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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: Economic Competitiveness**

**Current transportation infrastructure ensures loss of competitiveness—now is the key time to invest**

**McConaghy and Kessler, 11** (Ryan McConaghy and Jim Kessler, Director of the Third Way Economic Program, and Vice President for Policy at Third Way, January 2011, “Hearing on Infrastructure Banks”, http://www.bernardlschwartz.com/political-initiatives/Third\_Way\_Idea\_Brief\_-\_A\_National\_Infrastructure\_Bank-1.pdf)

America’s infrastructure gap poses a serious threat to our prosperity. In 2009, the

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economic footing compared to its competitors, it must address its infrastructure challenges.

**A National Infrastructure Bank is necessary to maintain economic competitiveness**

**Puentes, 11** (Robert, Senior Fellow at the Brookings institution “Infrastructure Investment and U.S. Competitiveness”, http://www.cfr.org/united-states/infrastructure-investment-us-competitiveness/p24585)

Most experts agree the United States must address the nation's aging network of roads,

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private capital we know is ready to invest here in the United States.

**Global competitiveness is on the brink—the plan ensures a long-term solution**

**Rep. DeLauro, Congresswoman, 11** (Rosa DeLauro, 6/21/11, “DeLauro: Now Is the Time for a National Infrastructure Bank to Build Roads,” http://www.rollcall.com/features/Transportation-2011\_Policy-Briefing/policy\_briefings/Rosa-DeLauro-National-Infrastructure-Bank-207558-1.html)

As the debt ceiling talks reach a crescendo, President Barack Obama is rightly pointing

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Now is the time to make this vital investment in our nation’s future.

**Competitiveness and economic growth is vital to prevent the collapse of U.S. hegemony—the impact is great power war**

**Khalilzad, 11** (Zalmay Khalilzad, Counselor at the Center for Strategic and International Studies, served as the United States ambassador to Afghanistan, Iraq, and the United Nations during the presidency of George W. Bush, served as the director of policy planning at the Defense Department during the Presidency of George H.W. Bush, holds a Ph.D. from the University of Chicago, 2011 (“The Economy and National Security,” National Review, February 8th, Available Online at http://www.nationalreview.com/articles/print/259024)

Today, economic and fiscal trends pose the most severe long-term threat to

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leading the world toward a new, dangerous era of multi-polarity.

**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.

**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.