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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 independent government-owned National Infrastructure Bank issuance of transportation infrastructure loans in the United States.

### 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.

#### Only the plan’s *expertly targeted* investment can maximize growth rates *with immediate effect*

**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: Export Import Bank

#### Recent reauthorization is insufficient to sustain Ex-Im—a substantial increase in loan authority is key

McDermott, 12 (Hon. Jim McDermott, U.S. House of Representatives, “In Support of the Export-Import Bank,” Congressional Record Vol. 158, No. 63, Extensions of Remarks, pg. E713, May 7 2012, http://www.gpo.gov/fdsys/pkg/CREC-2012-05-07/html/CREC-2012-05-07-pt1-PgE713-3.htm)

Mr. McDERMOTT. Mr. Speaker, we have spent months in this House

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all other American businesses so that we can create jobs here at home.

#### Increasing domestic transportation infrastructure [[#|investments]] is key to exports and imports—NIB is key

Ehl, 12 (Larry Ehl, Federal Liaison for the Washington State Department of Transportation, counsel on legislative, communications, and strategic issues to the DOT Secretary and staff, the Governor’s staff, and Congressional Members and staff, worked local, state and federal issues for Fisher Companies in Seattle, worked for U.S. Senator Slade Gorton for six years, serving as Chief of Staff for nearly two years and assisting Senator Gorton’s 1994 successful reelection, a graduate of the University of Washington and Seattle University,fifteen years of public and private sector experience in transportation policy, funding, and advocacy, and over twenty years in public and private sector government relations, “Congress Reauthorizes Export-Import Bank, Will It Reauthorize Freight Transportation Funding?” Transportation Issues Daily, May 15 2012, http://www.transportationissuesdaily.com/congress-reauthorizes-export-import-bank-will-it-reauthorize-freight-transportation-funding/)

Earlier today the Senate reauthorized the Export-Import Bank. The House had previously

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in projects that move people and goods more quickly, safely and cleanly.

#### National coordination of transportation infrastructure investment is vital to support any export strategy

Lamb-Hale, 10 (Nicole Y. Lamb-Hale, Assistant Secretary for Manufacturing and Services International Trade Administration for the U.S. Department of Commerce, “Testimony before the Senate Committee on Finance, Subcommittee on International Trade, Customs, and Global Competitiveness for ‘Doubling U.S. Exports: Are U.S> Sea Ports Ready for the Challenge?’” U.S. Senate, April 29, 2010,<http://www.finance.senate.gov/imo/media/doc/042910nltest.pdf>)

The Obama Administration is deeply committed to expanding globally competitive manufacturing, exports, and

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the road, rail, and air networks to which it is connected.

#### Only the plan has an immediate effect—creation of NIB key to broaden the Ex-Im Bank

Schweitzer et al., 11 (Howard Schweitzer, former chief operating officer of the Treasury Department’s Troubled Assets Relief Program, former senior vice president and general counsel of the Export-Import Bank of the United States from 2005 to 2008, principal in Cozen O’Connor Public Strategies, and Mark L. Alderman, member of the Obama-Biden presidential transition team, principal in Cozen O’Connor Public Strategies, and Evan Bayh, former U.S. senator from Indiana, senior adviser to Apollo Global Management; “We already have the infrastructure bank we need”, Washington Post, September 29 2011, <http://www.washingtonpost.com/opinions/we-already-have-the-infrastructure-bank-we-need/2011/09/27/gIQA59TI8K_story.html>)

In the American Jobs Act, President Obama reiterated his call for a national infrastructure

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green light is all that’s needed to begin rebuilding America and creating jobs.

#### Effectiveness is key to sustain political support for free trade and prevent domestic protectionism

Richardson, 01 (J. David Richardson, visiting fellow at the Institute for International Economics, professor of economics and international relations at Syracuse University, “Exports Matter...And So Does Trade Finance,” Chapter 5, The Ex-Im Bank in the 21st Century: A New Approach?, eds. Gary Clyde Hufbauer and Rita M. Rodriguez, January 2001,<http://www.piie.com/publications/chapters_preview/323/5iie3004.pdf>)

This chapter argues that deep US export dependence is a good thing— as is

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of US marker, cultural, and political information to foreign interests.17

#### This also deters foreign protectionism and guarantees commitment to trade—resolves any alternate causes

Summers, 01 (Lawrence H. Summers, 71st Secretary of the U.S. Treasury, “Continuing the Fight against International Trade Finance Subsidies,” Chapter 20, The Ex-Im Bank in the 21st Century: A New Approach?, eds. Gary Clyde Hufbauer and Rita M. Rodriguez, January 2001, <http://www.piie.com/publications/chapters_preview/323/5iie3004.pdf>)

In the 65 years since the creation of the US Export-Import Bank,

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trade, and corrode the ideals upon which official development assistance Is based.

#### Otherwise, escalating trade disputes will overwhelm existing settlement mechanisms—results in an uncontrollable wave of global protectionism

Xie, 12 (Andy Xie, former Morgan Stanley star chief Asia-Pacific economist, PhD in Economics and M.S. in Civil Engineering at MIT, “The End of the WTO's Golden Era,” Caixin Online, 10-11-2012, <http://english.caixin.com/2012-10-11/100445876_all.html>)

Globalization has been on a rapid pace for two decades. Trade has been rising

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be stuck around 2 to 2.5 percent. So would trade.

#### Global protectionism makes all scenarios for transnational threats and nuclear conflict more likely

Panzner, 09 (Michael Panzner, Professor at the New York Institute of Finance, 25-year veteran of the global stock, bond, and currency markets who has worked in New York and London for HSBC, Soros Funds, ABN Amro, Dresdner Bank, and JPMorgan Chase, Financial Armageddon: Protect Your Future from Economic Collapse, 2009, pg. 136-138)

Continuing calls for curbs on the flow of finance and trade will inspire the United

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between Muslims and Western societies as the beginnings of a new world war.

#### And, our impacts are reverse causal and empirically validated—maintaining a commitment to free trade is key to all forms of peace-building—we control the proximate cause of conflict

Griswold, 11 (Daniel Griswold is director of the Center for Trade Policy Studies at the Cato Institute and author of Mad about Trade: Why Main Street America Should Embrace Globalization. “Free Trade and the Global Middle Class,” Hayek Society Journal Vol. 9<http://www.cato.org/pubs/articles/Hayek-Society-Journal-Griswold.pdf>)

Our more globalized world has also yielded a "peace dividend." It may not

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and less likely those gains will be destroyed by civil conflict and war.

### 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.