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### Contention 1: Inherency

#### No national infrastructure bank exists in the status quo—Obama’s pleas have been ignored

**Nutting, 12** (Rex Nutting, MarketWatch’s International Commentary Editor, “Investments in the Future Have Dried Up“, MarketWatch, June 1 2012, LexisNexis Academic)

Just $62 billion of the stimulus took the form of investments in infrastructure,

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but what will our grandchildren think of the legacy we are leaving them?

### Plan Text

#### Plan: The United States federal government should substantially increase merit-based transportation infrastructure loans in the United States from a National Infrastructure Bank that is independently owned by the government.

### Contention 2: Growth

#### The economy will continue to oscillate between slow growth and recession—lack of investment ensures sustained recovery is impossible

Rasmus, 13 (Jack Rasmus, Ph.D., Political Economy, “US GDP–On the Road to Double Dip?” January 30 2013, http://jackrasmus.com/2013/01/30/us-gdp-on-the-road-to-double-dip/)

US GDP data released on January 30, 2013 for the fourth quarter 2012 showed

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the bottom, or what this writer has called an ‘epic’ recession.

#### Alternative mechanisms fail—the status quo, states, localities and the federal government cannot invest adequately—the National Infrastructure Bank is key

**Cooper, 12** (Donna Cooper, Senior Fellow with the Economic Policy team at the Center for American Progress, former deputy mayor for policy for the city of Philadelphia, former secretary of policy and planning for the Commonwealth of Pennsylvania; Kristina Costa, Research Assistant in Economic Policy at the Center for American Progress; Keith Miller, intern with the Economic Policy team at the Center for American Progress, student at the Georgetown Public Policy Institute; “Creating a National Infrastructure Bank and Infrastructure Planning Council: How Better Planning and Financing Options Can Fix Our Infrastructure and Improve Economic Competitiveness,” Center for American Progress, September 2012, <http://www.americanprogress.org/wp-content/uploads/2012/09/InfrastructureBankReport.pdf>)

Infrastructure forms the foundation of the U.S. economy. Without highways,

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past time for us to stop neglecting the very foundation of our economy.

#### Slow growth makes nuclear conflict and all transnational threats more likely

Silk, 93 (Leonard Silk, Distinguished Professor of Economics at Pace University, Senior Research Fellow at the Ralph Bunche Institute on the United Nations at the Graduate Center of the City University of New York, and former Economics Columnist with the New York Times, “Dangers of Slow Growth,” Foreign Affairs, 72(1), 1992/1993, pp.167-182, JSTOR)

Global Productivity's Long Decline ¶ Slow growth of the world economy and rising unemployment in

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countries has become vital to the economic well-being of all nations.

### Contention 3: Economic Analysis

#### Government agencies rarely use economic tools such as benefit-cost analysis when considering investment decisions—this results in poor policy outcomes Peters et al., 07 (Mary Peters, Chair, et al., National Surface Transportation Policy and Revenue Study Commission, Final Report - Volume III: Section 1 - Technical Issues Papers, Analysis of Future Issues and Changing Demands on the System, Part K. Planning and Implementation of Transportation Infrastructure Projects, Commission Briefing Paper 4K-05, “Benefit-Cost Analysis in Public Sector Infrastructure Investment Decisions,” prepared by: Section 1909 Commission Staff, January 10 2007, http://transportationfortomorrow.com/final\_report/volume\_3\_html/technical\_issues\_papers/paper8fcc.htm?name=4k\_05)

***\*Note: BCA—Benefit Cost Analysis***

The systematic use of BCA in the planning and implementation of surface transportation projects could

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be the case that decisions about projects are made solely on economic grounds.

#### Only the plan overcomes political and institutional barriers to effective benefit-cost analysis Istrate and Puentes, 10 (Emilia Istrate, Senior Research associate and associate fellow with the Metropolitan Policy Program, The Brookings Institution, Ph.D. Public Policy, George Mason University, specialization in regional economic development, and holds graduate degrees in international studies from the Diplomatic Academy of Vienna, Austria and the Johns Hopkins University School of Advanced International Studies (SAIS); and Robert Puentes, senior fellow at the Brookings Institution’s Metropolitan Policy Program and Director of the Metropolitan Infrastructure Initiative, M.P., University of Virginia, B.S. Old Dominion University; “Investing for success,” US Infrastructure, Issue 3, Q1 2010, http://www.americainfra.com/article/Investing-for-success/)

In short, the federal budgeting community agrees that federal government does not treat federal

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an important milestone and a unique opportunity to reform federal investment in infrastructure.

#### **This decision-making process of the NIB is unique—it provides a key model for other federal agencies**

**Andersen, 11** (Norman Andersen, President and CEO of CG/LA Infrastructure, “The Case for the Kerry-Hutchinson Infrastructure Bank,” Progressive Policy Institute, 3-25-2011, http://progressivepolicy.org/the-case-for-the-kerry-hutchison-infrastructure-bank)

As a small business owner who helps people think through infrastructure issues, I’m struck

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the efficiency of each dollar spent is a good deal for every citizen.

#### Cost-benefit analysis key to prevent inevitable extinction—model spillover solves

**Roberts, 08** (Patrick S. Roberts, Fellow with the Program on Constitutional Government at Harvard University, Assistant Professor with the Center for Public Administration and Policy in the School for Public and International Affairs at Virginia Tech, Ph.D. in government from the University of Virginia and former postdoctoral fellow at the Center for International Security and Cooperation at Stanford University, “Catastrophe: Risk and Response”, Homeland Security Affairs, 4(1), January 2008, http://www.hsaj.org/?fullarticle=4.1.5)

Posner makes a persuasive case that the risk of global catastrophe is growing. Some

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help discipline the unavoidably messy process of deciding which risks to prepare for.

#### Effective government analysis provides a terminal filter to the probability and magnitude of all global impacts

**Kolasky, 11** (Bob Kolasky, Assistant Director, Risk Governance and Support Division, Office of Risk Management and Analysis, U.S. Department of Homeland Security, responsibilities include analyzing risks to the nation and the methods by which those risks are analyzed, “Integrated Risk Management at the Department of Homeland Security,” Global Association of Risk Professionals, October 2011, http://www.garp.org/risk-news-and-resources/2011/october/integrated-risk-management-at-the-department-of-homeland-security.aspx?altTemplate=PrintStory)

Since the terrorist attacks of September 11, 2001, the United States has recognized

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likelihood and the associated consequences - is one of the Department's principal objectives.

#### Through risk assessment and management, even reducing a 1% risk of an existential impact is extremely significant—this outweighs any other moral imperative, and that means you have to vote affirmative on any mitigation of global impacts

**Bostrom, 05** (Nick Bostrom, Professor in the Faculty of Philosophy & Oxford Martin School, Director of the Future of Humanity Institute, and Director of the Programme on the Impacts of Future Technology at the University of Oxford, recipient of the 2009 Eugene R. Gannon Award for the Continued Pursuit of Human Advancement, Ph.D. in Philosophy from the London School of Economics, Transcribed by Packer, 4:38-6:12, p. http://www.ted.com/index.php/talks/view/id/44)

Now if we think about what just reducing the probability of human extinction by just

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be lost if we went extinct it should still be a high priority.

#### Multiplying *probability* and *magnitude* is key to ethical risk assessment—the most serious threats to humanity are the unknown and unthinkable.

Rees, 08 (Sir Martin J. Rees, Professor of Cosmology and Astrophysics and Master of Trinity College at the University of Cambridge, Astronomer Royal and Visiting Professor at Imperial College London and Leicester University, Director of the Institute of Astronomy, Research Professor at Cambridge, 2008, “Foreward,” *Global Catastrophic Risks*, Edited by Nick Bostrom and Milan M. Cirkovic, Published by Oxford University Press, ISBN 9780198570509, p. X-XI)

These concerns are not remotely futuristic - we will surely confront them within next 10

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readership - and deserve special attention from scientists, policy-makers and ethicists

#### Evaluate impacts through a *one-thousand year lens*—focus on short term impacts makes extinction inevitable.

Tonn, 04 (Bruce E. Tonn, Ph. D., leader of the Policy Analysis Systems Group at Oak Ridge National Laboratory, a professor in the Department of Political Science, University of Tennessee, “Integrated 1000-year planning,” *Futures*, 36 (2004) 91–108, http://longnow.org/static/djlongnow\_media/press/pdf/0200402-Tonn-Integrated1000yearplanning.pdf)

2. Why 1000 years?¶ Why tackle 1000 years and not shorter, more

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needed to envision the implementation of comprehensive, challenging and integrated global plans.

### Contention 4: Solvency

**Investment through the creation of a national infrastructure bank is key—ensures funding for a multitude of projects**

**Landers, Contributing Editor to Civil Engineering Magazine, 10** (Jay, 11/01/10, Civil Engineering, http://web.ebscohost.com/ehost/pdfviewer/pdfviewer?sid=09059f27-2291-48e6-9b20-cf2e0d38a0da%40sessionmgr10&vid=4&hid=14, White House Continues to Focus On Transportation Spending, Infrastructure Bank Proposal“)

On a clear signal that the Obama administration is intent on maintaining its focus on

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be a real center of activity on the future economy come next year.”

**A national bank devoted just to transportation will revitalize U.S. infrastructure—it will be easy on the budget and politically palatable**

**Lovaa, Federal Transportation Policy Director for NRDC, 11** (6/28/2011, Deron, “An Infrastructure Bank for Transportation,”

http://switchboard.nrdc.org/blogs/dlovaas/an\_infrastructure\_bank\_for\_tra.html)

Another creative funding idea that’s getting some attention lately is a national infrastructure bank

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good use of our limited public funds to vastly improve the status quo.