# 1NC – Maintenance

**1. Interpretation and violation - Transportation investment must be new infrastructure, not repairs or maintenance**

**Collenette 99** [Hon. David M. Collenette, P.C., M.P. Minister of Transportation of Canada Transportation in Canada 1999 annual reporthttp://publications.gc.ca/collections/Collection/T1-10-1999E.pdf]

Whether **made by** business or government, “transport investment” can be defined a**s** both **new infrastructure construction and purchases of new machinery and equipment. Investment excludes repair and maintenance expenditure, which are expenditures** on existing infrastructure, machinery and equipment.

**3. Standards**

**A) Limits – maintenance can be done on any permutation of existing infrastructure – forcing them to build new physical assets binds them to major cases in the lit**

**B) Ground – maintenance spending goes through different appropriations channels – we lose key disads off of perception and congressional spending**

**4. Topicality is a voter - vote under competing interpretations – reasonability is arbitrary and forces judge intervention.**

**Xtra topicality is a voting issue – infinite plan plans destroys the research burden and makes it impossible to go negs**

# 2NC – Overview

**Transportation investment is the construction of new physical assets – that’s Collenette – that’s distinct from expenditure on maintenance and repairs – prefer our evidence because there’s strict intent to define**

**Here’s more evidence – Infrastructure investment is distinct from maintenance spending – the money literally comes from different places**

**Lemer 11** [Andrew Lemer, the National Academies. “How Much Infrastructure Spending Is “Enough?” http://www.andrewlemer.com/2011/02/26/how-much-infrastructure-spending-is-%E2%80%9Cenough%E2%80%9D/]

What has been neglected in all of the analyses that I have seen is an explicit consideration of maintenance spending, as distinct from investment. Infrastructure, like most engineered systems, requires periodic care to keep it functioning properly. Leaves, trash and other debris clog drains that channel rainwater away from roadways must be cleaned out. Filters that remove silt and bacteria from drinking water must be flushed. The costs of such maintenance effort typically are accrued in different accounts from those the represent “investment.” But if maintenance is neglected, the quality of services and longevity of facilities will be impaired. My discussions with people who manage maintenance in public works agencies suggest that maintenance budgets are often squeezed, forcing neglect.

**All they do it maintenance – Akerloff says they shift funds from building new highways to just repairing the old ones – their anti-topical at best – not one new highway will be built with the plan**

**Here’s a case list – they can read high-speed rail, NextGen, aircraft carriers, Mayport, Icebreakers, waterways, carbon pipelines, or ITS – it just has to involve the building of new** **physical assets**

**There’s a topical version of your aff – you could build new highways in the U.S. – that would solve all your internal links**

**Reading your aff as a counterplan solves your offense**

# 2NC – Ground

**Go to ground – excluding maintenance from the topic is key to preserving ground – there’s a few internal links -**

**First is perception – maintenance spending is necessarily less than investment. It also always gets footnoted to actual investment, which takes out all our links to public perception DA’s**

**Kalyvitis and Vella 11** – professor in the Department of International and European Economic Studies at Athens University of Economics and Business, PhD candidate in the Department of International and European Economic Studies at Athens University of Economics and Business (Sarantis and Eugenia, Public Capital Maintenance, Decentralization, and US Productivity Growth, Public Finance Review 39(6) p. 788 Sage)

Expenditures ‘‘for **the purchase, construction, rehabilitation, and improvement of physical infrastructure’’ are defined as capital spending, while expenditures that are ‘‘required to provide the services needed for infrastructure to function and are necessary for the repair and safe operation of existing infrastructure’’ compose O&M spending.**4 **Federal capital outlays include all reported investment spending on physical infrastructure assets, such as construction and rehabilitation**, purchase and sales of land and structures, and major equipment. **The remaining investment spending in nonphysical infrastructure assets, such as r**esearch **and d**evelopment, **education and training, and other noninvestment activities, comprises federal O&M spending.** Turning to state and local spending, capital outlays cover construction, purchase of land, existing structures, and equipment, whereas O&M outlays cover current operations.5

**Second is politics – Lemer says maintenance spending comes from different accounts – that means the appropriation process is smaller and doesn’t have to go through the major political channels – takes out agenda politics from funding fights and the biggest link to elections**

**The impact is CBA - ground allows us to explore a proposal and test its merits from multiple angles – if we couldn’t read disads to the plan then they would always win and we wouldn’t be able to evaluate it holistically**

# 2NC – Limits

**Go to limits – there are thousands of types of transportation infrastructure that exist in some form in the U.S. – under their interpretation they could repair anything to any extent – we would literally never be able to research all the different affs – our interpretation places fair limits on the resolution because we only allow the building of new physical assets – there’s a solid literature base for stuff like HSR and Mayports that doesn’t exist for maintenance of random roads**

**The impact is research skills – without limits there are no core expectations before tournaments so teams won’t know what literature body to turn to – they will just default to their states or cap backfiles – through research skills we learn how to look for new information and process it for an end**

# 2NC – Interpretation – Capital Spending

**Infrastructure investment is capital spending**

**CBO 2009** [Congressional Budget Office. “Subsidizing Infrastructure Investment with Tax-Preferred Bonds.” October 2009. http://www.cbo.gov/sites/default/files/cbofiles/ftpdocs/106xx/doc10667/10-26-taxpreferredbonds.pdf)

In this analysis, investment in infrastructure is defined as capital spending on transportation, utilities (for example, water and power supply), environmental projects, and schools. 1 In addition, because they account for a significant share of the tax-exempt debt issued, health care facilities and hospitals are treated as infrastructure in this study, although they might not be classified as such for many other types of analyses. Capital spending under this study’s definition consists of investment in physical capital, such as structures and facilities, rather than intangible capital, which is formed by spending on educational programs or on research and development.

**Capital spending is distinct from maintenance or repairs**

**Berger and McLynch 6** – executive director of MA Budget and Policy Center, policy analyst at MBPC (Noah and Jeff, PUBLIC SCHOOL FUNDING IN MASSACHUSETTS Where We Are, What Has Changed, and Options Ahead, 11/06 http://massbudget.org.s138401.gridserver.com/reports/pdf/Public\_School\_Funding-Where\_We\_Are\_What\_Has\_Changed\_-\_FINAL.pdf )//EM

Under the Census Bureau’s system of classification, total spending on education is made up of current spending and capital spending. Current spending includes all those expenditures necessary for day-to-day operations – pencils, books, teacher salaries, etc. **Capital spending is defined as “direct expenditure for construction of buildings … and other improvements” as well as “for purchases of equipment, land, and existing structures…” It does not include building maintenance or repairs – those expenses are categorized as current spending.**

**There’s a dual violation – the aff is just raises funds – that’s financing, not investment**

**Chan 09** [March 2009, Chris Chan, Danny, Forwood, Heather Roper, Chris Sayers, “Public Infrastructure Financing: An International Perspective”, <http://www.pc.gov.au/__data/assets/pdf_file/0008/86930/public-infrastructure-financing.pdf>]

The study is concerned with financing public infrastructure — the vehicles employed by governments to provide, or through which they channel, upfront capital for infrastructure investment and management.¶ The vehicles covered include:¶ • budget appropriations (chapter 4)¶ • specific-purpose securitised borrowing where capital is raised by issuing a security for a specific infrastructure investment (chapter 5)¶ • off-budget financing, typically through government trading enterprises using retained earnings, equity injections or borrowings (chapter 6)¶ • development contributions involving obligatory payments or in-kind transfers of capital assets (chapter 7)¶ • contractual arrangements with the private sector involving the injection of private equity in assets that are eventually fully owned by the public — so called, public–private partnerships (PPPs) or private finance initiatives (PFIs) (chapter 8).¶ This study is not directly concerned with investment. There are inherent differences between the economic functions of ‘investment funding’ and ‘financing’. Investment is about whether to allocate economic resources, whereas financing is about raising and allocating ‘monies’ or ‘finances’ — which are not economic resources, just claims on them as inputs. This distinction has significant implications for policy issues relevant to the efficient provision of public infrastructure (Brennan 1996). An efficiently financed project in no way guarantees that the project itself satisfies the criteria of allocative efficiency.

# Viol – Title XI

**Violation - title XI is maintenance on facilities and ships**

**Goure, 11** [Lexington Institute, Obama Could Create Jobs And Support Defense, Daniel, PhD,

The first thing that the President could do is provide continued funding for the Title XI Federal Ship Financing Program. Title XI provides loan guarantees on contracts to build or overhaul commercial vessels in U.S. shipyards. The guarantees can be employed to cover the production of any type of commercial vessel including barges and offshore oil rigs. Title XI encourages the maintenance of commercial facilities and a skilled workforce that can also be employed in constructing and maintain Navy vessels.

# Card File

**Capital spending is distinction from spending on maintenance**

**Musick, 7** - CBO’s Microeconomic Studies Division (Nathan, “Trends in Public Spending on Transportation and Water Infrastructure, 1956 to 2004,” August, <http://www.cbo.gov/sites/default/files/cbofiles/ftpdocs/85xx/doc8517/08-08-infrastructure.pdf)//DH>

The paper reports public spending both for capital and for operation and maintenance. Capital spending is for the purchase, construction, rehabilitation, and improvement of physical infrastructure. Spending for operation and maintenance is composed of expenditures that are generally required to provide the services needed for infrastructure to function and that are often necessary for the repair and safe operation of existing infrastructure. (In some cases—as with air traffic control services, for instance—the costs can be sizable.) 3

**Investment is capital expenditure**

**Anderson 06** [Edward Anderson, Lecturer in Development Studies – University of East Anglia, et al. “The Role of Public Investment in Poverty Reduction: Theories, Evidence and Methods.” March 2006. http://www.odi.org.uk/resources/docs/1786.pdf]

We define (net) public investment as public expenditure that adds to the public physical capital¶ stock. This would include the building of roads, ports, schools, hospitals etc. This corresponds to¶ the definition of public investment in national accounts data, namely, capital expenditure. It is not¶ within the scope of this paper to include public expenditure on health and education, despite the fact¶ that many regard such expenditure as investment. Methods for assessing the poverty impact of¶ public expenditure on social sectors such as health and education have been well covered elsewhere¶ in recent years (see for example, van de Walle and Nead, 1995; Sahn and Younger, 2000; and¶ World Bank, 2002).

**Capital expenditure excludes maintenance and repairs**

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Capital expenditure (Capex): Those items that are significant replacements or additions to properties, as distinguished from expense items that are considered to be recurring items. Capital expenditure does not include general maintenance and repair items. For example the replacement of an air conditioning unit at a property would be an item of capital expenditure. However, the replacement of its fan-belt would not.

**Capital spending is for new physical infrastructure – that’s distinct from maintenance and repair spending**

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