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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.

#### 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 3: Economic Competitiveness

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

McConaghy & 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, ESW)

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

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eonomic 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, 2011 (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, ESW)

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, Accessed 02-08-2011)

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

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

### 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.