or virtually any other pathogen or toxin. There is not yet a networked system of national and international repositories to support microbial forensics, and existing mechanisms to facilitate collaboration among stakeholders worldwide are insufficient. However, the Centers for Disease Control and Prevention (CDC) and the Federal Bureau of Investigation (FBI) have made considerable progress in building partnerships between public health and law enforcement organizations at the federal, state, and local levels that will significantly improve cooperation during an investigation

Lack of medical countermeasures impede response capabilities

WMD Center 11

(THE BIPARTISAN WMD TERRORISM RESEARCH CENTER, eleven of the nation’s leading biodefense experts, October 11, “Bio-Response Report Card”, <http://www.wmdcenter.org/wp-content/uploads/2011/10/bio-response-report-card-2011.pdf>) aw

Current stockpiles of medical countermeasures could limit the impact of small-scale attacks using anthrax and several other likely pathogens, but may not be adequate for largescale attacks. Medical countermeasures are not currently available for resistant or novel pathogens. Adequate supplies of medical countermeasures have removed smallpox as a large-scale threat. The process for developing and producing medical countermeasures still lacks clearly defined requirements, a common set of prioritized research and development goals, coordinated budget requests, and sufficient, sustained funding.

Hazard Materials Frontline

1. No terminal impact – Barry 5 says nothing about billions dying but rather “the injury or death of humans, plants, and animals”

2. Their author is talking about trucks – means they don’t solve the rail internal links isolated in the 1AC

SADP 10

(School of Architecture, Design, and Planning, University of Kansas, Report on I-70 Corridor, June 2010, <http://www.sadp.ku.edu/sites/default/files/I-70-ITS-TechMemo10.pdf>)

The purpose of the I-70 Corridor Intelligent Transportation Systems (ITS) and Technology Applications Study was to evaluate and plan for innovative technologies that could enhance the safety and mobility within the I-70 Corridor between Kansas City and St. Louis, Missouri. This study was conducted in coordination with the I-70 Supplemental Environmental Impact Statement (SEIS) to evaluate improving the I-70 Corridor with truck-only lanes. Figure ES-1 shows the I-70 truck-only lanes concept.

3. Rail usage is overwhelmingly insignificant compared to trucks and pipelines - means crashes are also insignificant

DOT 11

(Department of Transportation RITA Bureau of Transportation Statistics, “Hazardous Materials Highlights – 2007 Commodity Flow Survey”, January 2011, <http://www.bts.gov/publications/special_reports_and_issue_briefs/special_report/2011_01_26/pdf/entire.pdf>) aw

Slightly more than half (54 percent) of hazardous material tonnage is moved via trucks over the Nation’s highways. Pipeline is the next most used carrier of hazardous materials, handling 28 percent of the tonnage, while the other modes each accounted for 7 percent or less of total hazardous material tonnage.

**4. Terrorist attacks on railroads are overhyped – no risk**

Moore 11

(Michael Scott Moore, Journalist at Miller-McCune, “Terrorist Attacks on Railroads Would Be Difficult”, <http://www.psmag.com/politics/terrorist-threat-of-wrecking-the-railroad-really-hard-31033/>, May 11, 2011, LEQ)

Past experiences suggest that terrorists who want to derail a train are facing a much more complex task than just leaving a penny on the rail. Since the discovery of notes confiscated after the Osama bin Laden raid that detailed ideas for derailing trains, concern has been raised about the vulnerability of America's rail system, never mind its high-speed rail aspirations. But derailing a train isn't as easy as it may seem, and the concern may be an overreaction. A Polish 14-year-old caused a lot of damage in downtown Lodz three years ago by rigging a TV remote control that let him switch track points on the city’s tram system. He derailed four trains and injured dozens of people. “He treated it like any other schoolboy might a giant train set,” Miroslaw Micor, a police spokesman in Lodz, said at the time. “But it was lucky nobody was killed.” Since the raid on Osama bin Laden’s house in Pakistan uncovered some notes about a future vision of derailed American trains, it’s worth remembering that the idea isn’t terribly new. America’s huge rail network — never mind the ambitious high-speed lines yet to be built — would be vulnerable for obvious reasons, and some critics have complained for months that Obama’s expensive high-speed rail dreams would be wide-open targets for al-Qaeda. But news outlets and politicians have overreacted, and a report from last year by the Mineta Transportation Institute gives a number of good reasons why derailment disasters are so rare. EUROPEAN DISPATCH Michael Scott Moore complements his standing feature in Miller-McCune magazine with frequent posts on the policy challenges and solutions popping up on the other side of the pond. The main reason is that blowing up a track is tougher than it sounds. “Getting a bomb to go off at the right time is difficult,” write the Mineta study authors. “Timers are unreliable if the trains do not run precisely on time, and pressure triggers do not always work.” Sabotaging the switching points — the Polish kid’s method — would be more reliable, but it takes more cleverness. Mechanical sabotage of all kinds (high- and low-tech) derailed trains with 76 percent success rate in the Mineta report’s samples — but it was much more rare than setting bombs. Only 25 out of the sample of 181 derailment attempts were acts of mechanical sabotage. In 1995, an Algerian terrorist group called the Groupe Islamique Armé tried to bomb a line of the TGV, France’s high-speed rail, near Lyon. It was an attack with al-Qaeda-like aspirations. “The psychological effect of an explosion on the train would have been enormous,” the Mineta study points out. “France’s TGV was the first high-speed rail system in Europe and today remains a source of national pride.” The bomb misfired, and the suspect eventually died in a shootout with police. French officials knew the GIA wanted to cause mayhem any way it could — including hijacking an airliner meant to smash into the Eiffel Tower a few months before. But officials resisted the urge to post metal detectors at all French train stations and force millions of passengers to take off belts and shoes. Instead, they doubled the number of inspectors sweeping the rails every morning for bombs. “French authorities … emphasize the importance of deploying limited resources in ways that terrorists cannot predict, persuading them that they face a high risk of being apprehended,” write the Mineta authors. “The French also place great importance on intelligence operations to monitor the activities of groups and individuals engaged in terrorist radicalization and recruiting.” The point is that airport-style security would ruin everything good about a high-speed train, so light security lines have remained the rule with European rail. Terrorism has been a steady risk in Europe for decades, but even where authorities screen baggage — on some French, Spanish, and British high-speed lines — the wait tends to be quick. Which doesn’t stop some American security experts, like Dr. Seyom Brown in the Texas news report linked here, from urging full screening of passengers even on light-rail systems like Dallas-Area Rapid Transit. “I don’t like it, but those are such vulnerable targets. I hope we don’t have to wait for an attack to occur before we start doing that,” Brown told WFAA News in Dallas last week. “… If it’s somebody getting on a train with a suicide vest, a bomb vest, right now, we don’t have very effective screening of people who are getting on trains.” The dirty secret, of course, is that full security on any train system is impossible. Intriguingly, the Mineta study looked at 181 derailing attempts around the world since 1920 and found a full third of them in “South Asia” — India, Sri Lanka, Pakistan. “The deadliest attacks have occurred in the developing countries,” says the report, probably because poor nations lack the budget to sweep and patrol their train systems. So the idea of an American train disaster didn’t have to dawn on bin Laden from headlines about Washington’s push for high-speed rail; in fact his imagination didn’t have to wander far at all.

5. Railroad hazard material delivery is overwhelmingly safe – 99.998%

Spraggins 09

(Barry, Journal of Management and Marketing Research, University of Nevada, “The case for rail transportation of hazardous materials”, AABRI, <http://www.aabri.com/manuscripts/09224.pdf>) aw

Railroads have an outstanding track record in safely delivering hazardous materials -- 99.998 percent of all rail cars containing hazardous materials arrived at destination safely, without any release due to an accident. In fact, the rail hazmat accident rate has declined by 88 percent from 1980 to 2007 and 39 percent since 1990. Railroads and trucks carry roughly equal hazmat ton-mileage, but trucks have 16 times more hazmat releases than railroads (Hazmat, nd). Statistically, railroads are the safer form of transportation for hazardous materials.

6. Status quo solves railroad hazmat safety

Association of American Railroads 11

(March, “Hazmat Transportation by Rail: An Unfair Liability,” <http://www.aar.org/~/media/aar/Background-Papers/Haznat-by-Rail.ashx>)

Safety is the top priority for railroads no matter what they are transporting. Steps railroads are taking to help keep TIH and other hazmat transport safe include: • Transporting TIH materials on routes that pose the least overall safety and security risk. Railroads conduct ongoing, comprehensive risk analyses of their primary TIH routes and any practical alternative routes over which they have authority to operate. These analyses must consider 27 different factors, including hazmat volume, trip length, population density of nearby communities, and emergency response capability along the route. The safest routes based on these analyses are the routes railroads must use. • Developing and implementing technological innovations such as improved track and freight car defect detection systems and stronger, more durable steel for tank cars. • Training emergency responders to help ensure that, if an accident occurs, emergency personnel will know what to do to minimize damage to people and property. • Working with local authorities to help ensure effective safety planning, including by providing local authorities upon request with lists of hazardous materials transported through their communities.

Computer Science Frontline

#### **1. The fundamental problem with computational science is lack of educated personnel- they don’t solve- this is their own solvency evidence**

Benioff et al 5

(Marc R. Benioff and Edward D. Lazowska,PITAC Co-Chairs, President’s InformationTechnology Advisory Committee, http://www.nitrd.gov/pitac/reports/20050609\_computational/computational.pdf) chip

In addition, our preoccupation with peak performance and computing¶ hardware, vital though they are, masks the deeply troubling reality that the¶ most serious technical problems in computational science lie in software, usability, and trained personnel. Heroic efforts are regularly devoted to¶ extending legacy application codes on the latest platforms using primitive¶ software tools and programming models. Meanwhile, the fundamental R&D¶ necessary to create balanced hardware-software systems that are easy to use,¶ facilitate application expression in high-level models, and deliver large fractions¶ of their peak performance on computational science applications is perennially¶ postponed for a more opportune time. More ominously, these difficulties are¶ substantial intellectual hurdles that limit broad education and training.¶ The PITAC’s Call to Action¶ The PITAC believes that current education and research structures and¶ priorities must change radically if the United States is to sustain its world¶ preeminence in science, engineering, and economic innovation. We are not¶ alone. For two decades, organizations in¶ government, academia, and industry have¶ been issuing reports recommending¶ sustained, long-term investment to realize¶ the benefits of computational science. As¶ Sidebar 2 notes, these calls have had only a¶ limited impact. Instead, short-term¶ investment and limited strategic planning¶ have led to excessive focus on incremental¶ research rather than on long-term, sustained¶ research with lasting impact. Furthermore, silo mentalities have restricted the¶ flow of ideas and solutions from one domain to another, resulting in¶ duplication of effort and little interoperability.

#### 2. Computational transportation systems fail- data overload

Winter et al 10

(Stephan Winter: The University of Melbourne, Australia, Monika Sester: Leibniz University Hannover, Germany, Ouri Wolfson: University of Illinois, Chicago, USA, Glenn Geers: National ICT Australia, Sydney, Australia, ACM SIGMOD Record, Volume 39 Issue 3, September 2010 , Pages 27-32, <http://www.cs.uic.edu/~boxu/mp2p/39-135-1-SM.pdf>) chip

In large cities and on congested roads the data density will be vast. For individual¶ travelers, and the devices and systems that are assisting them in making a journey,¶ only a small fraction of the received data will be relevant (and even less will be useful)¶ 4Since there is no guarantee that the data available to a traveler are of useable quality or¶ even available when needed, ﬁlling the spatial and temporal data gap is a challenging¶ issue. Is it meaningful to ﬁll the gaps with data from yesterday or even a minute ago?¶ Can statistical machine learning techniques such as support vector regression help?¶ The answers are not clear and must depend on what the data is to be used for. After¶ all a bus timetable is simply a prediction of often dubious reliability.¶ 4. Visualization of the huge, multi-dimensional data sets generated will not be easy.¶ Many users will have their own requirements and will want to construct queries and¶ visualize the results. It is unlikely that the mobile device of an individual user will¶ have the computational power or storage for such a task. Will cloud computing come¶ to the rescue? Will peer-to-peer systems help with data storage and download? The¶ physical presentation of the data is also an issue. An in-vehicle display must not be¶ too obtrusive or interfere with the driver’s ability to control the vehicle (at least until¶ the vehicle is fully autonomous). Questions of relevance, urgency, and safety need to¶ be addressed.

#### 3. Computer models fail to solve warming- corruption in IPCC scientists ignoring real data to receive money

Young 09

Greorge Young ( a neuroscientist and physicist, a doctoral graduate of the University of Oxford, Oxford, England, whilst previously completing postgraduate work at King's College, University of Aberdeen, Scotland, and having taught graduate-level Statistical Analysis and Mathematical Modeling. He currently chairs a privately funded think-tank engaged in experimental biophysics) 5/31/09

(“It's the Climate Warming Models, Stupid!”, <http://www.americanthinker.com/2009/03/its_the_climate_warming_models.html>) chip

In addition to the difficulties mentioned above, is the late arriving Anthropogenic (man-made) Global Warming (AGW) prejudice that has set the evolution of climate modeling back a few decades. Previously known and accepted climate components have been summarily stripped from the equation -- such as the dominant factors involving the Sun and the importance of water vapor in the atmosphere as the dominant greenhouse gas. This is because in the cause to acquire lucrative AGW-biased government grants, many scientists have opted to blatantly skew their climate models to amplify AGW-favoring evidence and amplify anthropogenic CO2 importance. In this manner, they then qualify to receive funding and ensure publication. ¶ Describing the compounded inaccuracies of these Johnny-come-lately modelers who would rather be funded than scientifically astute, Dr. Tim Ball, a former climate scientist at the University of Winnipeg sardonically clarifies: "The analogy that I use is that my car is not running that well, so I'm going to ignore the engine (which is the sun) and I'm going to ignore the transmission (which is the water vapor) and I'm going to look at one nut on the right rear wheel (which is the Human produced CO2) ... the science is that bad!"¶ Dr. Balls analogy has never proved clearer than when examining the climate models used by the UN's Intergovernmental Panel on Climate Change (IPCC). As just noted, the inaccuracy of those models cherry-picked by the IPCC revealed that the largest and most robust variables of climate change and their antecedents were intentionally dismissed and dropped from inclusion in their investigations, including the variables of solar activity, water vapor and cloud formation in the atmosphere, major ocean currents, as well as other vital components. ¶ If you're thinking that without due consideration of the known and most weighty variables in the climate system, the forecastable conclusions should prove to be fallacious and wrong, you would be right. Yet, that hasn't stopped the UN's IPCC from driving the propaganda of AGW, emphasizing the wrong deductions while deliberately disregarding the bigger picture altogether.¶ Ironically, model worthiness and accuracy can be quickly assessed by simply plugging in yesterday's numbers and seeing if the model actually yields results that are aligned with the known history. Yet to date, climate models have failed miserably. Though there is hope for further improvement, there is no current climate model that can, when applied to the documented past, accurately re-forecast the known historical record, much less portend what could be happening to the weather next week, least wise the next century. Climate modeling has yet to rise to a level of sophistication that allows us to accurately predict the future.¶ Knowing the primitive state of climate modeling, it is at least irresponsible, even not maleficent, to use such flawed methods to intentionally affect global public policy-making. It is morally reprehensible, if not criminal, to promote the panicking of dire climate consequences and extinction scenarios authored by climate models known to be verifiably defective. This tyranny of appearance has yet to be toppled.

#### 4. Bioterror attacks grossly overestimated – empirically proven

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

The Japanese cult Aum Shinrikyo was brimming with highly educated scientists, yet the cult’s biological weapons program turned out to be a lemon. While its poison gas program certainly made more headway, it was rife with life-threatening production and dissemination accidents. After all of Aum’s extensive financial and intellectual investment, the Tokyo subway attack, while injuring over 1,000, killed only 12 individuals. In 96 percent of the cases worldwide where chemical or biological substances have been used since 1975, three or fewer people were injured or killed.

#### 5. Warming not real - 30,000 scientists signed a petition saying warming is flat-out nonexistent - their data is skewed

Bell 12 (Larry Bell, Prof at Univ of Houston, Sasakawa International Center for Space Architecture, 7/17/2012, "That Scientific Global Warming Consensus...Not!," Forbes, http://www.forbes.com/sites/larrybell/2012/07/17/that-scientific-global-warming-consensus-not/2/)

Since 1998, more than 31,000 American scientists from diverse climate-related disciplines, including more than 9,000 with Ph.D.s, have signed a public petition announcing their belief that “…there is no convincing scientific evidence that human release of carbon dioxide, methane, or other greenhouse gases is causing or will, in the foreseeable future, cause catastrophic heating of the Earth’s atmosphere and disruption of the Earth’s climate.” Included are atmospheric physicists, botanists, geologists, oceanographers, and meteorologists. So where did that famous “consensus” claim that “98% of all scientists believe in global warming” come from? It originated from an endlessly reported 2009 American Geophysical Union (AGU) survey consisting of an intentionally brief two-minute, two question online survey sent to 10,257 earth scientists by two researchers at the University of Illinois. Of the about 3.000 who responded, 82% answered “yes” to the second question, which like the first, most people I know would also have agreed with. Then of those, only a small subset, just 77 who had been successful in getting more than half of their papers recently accepted by peer-reviewed climate science journals, were considered in their survey statistic. That “98% all scientists” referred to a laughably puny number of 75 of those 77 who answered “yes”. That anything-but-scientific survey asked two questions. The first: “When compared with pre-1800s levels, do you think that mean global temperatures have generally risen, fallen, or remained relatively constant?” Few would be expected to dispute this…the planet began thawing out of the “Little Ice Age” in the middle 19th century, predating the Industrial Revolution. (That was the coldest period since the last real Ice Age ended roughly 10,000 years ago.) The second question asked: “Do you think human activity is a significant contributing factor in changing mean global temperatures?” So what constitutes “significant”? Does “changing” include both cooling and warming… and for both “better” and “worse”? And which contributions…does this include land use changes, such as agriculture and deforestation?

#### 6. No runaway warming – even if CO2 growth is exponential temperature rises slowly

De Freitas in ‘2

(C. R., Associate Prof. in Geography and Enivonmental Science @ U. Aukland, Bulletin of Canadian Petroleum Geology, “Are observed changes in the concentration of carbon dioxide in the atmosphere really dangerous?” 50:2, GeoScienceWorld)

In any analysis of CO2 it is important to differentiate between three quantities: 1) CO2 emissions, 2) atmospheric CO2 concentrations, and 3) greenhouse gas radiative forcing due to atmospheric CO2. As for the first, between 1980 and 2000 global CO2 emissions increased from 5.5 Gt C to about 6.5 Gt C, which amounts to an average annual increase of just over 1%. As regards the second, between 1980 and 2000 atmospheric CO2 concentrations increased by about 0.4 per cent per year. Concerning the third, between 1980 and 2000 greenhouse gas forcing increase due to CO2 has been about 0.25 W m–2 per decade (Hansen, 2000). Because of the logarithmic relationship between CO2 concentration and greenhouse gas forcing, even an exponential increase of atmospheric CO2 concentration translates into linear forcing and temperature increase; or, as CO2 gets higher, a constant annual increase of say 1.5 ppm has less and less effect on radiative forcing, as shown in Figure 3. Leaving aside for the moment the satellite temperature data and using the surface data set, between 1980 and 2000 there has been this linear increase of both CO2 greenhouse gas forcing and temperature. If one extrapolates the rate of observed atmospheric CO2 increase into the future, the observed atmospheric CO2 increase would only lead to a concentration of about 560 ppm in 2100, about double the concentration of the late 1800’s. That assumes a continuing increase in the CO2 emission rate of about 1% per year, and a carbon cycle leading to atmospheric concentrations observed in the past. If one assumes, in addition, that the increase of surface temperatures in the last 20 years (about 0.3 °C) is entirely due to the increase in greenhouse gas forcing of all greenhouse gas, not just CO2, that would translate into a temperature increase of about 1.5 °C (or approximately 0.15 °C per decade). Using the satellite data, the temperature increase is correspondingly lower. Based on this, the temperature increase over the next 100 years might be less than 1.5 °C, as proposed in Figure 19

#### 7. Bioweapons impossible – even renowned scientists cannot isolate bioterror strains

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

Oftentimes, obtaining biological agents is portrayed as being as easy as taking a trip to the country. The experience of the Japanese cult Aum Shinrikyo proves that this is not the case. Isolating a particularly virulent strain in nature---out of, for example, the roughly 675 strains of botulinum toxin that have been identified---is no easy task. Despite having skilled scientists among its members, Aum was unable to do so. Terrorists could also approach one of the five hundred culture collections worldwide, some of which carry lethal strains. Within the United States, however, much tighter controls have been placed on the shipment of dangerous pathogens from these collections in recent years.

#### 8. Breakthroughs in biotechnology increase foreign access to genomes - more risk of bioterrorism

Ethel Machi and Jena Baker McNeill (an independent science and technology consultant AND a Policy Analyst for Homeland Security in the Douglas and Sarah Allison Center for Foreign Policy Studies, a division of the Kathryn and Shelby Cullom Davis Institute for International Studies, at The Heritage Foundation) 8/24/10

(“New Technologies, Future Weapons: Gene Sequencing and Synthetic Biology”, http://www.heritage.org/research/reports/2010/08/new-technologies-future-weapons-gene-sequencing-and-synthetic-biology) chip

Since the completion of the human genome project in 2003, there has been a surge of investment and discovery in both the gene sequencing and synthetic biology sectors of biotechnology. While the information contained in genome databases is not inherently dangerous, it can be used for destructive purposes. With synthesis technology becoming less expensive, more accurate, and faster every year, it is foreseeable that by 2020 malefactors will have the ability to manipulate genomes in order to engineer new bioterrorism weapons.¶ With every technological advancement come new national security risks. Without a clear understanding of the actual risks associated with synthetic biology, the U.S. is in danger of responding to fears with overregulation. To create regulation that fits the technology, the U.S. should fund risk assessments on the impact of synthesis and sequencing—giving policymakers a better idea of where the highest likelihood of terrorism lies. Simultaneously, and to continue leading the biotechnology revolution, the U.S. also needs to provide federal funding for synthetic biology and gene sequencing research. These steps, coupled with a strong strategy for bioterrorism that confronts issues of prevention and response/surge capacity, would allow America to reap the rewards of these emerging technologies while avoiding many of their attendant perils. Select Agent Classifications Are No Longer Effective¶ In the past, one way that government agencies combated bioterrorism was by restricting access to the pathogens themselves. For instance, the Centers for Disease Control and the Department of Agriculture have worked together to regulate the laboratory use of “select agents” (pathogens and biological agents that have the potential to pose a severe threat to public health, such as the Ebola virus). But with the advent of DNA synthesis technology, simply restricting access to the actual pathogen no longer provides the security that it once did. Since the gene sequence is a blueprint, once an organism has been sequenced it can be synthesized without using samples of existing cultures or stock DNA.¶ In today’s market it costs just a few thousand dollars to design a custom DNA sequence, order it from a manufacturer, and within a few weeks receive the DNA in the mail. Since select agents are currently not defined by their DNA sequences, terrorists can actually order subsets of select agent DNA and assemble them to create entire pathogens. The possibility for attack by a bioterrorism weapon containing a select agent will be greater in the future as synthesis technology continues to advance.¶ New Restrictions and Regulations?¶ Since terrorists would not be able to fabricate select agents without access to the requisite genomes, it seems at first glance that restricting access to genomic databases could ameliorate much of the problem. In actuality, the gene databases are a fundamental tool for researchers. Future advances in gene sequencing and synthesis would be severely hindered by government regulation of these databases. No other area of life science depends as much on online databases. In fact, the gene sequencing and DNA synthesis fields are so database-driven that most scientific journals require genome data to be deposited into these databases as a prerequisite for publication.¶ Moreover, the full genetic sequence for many select agents and other pathogenic genomes (smallpox, botulism, anthrax) are already in Internet-accessible databases that currently mandate free, unfettered, and anonymous access. Once a genome has been released onto the Web, it makes little sense to restrict future publication of that genome. (Posting to the Internet is easy; removing all copies of a post is a near-impossible feat.)¶ Regulation Tailored to the Risks¶ Overregulation has a negative effect on research, while under-regulation would undoubtedly expose the U.S. to national security risks. Federal agencies such as the NIH and the NSF may be best suited to conduct ongoing risk assessments for synthetic biology and gene sequencing technologies.¶ As the field develops, regulations should be updated so that they can be narrowly tailored to fit the actual risks—thereby impacting future research as little as possible. In addition, independent committees of industry leaders, agency officials, and academics should be appointed to create regulations based on these risk assessments.¶ Staying Ahead¶ As the world’s leader in biotechnology research, the U.S. is currently in an excellent position. However, other nations are beginning to catch up. Around the world, industry and universities alike are working to decode the genetic makeup of thousands of organisms to discover which genes are responsible for what diseases and to create technologies that perform gene sequencing and DNA synthesis faster and more accurately than ever before.¶ Domestic researchers need to have the funding to develop the next generation of countermeasures for genetically engineered pathogens. Without favorable legislation such as tax breaks, biotechnology companies may begin moving overseas. And without federal funding, top scientists would be unable to perform the fundamental research that will fuel the next stage of synthesis and sequencing technologies. If the U.S. is not far ahead of other nations in its research, it runs a higher risk of being susceptible to attack.¶ Detecting Synthetic Pathogens¶ As synthesis and sequencing technologies continue to advance, it will become easier and easier for rogue individuals or bioterrorists to leak man-made pathogens into water and food supplies. To mitigate this risk, the U.S. should promote research into the areas most prone to attack. Next steps should include:¶ Conducting risk assessments. Without adequate understanding of the risks involved in any technological field, the government may overregulate and stifle scientific and technological progress.¶

2NC Computer Science

\*\*\*Models Fail

#### Climate models fail - several warrants

Young 09

Greorge Young ( a neuroscientist and physicist, a doctoral graduate of the University of Oxford, Oxford, England, whilst previously completing postgraduate work at King's College, University of Aberdeen, Scotland, and having taught graduate-level Statistical Analysis and Mathematical Modeling. He currently chairs a privately funded think-tank engaged in experimental biophysics) 5/31/09

 (“It's the Climate Warming Models, Stupid!”, <http://www.americanthinker.com/2009/03/its_the_climate_warming_models.html>) chip

Compounding the problems of inaccuracy in climate models is their subsequent and de facto publication, virtually assured if the study is favorable to AGW. Reporting in the journal Energy and Environment, Volume 19, Number 2, March 2008, Evidence for "publication Bias" Concerning Global Warming in Science and Nature by Patrick J. Michaels has found significant evidence for the AGW penchant in his survey of the two premier magazines, namely Science and Nature. Astoundingly, he found that it's more than 99.999% probable that Climate studies' extant forecasts are biased in these two publications. In contrast the AGW party-line believes that there is an equal probability that published findings will raise or lower extant forecasts. ¶ This is akin to believing the MSM is fair, objective and balanced. Michaels rightly warns that such bias "...has considerable implications for the popular perception of global warming science, for the nature of ‘compendia' of climate change research, such as the reports of the United Nations' Intergovernmental Panel on Climate change, and for the political process that uses those compendia as the basis for policy." ¶ And such bias did, does, and will continue to influence world politics. This predicament has been vigorously exposed by Lord Monckton, who previously revealed through consummate analysis that a whole bevy of proven modeling errors yet to be have been corrected, willfully resisted, and pugnaciously ignored by the IPPC continues to this day to prejudice world opinion in favor of AGW.¶ Monckton specifically found that errors "via 30 equations that computer models used by the UN's climate panel (IPCC) -- [models] which were purposely pre-programmed with such overstated or falsified values for the three variables whose product is ‘climate sensitivity' (temperature increase in response to greenhouse-gas increase) -- resulted in a 500-2000% overstatement of CO2's effect on temperature in the IPCC's latest climate assessment report, published in 2007." ¶ Accordingly, and in total agreement with other published opinions, Lord Monckton stated most recently that there is an "overwhelming weight of evidence that the UN's climate panel, the IPCC, prodigiously exaggerates both the supposed causes and the imagined consequences of anthropogenic ‘global warming;' that too many of the exaggerations can be demonstrated to have been deliberate; and that the IPCC and other official sources have continued to rely even upon those exaggerations that have been definitively demonstrated in the literature to have been deliberate."¶ Thus, because of (1) complicit distortion and overstatement of climate related data-values, (2) repetitive denial of published corrections of exaggerated IPCC data-modeling, (3) deliberate direct and indirect fabrications of data input through falsified methods of interpolation and extrapolation, (4) willfully and overtly creating data forgeries and conclusions, and (5) other man-made errors introduced into climate warming models, from (6) faulty data collection methods from U.S. National Weather Service pedigree measuring stations to (7) the basic corruption of data analysis itself, all climate modeling to date has been woefully inaccurate, the manipulation of which has become the basis of a deliberate IPPC self-fulfilling prophecy concerning AGW. ¶ Nevertheless, IPCC members remain unrepentant. They openly and truculently refuse to appropriately inculcate the corrected published data into their own conclusions because this would change their conclusions and dispel warming alarmism. It is "priestcraft" in its darkest form. Warming alarmists are acting as skilled magicians that can make a rabbit come out of any hat ... as long as we let them supply the hat!

#### Research issues and oversensitivity ensure climate model failure

Strayer 4

(Michael Strayer, Acting Director of Mathematical, Informantion, and Computational Science Division of the US Department of Energy, September 19, 2004, <http://science.energy.gov/~/media/ascr/pdf/program-documents/archive/Scales_report_vol2.pdf>) chip

The question of the extent and signiﬁcance of natural climate variability on the¶ decadal to century time scales and our ability to accurately predict future climate states must be periodically revisited and answered with the best scientiﬁc¶ grounding possible. The great advances that have been made in understanding¶ and modeling the individual components of the climate system, the atmosphere,¶ the ocean, the ice, and land are now being applied to understand feedbacks in an¶ earth system model that couples all of the individual components. What causes¶ the various climate oscillations—the El Nino, the Paciﬁc decadal oscillation,¶ and the North Atlantic oscillation—and how these interact with each other and¶ anthropogenic factors are a matter of active research. These issues have bearing¶ on the sensitivity of the climate system to switches between stable states and¶ on the frequency of extreme weather events such as droughts and catastrophic¶ storms. The predictability of climate depends in large measure on the ability of¶ models to capture and faithfully reproduce the balance of physical processes in¶ what mathematicians refer to as a dynamical system.¶ Research issues exist in every facet of climate modeling, ranging from physical process parameterizations, to submodels, to the fully coupled model. Within¶ each of these facets, research issues exist with respect to (sub)model validation¶ by comparison with regional or global measurements and observations. It is¶ often beneﬁcial to reformulate some portion of a (sub)model. This reformulation involves research to ﬁnd a better way to represent a given process or¶ system. Examples are diﬀerent “dynamical cores” used in atmospheric component models, such as spectral transform, semi-Lagrange, and ﬁnite volume.¶ Each is a diﬀerent approximation to the same physical equations, and each uses¶ diﬀerent techniques to solve the equations. The suitability of these methods for¶ reproducing the nearly two-dimensional turbulence in the atmosphere and the¶ conservation of chemical species advected by the winds continues as an active¶ area, with signiﬁcant overlap with research in computational ﬂuid dynamics and¶ numerical methods.¶ Furthermore, research continues on methods by which model codes can be¶ structured and written so that the codes can be easily ported onto a variety of¶ computer architectures without sacriﬁcing performance. This software engineering eﬀort is particularly challenging today because the return of vector-based¶ architectures to the domestic market has forced code developers to try to cope¶ with the somewhat opposite poles of vector-based and cache-based programming¶ styles.¶ A most important issue for simulation relates to the data that feeds it: the¶ United States must lead the world in establishing a permanent climate observing¶ system capable of sustaining observations and measurements of the real climate¶ system over decades to centuries. Comprehensive datasets are needed to compare with model predictions (model validation), increase our understanding of¶ the complicated nonlinear behavior of the climate system, and provide a basis¶ for development of better models.

#### Data overload will doom climate models

Strayer 4

(Michael Strayer, Acting Director of Mathematical, Informantion, and Computational Science Division of the US Department of Energy, September 19, 2004, <http://science.energy.gov/~/media/ascr/pdf/program-documents/archive/Scales_report_vol2.pdf>) chip

A number of barriers to progress in climate modeling are linked directly with¶ the computer hardware. The performance of today’s computational climate¶ models suﬀers from inadequate memory bandwidth and high memory latency¶ that cannot be masked by multiple levels of cache, thereby making it diﬃcult¶ to achieve more than 10% of peak performance of the processor. Performance¶ is dramatically improved on computers with high memory bandwidth.¶ High-latency interconnection networks are also a bottleneck. The poor performance in interconnection networks has limited the cost-eﬀective scaling of¶ climate models to merely hundreds of processors and constrained the algorithms¶ and coding styles that scientists use to make progress.¶ Other features of the computer architecture are also important. Climate¶ modeling codes perform better on computers with faster, tightly integrated¶ processors (SMP compute nodes and vector processors). Since the timestep¶ size decreases with increasing resolution for the prevailing explicit, operatorsplit climate model integrators, faster processors are needed to maintain the¶ same rate of simulation throughput and scientiﬁc productivity (e.g., simulation¶ years per processor day).¶ The growth of computer capability and capacity must take place in a balanced fashion for the climate community to obtain maximum beneﬁt from increased investments in computer hardware. In addition, emphasis must be¶ placed on making dedicated resources available for the long simulations and¶ concentrated studies required to support climate change applications. The climate community has found it diﬃcult to obtain the resources and throughput¶ needed for long simulations at existing computer centers, whose mission is to¶ serve large numbers of users.¶ Other barriers to progress are associated with the quantity of data that must¶ be handled in climate simulations. As the data accumulates from coupled simulations run for centuries, it has become diﬃcult to analyze by using current¶ tools. The distributed archive and analysis centers are making good progress in¶ assembling the software tools needed for such analyses, but there is a need for¶ high-performance networks and high-performance switches linking the centers.¶ As the community begins to use data assimilation techniques for climate studies,¶ the bandwidth required to exchange data will grow dramatically. Some of the¶ most signiﬁcant advancements in climate simulations have used new algorithms¶ to improve accuracy and to achieve greater throughput. One area of promising¶ research is the iterative solution of implicit methods, which are attractive because they may allow larger timesteps. Currently, however, these methods suﬀer¶ computationally because they require global reduction operations on each iteration, operations that result in serious performance degradation on machines¶ with high-latency interconnects.¶ The same considerations apply to spectral transform methods used in the¶ atmospheric simulations, because the transforms are global in extent. Fast¶ transform methods, such as the FFT, still yield superior operation counts in¶ many solution algorithms but may scale poorly on massively parallel machines6.5. RESOURCES REQUIRED 75¶ and at high resolution. New methods based on icosahedral meshes and smoothly¶ mapped meshes show promise for better scalability.¶ Fundamental research into new mathematical methods for the simulation of¶ complex, interacting ﬂuid ﬂows are also needed to advance climate simulation¶ capabilities over the next decade. Speciﬁc topics of interest include semi-implicit¶ and operator split methods to allow long time integrations in the presence of fast¶ moving gravity waves, Lagrangian vertical coordinate systems and conservative¶ remapping schemes that allow accurate thermodynamic simulation of transport¶ and moist processes, and fast methods for solution of elliptic systems.¶ Also of considerable interest are software engineering practices that allow¶ a community of hundreds of computational climate scientists, mathematicians,¶ computer scientists, and numerical analysts to develop and maintain community codes. It is diﬃcult to write codes that will run eﬀectively across the¶ wide range of today’s computer architectures and that will be extensible to¶ tomorrow’s model upgrades. Compiler technology is not keeping pace with¶ high-performance scientiﬁc computing demands. Parallelism constructs that¶ are stable and robust are also sorely needed. As the memory hierarchies deepen¶ and more architecture speciﬁc layers are added, modelers require more support¶ in dealing with software issues. A signiﬁcant eﬀort is required, and more support needed, to adapt to new architectures and maintain the pace of scientiﬁc¶ development

\*\*\*Bioterrorism Impact Defense

Large-scale bioterrorism impossible – can’t manufacture

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

 However, two factors stand in the way of manufacturing chemical agents for the purpose of mass casualty. First, the chemical reactions involved with the production of agents are dangerous: precursor chemicals can be volatile and corrosive, and minor misjudgments or mistakes in processing could easily result in the deaths of would-be weaponeers. Second, this danger grows when the amount of agent that would be needed to successfully mount a mass casualty attack is considered. Attempting to make sufficient quantities would require either a large, well-financed operation that would increase the likelihood of discovery or, alternatively, a long, drawn-out process of making small amounts incrementally. These small quantities would then need to be stored safely in a manner that would not weaken the agent’s toxicity before being released. It would take 18 years for a basement-sized operation to produce the more than two tons of sarin gas that the Pentagon estimates would be necessary to kill 10,000 people, assuming the sarin was manufactured correctly at its top lethality.

Bioterror dispersal cannot be achieved

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

The options for delivering poison gas range from high to low tech. Theoretically, super toxic chemicals could be employed to foul food or water supplies, put into munitions, or distributed by an aerosol or spray method. Because of safeguards on both our food and water supplies as well as the difficulty of covertly disbursing sufficient quantities of agent, this method is unlikely to be an effective means to achieving terrorist aims. Chemical agents could also be the payload of any number of specially designed or modified conventional munitions, from bombs and grenades to artillery shells and mines. However designing munitions that reliably produce vapor and liquid droplets requires a certain amount of engineering skill. Finally, commercial sprayers could be mounted on planes or other vehicles. In an outdoor attack such as this, however, 90 percent of the agent is likely to dissipate before ever reaching its target. Effective delivery, which entails getting the right concentration of agent and maintaining it long enough for inhalation to occur, is quite difficult to achieve because chemical agents are highly susceptible to weather conditions.

Technical hurdles to bioterrorism will force conventional means

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

There have been reports in the media that a handful of terrorist organizations have been exploring chemical and biological weapons. However, for the reasons discussed above, the technical hurdles to actually developing an effective large-scale chemical or biological weapons program---as opposed to investigating or experimenting with them---may well turn out to be so sizeable that terrorists would choose to remain reliant on more conventional means.

Water bioterrorism is a myth

HSC 2005

(Henry Stimson Center, 2005, “Frequently Asked Questions: Likelihood of Terrorists Acquiring and Using Chemical or Biological Weapons”, ACCEM, <http://www.accem.org/pdf/terrorfaq.pdf>) aw

The “pill in the water supply” is a myth about chemical terrorism that is not true. All metropolitan water supplies have certain safeguards in place between their citizens and the reservoir. Everyday, water goes through various purification processes and is tested repeatedly. If terrorists were to attempt to poison a reservoir, they would need to disperse tons of agent into the water---smaller amounts would be diluted--- and the vessels required for such a feat would be difficult to miss. Many cities have implemented heightened security around their reservoirs in order to further monitor any questionable activities.

Israel Brain Drain DA

Increased computer science innovation draws researchers and skilled professionals from Israel

Apeloig 08

Yitzhak Apeloig (Distinguished Professor¶ Joseph Israel Freund Chair in Chemistry¶ Co-director of the Lise Meitner ¶ Minerva Center for Computational Quantum Chemistry¶ President of the Technion 2001-2009¶ Chairman, Department of Chemistry, 1995-1998) 4/8/2008

(“Israel must address ‘brain drain”, <http://www.jta.org/news/article/2008/04/03/107894/braintrustoped>) chip

¶ The threat of “brain drain” – the emigration of highly skilled, highly educated professionals to other countries offering better economic, professional or social opportunities – must be addressed with great immediacy. We must reverse the trend made so evident in a recent study that found nearly one-quarter of Israeli academics are working in American universities.¶ ¶ Our economic progress is inextricably linked to advances in science and technology at our universities. It’s no coincidence that major U.S. companies – including Motorola, Intel, Qualcomm, Google and Yahoo! – have set up major facilities near our universities to take advantage of the continuous supply of fresh ideas and brilliant minds.¶ ¶ These minds translate into Israel boasting more companies listed on the Nasdaq than any country except the United States, and the second highest concentration of start-up companies in the world right after Silicon Valley. It’s no wonder that venture capitalists invested $1.76 billion in Israeli start-up companies last year alone – up 8.5 percent from 2006 and more than was invested in much larger, technologically advanced countries such as Germany, France and Italy.¶ ¶ At the very heart of such achievements are our university graduates, with their superb education, exceptional drive and that famous Israeli moxie. It’s no wonder that 27 Israelis were included on the 2007 European Union list of 300 top young researchers. But it is imperative that we continue turning out graduates capable of providing the fuel to drive Israel’s expanding science- and technology-based economy. In order to do so, our universities must again become a government and national priority.¶ ¶ We must make all efforts to attract and retain the very best faculty. Israel’s one-size-fits-all university faculty pay scale – based primarily on rank and seniority rather than merit and performance – makes it difficult to attract top-notch science faculty when competing against extravagant compensation packages being offered by foreign universities and the high-tech industry.¶ ¶ In Israel, all faculty members are paid the same amount. How can we compete with U.S. universities, which recognize the amount of education, specialized equipment and facilities involved in a science-specific education, and as a result pay science faculty members high salaries?¶ ¶ It comes as no surprise that Israel’s brain drain problem is especially pronounced in high-tech disciplines such as computer science and engineering. Iindeed, one recent study found that a third of all Israeli computer science faculty are now found in the top 40 U.S. computer science departments.¶

Brain drain hurts econ and military readiness

Heller, AP Correspondent ‘08

(Aron, 8/5/2008, Jerusulem Post “Israel worries about dangerous brain drain” <http://www.jpost.com/Israel/Article.aspx?id=110030> 7/10/11) chip

Unlike other countries, brain drain here is seen as an existential threat. Good science is essential to national security, fueling breakthroughs that put Israel at the forefront of missile technology and other defense measures needed to safeguard it from its enemies. "We look at hi-tech as something that will not only save the economy, but it is also something that is saving us, every day," said Ben-David. In its early years, while fighting for its survival, Israel built a half-dozen top-flight universities. The hi-tech boom followed in the 1990s when the country's infectious entrepreneurial spirit was nurtured by generous government backing of R&D. The military proved to be a fertile training ground for promising engineers, and a million immigrants from the former Soviet Union gave a sharp boost to science and technology. Last year alone, Israel drew more than $1 billion in international venture capital. But Ben-David says Israel's achievements could be at risk if top minds continue to flee. His research shows the trend is most dire in the fields Israel excels at most. In computer science, for instance, 33 percent of professors now teach in the top 40 universities in the US. In economics, the figure stands at 29%, including 2002 Nobel Prize-winner Daniel Kahneman, who teaches at Princeton. "Apparently we are really, really good, because if our people can penetrate the top American universities at such a rate, that means we have world-class universities," BenDavid said. "That is the bright side. The flip side is that we are doing something very, very wrong if we can't keep them here." Between 1976 to 2005, the number of academic slots in the US grew by 29%. In Israel, they dropped by 35%, according to BenDavid. Statistics aside, the perceived slide in educational standards here has been characterized as nothing less than a national shame.

Lack of Israeli military readiness and economy leads to nuclear war

Moore 09

(Carol, December, “ISRAELI NUCLEAR THREATS AND BLACKMAIL” [http://www.carolmoore.net/nuclearwar/israelithreats.html 7/10/11](http://www.carolmoore.net/nuclearwar/israelithreats.html%207/10/11)) chip

Not surprisingly, no nation state has attempted to attack Israel since 1973. A former Israeli official justified Israel’s threats. “You Americans screwed us” in not supporting Israel in its 1956 war with Egypt. “We can still remember the smell of Auschwitz and Treblinka. Next time we’ll take all of you with us.”[14] General Moshe Dayan, a leading promoter of Israel’s nuclear program[15], has been quoted as saying “Israel must be like a mad dog, too dangerous to bother.”[16] Amos Rubin, an economic adviser to former Prime Minister Yitzhak Shamir, said "If left to its own Israel will have no choice but to fall back on a riskier defense which will endanger itself and the world at large... To enable Israel to abstain from dependence on nuclear arms calls for $2 to 3 billion per year in U.S. aid."[17] In 1977, after a right-wing coalition under Menachen Begin took power, the Israelis began to use the Samson Option not just to deter attack but to allow Israel to “redraw the political map of the Middle East” by expanding hundreds of thousands of Israeli settlers into the West Bank and Gaza.[18] Then-Minister of Defense Ariel Sharon said things like "We are much more important than (Americans) think. We can take the middle east with us whenever we go"[19] and "Arabs may have the oil, but we have the matches."[20] He proclaimed his - and many Likud Party members' - goals of transforming Jordan into a Palestinian state and “transferring” all Palestinian refugees there.[21][22] A practice known worldwide as "ethnic cleansing." To dissuade the Soviet Union from interfering with its plans, Prime Minister Begin immediately “gave orders to target more Soviet cities” for potential nuclear attack. Its American spy Jonathan Pollard was caught stealing such nuclear targeting information from the U.S. military in 1985.[23] During the next 25 years Israel became more militarily adventurous, bombing Iraq’s under-construction Osirak nuclear reactor in 1981, invading Lebanon to destroy Palestinian refugee camps in 1982 and to fight Hezbollah in 2006, massively bombing civilian targets in the West Bank Jenin refugee camp in 2002 and thoughout Gaza in 2008-2009. There are conflicting reports about whether Israel went on nuclear alert and armed missiles with nuclear weapons during the 1991 Gulf War after Iraq shot conventionally armed scud missiles into it.[24][25] In 2002, while the United States was building for the 2003 invasion of Iraq, then Prime Minister Ariel Sharon threatened that if Israel was attacked “Israel will react. Is it clear?”[26] Israeli defense analyst Zeev Schiff explained: “Israel could respond with a nuclear retaliation that would eradicate Iraq as a country.” It is believed President Bush gave Sharon the green-light to attack Baghdad in retaliation, including with nuclear weapons, but only if attacks came before the American military invasion.[27] Former Israeli Foreign Minister Shimon Peres has admitted that nuclear weapons are used by Israel for “ompellent purposes” - i.e., forcing others to accept Israeli political demands.[28] In 1998 Peres was quoted as saying, "We have built a nuclear option, not in order to have a Hiroshima, but to have an Oslo," referring to imposing a settlement on the Palestinians.[29] In her book Israel’s Sacred Terrorism Livia Rokach documented how Israelis have used religion to justify paramilitary and state terrorism to create and maintain a Jewish State.[30] Two other Israeli retaliation strategies are the popularized phrase “Wrath of God,” the alleged Israeli assassination of those it held responsible for the 1972 killings of Israeli athletes during the Munich Olympics[31], and the “Dahiya doctrine” of destruction of civilian areas to punish Palestinians for supporting their leaders.[32] Israeli Israel Shahak wrote in 1997: "Israel clearly prepares itself to seek overtly a hegemony over the entire Middle East...without hesitating to use for the purpose all means available, including nuclear ones."[33] Zeev Schiff opined in 1998 that "Off-the-cuff Israeli nuclear threats have become a problem."[34] In 2003 David Hirst noted that “The threatening of wild, irrational violence, in response to political pressure, has been an Israeli impulse from the very earliest days” and called Israel a candidate for “the role of 'nuclear-crazy' state.”[35] Noam Chomsky said of the Samson Option “the craziness of the state is not because the people are insane. Once you pick a policy of choosing expansion over security, that's what you end up getting stuck with.”[36] Efraim Karsh calls the Samson Option the “rationality of pretended irrationality,” but warns that seeming too irrational could encourage other nations to attack Israel in their own defense.[37]

Inherency Frontline

They have no aff – current funding SOLVES THE AFF – ITS funding has doubled THIS MONTH

Zeyher (managing editor of Roads & Bridges and Transportation Management & Engineering) 7/9/12

(Allen, “Iteris: ITS to benefit from transportation reauthorization,” July 9, 2012, <http://www.roadsbridges.com/iteris-its-benefit-transportation-reauthorization>) //CL

Funding for ITS research increased from $50M to $100M Iteris Inc. of Santa Ana, Calif., sees a revitalized and strengthened market for intelligent transportation systems (ITS) after Congress passed and President Obama signed legislation that includes the federal surface transportation reauthorization bill. The legislation provides for an estimated $105 billion in federal funding for highway, transit, safety and related transportation programs through the end of September 2014. Among a number of top-line provisions, the legislation: \* Ensures ITS technologies are eligible for funding within every major formula program; \* Restores the ITS research program, increasing its funding from $50 million to $100 million per year; \* Creates a new $62.5 million-per-year Technology and Innovation Deployment program to accelerate the adoption of new transportation technologies; \* Establishes a performance management process to improve accountability in areas that include highway condition and performance, safety, congestion, air quality and freight movement; \* Provides state governments with additional spending flexibility; and \* Streamlines the project delivery process. “Congress has come together at a crucial time to pass a bill that we believe significantly benefits our nation by calling for the advancement and greater adoption of intelligent transportation systems,” said Abbas Mohaddes, president and CEO of Iteris. “With the passage of the bill, Congress recognizes the inclusion of ITS technologies will enhance the overall return on investment and improve much-needed transportation infrastructure and traffic congestion. This significant funding allows government agencies to include ITS technologies in infrastructure projects and the ability to enhance their traffic management systems. As a market leader in intelligent traffic management information solutions, we expect this to directly benefit Iteris.”

New transportation bill mandates ITS development that SOLVES THE AFF

Energy Policy Information Center (Center providing information on Energy Policy [lol]) 7/15/12

(Energy Policy Information Center, “New Transportation Bill Signed,” Jul 15, 2012, <http://www.sustainablecitynetwork.com/topic_channels/policy/article_6e5437ae-cec8-11e1-9a2d-0019bb30f31a.html>) //CL

WASHINGTON, D.C. -- President Barack Obama recently signed the new transportation bill into law, allocating roughly $105 billion through 2014 into the nation’s surface transportation infrastructure. The bill keeps highway and transit spending roughly at current levels, and includes provisions enabling mayors of cities such as Los Angeles to fast-track bus and rail projects in traffic-choked regions. Senators Barbara Boxer and James Inhofe, who have been at odds more than once in the past, have hailed the legislation as evidence that the two parties can work together, and legislators from both sides are claiming the bill as perhaps the largest jobs measure of the year. However, at a time when the country’s ailing infrastructure is in such desperate need of advanced modernization, one would have hoped that Capitol Hill could have produced a document which does more than maintain the status quo after spending three years and ten extensions in its formulation. Before discussing what the transportation bill could have accomplished, it’s important to look at the included provisions which have some role to play in diminishing our national oil dependence. The bill authorizes states to utilize certain funds to install electric and natural gas vehicle charging infrastructure at parking facilities. The bill also includes language requiring the Secretary of Transportation to encourage the development of Intelligent Transportation Systems technologies to improve the performance of the National Highway System in areas of traffic operations, emergency response, incident management, and congestion management, through the use of demonstration programs, grant funding, incentive programs, among other tools. Such programs should be developed to improve the efficiency of the nation’s roads, and reduce the congestion-related fuel waste.

Solvency Frontline

Increased ITS funding will just lead to more commercially unviable concepts – guts solvency

ITS World Congress 11

(“A COLLECTION OF ESSAYS FROM INTERNATIONAL LEADERS IN THE INTELLIGENT TRANSPORTATION SYSTEMS COMMUNITY”, October, 2011, http://www.itsworldcongress.org/WC\_ESSAYS\_FINAL\_DOCUMENT\_11\_14\_11.pdf) aw

From the standpoint of business, the greatest challenge to ITS in the next 10 years is the same as it has been in the last 10 years: many business and technology approaches that are not commercially viable. This is not to say there is a lack of ideas in ITS. In fact, ITS has succeeded wildly in generating ideas for new technology, a few of which have been commercialized successfully. But as ITS technology becomes mainstream, some concepts have become entrenched as ends in themselves, without ever becoming self-sustaining. Many people in ITS, especially researchers, have held onto concepts, technologies, and research programs that cannot be commercially viable. It’s as if they are pushing a horse that has already run the race – and lost. We all know the stereotype of the engineer who creates a “Rube Goldberg” contraption (see http://www.rubegoldberg.com/) – a complex device to do a simple task – more because he loves to play with technology than because anyone needs the solution. A review of many research organizations’ agendas will reveal at least a few concepts for ITS services that can, in fact, be accomplished more quickly and cheaply with less sophisticated technology. Especially as financially strapped governments consider the need for solutions to be sustainable, the ITS sector does no favors to anyone by pushing technologically complex solutions where simpler, cheaper, more robust ones are needed.

Information overkill destroys competencies in critical situations – turns case

Busch 08

(Fritz, Technical University Munich, “Intelligent Transportation Systems – Opportunities and Challenges”, April 2008, “http://www.vt.bv.tum.de/uploads/scharnagl/it-InformationTechnology/2008\_04.pdf) aw

Information overkill and loss of competence: an increase in systems that provide information for the individual road user bears the risk of supplying too much and/or wrong information in critical situations. In the case of a malfunction of informing, controlling or otherwise assisting functions, the road user - especially the driver - is in danger of loosing or unlearning his core competencies; a fact which may overstrain him in creation situations.

ITS will only exacerbate transportation problems – contradictory systems

Busch 08

(Fritz, Technical University Munich, “Intelligent Transportation Systems – Opportunities and Challenges”, April 2008, “http://www.vt.bv.tum.de/uploads/scharnagl/it-InformationTechnology/2008\_04.pdf) aw

Many different drive assistance systems working in parallel, particularly those of traffic control in networks may lead to contradictory information. This problem is aggravated by numerous different versions of the devices that are in the market at the same time. A consistent traffic control in the sense of a regional traffic management is therefore extremely difficult. if not impossible.

Rapid evolution of ITS technologies will make the aff obsolete

Zhou and Gifford 09

(George Mason University, “Institutional Challenges in the Development of Intelligent Transportation Systems”, 2009) aw

ITS projects require not only initial capital costs for purchasing and installing the system. They also require ongoing costs for operation and maintenance. ITS applications involve a rapid evolution of advanced technologies, which affects the planning process in two-fold: on the one hand, it makes ITS performance more unpredictable than other traditional transportation strategies; on the other hand, it is difficult to estimate the cost and benefit accurately for the whole ITS project. Therefore, ongoing operation and maintenance becomes a very critical issue in the ITS planning process. Moreover, ITS applications usually involve various stakeholders, and each of them plays a different role. These stakeholders will be sensitive to the allocation of costs and benefits over the ITS technology’s life cycle. No one wants to invest in an ITS system that will soon be obsolete. Similarly, no one wants to miss the opportunity to achieve great improvement from ITS technologies. How to share the risk and responsibility of the ongoing operation and maintenance between stakeholders becomes another essential issue. Because of its importance, it is not surprising that cooperators and partners in an ITS project will have disputes over the role of operation and maintenance, as happened between Fairfax County and VDOT in the TSP Project. Agencies should anticipate this challenge and prepare the costs associated with it in the planning

Lack of human expertise makes the development of ITS futile

Zhou and Gifford 09

(George Mason University, “Institutional Challenges in the Development of Intelligent Transportation Systems”, 2009) aw

As a high technology, ITS is often not well understood and accepted by public officials and transportation planners. There is also sometimes a lack of technical expertise in local transportation agencies, especially small and rural ones, which may hinder the development of ITS in the long run. In the Real-Time Transit Information System Project, the City of Alexandria has expanded and leveraged its staff expertise through collaborating with other local agencies. Efficient institutional arrangements and cooperation may help make up for the lack of technical capacity within the agency process.

Biopower Links

#### Federal regulation and enforcement has fetishized the use of Intelligence transportation systems, blurring the line between emergency and surveillance and initiating a function creep unbeknownst to the populace in an attempt to secure the post-9/11 environment.

Torin Monahan, 8/11/2007, "Controlling Mobilities: Intelligent Transportation Systems as Surveillance Infrastructures", American Sociological Association, <http://citation.allacademic.com/meta/p_mla_apa_research_citation/1/8/2/6/4/p182642_index.html>, chip

One detective viewed ITS video cameras as important inoculation for the American public to become desensitized to public surveillance systems that the police would like to use. Barring any technical or legal safeguards (such as encryption for privacy protection or new laws governing ITS use, respectively), secondary uses of the systems will continue to grow without much public awareness or oversight. National security concerns, especially in the post-9/11 context, provide another strong rationale for secondary ITS functions. In the years following September 11, 2001, most – if not all – U.S. government agencies have transformed their missions to prioritize national security and/or have incorporated security responsibilities (Monahan, 2006). Departments of transportation are no exception. As might be expected, the monitoring of “critical infrastructures,” such as bridges and tunnels, is part of the responsibility of many ITS control centers. Moreover, many control rooms are slated to become emergency operations centers in the event of terrorist attacks or natural disasters. As emergency operations centers, they could coordinate evacuation procedures and response teams, including police and fire departments, and possibly hazardous materials teams or military units. An engineer for one city-level department of transportation center explained: Right now the State has its own state emergency operation center [EOC], so, if the Gov ernor declares a state of emergency, it is the Division of Emergency Management that handles [the Governor’s] directives... But actually our IT department and some other parts of our city have identified this facility as being an important facility that needs to keep running in case anything happens, and we’re kind of worked into that whole process. Because we do have some of the backup systems and, so there is some recognition in the value of what we do here and keeping it live and well. We’ve only been here a year and the EOC is just really kinda getting off the ground, and over the next few years, I can just see a lot of growth in working out all those [coordination] issues... Yeah, and that would be, you know, kinda again one of those Homeland Security concepts, you got your police and your fire and if anything unpleasant were to happen, they’ve got their secured command center [the ITS center] to dispatch the resources that are needed. The responsibilities for critical infrastructure monitoring and emergency operations management provide insight into the multidimensional character of ITS, whereby the analytic distinction between primary and secondary functions is too facile a characterization of the systems, even if it is an accurate description of the daily practices of engineers. Given the definition of surveil-lance given above (as enacting forms of control), these security functions point to the inherent, and in this case intentional, surveillance capabilities of ITS. The point of raising these examples of function creep is to call attention to the fact that there has been no collective conversation about the implicit or explicit surveillance functions of these systems or the desirability of tapping into those functions. Instead the surveillance modalities are exploited because the systems allow them to be, and these then risk becoming normalized practices. The discourse of abstract control of flows from a distance illustrates an approach to the systems that denies the existence of these alternative uses, as well as social context. Nonetheless these systems, along with their discourses and practices, actively shape the world and sort bodies in very biased ways.

#### Mobility and citizenship have been reframed through a calculus of maximizing national security. Consequently, the state is expanding the capacities of surveillance in order to eliminate what it perceives as “threats”.

Packer, ’07.

 (Jeremy Packer. “The Ethics of Mobility: Rethinking Place, Exclusion, Freedom and Environment.” 2007. Date accessed December 19, 2009 <http://books.google.com/books?id=0FzSI8CnJaIC&pg=PA46&lpg=PA46&dq="But+in+the+past+automotive+behavior+was+itself+the+object+of+surveillance"&source=bl&ots=TlZ\_kznZ1h&sig=qcT6Qn\_SEqKsetusJJTfGjb\_ERY&hl=en&ei=SD8tSaiNI30McXDrfwI&sa=X&oi=book\_result&ct=result&resnum=2&ved=0CA0Q6AEwAQ#v=onepage&q=%22But%20in%20the%20past%20automotive%20behavior%20was%20itself%20the%20object%20of%20surveillance%22&f=false>.) chip

Whether at border corssings, airport terminals, roadside police interrogations, ports, or security checks at government buildings, what is often referred to as “freedom of movement” has become one sit where the “homeland’s” security is seen to be at risk. Conceptions of who has such freedom, how, when, where, and with what velocity it can be enacted, has all changed. As the epigraph above from the Department of Homeland Security’s website makes clear there is a heightened sense that modern terrorism demands a rethinking of how to govern the US transportation system. This rethinking is not purely defensive. The system is also imagined as a productive force for ensuring homeland security as a number of programs call upon the automobile citizen to expand the capacities of state surveillance. For instance the Terrorism Information and Prevention System (TIPS) calls for citizens to keep an eye out for potential terrorist activity while driving, asking them to use cell phones to alert police forces of suspicious activity. While the 300,000 tranportation industry workers in the United States were called upon by the American Trucking Association and the Department of Homeland Security to take part in highway watch which would conscript truckers as part of a movile surveillance system. Such governmental attempts have been used in the past to link automobility and mobile communications into a mobile surveillance system, including widespread attempts to organize Citizen Band Rado users to monieter the roadways in the 1970s. But in the past automotive behavior was itself the object of surveillance. This isn’t to say we are simly facing a more repressive form of power in which we are constantly being told “No. You cannot enter (or leave) here,” Though for many this has been the case. Rather, how mobility is governed has changed. It is in essence a question of “how has mobility been differently problematized?” For one, the space of governance has changed significantly. The advent of the Office of Homeland Security and the Global War on Terror, as much as the first attacks on the US mainland in nearly two centuries, have turned all of the global space, all terrain, into a war zone. As such, we must ask to what degree the logic of national security now organizes policing mechanisms in the US and abroad. Further, when the secrecy of terrorists’ identities creates a situation in which combatants “cannot be known” in any field of battle, this means all will be policed as if they are potentially terrorists. At the same time, all citizens are asked to join in the War on Terror as part of Homeland Security initiatives. This alteration and bifurcation in the relationship between the state and citizenry is particularly telling in terms of automobility. One of the problematic elements of such attacks for a military operating under the Revolution in Military Affairs (RMA) and biopolitical formations of empire is that the suicide bomber makes apparent “the ontological limit of biopower in the most tragic and revolting form”. Where RMA military strategy minimizes its own military casualties in acknowledgement of the productive capacity of life, the suicide bomber inverts this notion to acknowledge and exploit the destructive (resistant) capacity of life. As a problematic for governing at a distance; that is, organizing, regulating, and making productive the mobility of individuals and the population alike without direct or excessive governmental control. If al automobiles are potential bombs, then in a time when the US government is operating under a state of perpetual warfare, governing at a distance cannot merely depend upon panopticism and disciplinarity as a means for creating docile citizens. In a biopolitical order the pastoral relation of state and subject makes life the end goal of and motor for creating the productive population and, thereby, nation. When life is not equally invested as a desired ends by both state and citizen, life is not only that which must be groomed and cared for, but rather treated as a constant and immanent threat which needs diffusing or extinguishing. The governance of automobility then needs to be understood in terms of this new problematic, mobility as immanent threat. In the “new normal” of perpetual war, the subject is no longer treated as a becoming accident, but a becoming bomb. For the regime of Homeland Security in the US, it is not the safety of citizens that is at stake, but rather the stability of Empire’s social order most generally, the more specifically the security of the US state form. It is a war in which the state form fears all that may become problematic, become bomb. So the new mode of problematization treats all mobilities as potential bombs and thus technologies of contrl are being developed and applied to the automobile as a means for addressing such perceived threats.

#### Intelligent Transportation Systems create an information panopticon, in where the inspector and drivers of the populace are engaged in a relational loop of disciplinary power.

Raoni Guerra Lucas Rajão, Degree in Comp Sci @ the University of Milan-Bicocca in Milan, Italy, PhD in the Department of Organisation, Work and Technology at Lancaster, a senior lecturer in social studies of science and technology in the Department of Production Engineering at the Federal University of Minas Gerais, Brazil, 2008, “Informated asphalt: the impact of information technology on urban traffic managemen”., <http://www.iceg.pucminas.br/espaco/revista/08Theinformatedasphalt.pdf>, chip

The use of IT in urban traffic management implies not only changes in the work nature and skills requirements, but also changes in work control. When traffic management was done directly on the streets, with police officers using their bodies and senses, the only way to understand if they were doing their work properly was through direct supervision by someone else with similar skills. Since the introduction of automatic traffic lights, centralized semaphore systems, and, more recently, GIS, traffic management activities have become much more open to control. Information technology eliminates the need for the “inspector” and the person under surveillance to be at the same place at the same time. Now, from anywhere at anytime, curious eyes can look at the digital traces of previously performed operations and identify human errors in them. Zuboff (1988), drawing on Foucault, calls this new mode of control information Panopticon. Foucault was inspired by the work of the English philosopher Jeremy Bentham. In the end of the 18 th century, Bentham wrote a series of letters proposing a building design promising “a new mode of obtaining power of mind over mind” (BENTHAM, 1995). He called this creation Panopticon: the combination of the Greek words “παν” and “οπτική”, meaning respectively “everything” and “view”. The Panopticon is a prison with a circular plant, with the prisoners’ cells occupying the circumference. The cells have large windows to allow the penetration of the sunlight, exposing every corner of the room. At the center of the building, there is a lodge from where the inspector is able to see all cells in their entirety, while the prisoners are not able to see inside the lodge due to a backlight effect (FOUCAULT, 1977). Bentham’s mechanism to impose discipline is based on the fact that, inside the Panopticon, the controlled subject is always exposed and never actually knows if he is being inspected at a certain moment or not, so he always acts as if he were under scrutiny to avoid being punished. In this context it is obvious that “visibility is a trap” (FOULCAULT, 1977, p. 200). Zuboff (1988) noticed that the informating capacity of IT not only makes transparent the work activities of the organization, but also renders visible its employees’ behavior by recording the actions performed through the system. This feature of information systems “can provide the computer-age version of universal transparency with a degree of illumination that would have exceeded even Bentham’s most outlandish fantasies”. As a result, “such systems can become information Panopticons” (ZUBOFF, 1988, p. 322). Under the eyes of the information Panopticon, as its brick-and-mortar predecessor, workers always act considering that someone else could observe their behavior. Doing so, they also anticipate the inspector’s judgment and consequently avoid acting in a way that could shed a negative light upon themselves. The information Panopticon can be found in the GIS for urban traffic management at different layers, forming an interesting relational loop between the observer and the observed. First, we have operators observing drivers using different types of sensors connected to the GIS systems, to identify when they do not respect the law. Second, supervisors and politicians can observe the operators’ actions in the system and evaluate if they are doing their job properly. The last link of the panoptical chain is far less obvious. Smog has been one of the main public issues in major Italian cities during the last decade. Since urban traffic is regarded as one of the biggest producers of air pollution, urban traffic management is a source of major political pressure. The data produced by the sensors connected to the GIS provide a good source of information regarding the effectiveness of the politician’s decisions. In this context, the informating property brings us back to the beginning of the chain by enabling voters (drivers) to inspect the politicians’ actions. A lecturer of city planning at an Italian university offers us some evidence that politicians are well aware of the panoptical property of GIS: In the beginning of the ’90s many people argued that GIS would be a complete failure in Italy because it offered too much transparency and the politicians don’t like it. Even though as the years passed this claim was proven false, I believe that this concern is a source of adoption resistance. This may help to explain why even today less than a half of the local authorities have adopted some kind of GIS to manage their territory. So far, Zuboff’s theory of the dual face of IT has been able to offer us some insights over how the introduction of GIS has changed urban traffic management practices. Her theory even anticipated the Panoptican proprieties of this new technology noticed by the interviewee above. However, getting a closer look at how people actually use information poses a new set of questions.

#### Sovereign construction of terrorism is a biopolitical tool to subjugate the population.

Miguel De Larrinaga and Mark Doucet, 2007 (ph.D in Political Science, “Global Governmentality, Biopower and the Human Security Discourse,” p. 10-11,) chip

The manner in which Western governments, for instance, have been able to label terrorism as a specifically global threat to world order can be understood through such an understanding of sovereign power. Seen from this vantage point, the “global war on terror” and its attendant manifestations in the form of coordinated military operations, counter-insurgency, police, and border measures and intelligence practices in the name of exceptionality lend themselves to a particular global cartography. This mapping is one that summons, in the borderlands of global order, subjects that are amenable to the sway of a global sovereign power. It is the lives of these subjects rendered as bare, in which create the conditions of possibility for interventions mounted from the vantage point of global sovereign rule. In rendering bare the lives subject to its interventions, global sovereign power operates on the same terrain with the biopower that circulates in the technologies and practices of global governmentalities. In other words, both sovereign power and the complex assemblage of global governmentalities operate in the realm of the biopolitical – i.e. they require lives that are rendered bare. As will be examined later in this paper it is through the human security discourse that we can formulate an understanding of the intimate connections and distinctions between technologies of sovereign power and biopower as they are deployed globally. Within the above context, Empire then becomes for us a way of apprehending forms of power and their complex interrelationships that have this element of globality. 29 In this sense, Empire is “a ‘network power’” that “includes as its primary elements or nodes, the dominant nation-states along with supranational institutions, major capitalist corporations, and other powers.”

Spending Links

ITS spends millions – State projects prove

FHA (U.S. Department of Transportation Federal Highway Administration, Office of Natural and Human Environment) 2005

(Federal Highway Administration, “Intelligent Transportation Systems (ITS),” 2005, <http://www.fhwa.dot.gov/environment/air_quality/cmaq/reference/intelligent_transportation_systems/>) //CL

The Advanced Regional Traffic Interactive Management and Information System (ARTIMIS) is a transportation system management project designed to improve traffic flow. It was put in place by the Ohio-Kentucky-Indiana (OKI) Council of Governments to monitor and control traffic on 88 miles of regional freeways at a total cost of $57 million, of which $41 million were CMAQ funds. The OKI estimates emissions reductions of 186 kg/day of VOC. Arterial Street Signal Interconnect, Philadelphia, PA, is an interconnection of traffic signals along arterials with high transit use implemented to improve traffic flow and to enhance transit quality. The total annual project cost was $214,033, of which $171,227 were CMAQ funds. Estimated emissions reductions were 52 kg/day, VOC and 5.7 kg/day NOx. The Georgia NAVIGATOR is an Advanced Transportation Management System that monitors and manages traffic conditions on 90 miles of interstate highway in the Atlanta metropolitan area. The system was developed at a total cost of $140 million, of which $54 million were CMAQ funds. The Georgia DOT estimates emissions reduction benefits of 614 kg/day VOC and 578 kg/day NOx.

National ITS spends billions

Energy Policy Information Center (Center providing information on Energy Policy [lol]) 7/15/12

(Energy Policy Information Center, “New Transportation Bill Signed,” Jul 15, 2012, <http://www.sustainablecitynetwork.com/topic_channels/policy/article_6e5437ae-cec8-11e1-9a2d-0019bb30f31a.html>) //CL

WASHINGTON, D.C. -- President Barack Obama recently signed the new transportation bill into law, allocating roughly $105 billion through 2014 into the nation’s surface transportation infrastructure. The bill keeps highway and transit spending roughly at current levels, and includes provisions enabling mayors of cities such as Los Angeles to fast-track bus and rail projects in traffic-choked regions. Senators Barbara Boxer and James Inhofe, who have been at odds more than once in the past, have hailed the legislation as evidence that the two parties can work together, and legislators from both sides are claiming the bill as perhaps the largest jobs measure of the year. However, at a time when the country’s ailing infrastructure is in such desperate need of advanced modernization, one would have hoped that Capitol Hill could have produced a document which does more than maintain the status quo after spending three years and ten extensions in its formulation. Before discussing what the transportation bill could have accomplished, it’s important to look at the included provisions which have some role to play in diminishing our national oil dependence. The bill authorizes states to utilize certain funds to install electric and natural gas vehicle charging infrastructure at parking facilities. The bill also includes language requiring the Secretary of Transportation to encourage the development of Intelligent Transportation Systems technologies to improve the performance of the National Highway System in areas of traffic operations, emergency response, incident management, and congestion management, through the use of demonstration programs, grant funding, incentive programs, among other tools. Such programs should be developed to improve the efficiency of the nation’s roads, and reduce the congestion-related fuel waste.

ITS spending is already in the 100 millions

Zeyher (managing editor of Roads & Bridges and Transportation Management & Engineering) 7/9/12

(Allen, “Iteris: ITS to benefit from transportation reauthorization,” July 9, 2012, <http://www.roadsbridges.com/iteris-its-benefit-transportation-reauthorization>) //CL

Funding for ITS research increased from $50M to $100M Iteris Inc. of Santa Ana, Calif., sees a revitalized and strengthened market for intelligent transportation systems (ITS) after Congress passed and President Obama signed legislation that includes the federal surface transportation reauthorization bill. The legislation provides for an estimated $105 billion in federal funding for highway, transit, safety and related transportation programs through the end of September 2014. Among a number of top-line provisions, the legislation: \* Ensures ITS technologies are eligible for funding within every major formula program; \* Restores the ITS research program, increasing its funding from $50 million to $100 million per year; \* Creates a new $62.5 million-per-year Technology and Innovation Deployment program to accelerate the adoption of new transportation technologies; \* Establishes a performance management process to improve accountability in areas that include highway condition and performance, safety, congestion, air quality and freight movement; \* Provides state governments with additional spending flexibility; and \* Streamlines the project delivery process. “Congress has come together at a crucial time to pass a bill that we believe significantly benefits our nation by calling for the advancement and greater adoption of intelligent transportation systems,” said Abbas Mohaddes, president and CEO of Iteris. “With the passage of the bill, Congress recognizes the inclusion of ITS technologies will enhance the overall return on investment and improve much-needed transportation infrastructure and traffic congestion. This significant funding allows government agencies to include ITS technologies in infrastructure projects and the ability to enhance their traffic management systems. As a market leader in intelligent traffic management information solutions, we expect this to directly benefit Iteris

Politics Links

\*\*\*Agenda Links

Government doesn’t like funding ITS

GAO 2012 [March, “Report to the Committee on Science, Space, and Technology, House of Representatives” INTELLIGENT TRANSPORTATION SYSTEMS Improved DOT Collaboration and Communication Could Enhance the Use of Technology to Manage Congestion, http://www.gao.gov/assets/590/589430.pdf]

Funding constraints pose a significant challenge to transportation agencies in their efforts to deploy ITS technologies because of competing priorities and an overall constrained funding situation.35 ITS projects must compete for funding with other surface transportation needs, including construction and maintenance of roads, which often take priority, according to officials from transportation and stakeholder agencies we interviewed. As we reported in 2005, transportation officials often view adding a new lane to a highway more favorably than ITS when deciding how to spend their limited transportation funds.36 DOT has noted that funding constraints might explain why the rate of adoption of arterial management technologies over the past decade has been flat. In addition, the 2010 deployment survey found that 55 percent of agencies responsible for managing freeways, compared with 36 percent of agencies responsible for managing arterial roadways, plan to invest in new ITS in 2010 to 2013. Transportation agencies face difficult decisions regarding the allocation of their transportation funding, and many have faced severe revenue declines in recent years, restricting the availability of funds for transportation improvements. For example, a county transportation official we interviewed reported that the funds for deploying and maintaining ITS have been reduced annually over the last 3 to 4 years because of reduced county revenues, which has led to the county suspending almost all deployment of ITS field devices.

Transportation officials must identify priorities and make trade-offs between funding projects that preserve or add new infrastructure and those that improve operations, such as ITS projects. Preserving infrastructure is a high priority for state and regional decision makers. Traffic growth has outpaced highway construction, particularly in major metropolitan areas, which puts enormous pressure on roads.37 According to FHWA’s most recent projections (using 2006 data), less than half of the vehicle miles traveled in urban areas are on good-quality pavements and about one-third of urban bridges are in deficient condition.38 As five stakeholders and officials from four transportation agencies we spoke with noted, ITS projects have difficulty competing for funding with other needs, such as road and bridge maintenance projects. For example, one city transportation official told us the city must devote most of its resources to highway and bridge projects rather than new technology, and in some cases the city has resorted to demolishing unsafe bridges because of lack of funds rather than repairing or replacing them.

ITS funding bill massively unpopular with GOP base

Laing (Staff writer for the Hill, transportation specialist) 6/28/12

(Keith, “RedState: Highway bill compromise 'a massive increase in federal gluttony',” 06/28/12, <http://thehill.com/blogs/transportation-report/highways-bridges-and-roads/235365-redstate-highway-bill-compromise-a-massive-increase-in-federal-gluttony>) //CL

The conservative website RedState.com said Thursday that the agreement reached by lawmakers on a $105 billion surface transportation bill was "a massive increase in federal gluttony." Lawmakers in both political parties have praised the agreement, which will provide transportation funding through the end of fiscal year 2014, for maintaining current spending levels for road and transit projects, adjusted for inflation. But RedState Editor Erick Erickson said in a blog post Thursday the new highway bill would "expand government, government spending, and engage in Keynesian economic policies [Republicans have] criticized Barack Obama for." "The Republicans decided to drop demands for approving the Keystone XL pipeline and demands that the EPA stop its ridiculous regulations on coal plants that will harm our energy future," Erickson wrote. "In exchange, Democrats will not fund bike paths and highway landscaping." RedState and other conservative groups had called for Congress to limit highway spending to the amount of money that is brought in by the 18.4 cents-per-gallon tax on gasoline that is traditionally used to fill the coffers of the Highway Trust Fund, which is about $36 billion per year. The compromise reached Wednesday by the House and Senate would spend nearly $60 billion on transportation projects over the next two years. Supporters of the new transportation bill argued that the gas tax did not generate enough money to pay for road and transit projects that were needed because of increased fuel efficiency of modern automobiles. They also cited a Congressional Budget Office projection that the Highway Trust Fund would go bankrupt in 2013 without Congress providing additional revenue. Erickson argued in his blog post that the federal deficit was a bigger deal than the projected shortfall in transportation funding. "We’re at $16 trillion in debt and as the sun rises this morning we are reminded of two things: the Republicans are not serious about paying down the debt and many outside conservative groups will politely avert their eyes arguing that we must fight Barack Obama, not stop the Republican’s complicity in bankrupting our nation," he wrote. "So much for credibility in the argument on spending."

Passed transportation bill still not popular on both sides

Chokshi (Staff Reporter on Transportation for the National Journal) 7/2/12

(Niraj, “Transportation Bill: An Early Christmas Present or a Lump of Coal?” July 2, 2012, <http://transportation.nationaljournal.com/2012/07/transportation-bill-an-early-c.php>) //CL

They finally did it. In an 11th-hour turnaround, Congress passed a compromise transportation reauthorization (including a student loan interest rate extension and flood insurance reauthorization). The 599-page bill reduces the number of highway programs by two thirds. The controversial coal ash and Keystone XL provisions House Republicans pushed for were dropped, but the streamlining provisions they wanted made it in, including exempting from environmental review certain emergency infrastructure replacements and programs that receive less than $5 million in federal funds. The cuts aren't as deep as many conservatives wanted and the concessions went too far for some Democrats. Transportation enhancement funding--for things such as bike paths--remains, but a compromise split the funding between localities and states, which have an opt-out. The bill reduces the deficit by $16.3 billion over the next decade, according to the nonpartisan Congressional Budget Office. The Highway Transit Fund, the key funding source for highway projects, will be exhausted some time in fiscal year 2015. What do the changes to the transportation enhancement program mean for bike paths and alternate transit? Is the program consolidation going to work? Will the streamlining really help to speed up products? What more could the bill have done to accelerate project delivery? What critical provisions is the deal missing? Is this bill an early Christmas present or a lump of coal?

New transportation bill unpopular with Democrat base – no new jobs and too many concessions

Adler (Contributing writer for The Nation, federal policy correspondent for Next American City) 7/3/12

Ben, “This is a win? After Dems cave, transportation bill creates no new jobs,” July 3, 2012, <http://leanforward.msnbc.com/_news/2012/07/03/12544141-this-is-a-win-after-dems-cave-transportation-bill-creates-no-new-jobs?lite>) //CL

The intransigence of Republicans in Congress has become so extreme that even bad results are now considered victories by Senate Democrats and the White House. Raising the debt ceiling—once a routine matter—while agreeing to painful spending cuts is the most prominent example. But a less-noticed one occurred last week. The Surface Transportation law, which determines how the federal government will disburse transportation infrastructure funds, is normally passed every six years, and it expired in 2009. It used to be a fairly simple matter: tally up the revenues from the gasoline tax, give 20 percent to mass transit, the rest to roads, and send it back to the states. But those days are long gone. Here's what happened this time around: We needed a transportation law that would meet the needs of our diverse population: more money for bicycling, walking and mass transit and more money for fixing crumbling roads and bridges—as well as a raise in the gas tax, which hasn't gone up for nearly two decades. So after taking office, President Obama, working with congressional Democrats, issued ambitious proposals to meet these goals. But Democrats were afraid to say how they would pay for them. Meanwhile, as Congress focused on other matters, such as health care reform, it passed a series of temporary extensions that just kept the current rules in place. Then in 2010 Republicans took over the House of Representatives and went to work on a right wing fantasy bill: They would eliminate dedicated funding for mass transit and eliminate environmental reviews for new projects, and tack on irrelevant measures such as building the controversial Keystone XL oil pipeline. Even the House Republican caucus was divided on this approach, and they could not get the votes to pass it. In the end, Senate Democrats and Republicans agreed on a compromise bill that would last two years, and the House passed a temporary extension of its own. But in reconciling the two bills, Democratic negotiators conceded far too much. The final bill, set for President Obama's signature, will continue current overall funding levels, but it includes compromises with the House GOP’s reactionary agenda, including eliminating funding for repairing existing infrastructure; cutting funds for making walking and biking safer; the removal of a measure that would have let cash-strapped transit agencies use federal funding to keep operations going; and cutting tax deductions for mass transit by half. And yet, both Sen. Barbara Boxer, the California Democrat who chairs the Environment and Public Works committee, and Secretary of Transportation Ray LaHood, are praising the bill, as if the mere act of continuing status quo funding is a great investment in economic stimulus. Boxer estimated it would save around 2.8 million jobs, through a mix of dollars for highway and transit construction, and federal loan guarantees to spur private investment. But that estimate assumes that the funding will otherwise disappear. If you use the current funding level as a baseline, the bill creates no new jobs at all. The number of jobs being created "is basically zero,” said Dean Baker, co-director of the Center for Economic Policy Research. “We would lose jobs if nothing had passed and Congress let funding lapse. Even then Boxer and Obama are hugely exaggerating the effects.” Smart growth advocates, too, say the bill is step in the wrong direction. “On the whole, the bill supports development styles which are losing popularity,” said Alex Dodds, spokeswoman for Smart Growth America. “Walkable downtowns are seeing a renaissance across the country, and transportation infrastructure is a huge part of that. The federal transportation bill could have supported these vibrant places much better. What the bill does support are projects that won't deliver as well on their investment.” LaHood described the bill as bipartisan. That's true if you define bipartisanship as Democrats—who control the Senate and White House—moving in the direction Republicans want. “I am so glad that House Republicans met Democrats half way, as Senate Republicans did months ago,” said Boxer. That sounds a lot like Democrats moving three quarters of the way toward Republicans. Not exactly a result for Dems to brag about.

\*\*\*Obama Good Links

New ITS & related spending unpopular – jobs, mass transit, seniors

Hanley (Amalgamated Transit Union President) 7/5/12

(Larry, “Death blow to mass transit,” July 5, 2012, <http://transportation.nationaljournal.com/2012/07/transportation-bill-an-early-c.php#2223077>) //CL

The new federal transportation bill fails mass transit, riders and workers. It not only does nothing to address the current mass transit crisis, but it will make it much worse. It deals, in effect, a death blow to mass transit. It’s actually a tax-increasing bill that will impose hidden taxes on commuters and transit riders by raising fares while forcing cash-strapped transit systems to cut more service Anyone familiar with public transportation knows that American mass transit is in trouble. In fact over 85% of U.S. transit systems have been forced to cut service, raise fares, or both since the beginning of the recession. This has created a real hardship for thousands across the country for whom public transportation is a vital necessity. The bill guts provisions from the bipartisan Senate bill, which would have provided much-needed flexibility for transit systems to use some of their federal funding for keeping service on the street and creating jobs. Tragically theconference committee also failed to address the commuter tax credit, which would have provided anyone who takes public transit to work the same much-needed subsidy as those who drive each day. Congress’ refusal to face up to the transit funding crisis will lead to a downward spiral of service cuts and fare increases that will eventually cripple many governments’ ability to provide any public transit at all. Meanwhile in 2011 ridership on the nation’s commuter trains and buses hit one of the highest levels in decades, with Americans taking 10.4 billion trips on mass transit – which includes buses, trains, street cars and ferries. The bill just passed by Congress seems tailor-made to deny service to this burgeoning ridership, forcing them into automobiles on already-clogged city streets. And what about the poor, seniors, and persons with disabilities? Will they even be able to afford to use the service that remains? Our government is spending $2 billion a week to fight wars and rebuild cities halfway around the world, but it allows our own cities and their transit systems to get worse by the day. Already, Detroit is planning to make cuts that have led some to question the viability of the system. Drastic service reductions are also planned in Pittsburgh which will make it much harder for commuters and transit-dependent people to get around the city. And this is just the tip of the iceberg. These service reductions and fare hikes should be seen as what they really are – hidden tax increases levied on riders who can least afford it to help pay for the tax cuts given to the rich. It doesn’t have to be this way. Mass transit is a stimulant for the economy in so many ways. Direct investment into transit operations means more public transportation and lower fares, which in turn helps local businesses. It brings people with jobs to their stores with more money in their pockets so they can buy things. It means more jobs. Each $10 million invested in transit operations creates more than 570 jobs in the short term. According to American Public Transportation Association (APTA) data, every $1 billion invested in public transportation creates and supports 36,000 American jobs. Unfortunately congress doesn’t understand that, and they blew a real opportunity with this transportation bill. This legislation will continue to starve public transportation to the detriment of our nation. The resulting long, slow death of mass transit will hurt the environment, weaken commerce, and restrict the mobility of many who have no other way to get around.

New ITS funding unpopular – cost

Roth (Research Fellow, The Independent Institute) 7/6/12

(Gabriel, “Federal taxpayers pay enough for transit," July, 6, 2012, <http://transportation.nationaljournal.com/2012/07/transportation-bill-an-early-c.php#2223220>) //CL

Larry Hanley’s job is to fight for the interests of his union’s members, and he does this very successfully. Indeed, his success even contributes to transit’s woes. But he does not enhance transit’s image by asserting that it cannot survive without increased federal largesse. Transit provides about 2 per cent of passenger mileage in the US, and receives about 20 per cent of federal surface transportation subsidies. Some might believe that even this is too much. Transit is a local service. If local people, aided by local authorities and states, are not prepared to cover all of transit’s costs, why should federal taxpayers pay for these enhancements? Why should farmers in Ohio pay for transit systems in Hawaii and Virginia? The Amalgamated Transit Union does a better job at running its finances than does the US Congress in running the federal government’s. The ATU’s finances are in surplus while the federal government’s are in deficit. The costs of the recently passed MAP-21 Transportation bill do not seem to be covered by revenues. And Larry Hanley wants these deficits to increase? He cannot be serious!

\*\*\*Obama Bad Links

ITS popular – West Virginia travelers prove

The Herald-Dispatch (West-Virginian news-source) 6/6/12

(The Herald-Dispatch, “Editorial: New road-information system should aid travelers,” June 06, 2012, <http://www.herald-dispatch.com/opinions/x1082717295/Editorial-New-road-information-system-should-aid-travelers>) //CL

Motorists have all known the aggravation of heading down the highway only to encounter a traffic tie-up that can stall their progress for a lengthy amount of time. If only they had known, they might have been able to take an alternate route. Soon, it seems, motorists traveling in West Virginia can get a heads-up on those traffic blockages, whether caused by a traffic accident, construction, special events or weather. The state plans to use technology to develop an information system that will alert motorists to potential traffic issues. The program is called a 511 system because that's the phone number people will be able to call to get information about possible traffic problems on the state's roads. The 511 system uses information gleaned from West Virginia's Intelligent Transportation Systems, which receive real-time information from computer-aided county emergency dispatch systems, Bruce Kenney, coordinator of Intelligent Transportation Systems for the state Department of Transportation, told the Charleston Daily Mail. If the Department of Transportation hits its target of a Nov. 1 starting date, West Virginia will have the first full statewide 511 system in the country. The service will offer multiple ways for people to access it. One, of course, is to dial 511. Callers will be offered a menu of options from which to choose. Also available will be a website, www.wv511.org. It will have weather maps, live radar and the messages placed on the dynamic message boards along highways. A third option will be an application for smartphones. The application will deliver the same information that's on the website, but it will have added features. For example, the application will enable the system to track where a motorist is traveling and alert him or her to traffic issues that the driver may be approaching. A safety feature is that the application will transfer the information to a voice message to allow hands-free operation of the smartphone. Kenney said that in cases where an accident has tied up traffic for several hours, travelers could get voice alerts advising them to detour to an alternate route before reaching the bottleneck. With all of these options, officials are warning drivers NOT to access the system while they are driving. If not using the smartphone application with the hands-free voice alerts, either have a passenger call or look up the information or check for information before beginning the trip. This 511 system, if it performs as billed, should be a welcome benefit for motorists in the state. It will obviously have some costs -- up to $300,000 a year, officials say -- but they are hoping to recover that money through a sponsorship program. The end result should reduce headaches for motorists and help make the state's roads safer by steering traffic away from trou