

Constructive

See R6 UKSO OS.

Rebuttal

Rodriguez '23 Perspective By. Perspective. Washington Post. 1-3-20**23**, accessed 6-29-2024

<https://www.washingtonpost.com/made-by-history/2023/01/03/us-policies-like-title-42-make-migrants-more-vulnerable-smugglers/> //GFS AL

The Supreme Court recently kept in effect a policy that expels asylum seekers at the border under the Title 42 public health authority, as litigation on the matter continues. In response, the Department of Homeland Security said it would continue to expel asylum seekers at the border and work toward expanding the nationalities that can be turned away under the policy. Because the pandemic-era Title 42 policy closes ports of entry to asylum seekers and enables quick expulsions without the opportunity for entrants to ask for asylum, **migrants become easy targets for smugglers waiting on the other side of the border**. DHS has warned that “people should not listen to the lies of smugglers who take advantage of vulnerable migrants, putting lives at risk.” But the reason smugglers can endanger and exploit migrants in the first place is because of **policies** like this one, which **increase** — rather than decrease — **border-crossers’ vulnerability**. **Restrictive immigration policies and long-standing immigration-deterrence strategies** — which study after study show don’t actually deter anyone from migrating — **funnel child and adult migrants into clandestine routes of entry that force migrants to turn to smugglers for aid**. **When poor migrants, especially unaccompanied children, cannot pay the high price tag of smugglers’ services, they** sometimes **get coerced into forced labor schemes to pay back their debts**, just as they have in states like Alabama, Ohio and Illinois. **These human rights dilemmas** are not aberrations or exceptions. They **are the outcome of border enforcement schemes that, for decades, have eliminated safe and legal avenues for migration** and intensified border policing, making migrants vulnerable to abuse and exploitation. After 1965, the U.S. government significantly militarized the U.S.-Mexico border and closed off several lawful routes to entry for Latin Americans. The termination of the decades-old guest worker Bracero Program, the imposition of numerical limits on Latin American immigration and the preferential treatment for refugees fleeing communist countries made unauthorized entry the only option for millions of Mexicans and Central Americans during and after the late 1960s. **A punitive approach to border enforcement pushed migrants into hidden routes of entry and led to an explosion of the human smuggling business between the 1960s and 1980s**. By 1975, over 70 percent of migrants purchased the services of a smuggler to transport them across the increasingly hardened southwestern border. After being recruited in northern Mexican border cities and charging anywhere between \$150 and \$1,500, smugglers delivered undocumented people to rural farm fields in cramped buses, trailers, rental trucks and camper vans, without proper ventilation, heat or food.

Border states solve in the squo.

Kilcarr 24 [Sean Kilcarr, 7-12-2024, AASHTO Journal,

<https://aashtojournal.transportation.org/txdot-issues-draft-of-104b-10-year-transportation-plan/>, accessed 7-21-2024] // AZ

The Texas Department of Transportation recently released the draft of a \$104.2 billion decade-long transportation plan for the Lone Star state and is now soliciting public feedback on the proposed projects encapsulated within it. The agency said the draft of its 2025 Unified Transportation Program or UTP — a plan that is updated annually — **provides a “road map” to outline key transportation projects statewide that improve safety, address congestion and connectivity, plus preserve roadways for motorists**. The UTP also addresses public transportation, maritime, aviation, rail, freight and international trade, plus bicycle and pedestrian connectivity. The agency noted that it will accept public feedback on the 2025 edition of the UTP through August 5. “**The UTP serves as TxDOT’s strategic 10-year blueprint for advancing projects statewide**,” noted Marc Williams, TxDOT’s executive director, in a statement. “Collaborating with our transportation partners and communities ensures that we continue connecting you with Texas while **prioritizing safety, delivery, innovation, and stewardship**.” In a separate statement, TxDOT noted that it continues to **work on solutions to address traffic congestion at the U.S.-Mexico border to help the flow of goods between the two countries**. “Border crossing volumes for commercial vehicles are forecast to increase

significantly between 2019 and 2050, with transportation demand surpassing capacity,” said Caroline Mays, TxDOT’s director of planning and modal programs. “Border delays are the top-cited issue for stakeholders,” Mays stressed. “If no operational efficiency and system capacity improvements are made, delays are forecast to grow exponentially.” In 2019, around five million commercial vehicles crossed the Texas-Mexico border, TxDOT said; a number expected to rise to more than 12 million by 2050. The impact of the growth in freight traffic could be significant, the agency warned. For example, the average wait time for commercial vehicles at the Pharr-Reynosa International Bridge in 2019 was one hour. Without improvements, that wait time is projected to increase to more than 13 hours by 2050, which could lead to economic losses of \$75 billion for the United States and \$41 billion for Mexico, TxDOT said. In order to address such challenges, TxDOT’s Border Transportation Master Plan includes 559 projects with an estimated cost of more than \$32 billion. To date, the agency said 185 of those freight projects have already been fully funded with more than \$5 billion. Those projects are also expected to reduce border crossing times by 60 percent, TxDOT noted.

Rest were analytics.