

Thesis: This disadvantage argues that their plan will reduce focus on freeway capacity addition as a means to reduce congestion thus increasing congestion on our roadways which is bad.

Table of Contents:

A. Uniqueness	2
B. Link.....	3
C. Internal Link	4
D. Impact.....	5

Congestion Disadvantage

A. Uniqueness

Congestion is being dealt with in the status quo - at least stabilizing

Schrank & Lomax 2009

[David; Tim | Texas Transportation Institute *Urban Mobility Report 2009*, p.online | 07/01/2009 | Accessed 01-02-10 ~ http://tti.tamu.edu/documents/mobility_report_2009.pdf !DJC]

Congestion, by every measure, has increased substantially over the 25 years covered in this report. The most recent two years of the report, however, have seen slower growth or even a decline in congestion. Delay per traveler – the number of hours of extra travel time that commuters spend during rush hours – was 1.3 hours lower in 2007 than 2005. This change would be more hopeful if it was associated with something other than rising fuel prices (which occurred for a short time in 2005 and 2006 before the sustained increase in 2007 and 2008) and a slowing economy. This same kind of slow growth/decline over a few years occurred in the early 1990s when spending and growth in the high- tech and defense sectors of the economy declined dramatically. The decline means congestion is near the levels recorded in 2003, not exactly a year remembered for trouble-free commuting.

B. Link

1. Their plan focuses transportation policy on one area of [say area]

2. Yet,

Congestion solutions require balanced and diversified approach

Schrank & Lomax 2009

[David; Tim | Texas Transportation Institute *Urban Mobility Report 2009*, p.online | 07/01/2009 | Accessed 01-02-10 ~ http://tti.tamu.edu/documents/mobility_report_2009.pdf !DJC]

We recommend a balanced and diversified approach to reduce congestion – one that focuses on more of everything. It is clear that our current investment levels have not kept pace with the problems. Population growth will require more systems, better operations and increased number of travel alternatives. And most urban regions have big problems now – more congestion, poorer pavement and bridge conditions and less public transportation service than they would like. There will be a different mix of solutions in metro regions, cities, neighborhoods, job centers and shopping areas. Some areas might be more amenable to construction solutions, other areas might use more travel options, productivity improvements, diversified land use patterns or redevelopment solutions. In all cases, the solutions need to work together to provide an interconnected network of transportation services.

C. Internal Link

Efforts to reduce congestion limited by funding

Chester County Planning Commission, accessed 2009

[Highway page, p.online | no date given | Accessed 01-02-10 ~
<http://www.landscapes2.org/Transportation/transIssuesHigh.html> !DJC]

Efforts to reduce traffic congestion and improve highway safety are limited by the availability of funding. While funding levels have actually increased in recent years, the buying power is less because of dramatic escalation in construction costs. The construction cost index has increased 100% since 1996. Funding levels have not kept pace with the rate of material inflation. The effect of this funding shortage has been a backlog of capital projects, higher priorities to system-maintenance, increased pressure to scale back capacity-adding highway projects, and increased interests in alternative financing including roadway tolling and asset privatization.

D. Impact

1. Congestion costs us 4.2 billion hours and 87.2 billion dollars

Schrank & Lomax 2009

[David; Tim | Texas Transportation Institute *Urban Mobility Report 2009*, p.online | 07/01/2009 | Accessed 01-02-10 ~ http://tti.tamu.edu/documents/mobility_report_2009.pdf !DJC]

Congestion is a problem in America's 439 urban areas, and it has gotten worse in regions of all sizes. In 2007, congestion caused urban Americans to travel 4.2 billion hours more and to purchase an extra 2.8 billion gallons of fuel for a congestion cost of \$87.2 billion – an increase of more than 50% over the previous decade (Exhibit 1). This was a decrease of 40 million hours and a decrease of 40 million gallons, but an increase of over \$100 million from 2006 due to an increase in the cost of fuel and truck delay. Small traffic volume declines brought on by increases in fuel prices over the last half of 2007 caused a small reduction in congestion from 2006 to 2007.

2. Congestion hurts economic growth

Federal Highway Administration 2005

[| Cambridge Systematics, Inc. *Traffic Congestion and Reliability*, p.online | 09/01/2005 | Accessed 01-02-10 ~ http://www.ops.fhwa.dot.gov/congestion_report/congestion_report_05.pdf !DJC]

The nation's local, regional, and national transportation systems play a vital role in creating access to goods and services which sustain and grow our nation's economy. Planners and economic development experts recognize that congestion is an economic development issue because it thwarts business attraction and expansion, and reduces the quality of life for residents.