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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

#### Slow growth will persist now—only creating an NIB *before* pursuing deficit reduction can *increase* growth rates and *insulate* the economy from crisis in Europe and China

Schwenninger, 12 (Sherle R. Schwenninger, Director, Economic Growth Program and American Strategy Program, and co-founder, New America Foundation, founding editor of World Policy Journal, and Senior Fellow at the World Policy Institute, former Senior Program Coordinator for the Project on Development, Trade, and International Finance at the Council on Foreign Relations, “The Missing Economic Debate,” The Nation, 10-29-2012, http://newamerica.net/publications/articles/2012/the\_missing\_economic\_debate\_72715)

Barack Obama and Mitt Romney agree on at least one thing: that this election

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of a major public investment program for creating jobs and supporting stronger growth.

#### 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.

#### The role of the ballot is to decrease existential risk—even if the probability is low the stakes are too high

Anissimov, 04 (Michael Anissimov, science and technology writer focusing specializing in futurism, founding director of the Immortality Institute—a non-profit organization focused on the abolition of nonconsensual death, member of the World Transhumanist Association, associate of the Institute for Accelerating Change, member of the Center for Responsible Nanotechnology's Global Task Force, 2004, “Immortalist Utilitarianism,” *Accelerating Future*, May, Available Online at http://www.acceleratingfuture.com/michael/works/immethics.htm, Accessed 09-09-2011)

The value of contributing to Aubrey de Grey's anti-aging project assumes that there

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be discarded in favor of making prevention of such risks a central focus.

### 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.

#### The K promotes spectatorship and avoidance of the issue—without a policy option they are doomed to failure

McClean, 01(David E., “The Cultural Left and the Limits of Social Hope,” http://www.american-philosophy.org/archives/past\_conference\_programs/pc2001/Discussion%20papers/david\_mcclean.htm 10/2/11 NBM)

Yet for some reason, at least partially explicated in Richard Rorty's Achieving Our Country

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critics with their snobish disrespect for the so-called "managerial class."