2AC Add-ons

File setup

Basic 2AC modules up above (with mah highlighting). Extended support (the raw, uncut thing, with much extra for your 1ac advs) below, because highlighting that much is a lifesuck. Just read the parts of additional cards underlined, and you'll be fine. In order:

- Economy
- Free trade
- US-China relations
- US-EU relations
- India relations
- Manufacturing sector
- Poverty
- Marginalized/urbanized in society

Economy - 2AC Add-On

An economic slowdown is coming but the US will narrowly avoid another recession

Bloomberg News June 5, 2012 ["US economy's repeat pattern has a silver lining," http://www.tampabay.com/news/business/markets/us-economys-repeat-pattern-has-silver-lining/1233638]bg

WASHINGTON — The **U.S. economy looks** set **to deliver a repeat performance in 2012**: For the third straight year, **it may suffer a swoon yet not slip into a recession**. "**I don't think the slowdown will be any more consequential than the past two years**," **said** John **Ryding, a former Federal Reserve researcher** who is **chief economist at RDQ Economics** in New York. "**There are positives out there in the economy. We'll avoid a recession." Household balance sheets are in better shape**, with indebtedness down about $100 billion in the first quarter, according to the New York Fed. **Banks are more profitable: Earnings have risen for 11 straight quarters**, **based on data compiled by the Federal Deposit Insurance Corp. Even the housing market is reviving**, with starts through the first four months of this year 24 percent higher than the same 2011 period.

High Speed Rail increases real estate in surrounding areas- Minneapolis, Denver, and Charlotte prove

Center for Transit Oriented Development, leading national entity dedicated to providing innovative practices, policy reform, research, analysis, and investment tools to support TOD implementation, **2011** (CTOD, Rails to Real Estate: development Patterns Along Three New Transit Lines, March 2011, http://ctod.org/pdfs/2011R2R.pdf, Access: 7/1/2012) AGI

{All three transit lines experienced a tremendous amount of new development. Each of the three corridors experienced between 6 and 10 million square feet of new development since the year before the new transit lines opened (see chart). Charlotte's Blue Line had the most development, with approximately 9.8 million square feet of new space between 2005 and 2009. The majority of development in all three corridors was housing, a reflection of national market conditions in the earlymid 2000's, which strongly favored residential development. However both the Denver and Charlotte regions experienced a significant amount of commercial development as well. The private sector sees value in locations near transit, and this is reflected in the design and marketing of projects. Developers have made major changes to the design of projects to take advantage of the new light rail connection, and in some cases the concept of TOD may also have helped to attract capital for projects. Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents. Many projects have been directly marketed as being near the light rail.}

Real Estate is key to the economy

BOMA, 2012 (Building Owners and Managers Association International., *Where America Goes to Work: The Contribution of Office Building Operations to Economy, 2012.,* August, 2012, http://www.boma.org/advocacy/realestate/pages/fullerstudy.aspx)

The commercial **real estate industry is a significant contributor to the nation's economic engine**. In 2011, the office building industry contributed $205 billion to the U.S. economy. **Real estate is one of the leading employers in the United States. Office building operations alone supported more than three million jobs in 2011**. Firms in the commercial real estate industry employ building managers, asset managers, custodial staff, security staff, brokers and accountants and retain a myriad of other services through contract, such as legal consulting, landscape maintenance and window cleaning to name just a few. In

addition, the nearly 10 billion square feet of office space located in the 94 markets served by BOMA's 93 local associations provide work space for an estimated 44 million office jobs.

Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10**
[Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

Free Trade - 2AC Add-On

Transportation reliance on oil and cards creates a trade imbalance

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.19

(Our continued dependence on imported fuel is one of the leading culprits of our trade imbalance: More than half of the U.S. trade deficit can be attributed to petroleum imports.12 In 2009, Americans wasted 4.8 billion hours sitting in traffic, at a cost of $115 billion and 3.9 billion wasted gallons of fuel13—more than one-sixth the amount of oil imported annually from the Persian Gulf.14 Thus, our heavy reliance on cars— and the oil they run on—has grave implications for our national security.)

US Requires 96% oil in the transportation sector

Deutch, Chair of Council on Foreign Relations, Schlesinger, Chair of Council on Foreign Relations,Victor, 2006

(John, James, David, Council on Foreign Relations, "National Security Consequences of U.S. Oil Dependency", Nov 06, http://www.dtic.mil/cgi-bin/GetTRDoc?Location=U2&doc=GetTRDoc.pdf&AD=ADA507168, 7/3/2012) EIL

Energy comes to the U.S. economy from various primary sources. Oil and gas, the two primary energy sources that are imported in substantial quantities, supply about 63 percent (figure 1). The third of the largest sources of primary energy, coal, is available from abundant domestic sources. The remaining sources are nuclear power, biomass (wood waste and biofuels), hydroelectric power, and geothermal, solar, and wind power.

Most (68 percent) of the oil used in the United States is for transportation, and oil fuels 96 percent of transportation needs.3 This domination of oil in the transportation sector is the result of its relatively low cost over most of history, and its convenience as a high-energy-density liquid that is easy to store and transport. It is the dependence of the transportation system on liquid fuel that makes oil so important in the U.S. economy.

Plan decreases dependence on foreign oil

Sires, Representative of the House, **11**

(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

[**With dedicated funding, true high speed rail can become a reality and economic and environmental benefits can be realized. Constructing high speed rail will create new jobs and sustain long-term employment**. New **rail stations will spur economic development in the surrounding areas and promote livable communities. High speed rail also presents an opportunity to decrease our dependence on foreign oil**.]

Trade is the number one factor that contributes to peace

Gerald P **O'driscoll** jr is senior fellow at the Cato Institute. Sara Fitzgerald is a trade policy analyst at the Heritage Foundation. Orange County Register, Feb. 11, **2003**

A report by the World Bank says that 2 billion people -- most of them in sub-Saharan Africa, the Middle East and the former Soviet Union -- "live in countries that are being left behind." These countries have failed to integrate with the world economy, failed to

knock down barriers to trade and investment flows, failed to establish property rights and, as a result, failed to grow into modern economies.And, according to research by Edward Mansfield of the University of Pennsylvania and Jon Pevehouse of the University of Wisconsin, that's a recipe for trouble. Mansfield and Pevehouse have demonstrated that trade between nations makes them less likely to wage war on each other -- and keeps internecine spats from spiraling out of control. They also found these trends are more pronounced among democratic countries with a strong tradition of respect for the rule of law.Countries that trade with each other are far less likely to confront each other on the battlefield than are countries with no trade relationship. And the size of the economies involved doesn't affect this relationship, which means small, weak countries can enhance their defense capabilities simply by increasing trade with the world's economic giants.Experts, including Mansfield and Pevehouse, say intensive trade integration, perhaps more than any other factor, has led to an unprecedented five decades of peace in Western Europe.

US-China Relations - 2AC Add-On

Us-China relations are on the brink – strained because of tensions

Zhong, Editor for Asia Times regarding China, **6-13-2012** (Wu, Asia Times, US and China: a mutual mistrust endures, June 13, 2012, http://www.atimes.com/atimes/China/NF13Ad02.html, July 3, 2012; FAS)

(**As evident by a spate of recent diplomatic rows, there seems still to be a very long way to go before the two nations will be able to build mutual political and military trust, the lack of which prevents them from fostering some kind of strategic partnership.** Thus, **the** so-called Group of Two or **G-2 (that United States and China work out solutions to global problems together) remains a pipe dream.** This is largely decided by the nature of Sino-US relationship, which has been built and developed on the basis of pragmatic approaches to serve each other's national interests and geopolitical strategic goals. **When their interests or goals collide, there will inevitably be frictions and tensions.**)

US High Speed Rail creates strategic partnership with China – economic firm boost to relations

Galbraith, Experienced journalist, **2010** (Kate, The International Herald, September 6, 2010) FAS pg 1

{European and Asian companies - which have experience with high-speed trains - stand to benefit from an American rail boom, although political considerations may require substantial involvement from U.S. companies. ''I definitely see there will be some strategic partnerships with European and Asian firms,'' Mr. Gertler said, adding that the United States did not currently manufacture high-speed rail vehicles.}

Sino-US relations key to Asian stability

Singapore News, 2012 Singapore News, Sino-US relationship most important for Asia-Pacific stability: Ng Eng Hen, June 20, 2012, http://www.channelnewsasia.com/stories/singaporelocalnews/view/1208876/1/.html, July 3, 2012; FAS)

(**Singapore Defence Minister Dr Ng Eng Hen said that China is an integral part of a globalised world and its actions will impact the rest of the world and vice versa.** Dr Ng was speaking at the People's Liberation Army National Defence University on Wednesday afternoon during the third day of his introductory visit to China. "China's growth, as with other emerging economies like Singapore, was made possible by stable conditions and clear rules that had governed international financial, trade and security arrangements," he said. "These were stable conditions and clear rules for the last half a century. **As a growing power, China must continue to play a constructive role in maintaining the stability of these global systems." Dr Ng said the China-US relationship is the most important relationship that will affect the Asia-Pacific region's peace and stability.)**

Loss of relations risk extinction

William **Ratliff**, Senior Research Fellow at the Hoover Institution, 7-31-**95**, Washington Times

Much of the growth and prosperity of the Pacific Rim countries in general – ranging from Japan and China through Southeast Asia to the United States and the Pacific Coast of South America –depends on peace and stability in East Asia. The United States and China must lead other nations in fostering this peace and stability. Today, this means cooperating on such varied issues as the potential nuclear threat of North Korea, the resolution of the China-Taiwan controversy and the exploration of – and safety of sea lanes through – the South China Sea, the superhighway of the Southeast Asian economic miracle. These matters will recur, and other problems unforeseen today will turn up, in the years ahead. So the world spins. To be sure, cooperation often will not be easy, for fear as to Chinese intentions pervades Washington and suspicions of U.S. motives remain widespread here in China. Americans, for example, are particularly concerned at the size of the Chinese military budget and what Beijing intends to do with its modernized and expanded military capacity. Thus as Mr. Perry noted, increasing contacts between the militaries of the two countries, and each nation's clearer understanding of the defense policies and strategic intentions of the other, are essential. This was the particular importance of Mr. Perry's visit to the PLA gathering, a type of exchange both sides must foster in the future for everyone's good. Short-term issues are not necessarily unimportant because they are short-term, but they must be worked out by each side having consistent policies the other can understand that look beyond short-term problems to longer-term interests. The high probability is that the United States and China will be the two superpowers of the early 21st century and our living together in peace will be essential to the prosperity if not the survival of the world.

US-EU Relations - 2AC Add-On

EU-US Relations have been sustained via economic interest – transportation infrastructure will be key to maintain that momentum.

Jackson, Staff Writer for USA Today, **2006**
(David, EU-US Relations: Allies or Antagonists, Februaury, 2006, http://www.usatoday.com/educate/college/casestudies/20061008-EU_US_Allies.pdf, July 4, 2012; FAS)

(The United States and the European Union often appear to be odds on a range of foreign policy issues from trade to security to combating terrorism... but historically and presently the two global powers actually agree on the majority of issues that affect day to day relations between them. **When disputes arise on hot bottom issues, the division often appears deep and unbridgeable, although several recent events have found the two powers have at least common experiences, such as confronting terrorists, if not yet completely common ground on policy solutions.** This case study examines **three current foreign relations dilemmas confronting and confronted by the United States and the European Union: a potential nuclear threat from Iran, combating terrorism and increasing domestic security; and trade relations. Each of these dilemmas shows some agreement between the parties, but the potential solutions are varied and create risks and challenges for both sides, raising the age-old question, why can't we all just get along?)**

U.S. HSR is a key area of U.S./ E.U. relations- they stand to make a financial killing

Martin **Sieff** (Writing for the European Institute) February – March 2010 Europe Sending High-Speed Rail to US http://www.europeaninstitute.org/February-%E2%80%93-March-2010/europe-sending-high-speed-rail-to-us.html

Despite the vaunted mobility of Americans, the U.S. has lagged badly behind Europe in passenger train services for decades. As the U.S. railway system slowly imploded, Europe was streaking forward with a new generation of trains, eventually crisscrossing the continent with 200-mile an hour, electric-powered locomotives. These high-speed trains provide faster, cleaner service than car-jammed highways and beat air travel between destinations up to 700 miles apart. And with cars that tilt in the turns, comfort is not sacrificed for speed. As the first decade of the 21st century ends, the only high speed rail service operating in the U.S. is Amtrak's Acela express running along the Northeast Corridor between Boston, New York and Washington, D.C. By the standards of European high speed rail services, Acela is a tortoise, with speeds averaging only 109 kilometers per hour (68 miles per hour) for the entire route. And there is nothing faster or more technologically advanced in the entire United States. The lack of effective high speed rail links in the United States has every serious economic and balance of trade consequence. It makes the country far more dependent upon imported oil for cars and trucks and also upon civilian air travel, which not only requires enormous quantities of high octane fuel, but also poses much more serious security challenges in the post 9/11 age than rail travel does. Lack of high speed rail links from the center of one city to another also boosts costly congestion on freeways and at airports. In Europe, in contrast, high-speed trains left the station decades ago. In the 30 years since France launched its first TGV – le Train Grande Vitesse – America has seen its rail service shrivel, especially for passenger traffic. But that picture, apparently, is about to change. The impetus behind the White House announcement is partly economic, partly environmental, but also emphatically political, given the massive jobs potential in areas such as track-laying, manufacturing, planning and engineering. "Through the Recovery Act, we are making the largest investment in infrastructure since the interstate highway system was created [under president Dwight D Eisenhower], putting Americans back to work rebuilding our roads, bridges and waterways for the future," President Obama said. To generate those jobs, the U.S. must import technology and even management expertise lost to the U.S. during the railways' decline. Many prime partners in this are likely to come from Europe, whose manufacturers and rail operators are global leaders. They in turn could face stiff competition from Japan, home to the pioneering bullet-train, and from South Korea; even China is trying to offer a cheap version of this technology, which it does not even have yet. So far, however, the European model has been to the forefront in new U.S. thinking, notably French Railways, which has helped neighboring countries develop their own high-speed systems linked to the TGV. So, European companies seem poised to participate profitably in delivering momentous change for Americans. A sign of the reviving interest in general in rail transport was the decision last year by Warren Buffet, a renowned American investor, to buy a railroad, albeit one that specializes in freight, not passenger traffic. Over recent decades, abortive efforts to introduce new and better rail links in the U.S. have come and gone, thanks in part to the powerful lobby-groups representing highways, trucks and gasoline. While heavily-subsidized, national, state-run

rail services such as France's SNCF and Germany's Deutsche Bahn have long been a highly efficient and popular means of transport in Europe, the U.S. is left with no single nationwide railroad. This has been a major drawback for rail companies attempting to compete with other forms of mass transport. The story of this change has two threads. One – how and why it has taken so long for the U.S. to embrace the concept – offers a striking contrast to the speed and scale of the European development. The contrast is not merely academic. America took so long to make its move that the European scene was transformed in the interim. In the process, rivals have emerged in neighboring countries for France, long the unchallenged leader in the field. Perhaps the most surprising of these rivals – to outsiders at least – is Spain, a nation that only recently began to surge ahead in high-tech industries such as solar power and also, it turns out, high-speed rail. Measuring the scale of Europe's transformation is a simple matter. In 10 years, neighboring countries linking up with France's TGV have connected over 100 destinations across Europe and high speed trains have effectively supplemented the once-bustling air shuttles between many EU capitals: Trains linking Paris, London, The Hague and Brussels cover the distances in an hour or two, faster than any airliner. The international media focus on the recent three-day breakdown of the Eurostar service between London and the continent reflects the growing importance of this rail link. In his new book Europe's Promise, Steven Hill writes that comparing Europe's rail system with that of the U.S. is like "comparing a professional major league team with one in the minors." But Barack Obama's election has finally offered hope. The prospect of investment in high speed rail technology will have a role in economic expansion certainly. But high-speed rail also has green credentials, reducing national levels of greenhouse-gas emissions from carbon-based fuels. In the U.S., the new emphasis on high speed rail plays well to concerns about creating jobs, reviving industrial investment and creating clean alternative technology transportation infrastructure across the United States. The New York Times reported May 29 an assessment by the International Union of Railways that high speed rail services can transport eight times the number of people over any given distance for the same amount of energy used while emitting only 25 percent as much carbon dioxide per passenger carried. But the program also presents major problems for U.S. policymakers that make it a heaven-sent opportunity to boost transatlantic trade and ties with major Western European nations.

Strong U.S./ E.U. relations are key to a laundry list of global issues including economic growth, trade, energy security, terrorism, and global warming

European Union Delegation to the U.S. (The EU is represented in the United States by the Washington, DC Delegation of the European Union, which works in close coordination with the diplomatic and consular missions of the 27 EU Member States. We function much like an embassy, with diplomatic status, and represent the European Union in dealings with the US government in areas that are part of the EU's remit.) "EU-US Relations". Accessed July 3, **2012** http://www.eurunion.org/eu/Table/EU-US-Relations/

The historic and longstanding **relationship** between the European Union and the United States is based on shared values and a strong fundamental belief in democratic government, the rule of law, human rights, and the market economy. The EU-U.S. partnership includes not only political, trade and economic relations, but active cooperation between the EU and the U.S. encompassing such global challenges as promoting energy security and efficiency, combating climate change, and helping developing nations lift themselves out of poverty, a goal toward which the EU and the U.S. together provide 80 percent of official development assistance worldwide. The partners also cooperate in additional policy areas including counterterrorism, crisis management, research and development, and education and training. Perhaps the most defining feature of the global economy, the EU-U.S. economic relationship accounts for more than 30 percent of global trade in goods and 40 percent in services. The two economies each provide the other with its **most important** source of foreign direct investment and close to a quarter of all EU-U.S. trade consists of transactions half in the U.S. and half in the EU within firms based on their investments on either side of the Atlantic. In fact, U.S. investment in Europe ($2 trillion) was nearly four times more than in all of Asia at the end of 2009. The overall transatlantic workforce is estimated at 15 million workers—about—who owe their jobs directly or indirectly to companies from the other side of the Atlantic.

India Relations - 2AC Add-On

Us-India relations improving

Postnoon News, July 3, 2012 (Postnoon News, *India, US closer due to shared goals: Rao,* July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

(Indian Ambassador to the United States Nirupama Rao has said shared economic, diplomatic and security goals have brought the two nations and their peoples closer than ever. The recently concluded annual strategic dialogue between India and the US had led to several important advancements in their strategic partnership, she wrote in The Hill, an influential Washington newspaper focusing on Congressional politics. "**These include enhanced cooperation on many fronts, including in health and education for sustainable development, in the effort to bolster energy security and in the quest to improve business-to-business relations between our two nations," Rao said.)** Secretary of State Hillary Clinton had hailed a preliminary agreement between Westinghouse and the Nuclear Power Corporation of India on setting up a nuclear power project to generate electricity, in Gujarat State as "a significant step toward the fulfilment" of the landmark 2008 nuclear agreement between the US and India, she noted. "We agree, and would add that there was a lot more progress to highlight in other realms, too," Rao said underlining that India's External Affairs Minister S.M. Krishna, emphasised that the US and India will continue to make progress and work in tandem on many issues especially in trade and business.

India and the United States are cooperating on trade and security

Postnoon News, July 3, 2012 (Postnoon News, India, US closer due to shared goals: Rao, July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

(On trade, **the two leaders announced that they would work toward completing a bilateral treaty that would boost investment and trade between the US and India. Cooperation on defence-related matters, maritime and Internet security, counter terrorism and trade would also be taken forward, Rao said.)**

Trade and economic prosperity – make transportation infrastructure key to US-India Relations

Kronstadt and Martin, Analyst in Asian Political Economy Foreign Affairs, Specialist in South Asian Affairs,August 31, **2007** (K and Michael, Congressional research service, http://www.fas.org/sgp/crs/row/RL34161.pdf; DKE)

[**Trade in transportation services is a major component of the bilateral trade**. In 2005, **the United States exported about $1.5 billion worth of transportation services to India, and imported a nearly identical amount of such services from India**. India and the United States also exchanged a large amount of professional services, with U.S. exports worth $462 million in 2005 and imports of $597 million.]

US-India Relations key to Afghan stability and counterterrorism

Postnoon News, July 3, 2012 (Postnoon News, India, US closer due to shared goals: Rao, July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

(Another major area of common purpose concerned Afghanistan, she said noting **the US and India have been working separately to find ways to ensure Afghanistan's long-term peace and stability.**) "Today, **the path is open for closer coordination as India and the US now plan to work together — along with Afghanistan — to promote improvements in Afghan farming, mining, energy and infrastructure,"** Rao wrote. "**This new, trilateral effort is yet another demonstration of the like-mindedness of the US and India on security issues and their joint determination to do even more to prevent the spread of worldwide terrorism.")**

Terrorism leads to nuclear war

Gregg **Easterbrook** (visiting fellow at Brookings Institute) November 2, **2001** CNN, p. lexis

Terrorists may not be held by this, especially suicidal terrorists, of the kind that al Qaeda is attempting to cultivate. But I think, if I could leave you with one message, it would be this: that the search for terrorist atomic weapons would be of great benefit to the Muslim peoples of the world in addition to members, to people of the United States and Western Europe, because if an atomic warhead goes off in Washington, say, in the current environment or anything like it, in the 24 hours that followed, a hundred million Muslims would die as U.S. nuclear bombs rained down on every conceivable military target in a dozen Muslim countries.

Manufacturing - 2AC Add-On

Manufacturing sector on the brink – poised to expand

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 4-5 ; FAS)

The manufacturing sector has struggled to expand as the United States has become more integrated into the global marketplace. **A lack of supportive U.S. trade** and currency **policies and inadequat**e industrial and energy **policies harm the nation's ability to meet future challenges that will require a solid manufacturing base**. **The sector is poised to play a key role i**n reducing green house gas emissions and reliance on imported energy, **but it must become a focus of policy makers to take full advantage of the new opportunities.** The **manufacturing sector is also of vital importance in maintaining our innovative capacity. Reinvestment in U.S.** research, development, energy, and **manufacturing policies can** also **stimulate the growth** of a wide swath of states in the U.S. heartlands **that have been hardest hit by the manufacturing crisis.**

Manufacturing sector key to the economy

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 1; FAS)

(While U.S. manufacturing has been hard hit by a decade of rapid import growth and job loss, **the manufacturing sector still remains a vital part of the U.S. economy. The manufacturing sector supported 14 million jobs in 2007, or about 10.1% of total employment. Manufacturing employs a higher share of workers without a college degree than the rest of the economy. On average, these workers made 9% more than similar workers in the rest of the economy** in 2006-07. **Manufacturing industries are also responsible for a significant share of U.S. economic production, generating $1.6 trillion in GDP in 2006** (12.2% of total U.S. gross domestic product (GDP). **U.S. manufacturing firms also lead the way on trade, exporting $923 billion in manufactured goods—64% of all U.S. goods and services exported in 2006. Manufacturing** is one of the most dynamic sectors of the U.S. economy. It **was responsible for 60% of all U.S. research and development spending in 2003**, with total research and development spending of $123 billion (total public, corporate, and other funds) in that year alone (National Science Foundation 2006). **Scientists and engineers make up 9% of the manufacturing labor force, a share that is nearly twice as large as in the rest of the economy**.1 As a result, manufacturing productivity growth rates have been high for decades. Multifactor labor productivity growth averaged 4.6% per year in manufacturing between 1997 and 2005.2 This was 60% greater than in the private, non-farm economy as a whole.3 **Given the nexus between research and development and manufacturing, a vital manufacturing sector plays an important role in maintaining an innovative economy.)**

Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10** [Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power**

and the often bloody transition from one pre-eminent leader to the next. As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

Poverty - 2AC Add-On

Infrastructure not sufficient for nation's poor

Cholia, Coeditor of Alt transport, October 19, **2010** (Ami, Alt Transport, http://alttransport.com/2010/10/lack-of-transportation-affects-our-nations-poor-the-most/; DKE)

[Over the last ten years, more than two-thirds of poverty growth in the nation's metro areas occurred in the suburbs, and there are now 1.6 million more poor people living in the suburbs than in center cities. Since 2000, there has been a general increase in the nation's poverty rate, but it has been far worse in the suburbs than in the cities—a 37.4 percent increase versus 16.7 percent. Though the poverty rate remains higher in central cities, the number of poor suburbanites is growing quickly." According to The Brookings Institution we don't have enough infrastructure in place to deal with this new movement. And our transportation resources, which are already strained, can't seem to cater to them. Given the far out distances of the suburbs, those routes are the hardest to serve.]

Poor most affected by transit cuts – National High Speed Rail will reverse that trend

Cholia, Coeditor of Alt transport, October 19, **2010** (Ami, Alt Transport, http://alttransport.com/2010/09/does-our-nations-transportation-policy-violate-the-civil-rights-act/; DKE)

[Manhattan (the city's richest and whitest borough) is abundantly better connected to trains and buses than any of the other boroughs. In fact, when the Metropolitan Transit Association cut its buses and train lines, the Bronx, Brooklyn and Queens felt it the hardest. Minorities and other low income groups, who overwhelmingly live in the outer boroughs, are far more affected by transit cuts and increasing highway spending than their largely white counterparts who live in wealthier neighborhoods. And that's a problem. Title III of the Civil Rights Act prohibits state and municipal governments from denying access to public facilities on grounds of race, religion, gender, or ethnicity, where as Title VI, prevents discrimination by government agencies that receive federal funding. If an agency is found in violation of Title VI, that agency can lose its federal funding. While the cuts were not made to be discriminatory, in practice they violate both the above titles. With 84 percent of U.S. transit agencies facing service cuts and fare hikes, we are witnessing how this trend is far more widespread than New York alone. In the larger context, it becomes a very serious form of discrimination. As Laura Barrett, director of the Transportation Equity Network, quoted Dr. Robert Bullard in the Huffington Post: Nationally, only seven percent of white households do not own a car, compared to 24 percent of African American households, 17 percent of Latino households, and 13 percent of Asian American households. African Americans are almost six times as likely as whites to use transit to get around. In urban areas, African Americans and Latinos comprise over 54 percent of transit users (62 percent of bus riders, 35 percent of subway riders, and 29 percent of commuter rail riders). This argument goes beyond race, of course. The cuts exacerbate the exclusion of all the protected classes including low-income groups, immigrants, the elderly and the disabled, since their access to automobiles is that much more difficult. In fact, Bay Area Rapid Transit lost $70 million in stimulus funding in violation of civil rights laws for its Oakland Airport Connector project because it failed to study how the project would affect low-income and minority transit riders.]

Poverty is a structural violence that creates a cycle of oppression where certain lives are prioritized over others.

Gilligan, (Dept. of Psych. @ Harvard Med & Dir. of the Center for the Study of Violence) **1996** [James, Violence: Our Deadly Epidemic and its Causes p. 191-196]

You cannot work for one day with the violent people who fill our prisons and mental hospitals for the criminally insane without being forcibly and constantly reminded of the extreme poverty and discrimination that characterize their lives. Hearing about their lives, and about their families and friends, you are forced to recognize the truth in Gandhi's observation that the deadliest form of violence is poverty. **Not a day goes by without realizing that trying to understand them and their virulent behavior in purely individual terms is impossible and wrong-headed**. Any theory of violence, especially a psychological theory, that evolves from the experience of men in maximum security prisons and hospitals for the criminally insane must begin with the recognition that these institutions are only microcosms. They are not where the major violence of our society takes place, and the perpetrators who fill them are far from being the main causes of most violent deaths. **Any approach to a theory of violence needs to begin with a look at the structural violence of this country**. Focusing merely on those relatively few men who commit what we define as murder could distract us from examining and learning from those structural causes of violent death that are far more significant from a numerical or public health, or human, standpoint By "structural violence" I mean the increased rates of death and disability suffered by those who occupy the bottom rungs of society, as contrasted with the relatively lower death rates experienced by those who are above them. Those **excess deaths** (or at least a demonstratably large portion of them) **are a function of class structure; and that structure is itself a product of society's collective human choices, concerning how to distribute the collective wealth of the society**. These are not acts of God. I am contrasting "**structural**" with "**behavioral violence,"** by which I mean the **non-natural deaths and injuries that are caused by specific behavioral actions of individuals against individuals, such as the deaths we attribute to homicide, suicide, soldiers in warfare, capital punishment, and so on. Structural violence differs from behavioral violence in at least three major respects The lethal effects of structural violence operate continuously rather than sporadically, whereas murders, suicides, executions, wars, and other forms of behavioral violence occur one at a time. Structural violence operates more or less independently of individual acs; independent of individuals and group**s (politicians, political parties, voters) **whose decisions may nevertheless have lethal consequences for othe**rs. <Continues, page 195> **The 14 to 18 million deaths a year caused by structural violence compare with about 100,000 deaths per year from armed conflict**. Comparing this frequency of deaths from structural violence to the frequency of those caused by major military and political violence, such as World War II (an estimated 49 million military and civilian deaths, including those caused by genocide---or about eight million per year, 1939-1945), the Indonesian massacre of 1965-66 (perhaps 575,000 deaths), the Vietnam war (possibly two million, 1954-1973), and even a hypothetical nuclear exchange between the U.S. and the U.S.S.R. (232 million), **it was clear that even war cannot begin to compare with structural violence,** which continues year after year. In other words, every fifteen years, on the average, as many people die because of relative poverty as would be killed in a nuclear war that caused 232 deaths, and every single year, two to three times as many people die from poverty throughout the world as were killed by the Nazi genocide of the Jews over a six-year period. **This is, in effect, the equivalent of an ongoing, unending, in fact accelerating, thermonuclear war, or genocide, perpetuated on the week and poor every year of every decade, throughout the world. Structural violence is also the main cause of behavioral violence on a socially and epidemiologically significant scale (from homicide and suicide to war and genocide). The question as to which of the two forms of violence—structural or behavioral—is more important, dangerous, or lethal is moot, for they are inextricably related to each other, as cause to effect.**

Marginalized Communities/Urbanization - 2AC Add-On

Transit facilitates interconnectivity and discourages suburban sprawl

Goozner, chief financial, and chief economics correspondent for the Chicago Tribune, **June 25, 2012** (Merrill, Gooznews, http://gooznews.com/?p=4018; DKE)

[“Smart-growth” environmentalists and new urbanists that push for walkable neighborhoods also advocate for more transit projects. They see them as a way to discourage suburban sprawl while building the infrastructure needed for higher-density, “in fill” development.]

High speed rail solves urban sprawl

Staff writer for Jim Beall, California assembly member, December 06 **2010** (Official website of Jim Beall, http://asmdc.org/members/a24/news-room/press-releases/item/2977-beall-authors-high-speed-rail-bill-to-spur-jobs-and-economic-development;DKE)

[**Assemblymember Jim Beall, Jr. introduced legislation Monday to revitalize districts surrounding high-speed rail areas by promoting residential and retail development that generate jobs and discourage urban sprawl.** Assembly Bill 31 provides incentives for cities with proposed high-speed rail stations to obtain greenhouse gas emission credits, institute and expand enterprise zones around the stations, and help them qualify for federal matching funds to plan for transportation-oriented development. “With AB 31, we have the opportunity to revitalize areas around the train stations by incorporating a mix of residential, commercial, and retail development that can make those districts the centers of their cities,’’ said Beall, a former Metropolitan Transportation Commission chairman who proposed the creation of the Diridon Joint Policy Advisory Board to help guide the development of San Jose’s future high-speed rail station. **“By ensuring housing and businesses near the high-speed rail stations,’’ said Beall, who worked as an urban planner and served on the city of San Jose’s Planning Commission, “We can cut down on urban sprawl, preserve open space and farm land, and encourage green building development**.]

Urban sprawl concentrates poverty and lumps the dehumanizing impacts on the least fortunate members of society

Nancy **Thompson** (certified community planner. Nancy earned a master’s degree in urban and regional planning, and has served as a planning director in city and county governments. Often her department has been responsible for capital improvements, community development projects, and code enforcement too. She also served as president of a consulting firm specializing in neighborhood plans and community development work.) Accessed July 4, **2012** The Effects of Urban Sprawl on Costs, Health, Environment http://www.useful-community-development.org/effects-of-urban-sprawl.html#.T_SjmZFQD4E

If you don't drive, you're in for a tough time in most areas. Each metropolitan area offers a few pedestrian-friendly walkable communities where you can find shops, restaurants, banks, and some services, but often keeping a grocery store in these locations is a hard sell. So one of the effects of urban sprawl is that the road transportation system has to be lengthy, miles driven and traffic congestion are high, transit becomes cost-ineffective because overall density is low, and walking is nearly impossible in some suburban locations. There's a need for complete streets where sidewalks and bicycle accommodations are ample. Many people experience ugliness in the road dominance, incessant traffic, and excessive accommodation for automobiles through protruding garages and huge mostly vacant parking lots. It's a scene that mostly auto dealers and road building contractors love. But it's one of the effects of urban sprawl. The cost in auto accidents is very high too. It's not unusual for fatal accidents to occur at the intersection of two 40-mph arterial roads. In turn the accident rates cause higher automobile insurance costs, another cost attributable to the effects of urban sprawl. With more driving comes more air pollution. While the suburbs don't necessarily experience an obnoxious, visible amount of pollution, they certainly contribute when their residents commute to closer to the center of the city to work. Disinvestment Downtown and in Inner Suburbs Most cities look like an urban doughnut when healthy activity is graphed. The hole in the middle where downtown tries to survive has come to pass because

one by one, businesses and institutions moved to the suburbs. The disinvestment in most cities has now spread far beyond the urban core, however. Inner suburbs, depending on their age, may now be showing the effects of urban sprawl. The small houses built on the promise of veterans' financing after World War II are now painfully obsolete, as households and even single people crave large closets, two-car (or more) garages, and a guest bedroom and bathroom, not to mention offices, exercise rooms, and the like. Due to sprawl, small houses, obsolete architectural types, and older housing have a hard time competing in the marketplace. Who wants to worry about adding a major room addition if you can find a brand new house in the far suburbs for about the same price? We're not just being sentimental architects when we talk about this. The disinvestment pattern has tremendous implications for the finances of the public sector. When demand for the older houses cools to lukewarm, no one is suggesting that the municipality can abandon the street. Not only does the street need resurfacing, but about now, those 50-year-old sidewalks are looking pretty decrepit, if you're so lucky as to have any sidewalks. And your street lighting--well, sometimes it works, sometimes it doesn't. The developer at the edge of the urbanized area, developing on greenfields (areas that have not been developed for urban use previously), has to install new streets and new sewer and electrical and cable TV lines. Never mind that these utilities already are available closer to the center of the city in a neighborhood whose housing stock has become slightly dated. It's just easier to develop new housing. And buyers prefer it, at least if they have few other choices that fit their lifestyle. The inefficiency of these effects of urban sprawl to the public sector--and therefore to you, the taxpayers--tends to be masked because the municipality building the new infrastructure tends to be different from the central city. If everyone in the metropolitan area could look at their public sector investment as a whole, the effects of urban sprawl would come to a screeching halt as we realized how much extra money we're spending in most cities on infrastructure that is being duplicated on the edge of the city. Lack of Choice of Housing Types Because the effects of urban sprawl include duplicating more and more the most popular floor plan from the last development, we are left with fewer choices ultimately. One of the effects of urban sprawl that I find really distasteful is the homogenous nature of the housing stock we're leaving for our children. Of course lack of housing choice can be alleviated in suburbs more than 30 or so years old. The process of housing renovation in the urban core and older suburbs leads necessarily to creative problem-solving as developers attempt to meet current market demands in a multiplicity of ways. The housing shells themselves provide more variety than today's developments, which tend toward similarity and mass production. Renovation strategies that can provide the housing features today's buyers want are quite diverse. I've seen two car garages that are tandem style where one car parks in front of the other. Entire bedrooms are turned into walk-in closets. Walls are eliminated to provide open flow between rooms and rescue the kitchen from its isolation. Additions to the back, front, side, and top of the home are made. Small groups of homes on a cul de sac are formed into a homeowners association and instantly upgraded to "villas." And of course former industrial and commercial buildings downtown find new life as unique residences. Smaller places of worship in semi-rural areas become housing, as do former corner groceries in cities. But developers will only work on these projects if they can be distracted from the repetitive and predictable profits resulting from the effects of urban sprawl. Concentration of Poverty Recently I did a talk for a group of social workers, and I asked them if they considered the geographical concentration of poverty in a few areas to be a problem. I thought they might say that no, poor people should be able to live where they've always lived, or where they are comfortable because others are in a similar predicament. However, I learned that the social work community fully appreciates that the concentration of poverty means the concentration of problems, a lack of positive role models and the social networks that support obtaining employment, poor public schools for those who can least compensate at home, and the withdrawal from pockets of poverty of well-capitalized businesses that provide jobs, goods, and services. The effects of urban sprawl increase as the physical distance between the haves and the have-nots becomes greater and greater. Probably that's correlated to social distance. Social isolation for a group of folks in poverty not only robs them of positive role models, but also feeds the **sense of hopelessness**. You'd be a pessimist too is everyone you knew and interacted with on a daily basis was scrounging for survival today. And of course desperation can lead to crime and anti-social activities such as turning to drug dealing to make a living.

The whole shebang – check here for additional stuff not in the 1AC file or above

Inherency

US Funding Blocked Now

The transportation bill did not include funding for high speed rail

The Sacramento Bee, 6-29-2012
(*Congress moving to pass transportation bill,* June 29, 2012, http://blogs.sacbee.com/capitolalertlatest/2012/06/congress-moving-to-pass-transportation-bill.html**, June 29, 2012;FAS)**

(Politically, the 27-month, $120 billion surface transportation reauthorization bill is an achievement for Democratic Sen. **Barbara Boxer**, the chair of the Senate Public Works Committee. Formally, it's called the Moving Ahead for Progress in the 21st Century Act, or MAP-21. **The bill does not include funding for high-speed rail, but neither does it include language championed by Rep. Jeff Denham, R-Turlock, in the original House effort that would have specifically blocked federal dollars from going toward California's high-speed rail project.** Denham is trying to put similar language on other transportation-related bills.)

High Speed Rail funding is blocked – transportation sq funding only goes to maintaining current infrastructure

Goozner, Award-winning journalist. Has been published by the New York Times, The Washington Post, etc. , June 24, 2012(Merrill, House Puts the Brakes on High Speed Rail**, June 24, 2012**, http://www.thefiscaltimes.com/Articles/2012/06/24/House-Puts-the-Brakes-on-High-Speed-Rail.aspx#page1, June 25, 2012) pg. 1

(House Republicans, however, are blocking all new grants arguing that repairing current systems is the priority. "Funding should go to existing infrastructure needs rather than unrealistic new high-speed rail lines to nowhere," the appropriations committee report accompanying the legislation said. The program, now funded by regular appropriations, was axed from the Transportation Department funding bill last week, drawing a veto threat from the president. The effort to cage the TIGER grants is only the latest effort by House conservatives to slow down or eliminate funding for mass transit, freight rail and high-speed rail projects, which they see as a waste of money on "trains to nowhere." Last February, the initial House reauthorization of the surface transportation trust fund, which allocates the gasoline tax, eliminated the 20 percent set-aside for rail projects that was established by President Ronald Reagan in 1982. Only a revolt by Republican legislators from the suburbs outside New York City, Philadelphia and Chicago forced House Transportation Committee chairman John Mica, R-Fla., to withdraw the bill. Now, with a June 30th deadline looming, the summer road construction season could grind to a halt if Congress doesn't at least extend the current law. A conference committee led by Mica and Sen. Barbara Boxer, D-Cal., must wrestle with a set of extraneous provisions attached to the two-year, $109 billion extension pushed by the House. They range from approving the Keystone oil pipeline from Canada to giving utilities more flexibility in how they dump coal ash.)

US Funding blocked now – needs a federal commitment

Mead, Professor of Foreign Affairs and Humanities at Bard College, **12** (Walter, 1-4-12, The American Interest-via meadia; DKE)

[Republicans have what looks at this early stage like a lock on the House in 2012 and seem likely to win the Senate. That means federal funding for more high speed rail is as dead as the dodo for some time to come; without vast federal help no state can rationally make a commitment to visionary and expensive

rail projects. It looks like the transportation of the future—like the energy of the future—will remain a dream in the minds of blue politicians and trendy urban planners for years to come.}

Congressional budget battles killed Obama's vision for high-speed rail funding; New visions and investment required to wake up the zombified plans for innovative high speed rail network

Meggison, syndicated columnist – Clean Technica, December 11, **20**11 [Andrew, American High Speed Rail is Not Dead – It's More of a Zombie," http://cleantechnica.com/2011/12/07/high-speed-rail-hacked-attacked-in-u-s-but-not-yet-fully-dead/, Accessed 6/1/12] SM

Before the Thanksgiving break, House Republicans voted to kill a transportation appropriations bill that resulted in the majority of funding for America's high speed rail program being eliminated. The GOP cheered at the death of President Obama's national rail network plan; but their jubilation came premature. When the vote went to the Senate things changed – the bill was not dead but not really alive either.Prior to the House vote, the Obama Administration had envisioned spending $53 billion on a nationwide high speed rail program over a six year period, including more than $8 billion next year. Beginning in 2008, under the Passenger Rail Investment Act, or PRIA, Congress spent about $2 billion a year on the American high speed rail program. But last year, Congress stopped appropriating money for high speed rail; essentially derailing President Obama's expressed intention to connect 80% of Americans to high speed rail by 2036. Even with all these setbacks against an American high speed rail program, President Barack Obama inserted $4 billion for high speed rail into his American Jobs Act.It is no secret that America's rail program, that was once great, is now in shambles. Other developed and developing countries, such as China, have long surpassed the American rail program by building high speed services that connect cities and people across their nations.The hope was that the construction of a national high speed rail network would, in the U.S., provide Americans with an alternative means of transportation, provide jobs, and act as a spark in rebuilding America's crumbling infrastructure. Ultimately, the national rail plan was seen by many as a monetary expenditure that the U.S. cannot afford and that was bogged down in some states, most notably California, by too much red tape.Rather than allow the Obama bill to pass, some legislators felt that the bill should be killed. Not as a means to end high speed rail in America for good, oh no, the action of killing the Obama bill would be used to restart the plan on a blank slate. Rep. Bill Shuster (R-Pa.) said,"Today's vote marks the end to President Obama's misguided high speed rail program, but it also represents a new beginning for true intercity high-speed passenger rail service in America. By zeroing out high-speed intercity passenger rail funding, we are being given the unique opportunity to refocus and reform the high-speed rail program on the rail lines that will produce the most benefit for the least amount of cost."Shuster continued"The Obama Administration bungled its high-speed rail program from the start, losing an important opportunity to build true high-speed rail in areas where it makes sense, like the Northeast Corridor," he said. "Instead, billions of dollars were spread too thin around the country and spent on incremental improvements to existing Amtrak services that weren't high-speed at all."Across the aisle, Democrats in the House conceded that the Obama plan was far from perfect but was the best that could be worked out given the poor American economy.For their part, Democrats in the House said the bill Thursday was "far from perfect," but they were resigned to the fate of the rail money for now. Rep. Jerrold Nadler (D-N.Y.) said,"For too long, we have been over-dependent on cars and planes. High Speed Rail should be an option between any cities within a 500 mile radius, providing competitive trip times and fares, freeing up airspace, and benefiting our environment, economy, and national security. It makes no sense to abandon our efforts to develop High Speed Rail in this country."With the Obama bill killed in the House the bill went to the Senate, where it received a bit of life after death. The Senate committee voted to restore $100 million in spending to the high speed rail program. Some spending at least keeps the program alive – sort of.With a zombified high speed rail funding bill lurking around some progress will still be done on establishing a nationwide high speed rail line; but with the limited funds not much progress can be made. Meanwhile, instead of looking at a nationwide system all attention is now focused on the existing rails in the Northeast and improvements that can be made to them using high speed train technology.The successful amendment to restore $100 million in funding was sponsored by Senators Richard Durbin (D-IL), Frank Lautenberg (D-NJ), Mary Landrieu (D-LA), and Dianne Feinstein (D-CA).

HSR Transportation policy stalled due to lack of funding

Puentes, Senior man at Brookings Institution's Metropolitan Policy Program where he also directs the Program's Metropolitan Infrastructure Initiative, 11/6/**2010** (Robert, Does the President's Plan for Fixing America's Transportation Infrastructure Go Far Enough?, 11/6/2010, http://www.brookings.edu/up-front/posts/2010/09/06-transportation-puentes, accessed: 6/28/2012) AGI

{The investments in high-speed rail and Next-Gen air traffic control are important in that they begin to shift focus away from small bore spending to the kind of transformational investments the federal government should be focusing on. And by linking high speed rail to the rest of the transportation program we can truly begin to think of these siloed investments as a holistic system. The challenge is how to get this done. Transportation policy in the U.S. is not stalled due to a lack of good ideas. It is stalled due to a lack of funding, or, more accurately, for a lack of interest in raising taxes to generate the funding. Most of what the president proposed is traditionally funded by the tax on gasoline. But as driving declines, and as more fuel-efficient cars mean we're consuming less gas (it's true!), there's much less money overall.}

The new transportation bill cut off HSR funding

Doyle, Johns Hopkins University, Yale Law School, and Oberlin College graduate. Reporter for multiple newspapers, 6-29-2012 (Michael, *House Republicans take stand against high-speed rail spending, June 29, 2012, http://www.linkedin.com/pub/michael-doyle/9/586/b33, June 29, 2012;FAS)*

WASHINGTON – (**The Republican-controlled House on Friday reiterated its intention not to spend new federal dollars next year on California's controversial high-speed rail program. By a 239-185 vote, cast almost entirely along party lines, the House approved language authored by Rep. Jeff Denham, R-Turlock, meant to block spending on high-speed rail. The amendment was added to a transportation spending bill for the 2013 fiscal year.**

Current funding has no reform =failed manner

Grunwald, writer for Miami Times, 2/22/2011
(Michael, Miami Times, Access: 6/28/2012, Proquest, UNT) AGI

{"In 2009, Obama launched high-speed rail by slipping $8 billion into his stimulus package, even though few potential projects were shovel-ready enough to provide real stimulus. Eager governors from both parties made $55 billion worth of requests for the cash, a reflection of pent-up demand, and in last year's State of the Union, Obama described the program as a matter of not just mobility but also of national pride as well. Mica of Orlando and the House Railroads Subcommittee chairman, Bill Shuster of Pennsylvania, already planned to investigate the Administration's previous funding decisions - and they're not happy with this one. "The definition of insanity is doing the same thing over and over again expecting a different result, and that is exactly what Vice President Biden offered today," Shuster said. "If the Obama Administration is serious about high-speed rail, they should stop throwing money at projects in the same failed manner.'"}

Discussions/Generic Transportation Investment Will Occur (A2: Perception Links)

The Transportation Bill triggers the link

Fram, Associated Press, Lowy, Associated Press, 6-29-12

(Alan, Joan, Associated Press, "House, Senate Pass Transportation Bill, Extend Current Student Loan Rates", http://www.huffingtonpost.com/2012/06/29/transportation-bill-student-loans_n_1638116.html, 7-1) EIL

{WASHINGTON — Congress emphatically approved legislation Friday preserving jobs on transportation projects from coast to coast and avoiding interest rate increases on new loans to millions of college students, giving lawmakers campaign-season bragging rights on what may be their biggest economic achievement before the November elections. The bill sent for President Barack Obama's signature enables just over $100 billion to be spent on highway, mass transit and other transportation programs over the next two years, projects that would have expired Saturday without congressional action. It also ends a bare-knuckle political battle over student loans that raged since spring, a proxy fight over which party was best helping voters muddle through the economic downturn. Obama signed a one-week temporary measure Friday evening, permitting the highway and loan programs to continue until the full legislation reaches his desk. Under the bill, interest rates of 3.4 percent for subsidized Stafford loans for undergraduates will continue for another year, instead of doubling for new loans beginning on Sunday as scheduled by a law passed five years ago to save money. Had the measure failed, interest rates would have mushroomed to 6.8 percent for 7.4 million students expected to get the loans over the coming year, adding an extra $1,000 to the average cost of each loan and antagonizing students – and their parents – four months from Election Day. The Democratic-led Senate sent the measure to Obama by a 74-19 vote, just minutes after the Republican-run House approved it 373-52. The unusual display of harmony, in a bitterly partisan year, signaled lawmakers' eagerness to claim credit for providing transportation jobs, to avert higher costs for students and their families and to avoid being embarrassed had the effort run aground. This year has seen the two parties mostly drive each other's plans for tax breaks and economic revival into a stalemate, although lawmakers have enacted bills retaining the Social Security payroll tax cut for a year and renewing a government agency that promotes U.S. exports. "It's important for Congress to act, not just talk about problems we have but to get things done," said Rep. John Mica, R-Fla., a chief House author of the transportation measure. "We have a bill that will boost this economy," said Sen. Barbara Boxer, D-Calif., a sponsor who said the measure would create or save 2.8 million jobs. "We have a bill that is supported by conservatives and liberals, progressives and moderates. I think this is a great day." All the no votes were cast by Republicans. The compromise ended up sprinkled with unrelated nuggets dealing with Asian carp, roll-your-own tobacco and federal timber aid. But its most significant provisions dealt with transportation and student aid. The final transportation measure dropped a provision – which had drawn an Obama veto threat – that would have forced government approval of the controversial Keystone XL oil pipeline from Canada to the Texas coast. But it contains curbs on environmental reviews of transportation projects. Republicans sought those curbs in hopes of cutting construction time almost in half. The bill consolidates federal transportation programs and gives states more flexibility in spending money from Washington. It also contains an array of safety initiatives including requirements aimed at enhancing bus safety. And it makes advocates of bike and pedestrian paths compete for money with other transportation projects. White House spokesman Jay Carney said the administration was glad Congress acted "before middle class families pay the price for inaction." He said Obama will keep pressing for approval of more of his job-creating proposals from last year, to hire teachers, police officers and firefighters and for tax credits to companies that hire new workers. **Most of the overall measure was financed by extending federal taxes on gasoline and diesel fuel for two more years. Those levies, unchanged for nearly two decades, are 18.4 cents a gallon for gasoline and 24.4 cents for diesel and now fall well short of fully financing highway programs, which they were designed to do.** About $20 billion would be raised over the next decade by reducing tax deductions for companies' pension contributions and increasing the fees they pay to federally insure their pension plans. In return, a formula was changed to, in effect, let companies apportion less money for their pensions and to provide less year-to-year variation in those amounts. To raise other revenue, the government will start charging interest on subsidized Stafford loans no more than six years after undergraduates begin their studies. Today no interest is charged until after graduation, no matter how long that takes. In addition, a loophole was tightened to make it harder for businesses with roll-your-own cigarette machines to classify the tobacco they sell as pipe tobacco – which is taxed at a lower rate than cigarette tobacco. The change is expected to raise nearly $100 million. Some federal workers would be allowed to work part-time as they gradually retire, saving the government money because the workers would

receive only partial salaries and retirement annuities. As often happens with bills that are certain to win the president's signature, the measure became a catch-all for other unrelated provisions. One would order the government to accelerate work on a plan for preventing Asian carp, which devour other species, from entering the Great Lakes from the Mississippi River. It drew opposition from Sen. Dan Coats, R-Ind., and some other lawmakers arguing that blocking the fish could interfere with shipping, but the Senate turned their objections aside. Federal flood insurance programs that protect 5.6 million households and businesses were extended, allowing higher premiums and limiting subsidies for vacation homes to help address a shortfall in the program caused by claims from 2005's Hurricane Katrina. The measure also steers 80 percent out of billions in Clean Water Act penalties paid by BP and others for the 2010 Deepwater Horizon oil rig explosion to the five Gulf states whose beaches and waters were soiled by the disaster. The money would have otherwise gone to federal coffers. Federal timber subsidies worth $346 million would be distributed for another year to rural counties, while other funds would be steered to rural school districts. The bill also eases restrictions that force most American food aid to be shipped abroad on U.S.-flagged vessels.}

Adv: Competitiveness

1AC/2AC Add-On

Current transportation investment goes to maintaining the current highway system. This focus kills US economic competitiveness

BAF Ed Fund, bipartisan coalition of elected officials focused on US investment in infrastructure, **2012** [Building America's Future Educational Fund, "Building America's Future – Falling Apart and Falling Behind," Transportation Infrastructure Report] SM

In stark contrast to our most agile and aggressive foreign competitors, the U.S. stands increasingly alone in our failure to reorient our transportation spending according to a new forward-looking vision that could build a transportation network fit for a 21st-century economy. Without a similarly strategic plan of attack to create a state-of-the-art transportation network, the U.S. will be left far behind. This striking lack of vision is a debilitating problem. Instead of taking a comprehensive look at the current weaknesses in our national network, we are largely following the same policy goals and guidelines announced when Eisenhower was president. As a result, federal transportation policy is skewed toward maintaining and expanding the Interstate Highway System. We've put relatively little emphasis on targeting our most economically strategic trade corridors or building new transport systems to meet our 21st-century economic needs. Government transportation spending, at all levels of government, is overwhelmingly directed toward roads. Since 1956, the largest portion of public funding for transpor- tation infrastructure was dedicated to building and maintaining highways.1 Although a small portion (15%) of the federal gas tax is dedicated to a fund for mass transit, the vast majority of federal gas tax revenue is spent on highways. The same is true for state gas taxes: 30 states are actually constitutionally or statutorily required to spend 100% of their gas tax revenues on roads. The disproportionate channeling of transportation dollars toward highways has encouraged more and more construction of roads, even as the demand rises for other forms of transportation. The last multi-year infrastructure law passed by Congress, the 2005 Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (known as SAFETEA-LU), authorized $286.4 billion of federal spending on surface transportation projects through 2009—nearly 70% of which has been spent on highways, and only 1% of which has been directed to ports, national freight gateways, and trade corridors. After that, the American Recovery and Reinvestment Act of 2009 (ARRA) provided an additional $48 billion in federal stimulus dollars for transportation projects, most of which also went to roads. There is no question that America must continue to provide adequate funding to ensure the efficiency and safety of our highways, roads, and bridges since they will always remain an important component of our transportation network. But despite the emphasis on our road system, we are not meeting the challenge. Congestion still predominates, especially in our metro areas, and the system has serious safety challeng- es. For example, America currently has more than 69,000 structurally deficient bridges, more than 11% of all the bridges in our country.2 Meanwhile, underinvestment in airports, in commuter and freight rail, and in ports costs us jobs, economic growth, and access to overseas markets. Compared to the signifi- cant sums dedicated to roads, government spending on other modes of transportation is relatively meager. The U.S. Department of Transportation (USDOT) spends about $10.2 billion a year on public transit, or less than a quarter of what it spends on highways. The federal government contributes even less to Amtrak's operation costs. In contrast to its highway funding programs, USDOT encourages greater state contribu- tions to transit projects. Since the majority of states are constitutionally or statutorily prohibited from using state gas taxes for public transit projects, USDOT's funding requirements are a tough imposition on states. Unwilling or unable to match federal contributions with general revenue funds, states may be more inclined to seek funding for more road projects than for new transit projects.

US High Speed Rail is key to US Competitiveness – studies/jobs

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

{During our nation's prolonged period of economic challenges, it is my goal and the goal of many of my colleagues to create jobs and stimulate the economy. Investing in infrastructure is one of the most sound policy choices to meet this non-partisan

objective. Studies estimate that for every $1 billion in infrastructure spending, 18,000 jobs will be created. {Infrastructure investments not only create jobs, but prepare our country for future global competition. Throughout the world, countries are investing in rails, roads, and air travel. It is important that our country is, at the very least, keeping up with the progress of other nations. During the past 50 years, the United States has invested nearly $1.3 trillion in our highways and over $484 billion in our aviation infrastructure. In contrast, rail investment has received only $67 billion over the past 31 years. We have directed significantly less funding to rail, despite the fact that some regions could benefit greatly from this investment.}

Continued decline in competitiveness eradicates US primacy

Lawrence, former member of President Clinton's Council of Economic Advisers, **20**02 [Robert Z., "Competitiveness," http://www.econlib.org/LIBRARY/Enc/Competitiveness.html, Accessed 6/1/12]

It is important to recognize that this relative decline of the United States has differing implications for American power and for American living standards. The power of a nation **(**i.e., its ability to influence the actions of other nations**)** flows in large part from its relative economic capacity—the economic performance of the United States compared with other nations, particularly its adversaries. In this respect the power of the United States is less in a richer world economy. On the other hand, the welfare of a nation's citizens is largely a function of its absolute economic capacity. A nation's living standards are primarily based on its productivity and on its ability to exchange its products for those of others on international markets. Both of these effects are enhanced when increased innovation abroad provides U.S. consumers access to better products and U.S. manufacturers more opportunities to emulate foreign products and processes. **The** United States no longer has to carry the burden of global innovation alone—increasingly, American firms can learn from others.

US leadership prevents great powers wars.

Khalilzad, 2/8/**2011** (Zalmay – former United States ambassador to Afghanistan, Iraq and the United Nations, The Economy and National Security, National Review)

We face this domestic challenge while other major powers are experiencing rapid economic growth. Even though countries such as **China, India, and Brazil have profound political, social, demographic, and economic problems, their economies are growing faster** than ours, and this could alter the global distribution of power. These trends could in the long term produce a multi-polar world. **If U.S. policymakers fail to act and other powers continue to grow, it is not a question of whether but when a new international order will emerge**. **The closing of the gap between the United States and its rivals could intensify geopolitical competition among major powers, increase incentives for local powers to play major powers against one another, and undercut our will to preclude or respond to international crises because of the higher risk of escalation**. The **stakes are high**. In modern history, **the longest period of peace among the great powers has been the era of U.S. leadership**. By contrast, **multi-polar systems have been unstable, with their competitive dynamics resulting in frequent crises and major wars among the great powers**. **Failures of multi-polar international systems produced both world wars.** #page#**American retrenchment could have devastating consequences. Without an American security blanket, regional powers could rearm** in an attempt **to balance** against emerging **threats**. Under this scenario, **there would be a heightened possibility of arms races, miscalculation, or other crises spiraling into all-out conflict.** Alternatively, in seeking to accommodate the stronger powers, **weaker powers may shift their geopolitical posture away from the United States**. Either way, **hostile states would be emboldened to make aggressive moves in their regions**. As rival powers rise, **Asia in particular is likely to emerge as a zone of great-power competition. Beijing's economic rise has enabled a dramatic military buildup focused on acquisitions of naval, cruise, and ballistic missiles,**

long-range stealth aircraft, and anti-satellite capabilities. China's strategic modernization is aimed, ultimately, at denying the United States access to the seas around China. Even as cooperative economic ties in the region have grown, China's expansive territorial claims — and **provocative statements and actions following crises in Korea and incidents at sea — have roiled its relations with South Korea, Japan, India, and Southeast Asian states. Still, the United States is the most significant barrier facing Chinese hegemony and aggression.**

UQ: US On Brink of Losing Competitive Edge

The United States is losing competitiveness in HSR

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.23

The United States used to be the undisputed world leader in transportation innovation. In 1918, U.S. troops built a rail yard in La Rochelle, France, to build trains for troop transports during World War I. **Today, the train factory is still in operation, used by the French company Alstom Transport to manufacture high-speed trains that can speed along at 225 mph—faster than any rail line in the U.S. is equipped to handle. La Rochelle is just one spot on the map showing how the United States has abandoned its role as world leader in state-of-the-art transportation infrastructure—and how we have let the quality and productivity of our own transportation system fall way behind our global competitors'.**

The World's Leading Economies are Giving the U.S. a Run for its Money

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.27

(Around the world, our primary economic competitors are making ambitious forward-looking plans and major commitments of funding to improve their transportation networks. Emerging economic powerhouses like China and Brazil are building state-of-the-art transportation networks practically from scratch, leapfrogging us from behind. And countries saddled with aging infrastructure like ours—Canada, Australia, and the EU—are adjusting to the 21st-century global economy by investing historic amounts in strategic projects of national significance. Meanwhile, the United States trails in percentage of GDP spent on transportation infrastructure—1.7% compared to Canada's 4% and China's 9%—and risks falling further and further behind as a result.)

We are falling behind in comp-The find better ways to fund projects

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.29

(Following the global financial crisis, how can other national governments afford to launch these large-scale investments**? In some cases, it is simply a matter of national priority: the UK, for example, has renewed a government commitment to infrastructure investment while significantly reducing government spending in other areas.** But in all cases, other countries are able to muster the resources they need for public works by experimenting with newer financing mechanisms than we tend to here. **They're using a combination of approaches, from leveraging federal dollars to harness private capital to accurately pricing gasoline and the use of highways.)**

Internal: Jobs/Energy Security

High Speed Rail solves competitiveness – economic opportunity
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"**In America, we pride ourselves on dreaming big and building big," said Secretary of Transportation Ray LaHood. "This historic investment in America's high-speed rail network keeps us on track toward economic opportunity and competitiveness in the 21st century. It's an investment in tomorrow that will create manufacturing, construction, and operations jobs today.**">

A national high-speed rail network is key to sustained US economic competitiveness; costs of development will decrease over time

Kunz, president and CEO of the U.S. High Speed Rail Association, a trade group that focuses on advancing a national network, March 10, **2011** [Andy, "U.S. High Speed Rail: Time to Hop Aboard or Be Left Behind," http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Accessed 6/1/12] SM

Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; help revive the country's manufacturing sector by creating a new industry producing the trains, steel, and related components; alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports, where delays cause an estimated $156 billion in losses to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems.As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies.The **U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy**. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.The U.S. can be part of that future. But if more states follow the example of Florida, Wisconsin, and Ohio, the country will remain shackled by 19th- and 20th-century forms of transportation in a 21st-century world. Contemplate this image: China, Europe, Russia, South America, and other parts of the globe are streaking by at 250 miles per hour while the likes of Governor Scott are stuck in a traffic jam on an interstate, watching the trains whiz past.

Internal: Employment Scenario – Manufacturing Base

High Speed Rail rejuvenates the Midwest manufacturing base – huge boost to economy

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Building a high-speed rail network will also boost the economy by creating con- struction, manufacturing and operations jobs. The Midwest is well positioned to see growth in rail-related manufacturing capacity. The region already has a well-estab- lished railroad equipment manufacturing industry. Those manufacturers are focused on the production of diesel locomotives and freight cars because, currently, almost all demand for rail equipment in North America is for diesel- and freight-related equipment.28 More than 29,000 workers are directly employed in the manufactur- ing of railroad rolling stock in the United States, with thousands of others in the sup- ply chains that provide parts and services to those manufacturers.29 Two of the five states with the largest number of workers in the railroad manufacturing sector are Midwestern states: Illinois and Indiana.30 Illinois and Ohio both have large num- bers of rail equipment manufacturers. Il- linois has 23 facilities that manufacture or assemble passenger and transit rail systems and components, while Ohio has 13.31 If demand for passenger rail equipment increases, Midwestern manufacturers would likely expand production beyond the freight equipment they currently make. In December 2009, Transportation Secretary Ray LaHood announced that 30 firms had committed to expanding their operations in the United States if they receive con- tracts for high-speed rail projects funded under the American Reinvestment and Re- covery Act. Among those firms are Ohio- based Columbus Steel, Missouri-based American Railcar Industries, and other Midwestern firms.32 Yet, many firms will be reluctant to build plants in the United States without evidence of a sustained com- mitment to high-speed rail. Streetcar manufacturing illustrates how domestic markets can support local busi- nesses. In recent years, several American cities, including Seattle, Washington, and Portland, Oregon, have implemented modern streetcar systems, using streetcars manufactured abroad. In fact, no streetcars had been made in America since 1952.33 However, sensing the presence of a grow- ing market, an American firm, Oregon Iron Works, formed a streetcar subsidiary and has won contracts to produce streetcars for Portland and Tucson, with 70 percent of the components to be made in the United States and components coming from 20 U.S. states.34 Establishing a passenger rail manu- facturing industry in the Midwest could restore some of the manufacturing jobs that the region has lost. If Midwestern manufacturing is to achieve a sustained employment recovery, manufacturers will need to begin selling to new markets, and passenger rail can be just such a market, requiring a variety of skilled workers. The production of complex products like loco- motives and passenger train cars involves not only the manufacturing of numerous components, but also maintenance, testing and other services. Beyond the employees of the rolling stock companies themselves, jobs in other industries are supported by the railroad manufacturing industry. In 2006, the American rolling stock manufacturing industry, beyond employing more than tens of thousands of people, paid out close to $7 billion to purchase parts and equip- ment.35 A revived passenger rail industry in the Midwest would need to purchase glass, seats, and other components from other firms, creating a new outlet and source of revenue for other industries. A high-speed rail system could create hundreds of thousands of jobs. Building a Midwestern rail system according to a plan articulated by the U.S. Department of Transportation—which calls for 2,250 miles of track in the Midwest—would create close to 58,000 permanent jobs and approximately 15,200 construction jobs during a 10-year development phase. The overall boost to the economy is estimated at $23 billion.36 Building this better passenger rail network would create more jobs than if the same amount of money were spent on highway construction.37

HSR Key to job creation – business confidence and job creation

Office of the vice president, February 08, 2011

(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

[**By clarifying the long-term federal role in passenger rail, this** six-year program **will provide states and cities with the certainty they need to make long-term transportation plans for their communities. It will provide businesses the confidence they need to hire American workers. Strong Buy American requirements will create tens of thousands of middle-class jobs in construction, manufacturing, and rail operations. And the proposal will open the door to new public-private partnerships, and attract significant private investment in developing and operating passenger rail corridors.**]

Internal: Employment Scenario – Interconnectivity

High Speed Rail solidifies megaregions interconnectivity in Midwest increases employment

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Building a modern passenger rail network will be a boost to the Midwest's economy. Making connections between our cities quicker and more convenient will bet- ter equip the region for the 21st century economy, and upgrading our railways will create tens of thousands of jobs. The 19th century was characterized by the phenomenal growth of the Midwest's cities. Chicago, a town of less than a thou- sand people in the 1830s, grew to be the fifth-largest city in the world by 1900.26 Other cities, such as St. Louis, experienced similar meteoric rises. The 20th century, on the other hand, was characterized by the growth of suburbia and the development of metropolitan areas, knitted together by mass transit and, later, by highways. Today, many Midwestern metropolitan areas have far more people living in their suburbs than in the central city. Some analysts see the 21st century as being the era of the "megaregion"—areas of the country in which formerly distinct metropolitan areas are now merging into contiguous zones of integrated economic activity. One such megaregion is the "Great Lakes" region, comprising much of the Midwest.27 The development of economically suc- cessful regions depends upon the ability to share information and insights quickly and conveniently. The growth of the Internet and other forms of telecommunication has not replaced the vital role of face-to-face interactions in generating new ideas and in- creasing economic productivity. In-person business and technology meetings are con- sidered essential for building relationships and trust. Consider the benefits gained by students in Cleveland who come to hear a lecture from a university professor in Chicago, or of employees from throughout the Midwest called in for a one-day sales training in Indianapolis. Companies could also take advantage of the new convenient travel option to locate back-office support staff outside a major city, where office rents and costs of living are lower, while keeping them closely connected to staff at a front office in a busy downtown. This kind of regional integration benefits companies, residents of outlying areas, and cities and towns that can develop new connections to urban economic engines. Our current transportation system, unfortunately, does a poor job of connect- ing residents and workers in the region. The main highways linking cities within megaregions tend to be congested—think of I-71 and I-75 in Ohio, or I-90 and I-94 between Chicago and Madison. Air travel for short trips within the Midwest can be challenging as well. For many short flights, the amount of time that it takes to travel to the airport and go through security can be greater than the amount of time actually spent in flight. Passenger rail—particularly high-speed rail—has the potential to link cities within the Great Lakes megaregion together in a faster and more efficient way. Easier travel within Midwestern states means that busi- nesses and organizations will effectively be closer together, making it easier to travel between branches, meet with potential employees and clients, and make the other connections that strengthen an economy. It will also make the Midwest a more at- tractive location internationally, attracting potential economic boosts such as tourism and international meetings.

Internal: Investors Key to Competitiveness

High Speed Rail key to competitiveness - attracts foreign investment

Nussbaum,staff writer for Philadelphia enquirer, **2010** (Paul, *Foreign firms see profits in U.S. high-speed rail*, August 10, 2010, Lexis Nexis, July 3, 2012, pg 1-2; FAS)

<<For foreign train makers, the market for passenger trains has been relatively small in the United States, limited largely to commuter agencies. But now, with the prospect of support by the U.S. government for high-speed rail development, foreign builders might be able to count on long-term contracts and American workers on long-term jobs. "You have a tipping point where you can bring a new industry in," said Art Guzzetti, vice president for policy of the American Public Transportation Association in Washington. "The government needs to create a stabilizing force, so there is a consistent number of orders year in and year out."<<

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Solvency: US National HSR is Key to Competitiveness

High speed rail is key to jobs and energy security – creates a new industry with new demands

Kunz, president and CEO of the U.S. High Speed Rail Association, 3/10/2011
(Andy, U.S. High-Speed Rail: Time to Hop Aboard or Be Left Behind, 3/10/2011, http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Access: 6/28/2012) AGI

{Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; help revive the country's manufacturing sector by creating a new industry producing the trains, steel, and related components; alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports, where delays cause an estimated $156 billion in losses to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems. As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies. The U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.}

US High Speed Rail is key to US Competitiveness – studies/jobs

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

{During our nation's prolonged period of economic challenges, it is my goal and the goal of many of my colleagues to create jobs and stimulate the economy. Investing in infrastructure is one of the most sound policy choices to meet this non-partisan objective. Studies estimate that for every $1 billion in infrastructure spending, 18,000 jobs will be created. {Infrastructure investments not only create jobs, but prepare our country for future global competition. Throughout the world, countries are investing in rails, roads, and air travel. It is important that our country is, at the very least, keeping up with the progress of other nations. During the past 50 years, the United States has invested nearly $1.3 trillion in our highways and over $484 billion in our aviation infrastructure. In contrast, rail investment has received only $67 billion over the past 31 years. We have directed significantly less funding to rail, despite the fact that some regions could benefit greatly from this investment.}

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[**By clarifying the long-term federal role in passenger rail, this** six-year program **will provide states and cities with the certainty they need to make long-term transportation plans for their communities. It will provide businesses the confidence they need to hire American workers. Strong Buy American requirements will create tens of thousands of middle-class jobs in construction, manufacturing, and rail operations. And the proposal will open the door to new public-private partnerships, and attract significant private investment in developing and operating passenger rail corridors.**]

Plan creates jobs for the long term

Sires, Representative of the House, **11**

(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

[**With dedicated funding, true high speed rail can become a reality and economic and environmental benefits can be realized. Constructing high speed rail will create new jobs and sustain long-term employment**. New **rail stations will spur economic development in the surrounding areas and promote livable communities. High speed rail also presents an opportunity to decrease our dependence on foreign oil**.]

High Speed Rail construction and infrastructure creates jobs

Nussbaum,staff writer for Philadelphia enquirer, **2010** (Paul, *Foreign firms see profits in U.S. high-speed rail*, August 10, 2010, Lexis Nexis, July 3, 2012, pg 1-2; FAS)

(But, since U.S. law requires that the trains be built in the United States by American workers, foreign-owned train factories could mean thousands of jobs and billions of dollars for U.S. locales. And the construction of bridges, tunnels, and stations around the country could mean work for tens of thousands more Americans. Vice President Biden cited those jobs when he and President Obama announced $8 billion in federal grants for high-speed rail this year in Tampa, Fla. "How can we, the leading nation in the world, be in a position where China, Spain, France - and name all the other countries - have rail systems that are far superior to ours?" After noting how high-speed trains would reduce congestion, cut pollution, and increase productivity, Biden said: "Most important, we're creating jobs - good jobs. Construction jobs. Manufacturing jobs. And we're going to be creating them right now. We're going to spur economic development in the future and we're making our communities more livable all in the process." A recent report by Duke University researchers estimated the number of jobs that U.S. rail spending would create: 24,000 construction and manufacturing jobs per $1 billion in capital investment, and 41,000 operation and maintenance jobs per $1 billion in operating investment. In Spain, the government's ambitious push to build Europe's largest high-speed network has created 600,000 jobs in the last five years, according to officials of Adif, the Spanish rail-infrastructure firm.)

US High Speed Rail is key to US Competitiveness – studies/jobs

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HSR boosts economy - jobs

Durbin, assistant majority leader of the senate, September 21, **2011**
(Richard, official website of Dick Durbin, http://durbin.senate.gov/public/index.cfm/pressreleases?ID=32617df5-4fc7-45b1-aefa-57dde3f4e759, DKE)

[WASHINGTON, D.C.] - U.S. Senators Dick Durbin (D-IL), Frank Lautenberg (D-NJ), Dianne Feinstein (D-CA) and Mary Landrieu (D-LA) [today announced that the Senate Appropriations Committee has accepted their amendment on a bi-partisan basis to restore $100 million in funding for High Speed and Intercity Passenger Rail grants. As rail travel continues to grow in popularity as an alternative to other forms of transportation, this investment will create jobs by putting unemployed construction workers and private companies back to work upgrading our transportation infrastructure without adding one penny to America's debt. "High speed rail funding is more than just creating short-term construction jobs. Every dollar we spend on rail produces $3 in economic output," said Durbin, a Co-Chair and founding member of the Bi-Cameral High- Speed and Intercity Passenger Rail Caucus. "We are already seeing the impact in Illinois where a $1.1 billion Recovery Act investment is putting construction crews to work upgrading infrastructure for high speed rail service from Chicago-to-St. Louis. Congress has maintained a commitment to high speed and intercity rail for over a decade. This amendment will continue that commitment and allow more communities in Illinois to benefit from faster, more reliable passenger rail service. I am grateful for the bipartisan support this modest investment received today and thank Senators Lautenberg, Feinstein and Landrieu for their efforts."]

HSR creates jobs – business attractions

Goozner, chief financial, and chief economics correspondent for the Chicago Tribune, **June 25, 2012**
(Merrill, Gooznews, http://gooznews.com/?p=4018; DKE)

[State and local officials that back more investment in rail projects see them as an opportunity for "transit-oriented" development, especially in higher density corridors between cities that are within a few hundred miles of each other. Projects like the one in Normal create both temporary and permanent jobs by attracting businesses and housing to new or refurbished commercial zones adjacent to stations along the routes.]

High speed rail creates jobs and efficient economy
Grunwald, writer for Miami Times, 2/22/2011
(Michael, Miami Times, Access: 6/28/2012, Proquest, UNT) AGI

{Biden, who has ridden Amtrak between Washington and Wilmington, Del., predicted that a national network of faster trains would help create jobs, reduce dependence on foreign oil and relieve congestion in highways and airports, while upgrading the long-term efficiency and productivity of the U.S. economy. Just one day after Amtrak announced it was resurrecting a recently killed commuter-rail tunnel to send more Acela trains into Manhattan, Biden said the Administration was proposing the largest rail investment since Abraham Lincoln began the intercontinental railroad - and promised a similar impact. "If we don't seize this future, how will America ever have the opportunity to lead the world in the 21st century?" Biden asked.}

Plan would increase jobs for manufacturing sector and small businesses
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations. They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

High Speed Rail connects communities increasing jobs and decreasing congestion
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"As President Obama said in his State of the Union, there are key places where we cannot afford to sacrifice as a nation – one of which is infrastructure," said Vice President Biden. "As a long time Amtrak rider and advocate**, I understand the need to invest in a modern rail system that will help connect communities, reduce congestion and create quality, skilled manufacturing jobs that cannot be outsourced. This plan will help us to do that, while also increasing access to convenient high speed rail for more Americans."**>

The direction of transportation funding is killing overall US economic competitiveness – funding goes to maintaining the current highway system versus other key modes of transportation

BAF Ed Fund, bipartisan coalition of elected officials focused on US investment in infrastructure, **2011** [Building America's Future Educational Fund, "Building America's Future – Falling Apart and Falling Behind," Transportation Infrastructure Report, Accessed 6/1/12] SM

In stark contrast to our most agile and aggressive foreign competitors, the U.S. stands increasingly alone in our failure to reorient our transportation spending according to a new forward-looking vision that could build a transportation network fit for a 21st-century economy. Without a similarly strategic plan of attack to create a state-of-the-art transportation network, the U.S. will be left far behind. This striking lack of vision is a debilitating problem. Instead of taking a comprehensive look at the current weaknesses in our national network, we are largely following the same policy goals and guidelines announced when Eisenhower was president. As a result, federal transportation policy is skewed toward maintaining and expanding the Interstate Highway System. We've put relatively little emphasis on targeting our most economically strategic trade corridors or building new transport systems to meet our 21st-century economic needs. Government transportation spending, at all levels of government, is overwhelmingly directed toward roads. Since 1956, the largest portion of public funding for transpor- tation infrastructure was dedicated to building and maintaining highways.1 Although a small portion (15%) of the federal gas tax is dedicated to a fund for mass transit, the vast majority of federal gas tax revenue is spent on highways. The same is true for state gas taxes: 30 states are actually constitutionally or statutorily required to spend 100% of their gas tax revenues on roads. The disproportionate channeling of transportation dollars toward highways has encouraged more and more construction of roads, even as the demand rises for other forms of transportation. The last multi-year infrastructure law passed by Congress, the 2005 Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (known as SAFETEA-LU), authorized $286.4 billion of federal spending on surface transportation projects through 2009—nearly 70% of which has been spent on highways, and only 1% of which has been directed to ports, national freight gateways, and trade corridors. After that, the American Recovery and Reinvestment Act of 2009 (ARRA) provided an additional $48 billion in federal stimulus dollars for transportation projects, most of which also went to roads. There is no question that America must continue to provide adequate funding to ensure the efficiency and safety of our highways, roads, and bridges since they will always remain an important component of our transportation network. But despite the emphasis on our road system, we are not meeting the challenge. Congestion still predominates, especially in our metro areas, and the system has serious safety challeng- es. For example, America currently has more than 69,000 structurally deficient bridges, more than 11% of all the bridges in our country.2 Meanwhile, underinvestment in airports, in commuter and freight rail, and in ports costs us jobs, economic growth, and access to overseas markets. Compared to the signifi- cant sums dedicated to roads, government spending on other modes of transportation is relatively meager. The U.S. Department of Transportation (USDOT) spends about $10.2 billion a year on public transit, or less than a quarter of what it spends on highways. The federal government contributes even less to Amtrak's operation costs. In contrast to its highway funding programs, USDOT encourages greater state contribu- tions to transit projects. Since the majority of states are constitutionally or statutorily prohibited from using state gas taxes for public transit projects, USDOT's funding requirements are a tough imposition on states. Unwilling or unable to match federal contributions with general revenue funds, states may be more inclined to seek funding for more road projects than for new transit projects.

High Speed Rail solves competitiveness – economic opportunity

Office of the vice president, February 08, 2011

(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"**In America, we pride ourselves on dreaming big and building big," said Secretary of Transportation Ray LaHood. "This historic investment in America's high-speed rail network keeps us on track toward economic opportunity and competitiveness in the 21st century. It's an investment in tomorrow that will create manufacturing, construction, and operations jobs today.**">

Solvency: Transportation Sector is Key to US Competitiveness

Transportation infrastructure has historically been key to prosperity

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.11

(At transformative moments in the 19th and 20th centuries, our greatest leaders grasped just how vital it was to build strong infrastructure to protect national security and promote economic growth, so that our wealth and well-being could grow. **They built a transportation network that drove our economic development and established our leadership in innovative engineering, manufacturing, and design. In 1808, President Thomas Jefferson's administration released the Gallatin Plan, articulating a 100-year vision for a national transportation system and proposing a $20 million ($324 billion in 2010 dollars) program to develop canals and roadways. This visionary blueprint by government officials and industrialists laid the groundwork for the construction of the Erie Canal and the Transcontinental Railroad. By improving waterway capacity and building canals, they created an efficient trade network and expanded our economic reach.** Even as the country was torn apart by civil war, Abraham Lincoln appreciated the critical *Our greatest leaders grasped just how vital it was to build strong infrastructure to protect national security and promote economic growth.* The ceremony commemorating the driving of the golden spike to complete the first transcontinental railroad in North America, May 10, 1869.*Building America's Future: Falling Apart & Falling Behind 10* importance of unifying the east and west by a coast-to-coast railroad. **With the leadership of government and financiers, America built the world's best railroad system, creating a coast-to-coast network that further unified and fortified the national economy. Half a century later, Teddy Roosevelt established the Inland Waterways Commission to develop a comprehensive plan for improving America's waterways for commercial traffic. Infrastructure building, orchestrated by his cousin Franklin, brought electricity to rural America, and an ambitious list of projects including bridges, tunnels, and airports that employed millions of Americans at the height of the Great Depression and continue to serve our country today. Following World War II, Dwight Eisenhower had a vision to build the world's best highway system, easing mobility around the country and opening up vast new regions to greater economic opportunity. In 1956, he convinced Congress to finance that vision, and the Interstate Highway System was born, forever changing the American landscape and creating what would become an essential element of the definitive American lifestyle for the next half-century.** This combination of American ingenuity and forward-looking policy, which catalyzed private sector innovation and private sector investment, put us on a rising trajectory. **Infrastructure investment, in good times and bad, in war and peace, in days of debt and surplus, helped our nation build the strongest and most successful economy the world has ever known.** But the legacy of even our smartest decisions cannot last forever, and we are now left struggling with a transportation network that has not adjusted to 21st-century realities and cannot meet our economic needs going forward.)

The transportation sector is the bedrock of American competitiveness – sustained federal commitment is the only way the US will remain the economic powerhouse

BAF Ed Fund, bipartisan coalition of elected officials focused on US investment in infrastructure, **20**11 [Building America's Future Educational Fund, "Building America's Future – Falling Apart and Falling Behind," Transportation Infrastructure Report, Accessed 6/1/12] SM

Getting America back on track economically is not going to be easy. But to succeed, we must think and act anew. During a time when Congress is cutting budgets, it may seem incongruous to step forward with an ambitious program of rebuilding our national transportation. But the Erie Canal was begun not long after economic collapse; Lincoln's Transcontinen- tal Railroad was launched during a time when the country was still torn apart by war; and even Eisenhower's Interstate Highway System was launched amid concerns over deficit spending. There are always excuses to delay tough decisions, but the time has come for the U.S. to join China, India, Canada, Brazil, France, Spain, and the United Kingdom by committing to a long-term infrastructure revitalization plan. It should focus on transportation but should also include our water and wastewater systems, our dams, our electric grid, and our broadband system. To be as significant in scale as the plans adopted by our competitor nations, it must spur an investment of at least $200 billion a year.7 Not all of that needs to be a federal commitment—state and local government and the private sector must also do their share. And it need not all be new invest- ment because a significant amount of dollars should be forthcoming from the gas tax and other

fees. But make no mistake: We cannot long stay atop the global economy without a significant new federal commitment. Inaction by the federal government would mean consigning our children and theirs to economic decline, and watching as other countries surge ahead and enjoy the fruit of their infrastructure investments for themselves. That would fly in the face of America's history—and it would squander the America that our parents and theirs worked so hard to build. To remain the world's economic superpower, to bequeath to future generations a country that is still on the rise, we must act with the same foresight and boldness that has always characterized American leadership. The foundations of our national economy are cracking—and it is not enough to repair the cracks. We must extend the foundation, stronger and wider, to support a new century of economic growth—and a new century of American greatness. Doing that will require not only visionary leadership, but bi-partisan cooperation. Rebuilding America's future cannot be a Democratic or Republican political cause; it must be a national undertaking. And if it is, there will be no stopping it.

HSR key to efficiency – increase business and efficiency

Madigan, staff writer, July 6, **2010** (Tom, National Journal, http://transportation.nationaljournal.com/2010/07/will-highspeed-rail-drive-busi.php; DKE)

[The report focused on four hub cities: Albany, N.Y.; Chicago; Los Angeles; and Orlando. Despite the differences of these hubs, the report found that high-speed rail networks had similar effects in all of them, including expanding markets; making business travel more efficient; and encouraging mixed-use development. Among its conclusions, the report argued for looking at these networks "in the broader context of a changing economy" that includes more long-distance tourism and business travel, and ever-wider markets and supply chains. In 2035, the report says, high-speed rail networks around these four hubs could generate as much as $19 billion in new business.}

High Speed Rail is key to total transportation reform

Puentes, Senior man at Brookings Institution's Metropolitan Policy Program where he also directs the Program's Metropolitan Infrastructure Initiative, 11/6/**2010** (Robert, Does the President's Plan for Fixing America's Transportation Infrastructure Go Far Enough?, 11/6/2010, http://www.brookings.edu/up-front/posts/2010/09/06-transportation-puentes, accessed: 6/28/2012) AGI

{The investments in high-speed rail and Next-Gen air traffic control are important in that they begin to shift focus away from small bore spending to the kind of transformational investments the federal government should be focusing on. **And by linking high speed rail to the rest of the transportation program we can truly begin to think of these siloed investments as a holistic system**.}

Solvency: US HSR Sends Signal of Modernization to Domestic Investors

US HSR spurs domestic investment- consumer confidence

Cotey, Associate Editor for Progressive Railroading, June **2011** (Angela, Calinfornia HSR officials contend with criticism, June 2011, http://www.progressiverailroading.com/high_speed_rail/article/California-HSR-officials-contend-with-criticism--26838#, Access: 7/4/2012) AGI

<<But for CHSRA to achieve its larger vision, the authority will need tens of billions of dollars in additional funding — federal dollars included. The uncertainty surrounding the near- and long-term prospects for federal funding don't affect CHSRA's "day to day," but it could impact the private sector's willingness to pony up funds to help California build its sprawling system, says Barker. "It's a little bit ironic because there are a lot of people, especially in Congress, saying they want private-sector participation, but private firms right now are seeing volatility and political strife, and that's not an environment in which the private sector will want to participate," he says. That's why it'll be critical for Congress to create a program to fund high-speed rail on an ongoing basis. And as long as the private sector is confident the federal government will pony up more funds for HSR development, there are plenty of firms interested in securing a stake in California's project.>>

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Impact Module: Primacy

Continued decline in competitiveness eradicates US primacy

Lawrence, former member of President Clinton's Council of Economic Advisers, **20**02 [Robert Z., "Competitiveness," http://www.econlib.org/LIBRARY/Enc/Competitiveness.html, Accessed 6/1/12]

It is important to recognize that this relative decline of the United States has differing implications for American power and for American living standards. The power of a nation **(**i.e., its ability to influence the actions of other nations**)** flows in large part from its relative economic capacity—the economic performance of the United States compared with other nations, particularly its adversaries. In this respect the power of the United States is less in a richer world economy. On the other hand, the welfare of a nation's citizens is largely a function of its absolute economic capacity. A nation's living standards are primarily based on its productivity and on its ability to exchange its products for those of others on international markets. Both of these effects are enhanced when increased innovation abroad provides U.S. consumers access to better products and U.S. manufacturers more opportunities to emulate foreign products and processes. **The** United States no longer has to carry the burden of global innovation alone—increasingly, American firms can learn from others.

A collapse of US primary from loss of competitiveness ensures extinction

Zhang et al, researcher @ Carnegie Endowment for International Peace, Washington, D.C., January 22, **2011** [Yuhan and Lin Shi, independent consultant for the Eurasia Group, "America's Decline: A Harbinger of Conflict and Rivalry," http://www.eastasiaforum.org/2011/01/22/americas-decline-a-harbinger-of-conflict-and-rivalry/ Accessed 6/1/12] SM

As history attests, power decline and redistribution result in military confrontation. For example, in the late 19th century America's emergence as a regional power saw it launch its first overseas war of conquest towards Spain. By the turn of the 20th century, accompanying the increase in US power and waning of British power, the American Navy had begun to challenge the notion that Britain 'rules the waves.' Such a notion would eventually see the US attain the status of sole guardians of the Western Hemisphere's security to become the order-creating Leviathan shaping the international system with democracy and rule of law. Defining this US-centred system are three key characteristics: enforcement of property rights, constraints on the actions of powerful individuals and groups and some degree of equal opportunities for broad segments of society. As a result of such political stability, free markets, liberal trade and flexible financial mechanisms have appeared. And, with this, many countries have sought opportunities to enter this system, proliferating stable and cooperative relations.However, what will happen to these advances as America's influence declines? Given that America's authority, although sullied at times, has benefited people across much of Latin America, Central and Eastern Europe, the Balkans, as well as parts of Africa and, quite extensively, Asia, the answer to this question could affect global society in a profoundly detrimental way.Public imagination and academia have anticipated that a post-hegemonic world would return to the problems of the 1930s: regional blocs, trade conflicts and strategic rivalry. Furthermore, multilateral institutions such as the IMF, the World Bank or the WTO might give way to regional organisations.For example, Europe and East Asia would each step forward to fill the vacuum left by Washington's withering leadership to pursue their own visions of regional political and economic orders. Free markets would become more politicised — and, well, less free — and major powers would compete for supremacy.Additionally, such power plays have historically possessed a zero-sum element. In the late 1960s and 1970s, US economic power declined relative to the rise of the Japanese and Western European economies, with the US dollar also becoming less attractive. And, as American power eroded, so did international regimes (such as the Bretton Woods System in 1973).A world without American hegemony is one where great power wars re-emerge, the liberal international system is supplanted by an authoritarian one, and trade protectionism devolves into restrictive, anti-globalisation barriers. This, at least, is one possibility we can forecast in a future that will inevitably be devoid of unrivalled US primacy.

Primacy is key to maintain economic growth, human rights, trade channels, democracy, and prevent natural disaster crises, terrorism, and great power wars

Bradley A. **Thayer**, November/December, **2006** "In Defense of Primacy," NATIONAL INTEREST Issue 86

THROUGHOUT HISTORY, peace and stability have been great benefits of an era where there was a dominant power--Rome, Britain or the United States today. Scholars and statesmen have long recognized the irenic effect of power on the anarchic world of international politics. Everything we think of when we consider the current international order--free trade, a robust monetary regime, increasing respect for human rights, growing democratization--is directly linked to U.S. power. Retrenchment proponents seem to think that the current system can be maintained without the current amount of U.S. power behind it. In that they are dead wrong and need to be reminded of one of history's most significant lessons: Appalling things happen when international orders collapse. The Dark Ages followed Rome's collapse. Hitler succeeded the order established at Versailles. Without U.S. power, the liberal order created by the United States will end just as assuredly. As country and western great Ral Donner sang: "You don't know what you've got (until you lose it)." Consequently, it is important to note what those good things are. In addition to ensuring the security of the United States and its allies, American primacy within the international system causes many positive outcomes for Washington and the world. The first has been a more peaceful world. During the Cold War, U.S. leadership reduced friction among many states that were historical antagonists, most notably France and West Germany. Today, American primacy helps keep a number of complicated relationships aligned--between Greece and Turkey, Israel and Egypt, South Korea and Japan, India and Pakistan, Indonesia and Australia. This is not to say it fulfills Woodrow Wilson's vision of ending all war. Wars still occur where Washington's interests are not seriously threatened, such as in Darfur, but a Pax Americana does reduce war's likelihood, particularly war's worst form: great power wars. Second, American power gives the United States the ability to spread democracy and other elements of its ideology of liberalism: Doing so is a source of much good for the countries concerned as well as the United States because, as John Owen noted on these pages in the Spring 2006 issue, liberal democracies are more likely to align with the United States and be sympathetic to the American worldview.(n3) So, spreading democracy helps maintain U.S. primacy. In addition, once states are governed democratically, the likelihood of any type of conflict is significantly reduced. This is not because democracies do not have clashing interests. Indeed they do. Rather, it is because they are more open, more transparent and more likely to want to resolve things amicably in concurrence with U.S. leadership. And so, in general, democratic states are good for their citizens as well as for advancing the interests of the United States. Critics have faulted the Bush Administration for attempting to spread democracy in the Middle East, labeling such aft effort a modern form of tilting at windmills. It is the obligation of Bush's critics to explain why :democracy is good enough for Western states but not for the rest, and, one gathers from the argument, should not even be attempted. Of course, whether democracy in the Middle East will have a peaceful or stabilizing influence on America's interests in the short run is open to question. Perhaps democratic Arab states would be more opposed to Israel, but nonetheless, their people would be better off. The United States has brought democracy to Afghanistan, where 8.5 million Afghans, 40 percent of them women, voted in a critical October 2004 election, even though remnant Taliban forces threatened them. The first free elections were held in Iraq in January 2005. It was the military power of the United States that put Iraq on the path to democracy. Washington fostered democratic governments in Europe, Latin America, Asia and the Caucasus. Now even the Middle East is increasingly democratic. They may not yet look like Western-style democracies, but democratic progress has been made in Algeria, Morocco, Lebanon, Iraq, Kuwait, the Palestinian Authority and Egypt. By all accounts, the march of democracy has been impressive. Third, along with the growth in the number of democratic states around the world has been the growth of the global economy. With its allies, the United States has labored to create an economically liberal worldwide network characterized by free trade and commerce, respect for international property rights, and mobility of capital and labor markets. The economic stability and prosperity that stems from this economic order is a global public good from which all states benefit, particularly the poorest states in the Third World. The United States created this network not out of altruism but for the benefit and the economic well-being of America. This economic order forces American industries to be competitive, maximizes efficiencies and growth, and benefits defense as well because the size of the economy makes the defense burden manageable. Economic spin-offs foster the development of military technology, helping to ensure military prowess. Perhaps the greatest testament to the benefits of the economic network comes from Deepak Lal, a former Indian foreign service diplomat and researcher at the World Bank, who started his career confident in the socialist ideology of post-independence India. Abandoning the positions of his youth, Lal now recognizes that the only way to bring relief to desperately poor countries of the Third World is through the adoption of free market economic policies and globalization, which are facilitated through American primacy.(n4) As a witness to the failed alternative economic

systems, Lal is one of the strongest academic proponents of American primacy due to the economic prosperity it provides. Fourth and finally, the United States, in seeking primacy, has been willing to use its power not only to advance its interests but to promote the welfare of people all over the globe. The United States is the earth's leading source of positive externalities for the world. The U.S. military has participated in over fifty operations since the end of the Cold War--and most of those missions have been humanitarian in nature. Indeed, the U.S. military is the earth's "911 force"--it serves, de facto, as the world's police, the global paramedic and the planet's fire department. Whenever there is a natural disaster, earthquake, flood, drought, volcanic eruption, typhoon or tsunami, the United States assists the countries in need. On the day after Christmas in 2004, a tremendous earthquake and tsunami occurred in the Indian Ocean near Sumatra, killing some 300,000 people. The United States was the first to respond with aid. Washington followed up with a large contribution of aid and deployed the U.S. military to South and Southeast Asia for many months to help with the aftermath of the disaster. About 20,000 U.S. soldiers, sailors, airmen and marines responded by providing water, food, medical aid, disease treatment and prevention as well as forensic assistance to help identify the bodies of those killed. Only the U.S. military could have accomplished this Herculean effort. No other force possesses the communications capabilities or global logistical reach of the U.S. military. In fact, UN peacekeeping operations depend on the United States to supply UN forces. American generosity has done more to help the United States fight the War on Terror than almost any other measure. Before the tsunami, 80 percent of Indonesian public opinion was opposed to the United States; after it, 80 percent had a favorable opinion of America. Two years after the disaster, and in poll after poll, Indonesians still have overwhelmingly positive views of the United States. In October 2005, an enormous earthquake struck Kashmir, killing about 74 000 people and leaving three million homeless. The U.S. military responded immediately, diverting helicopters fighting the War on Terror in nearby Afghanistan to bring relief as soon as possible To help those in need, the United States also provided financial aid to Pakistan; and, as one might expect from those witnessing the munificence of the United States, it left a lasting impression about America. For the first time since 9/11, polls of Pakistani opinion have found that more people are favorable toward the United States than unfavorable, while support for Al-Qaeda dropped to its lowest level. Whether in Indonesia or Kashmir, the money was well-spent because it helped people in the wake of disasters, but it also had a real impact on the War on Terror. When people in the Muslim world witness the U.S. military conducting a humanitarian mission, there is a clearly positive impact on Muslim opinion of the United States. As the War on Terror is a war of ideas and opinion as much as military action, for the United States humanitarian missions are the equivalent of a blitzkrieg.

A2: Alternative Causalities

No alt causes - a global consensus proves high speed rail should be the central focus in any sustainable investment in transportation infrastructure – US is comparatively lacking

BAF Ed Fund, bipartisan coalition of elected officials focused on US investment in infrastructure, **2011** [Building America's Future Educational Fund, "Building America's Future – Falling Apart and Falling Behind," Transportation Infrastructure Report, Accessed 6/1/12] SM

A global consensus has emerged that high-speed rail is the high-capacity, low-energy solution for the high-tech, low-carbon economy of the future. Nearly 15,000 miles of high-speed rail has been built around the world—and almost none is in the U.S. It is time for the U.S. to join the competition. But for high- speed rail to deliver, it must be truly high-speed, and it must run in the right places. Instead of trying to cobble together a national high-speed rail network through thinly spread funding across the country, federal energy and resources should focus on the regions clearly calling for new high-speed transit: the Northeast Corridor between Washington, D.C., and Boston; the Los Angeles-San Francisco corridor in California; and the hub-and-spoke region around Chicago. We may not get all the routes we want, but we will get the high- speed trains we need. Of course, driving will continue to suit many Americans' lifestyles. But as more Ameri- cans continue to concentrate in major metropolitan areas and congestion worsens, demand will increase for more local transit alternatives. Americans are already demon-strating interest in and support for new forms of mass transit: New light rail systems are thriving in places like Salt Lake City and Phoenix, and they were funded in part by local sales tax increases approved by voter initiatives. And as more Americans seek to fly through our already congested airports, we will need high-speed rail alternatives to get everyone where they want to go. Experiences in places like Germany— which built one of the leading high-speed rail networks in the world while maintaining the quality and accessibility of its famous autobahn—demonstrate that investing in alternate modes of transportation is a way to improve, not undermine, the quality of highway systems.

A2: Counterbalancing

Their balancing predictions are hype

William **Wohlforth** (Professor of Government at Dartmouth College, where he is also the Chair of the Department of Government) Spring, **2007** "Unipolar Stability," Harvard International Review Vol. XXIX, No. 1 p 44

In all of these cases, real changes were occurring that suggested a redistribution of power. But in each case, analysts' responses to those changes seem to have been overblown. Multipolarity — an international system marked by three or more roughly equally matched major powers—did not return in the 1960s, 1970s, or early 1990s and each decline scare ended with the United States' position of primacy arguably strengthened. It is impossible to know for sure whether or not the scare is for real this time—shifts in the distribution of power are notoriously hard to forecast. Barring geopolitical upheavals on the scale of Soviet collapse, the inter-state scales of power tend to change slowly. The trick is to determine when subtle quantitative shifts will lead to a major qualitative transformation of the basic structure of the international system. Fortunately, there are some simple rules of power analysis that can help prevent wild fluctuations in response to current events. Unfortunately, arguments for multipolarity's rapid return usually run afoul of them.

A2: Impact Defense – Iran

Conflict with Iran will cause a global nuclear firestorm

Silver Donald **Cameron** (political analyst lives in Halifax) 9/23/**2007** "Mad mullahs of Washington", http://thechronicleherald.ca/NovaScotian/898318.html

The wars in Afghanistan and Iraq have already destabilized the region. An attack on Iran could create a nuclear firestorm, and the conflict could easily spread beyond the region. Only a daft fanatic could contemplate tossing a match into such a heap of gunpowder. Only a fool could look at the Iraqi insurgency and the recrudescence of the Taliban and still believe that you can win people's affections by bombing them. The obvious lunacy of the idea should make it unthinkable. Alas, for the mad mullahs of Washington, its apocalyptic lunacy almost seems to be part of its appeal.

A2: Impact Defense

Competitiveness is key to the economy

Business Wire December 15 **2008** "Trade, Education, Public Infrastructure, Fiscal Policy Pose Biggest Challenges for U.S. Global Competitiveness,"

"As they address the immediate financial crisis gripping the nation, policymakers must not lose sight of the serious underlying problems that are eroding our country's long-run competitiveness," said Baily. "By taking steps today to improve upon our existing economic strengths, we will not only weather the current financial storm but also lay the groundwork for countering the competitive threats that, left unaddressed, will harm our economy," Slaughter added. Private Equity Council President Douglas Lowenstein said the competitiveness study is part of a larger, long-range effort by the PEC to produce new research by respected scholars to stimulate debate among policy makers over issues of critical national importance. "While we at the Council do not necessarily endorse every conclusion in the Baily-Slaughter study, we believe it represents an important opportunity to jump-start a dialogue on how we as a nation can enhance our economic leadership and strengthen our competitive position in this rapidly changing global economy," Lowenstein said.

Adv: Economy

1AC/2AC Add-On

An economic slowdown is coming but the US will narrowly avoid another recession
Bloomberg News June 5, 2012 ["US economy's repeat pattern has a silver lining," http://www.tampabay.com/news/business/markets/us-economys-repeat-pattern-has-silver-lining/1233638]bg

WASHINGTON — The **U.S. economy looks** set **to deliver a repeat performance in 2012**: For the third straight year, **it may suffer a swoon yet not slip into a recession**. "**I don't think the slowdown will be any more consequential than the past two years**," **said** John **Ryding, a former Federal Reserve researcher** who is **chief economist at RDQ Economics** in New York. "**There are positives out there in the economy. We'll avoid a recession." Household balance sheets are in better shape**, with indebtedness down about $100 billion in the first quarter, according to the New York Fed. **Banks are more profitable: Earnings have risen for 11 straight quarters**, **based on data compiled by the Federal Deposit Insurance Corp. Even the housing market is reviving**, with starts through the first four months of this year 24 percent higher than the same 2011 period.

High Speed Rail increases real estate in surrounding areas- Minneapolis, Denver, and Charlotte prove

Center for Transit Oriented Development, leading national entity dedicated to providing innovative practices, policy reform, research, analysis, and investment tools to support TOD implementation, **2011** (CTOD, Rails to Real Estate: development Patterns Along Three New Transit Lines, March 2011, http://ctod.org/pdfs/2011R2R.pdf, Access: 7/1/2012) AGI

{All three transit lines experienced a tremendous amount of new development. Each of the three corridors experienced between 6 and 10 million square feet of new development since the year before the new transit lines opened (see chart). Charlotte's Blue Line had the most development, with approximately 9.8 million square feet of new space between 2005 and 2009. The majority of development in all three corridors was housing, a reflection of national market conditions in the earlymid 2000's, which strongly favored residential development. However both the Denver and Charlotte regions experienced a significant amount of commercial development as well. The private sector sees value in locations near transit, and this is reflected in the design and marketing of projects. Developers have made major changes to the design of projects to take advantage of the new light rail connection, and in some cases the concept of TOD may also have helped to attract capital for projects. Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents. Many projects have been directly marketed as being near the light rail.}

Real Estate is key to the economy – Gross Output

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 3; FAS)

(Finally, the manufacturing sector has a large geographic footprint. **It is the largest sector of the economy, aside from real estate (which is dominated by imputed and actual rental income on property) in most states, as a share of GDP. Manufactured goods are a significant source of demand for goods and services from other sectors of the economy**, ranging from energy and natural resources to construction of new factories to services provided by

accounting, engineering, software, and temporary help firms**. U.S. manufacturing had gross output of $4.5 trillion in 2005, and it is by far the most important sector of the U.S. economy in terms of total output** (Bureau of Economic Analysis 2008)) This Briefing Paper examines the role manufacturing plays in employment at the state level, including an examination of the number of jobs and the level of wages in the sector. The data show that employment peaked in the late 1990s and has been on a largely downward trajectory since then, with traditional manufacturing states hit particularly hard. Given its size and importance, we cannot ignore the consequences of such a decline.

Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10**
[Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

UQ: Economy Recovering Now

US economy on the rise-key indicators

Washington Post, 6-21-12 ["Measure of US economy rose 0.3 percent in May, the 7th increase in 8 months", Associated Press, June 21, 2012, lex/nex]bg

A measure of future U.S. economic activity rose in May to the highest level in four years, a sign the economy will keep growing but at a modest pace. **The Conference Board said Thursday that its index of leading economic indicators rose 0.3 percent last month**, after a 0.1 percent drop in April. April's drop was the first in seven months. The index is now at 95.8. The last time it was higher was June 2008, six months into the Great Recession. Prior to the recession, the index routinely topped 100. Other figures released Thursday, however, suggest the economy is softening. Weekly applications for unemployment benefits were little changed last week from a level that signals weak job growth. And factory activity in the Philadelphia region contracted for the second straight month, according to a survey by the Philadelphia Federal Reserve Bank. Seven of the ten components of the Conference Board's index rose last month. **The biggest drivers of the increase in the index were building permits, the spread between short-term and long-term interest rates, and an increase in new manufacturing orders**, **according to** a survey by **the Institute for Supply Management. The economy "is growing modestly,** neither losing nor gaining momentum," **said Ken Goldstein, an economist at the Conference Board**, a business research group. "The result is more of a muddle through."

UQ: Economy on Brink Now

An economic slowdown is coming but the US will narrowly avoid another recession

Bloomberg News June 5, 2012 ["US economy's repeat pattern has a silver lining," http://www.tampabay.com/news/business/markets/us-economys-repeat-pattern-has-silver-lining/1233638]bg

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Internal: Manufacturing Base/Jobs

Plan would increase jobs for manufacturing sector and small businesses
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

High Speed Rail rejuvenates the Midwest manufacturing base – huge boost to overall economy

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Building a high-speed rail network will also boost the economy by creating con- struction, manufacturing and operations jobs. The Midwest is well positioned to see growth in rail-related manufacturing capacity. The region already has a well-estab- lished railroad equipment manufacturing industry. Those manufacturers are focused on the production of diesel locomotives and freight cars because, currently, almost all demand for rail equipment in North America is for diesel- and freight-related equipment.28 More than 29,000 workers are directly employed in the manufactur- ing of railroad rolling stock in the United States, with thousands of others in the sup- ply chains that provide parts and services to those manufacturers.29 Two of the five states with the largest number of workers in the railroad manufacturing sector are Midwestern states: Illinois and Indiana.30 Illinois and Ohio both have large num- bers of rail equipment manufacturers. Il- linois has 23 facilities that manufacture or assemble passenger and transit rail systems and components, while Ohio has 13.31 If demand for passenger rail equipment increases, Midwestern manufacturers would likely expand production beyond the freight equipment they currently make. In December 2009, Transportation Secretary Ray LaHood announced that 30 firms had committed to expanding their operations in the United States if they receive con- tracts for high-speed rail projects funded under the American Reinvestment and Re- covery Act. Among those firms are Ohio- based Columbus Steel, Missouri-based American Railcar Industries, and other Midwestern firms.32 Yet, many firms will be reluctant to build plants in the United States without evidence of a sustained com- mitment to high-speed rail. Streetcar manufacturing illustrates how domestic markets can support local busi- nesses. In recent years, several American cities, including Seattle, Washington, and Portland, Oregon, have implemented modern streetcar systems, using streetcars manufactured abroad. In fact, no streetcars had been made in America since 1952.33 However, sensing the presence of a grow- ing market, an American firm, Oregon Iron Works, formed a streetcar subsidiary and has won contracts to produce streetcars for Portland and Tucson, with 70 percent of the components to be made in the United States and components coming from 20 U.S. states.34 Establishing a passenger rail manu- facturing industry in the Midwest could restore some of the manufacturing jobs that the region has lost. If Midwestern manufacturing is to

achieve a sustained employment recovery, manufacturers will need to begin selling to new markets, and passenger rail can be just such a market, requiring a variety of skilled workers. The production of complex products like locomotives and passenger train cars involves not only the manufacturing of numerous components, but also maintenance, testing and other services. Beyond the employees of the rolling stock companies themselves, jobs in other industries are supported by the railroad manufacturing industry. In 2006, the American rolling stock manufacturing industry, beyond employing more than tens of thousands of people, paid out close to $7 billion to purchase parts and equip- ment.35 A revived passenger rail industry in the Midwest would need to purchase glass, seats, and other components from other firms, creating a new outlet and source of revenue for other industries. A high-speed rail system could create hundreds of thousands of jobs. Building a Midwestern rail system according to a plan articulated by the U.S. Department of Transportation—which calls for 2,250 miles of track in the Midwest—would create close to 58,000 permanent jobs and approximately 15,200 construction jobs during a 10-year development phase. The overall boost to the economy is estimated at $23 billion.36 Building this better passenger rail network would create more jobs than if the same amount of money were spent on highway construction.37

Internal: Funding Key 2 Manufacturing

Sustained federal funding for HRS creates a vibrant manufacturing base followed by substantial investment from other firms in the future

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Construction of high-speed rail repre- sents a golden opportunity to rebuild the Midwest's manufacturing base. By estab- lishing a lasting market for passenger rail companies, helping firms from the region acquire technology and expertise, and helping workers develop the skills to enter this new industry, Midwestern states can develop a new foothold in an international manufacturing industry. The single most important step that policymakers can take to build a domestic passenger rail manufacturing base is to commit adequate funding to high-speed rail over the long term. Midwestern firms will only invest in new production facilities and product lines if they are confident that there will be sustained demand for their products. By demonstrating an ongoing commitment to building and operating a high quality passenger rail system, the Midwestern states can create an environ- ment in which local manufacturers have a dependable base of demand from which to build. As discussed below, this will require a commitment from state and federal gov- ernment to provide stable funding for high speed rail operations and construction. Ultimately, the full economic benefit of a revived passenger rail industry lies in Midwestern firms producing not just for the region's own needs, but also for the world market in passenger rail equipment. To that end, the Midwest should devise and implement a long-term strategy for building a vibrant, globally competitive passenger rail industry. Local manufac- turers are likely capable of producing the equipment needed for a 110 mph network, but for higher speed trains, of the sort that are under consideration the route between St. Louis and Chicago, foreign expertise will likely be required at first. As the Midwestern states look towards further upgrading their rail network in the future, they should consider how they can create a domestic manufacturing base for the high- tech equipment necessary. For example, South Korea licensed the technology for its high-speed rail system from a French com- pany, with the first trains manufactured in Europe and the rest domestically.134 Over time, Korean companies developed their own high-speed rail technology, which they now hope to export to other nations building high-speed rail networks.135

Internal: Studies

Statistical studies prove High Speed Rail boosts the Economy

Ahlfeldt, Associate of the Centre for Metropolitan Studies, **10** (Gabriel, London school of economics and political science, http://www2.lse.ac.uk/newsAndMedia/news/archives/2010/09/highspeedrail.aspx; DKE)

[**High-speed rail lines bring clear and significant economic benefits to the communities they serve, the first thorough statistical study of the subject has discovered Economists discovered that towns connected to a new high-speed line saw their GDP rise by at least 2.7 per cent** compared to neighbours not on the route. **Their study also found that increased market access through high-speed rail has a direct correlation with a rise in GDP – for each one per cent increase in market access, there is a 0.25 per cent rise in GDP.** The findings, from the London School of Economics and Political Science and the University of Hamburg, may be used to support arguments for high-speed networks which are already being planned in the UK, US and across the world. Until now, no one has demonstrated that high-speed rail brings clear economic gains along its routes. Authors Gabriel Ahlfeld and Arne Feddersen presented their findings at the conference of the German Economic Association. The paper, From Periphery to Core: economic adjustments to high-speed rail, also points to advantages in employment and GDP per capita for towns on the high-speed network. Their research focused on the line between Cologne and Frankfurt, which opened in 2002 and runs trains at almost 185mph (300 kmh). The authors looked at the prosperity and growth of two towns with stations on the new line – Limburg and Montabaur – and compared them with more than 3,000 other municipalities in the surrounding regions. The new line brought Limburg and Montabaur within a 40-minute journey of both Cologne and Frankfurt. Over a four-year period, the researchers found that both towns and the area immediately around them saw their economies grow by at least 2.7 per cent more than their unconnected neighbours. **This effect, say the authors, is entirely attributable to the improved access to markets for Limburg and Montabaur and not to any external factors or inherent growth.** They chose the two towns for the study because both were included on the high-speed route due to lobbying by regional government and not because their economies were powerful or expanding. Dr Ahlfeldt, from the Department of Geography and Environment at LSE, said: **'One of the problems with identifying the impact of high-speed rail has been that lines tend to get built first between areas with strong and growing economies so that it's difficult for economists to be sure which effects are attributable to the new rail line and which to existing factors. But because there was no economic rationale for building the line to Limburg and Montabaur, they provided the perfect "laboratory" conditions for us to measure the effect of high-speed trains**. 'It is quite clear that the line itself brought significant and lasting benefits in access to markets, growth, employment and individual prosperity. One of our key findings is a positive market access elasticity, which means that improvements in accessibility to other towns, cities and regions, will be reflected in economic growth. We believe this research develops a new framework for predicting the economic effects of large-scale infrastructure projects and will help governments to define future spending priorities.' }

Internal: Employment Scenario – Interconnectivity

High Speed Rail solidifies the interconnectivity of megaregions within the Midwest, rapidly increases employment

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Building a modern passenger rail network will be a boost to the Midwest's economy. Making connections between our cities quicker and more convenient will bet- ter equip the region for the 21st century economy, and upgrading our railways will create tens of thousands of jobs. The 19th century was characterized by the phenomenal growth of the Midwest's cities. Chicago, a town of less than a thou- sand people in the 1830s, grew to be the fifth-largest city in the world by 1900.26 Other cities, such as St. Louis, experienced similar meteoric rises. The 20th century, on the other hand, was characterized by the growth of suburbia and the development of metropolitan areas, knitted together by mass transit and, later, by highways. Today, many Midwestern metropolitan areas have far more people living in their suburbs than in the central city. Some analysts see the 21st century as being the era of the "megaregion"—areas of the country in which formerly distinct metropolitan areas are now merging into contiguous zones of integrated economic activity. One such megaregion is the "Great Lakes" region, comprising much of the Midwest.27 The development of economically suc- cessful regions depends upon the ability to share information and insights quickly and conveniently. The growth of the Internet and other forms of telecommunication has not replaced the vital role of face-to-face interactions in generating new ideas and in- creasing economic productivity. In-person business and technology meetings are con- sidered essential for building relationships and trust. Consider the benefits gained by students in Cleveland who come to hear a lecture from a university professor in Chicago, or of employees from throughout the Midwest called in for a one-day sales training in Indianapolis. Companies could also take advantage of the new convenient travel option to locate back-office support staff outside a major city, where office rents and costs of living are lower, while keeping them closely connected to staff at a front office in a busy downtown. This kind of regional integration benefits companies, residents of outlying areas, and cities and towns that can develop new connections to urban economic engines. Our current transportation system, unfortunately, does a poor job of connect- ing residents and workers in the region. The main highways linking cities within megaregions tend to be congested—think of I-71 and I-75 in Ohio, or I-90 and I-94 between Chicago and Madison. Air travel for short trips within the Midwest can be challenging as well. For many short flights, the amount of time that it takes to travel to the airport and go through security can be greater than the amount of time actually spent in flight. Passenger rail—particularly high-speed rail—has the potential to link cities within the Great Lakes megaregion together in a faster and more efficient way. Easier travel within Midwestern states means that busi- nesses and organizations will effectively be closer together, making it easier to travel between branches, meet with potential employees and clients, and make the other connections that strengthen an economy. It will also make the Midwest a more at- tractive location internationally, attracting potential economic boosts such as tourism and international meetings.

Internal: Real Estate Industry

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Center for Transit Oriented Development, leading national entity dedicated to providing innovative practices, policy reform, research, analysis, and investment tools to support TOD implementation, **2011** (CTOD, Rails to Real Estate: development Patterns Along Three New Transit Lines, March 2011, http://ctod.org/pdfs/2011R2R.pdf, Access: 7/1/2012) AGI

{All three transit lines experienced a tremendous amount of new development. Each of the three corridors experienced between 6 and 10 million square feet of new development since the year before the new transit lines opened (see chart). Charlotte's Blue Line had the most development, with approximately 9.8 million square feet of new space between 2005 and 2009. The majority of development in all three corridors was housing, a reflection of national market conditions in the earlymid 2000's, which strongly favored residential development. However both the Denver and Charlotte regions experienced a significant amount of commercial development as well. The private sector sees value in locations near transit, and this is reflected in the design and marketing of projects. Developers have made major changes to the design of projects to take advantage of the new light rail connection, and in some cases the concept of TOD may also have helped to attract capital for projects. Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents. Many projects have been directly marketed as being near the light rail.}

Plan Solves: Urban regeneration and station area development

Todorovich, Director of America 2050, a national urban planning initiative to develop an infrastructure and growth strategy for the United States, et al, 2011
(Petra, *High Speed Rail; a lesson for U.S. policy makers,* pg. 41; FAS)

(High-speed rail can generate growth in real estate markets and anchor investment in commercial and residential developments around train stations, especially when they are built in coordination with a broader set of public interventions and urban design strategies (see chapter 3). **These interventions ensure that high-speed rail is integrated into the urban and regional fabric, which in turn ensures the highest level of ridership and economic activity. For example, the city of Lille, France, experienced greater than average growth and substantial office and hotel development after its high-speed rail station was built at the crossroads of lines linking London, Paris, and Brussels** (Nuworsoo and Deakin 2009).)

Real Estate is key to the economy – Gross Output

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Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

Internal: Job Creation Key to Economy

Jobs are key to economic recovery

Gerard and Hindery, Jr., co-chairs of the task force on jobs creation, 5/15/**2012** (Leo W. and Leo, Re Jobs, Pick the Low Hanging Fruit, 5/15/2012, http://www.huffingtonpost.com/leo-hindery-jr/job-creation_b_1517730.html, Access: 7/3/2012) AGI

{The big immediate opportunity, however, is the pending highway bill and the projected 2.9 million jobs it would almost immediately create before the summer and fall construction seasons bleed away. This bill is, in fact, such an obvious massive, immediate job creator that if the Republicans in Congress continue to stall it from passing out of conference, there can be no better example of just how extremist in their governance they have become. Unless the real unemployment jobs crisis -- with 26.7 million women and men still unemployed in real terms and a real unemployment rate of 16.6% -- is frontally challenged by pursuing all of the low-hanging job-creating initiatives -- of which four has now become seven -- it's not possible to anticipate a sustained economic recovery that fully revitalizes the middle class. But when they are picked and enacted, then the engines of economic growth will start to turn over and really roar.}

Jobs are key to economic recovery

Gerard and Hindery, Jr., co-chairs of the task force on jobs creation, **5/15/2012**
(Leo W. and Leo, Re Jobs, Pick the Low Hanging Fruit, 5/15/2012, http://www.huffingtonpost.com/leo-hindery-jr/job-creation_b_1517730.html, Access: 7/3/2012) AGI

{The big immediate opportunity, however, is the pending highway bill and the projected 2.9 million jobs it would almost immediately create before the summer and fall construction seasons bleed away. This bill is, in fact, such an obvious massive, immediate job creator that if the Republicans in Congress continue to stall it from passing out of conference, there can be no better example of just how extremist in their governance they have become. Unless the real unemployment jobs crisis -- with 26.7 million women and men still unemployed in real terms and a real unemployment rate of 16.6% -- is frontally challenged by pursuing all of the low-hanging job-creating initiatives -- of which four has now become seven -- it's not possible to anticipate a sustained economic recovery that fully revitalizes the middle class. But when they are picked and enacted, then the engines of economic growth will start to turn over and really roar.}

Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10**
[Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks**

such as economic crises could usher in a redistribution of relative power (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

Internal: Consumer Confidence Key to Economy

Consumer confidence is central to recovery

Indiviglio ’10 (Daniel, staff editor at TheAtlantic.com, Prior to joining The Atlantic, he wrote for Forbes. He also worked as an investment banker and a consultant, 8-31, http://www.theatlantic.com/business/archive/2010/08/consumer-confidence-improves-modestly-in-august/62303/)

The Conference Board's other sentiment-related indicators shed a little light onto the change in confidence. Americans actually felt their present situation was worse in August, with that index declining to 24.9 from 26.4 last month. Yet they're more optimistic about the future, with the Expectations Index increasing moderately to 72.5 from 67.5 in July. So even though Americans felt their economic situation was worse in August, they expect it to get better. It's hard to overstate how important consumer sentiment is right now. It's arguably the factor most central to the recovery. Once Americans begin broadly feeling better about the economy, their demand for products and services will increase. That will cause firms to begin hiring again, pushing down the jobless rate.

Economic decline causes great power wars—multiple studies

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Solvency: US HSR is Key to Job Creation

High speed rail is key to jobs and energy security – creates a new industry with new demands

Kunz, president and CEO of the U.S. High Speed Rail Association, 3/10/2011
(Andy, U.S. High-Speed Rail: Time to Hop Aboard or Be Left Behind, 3/10/2011, http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Access: 6/28/2012) AGI

{Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; help revive the country's manufacturing sector by creating a new industry producing the trains, steel, and related components; alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports, where delays cause an estimated $156 billion in losses to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems. As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies. The U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.}

High Speed Rail connects communities increasing jobs and decreasing congestion

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"As President Obama said in his State of the Union, there are key places where we cannot afford to sacrifice as a nation – one of which is infrastructure," said Vice President Biden. "As a long time Amtrak rider and advocate**, I understand the need to invest in a modern rail system that will help connect communities, reduce congestion and create quality, skilled manufacturing jobs that cannot be outsourced. This plan will help us to do that, while also increasing access to convenient high speed rail for more Americans."**>

High speed rail creates jobs and efficient economy

Grunwald, writer for Miami Times, 2/22/2011
(Michael, Miami Times, Access: 6/28/2012, Proquest, UNT) AGI

{Biden, who has ridden Amtrak between Washington and Wilmington, Del., predicted that a national network of faster trains would help create jobs, reduce dependence on foreign oil and relieve

congestion in highways and airports, while upgrading the long-term efficiency and productivity of the U.S. economy. Just one day after Amtrak announced it was resurrecting a recently killed commuter-rail tunnel to send more Acela trains into Manhattan, Biden said the Administration was proposing the largest rail investment since Abraham Lincoln began the intercontinental railroad - and promised a similar impact. "If we don't seize this future, how will America ever have the opportunity to lead the world in the 21st century?" Biden asked.}

High Speed Rail increases jobs – economic opportunity
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"**In America, we pride ourselves on dreaming big and building big," said Secretary of Transportation Ray LaHood. "This historic investment in America's high-speed rail network keeps us on track toward economic opportunity and competitiveness in the 21st century. It's an investment in tomorrow that will create manufacturing, construction, and operations jobs today.**">

Plan would increase jobs for manufacturing sector and small businesses

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

US High Speed Rail is key to US Competitiveness – studies/jobs

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

{During our nation's prolonged period of economic challenges, it is my goal and the goal of many of my colleagues to create jobs and stimulate the economy. Investing in infrastructure is one of the most sound policy choices to meet this non-partisan objective. Studies estimate that for every $1 billion in infrastructure spending, 18,000 jobs will be created. [Infrastructure investments not only create jobs, but prepare our country for future global competition. Throughout the world, countries are investing in rails, roads, and air travel. It is important that our country is, at the very least, keeping up with the progress of other nations. During the past 50 years, the United States has invested nearly $1.3 trillion in our highways and over $484 billion in our aviation infrastructure. In contrast, rail

investment has received only $67 billion over the past 31 years. We have directed significantly less funding to rail, despite the fact that some regions could benefit greatly from this investment.}

HSR boosts economy - jobs

Durbin, assistant majority leader of the senate, September 21, **2011**
(Richard, official website of Dick Durbin,
http://durbin.senate.gov/public/index.cfm/pressreleases?ID=32617df5-4fc7-45b1-aefa-57dde3f4e759, DKE)

[WASHINGTON, D.C.] - U.S. Senators Dick Durbin (D-IL), Frank Lautenberg (D-NJ), Dianne Feinstein (D-CA) and Mary Landrieu (D-LA) [today announced that the Senate Appropriations Committee has accepted their amendment on a bi-partisan basis to restore $100 million in funding for High Speed and Intercity Passenger Rail grants. As rail travel continues to grow in popularity as an alternative to other forms of transportation, this investment will create jobs by putting unemployed construction workers and private companies back to work upgrading our transportation infrastructure without adding one penny to America's debt. "High speed rail funding is more than just creating short-term construction jobs. Every dollar we spend on rail produces $3 in economic output," said Durbin, a Co-Chair and founding member of the Bi-Cameral High- Speed and Intercity Passenger Rail Caucus. "We are already seeing the impact in Illinois where a $1.1 billion Recovery Act investment is putting construction crews to work upgrading infrastructure for high speed rail service from Chicago-to-St. Louis. Congress has maintained a commitment to high speed and intercity rail for over a decade. This amendment will continue that commitment and allow more communities in Illinois to benefit from faster, more reliable passenger rail service. I am grateful for the bipartisan support this modest investment received today and thank Senators Lautenberg, Feinstein and Landrieu for their efforts."]

High Speed Rail construction and infrastructure creates jobs

Nussbaum,staff writer for Philadelphia enquirer, **2010** (Paul, *Foreign firms see profits in U.S. high-speed rail*, August 10, 2010, Lexis Nexis, July 3, 2012, pg 1-2; FAS)

(But, since U.S. law requires that the trains be built in the United States by American workers, foreign-owned train factories could mean thousands of jobs and billions of dollars for U.S. locales. And the construction of bridges, tunnels, and stations around the country could mean work for tens of thousands more Americans. Vice President Biden cited those jobs when he and President Obama announced $8 billion in federal grants for high-speed rail this year in Tampa, Fla. "How can we, the leading nation in the world, be in a position where China, Spain, France - and name all the other countries - have rail systems that are far superior to ours?" After noting how high-speed trains would reduce congestion, cut pollution, and increase productivity, Biden said: "Most important, we're creating jobs - good jobs. Construction jobs. Manufacturing jobs. And we're going to be creating them right now. We're going to spur economic development in the future and we're making our communities more livable all in the process." A recent report by Duke University researchers estimated the number of jobs that U.S. rail spending would create: 24,000 construction and manufacturing jobs per $1 billion in capital investment, and 41,000 operation and maintenance jobs per $1 billion in operating investment. In Spain, the government's ambitious push to build Europe's largest high-speed network has created 600,000 jobs in the last five years, according to officials of Adif, the Spanish rail-infrastructure firm.)

HSR Key to job creation – business confidence and job creation
Office of the vice president, February 08, 2011

(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

[**By clarifying the long-term federal role in passenger rail, this** six-year program **will provide states and cities with the certainty they need to make long-term transportation plans for their communities. It will provide businesses the confidence they need to hire American workers. Strong Buy American requirements will create tens of thousands of middle-class jobs in construction, manufacturing, and rail operations. And the proposal will open the door to new public-private partnerships, and attract significant private investment in developing and operating passenger rail corridors.**]

Solvency: US HSR is Key to Economic Productivity/Efficiency

HSR boosts economy
March*, Transportation correspondent for Star news,* June 30, 2012
(Julian, star News, http://www.starnewsonline.com/article/20120630/ARTICLES/120629624/-1/sports01?Title=Access-to-rail-service-moving-forward; DKE)

[Last week at a meeting of the regional Transportation Advisory Committee, Wilmington **Councilwoman Laura Padgett said getting Wilmington's name on Amtrak's route maps "will be a big deal." Local officials feel the buses would both serve Southeastern North Carolina residents and help market the area to outsiders**.]

High speed rail creates jobs and efficient economy

Grunwald, writer for Miami Times, 2/22/2011
(Michael, Miami Times, Access: 6/28/2012, Proquest, UNT) AGI

{Biden, who has ridden Amtrak between Washington and Wilmington, Del., predicted that a national network of faster trains would help create jobs, reduce dependence on foreign oil and relieve congestion in highways and airports, while upgrading the long-term efficiency and productivity of the U.S. economy. Just one day after Amtrak announced it was resurrecting a recently killed commuter-rail tunnel to send more Acela trains into Manhattan, Biden said the Administration was proposing the largest rail investment since Abraham Lincoln began the intercontinental railroad - and promised a similar impact.
"If we don't seize this future, how will America ever have the opportunity to lead the world in the 21st century?" Biden asked.}

High speed rail is key to jobs and energy security – creates a new industry with new demands

Kunz, president and CEO of the U.S. High Speed Rail Association, 3/10/2011
(Andy, U.S. High-Speed Rail: Time to Hop Aboard or Be Left Behind, 3/10/2011, http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Access: 6/28/2012) AGI

{Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; help revive the country's manufacturing sector by creating a new industry producing the trains, steel, and related components; alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports, where delays cause an estimated $156 billion in losses to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems. As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies. The U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy. China and Europe are now

moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.}

Plan decreases travel time

Schwieterman, director of Chaddick Institute for Metropolitan Development at the University of DePaul in Chicago, Scheldt, Master's Degree in Civil Engineering, **2007** (Joseph, Justin, Journal of Transportation Law, Logistics, and Policy), pg 435 EIL

<<Other **projects with significant** state government **investments have allowed for substantial reductions in travel time on a variety of corridors**, including Charlotte-Raleigh, San Francisco Bay Area-Sacramento, and Boston-Portland, Me. **The speed has been increased on portions of each of these routes to 79 mph, with many bottlenecks eliminated as well.>>**

HSR key to efficiency – increase business and efficiency

Madigan, staff writer, July 6, **2010** (Tom, National Journal, http://transportation.nationaljournal.com/2010/07/will-highspeed-rail-drive-busi.php; DKE)

[The report focused on four hub cities: Albany, N.Y.; Chicago; Los Angeles; and Orlando. Despite the differences of these hubs, the report found that high-speed rail networks had similar effects in all of them, including expanding markets; making business travel more efficient; and encouraging mixed-use development. Among its conclusions, the report argued for looking at these networks "in the broader context of a changing economy" that includes more long-distance tourism and business travel, and ever-wider markets and supply chains. In 2035, the report says, high-speed rail networks around these four hubs could generate as much as $19 billion in new business.}

Solvency: US HSR Spurs Domestic Investment

US HSR spurs domestic investment- consumer confidence

Cotey, Associate Editor for Progressive Railroading, June **2011** (Angela, Calinfornia HSR officials contend with criticism, June 2011, http://www.progressiverailroading.com/high_speed_rail/article/California-HSR-officials-contend-with-criticism--26838#, Access: 7/4/2012) AGI

<<But for CHSRA to achieve its larger vision, the authority will need tens of billions of dollars in additional funding — federal dollars included. The uncertainty surrounding the near- and long-term prospects for federal funding don't affect CHSRA's "day to day," but it could impact the private sector's willingness to pony up funds to help California build its sprawling system, says Barker. "It's a little bit ironic because there are a lot of people, especially in Congress, saying they want private-sector participation, but private firms right now are seeing volatility and political strife, and that's not an environment in which the private sector will want to participate," he says. That's why it'll be critical for Congress to create a program to fund high-speed rail on an ongoing basis. And as long as the private sector is confident the federal government will pony up more funds for HSR development, there are plenty of firms interested in securing a stake in California's project.>>

Impact Module: Instability/War

Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10**
[Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

Impact Module: Poverty

Economic growth solves poverty

Acemoglu, Professor of Economics at MIT, 1/7/2012

(Daron, "Introduction to Economic Growth", Journal of Economic Theory, January 7, 2012, Accessed: 6/28/2012)pg 545 AHL

Economic growth continues to be one of the most relevant and exciting sub-areas of economics. Its relevance stems from the questions it focuses on. The problem of economic development remains a major one for humanity at large and for economics as a science. At the time Adam Smith laid many of the foundations of modern economics, there were likely small differences between the richest and the poorest nations in the world (e.g., Maddison [18], Acemoglu, Johnson and Robinson [3]). **Since then, the gaps between the rich and poor have increased to a level that would have been incomprehensible to most 18th and 19th century economists. At the root of this great disparity is the differential growth experience around the world.** Some, like many in western Europe and western European offshoots around the world, have grown rapidly during the 19th and early 20th centuries, while many others have stagnated. **This differential growth led to a huge gap in income per capita and living standards that continues to this day. Naturally, economic growth also has the power to rapidly close such gaps as illustrated by the experiences of countries of Japan, South Korea, Singapore, and more recently China. Thus, the consequences of a few percent change in the growth rate of a nation can have huge consequences for the well-being and living standards of its citizens in one or two generations.**

A2: Black Hole

Costs of development will decrease over time

Kunz, president and CEO of the U.S. High Speed Rail Association, a trade group that focuses on advancing a national network, March 10, **2011** [Andy, "U.S. High Speed Rail: Time to Hop Aboard or Be Left Behind," http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Accessed 6/1/12] SM

Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; help revive the country's manufacturing sector by creating a new industry producing the trains, steel, and related components; alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports, where delays cause an estimated $156 billion in losses to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems.As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies.The **U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy**. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.The U.S. can be part of that future. But if more states follow the example of Florida, Wisconsin, and Ohio, the country will remain shackled by 19th- and 20th-century forms of transportation in a 21st-century world. Contemplate this image: China, Europe, Russia, South America, and other parts of the globe are streaking by at 250 miles per hour while the likes of Governor Scott are stuck in a traffic jam on an interstate, watching the trains whiz past.

High-speed trains across country are feasible

Associated Press, June 21, 2012 (Associated Press, High-speed trains across South are feasible, Lexis Nexis, pg1; FAS)

ATLANTA — (High-speed passenger trains connecting Atlanta with Jacksonville, Fla.; Louisville, Ky.; and Birmingham, Ala.; would be economically feasible, according to a consultant's study for Georgia transportation officials. Consultant HNTB presented the study's findings to Georgia's State Transportation Board on Wednesday, Morris News Service reported. The study identified possible train stations in Griffin, Macon, Savannah and Brunswick on the route from Atlanta to Jacksonville. A map of the route also includes a potential station at Hartsfield-Jackson Atlanta International Airport south of downtown. Atlanta and Jacksonville are both planning downtown stations where passengers could switch from the high-speed trains to local transit. Potential stations along the Atlanta to Louisville route include Cartersville and Dalton in Georgia; Chattanooga, Murfreesboro and Nashville in Tennessee; and Bowling Green and Elizabethtown in Kentucky. In Alabama, the study identified a potential station in Anniston on the route from Atlanta to Birmingham. The feasibility study was the first of many steps in setting the final course of the train routes and securing funding, officials said. The routes discussed Wednesday were studied after an earlier study showed the feasibility of a route from Atlanta to Charlotte, N.C. That project is now in the stage of estimating the environmental impact of possible paths.)

A2: Costs Too High

Costs of development will decrease over time

Kunz, president and CEO of the U.S. High Speed Rail Association, a trade group that focuses on advancing a national network, March 10, **2011** [Andy, "U.S. High Speed Rail: Time to Hop Aboard or Be Left Behind," http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Accessed 6/1/12] SM

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Adv: Oil Dependence

1AC/2AC Add-On

US Requires 96% oil in the transportation sector

Deutch, Chair of Council on Foreign Relations, Schlesinger, Chair of Council on Foreign Relations,Victor, 2006

(John, James, David, Council on Foreign Relations, "National Security Consequences of U.S. Oil Dependency", Nov 06, http://www.dtic.mil/cgi-bin/GetTRDoc?Location=U2&doc=GetTRDoc.pdf&AD=ADA507168, 7/3/2012) EIL

Energy comes to the U.S. economy from various primary sources. Oil and gas, the two primary energy sources that are imported in substantial quantities, supply about 63 percent (figure 1). The third of the largest sources of primary energy, coal, is available from abundant domestic sources. The remaining sources are nuclear power, biomass (wood waste and biofuels), hydroelectric power, and geothermal, solar, and wind power.

Most (68 percent) of the oil used in the United States is for transportation, and oil fuels 96 percent of transportation needs.3 This domination of oil in the transportation sector is the result of its relatively low cost over most of history, and its convenience as a high-energy-density liquid that is easy to store and transport. It is the dependence of the transportation system on liquid fuel that makes oil so important in the U.S. economy.

High speed rail is key to jobs and energy security – creates a new industry with new demands

Kunz, president and CEO of the U.S. High Speed Rail Association, 3/10/**2011**

(Andy, U.S. High-Speed Rail: Time to Hop Aboard or Be Left Behind, 3/10/2011, http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Access: 6/28/2012) AGI

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Plan decreases dependence on foreign oil

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

[**With dedicated funding, true high speed rail can become a reality and economic and environmental benefits can be realized. Constructing high speed rail will create new jobs and sustain long-term employment**. New **rail stations will spur economic development in the surrounding areas and promote livable communities. High speed rail also presents an opportunity to decrease our dependence on foreign oil**.]

Oil dependence makes US resource hegemony completely unsustainable – putting America on an inevitable collision course with other countries, ensuring great power wars

Heinberg, Professor New College, recipient of M.K. Hubbert Award for Energy Excellence Education & Senior Fellow at Post-Carbon Institute, **2003** [Richard, **The Party's Over: Oil, War, and the Fate of Industrial Societies**, 2003, p. 230]

Today the average US citizen uses five times as much energy as the world average. Even citizens of nations that export oil – such as Venezuela and Iran – use only a small fraction of the energy US citizens use per capita. The Carter Doctrine, declared in 1980, made it plain that US military might would be applied to the project of dominating the world's oil wealth: henceforth, any hostile effort to impede the flow of Persian Gulf oil would be regarded as an "assault on the vital interests of the United States" and would be "repelled by any means necessary, including military force." In the past 60 years, the US military and intelligence services have grown to become bureaucracies of unrivaled scope, power, and durability. While the US has not declared war on any nation since 1945, it has nevertheless bombed or invaded a total of 19 countries and stationed troops, or engaged in direct or indirect military action, in dozens of others. During the Cold War, the US military apparatus grew exponentially, ostensibly in response to the threat posed by an archrival: the Soviet Union. But after the end of the Cold War the American military and intelligence establishments did not shrink in scale to any appreciable degree. Rather, their implicit agenda – the protection of global resource interests emerged as the semi-explicit justification for their continued existence. With resource hegemony came challenges from nations or sub-national groups opposing that hegemony. But the immensity of US military might ensured that such challenges would be overwhelmingly asymmetrical. US strategists labeled such challenges "terrorism" – a term with a definition malleable enough to be applicable to any threat from any potential enemy, foreign or domestic, while never referring to any violent action on the part of the US, its agents, or its allies. **This policy puts the US on a collision course with the rest of the world. If all-out competition is pursued with the available weapons of awesome power, the result could be the destruction not just of industrial civilization, but of humanity and most of the biosphere.**

UQ: US Oil Needs are High

Oil still accounts for almost half of total US energy needs, including 94% of energy used in transportation

Nerurkar, specialist in energy policy, Council on Foreign Relations, April 4, **2012** [Neelesh, "CRS: US Oil Imports and Exports," http://www.cfr.org/us-strategy-and-politics/crs-us-oil-imports-exports/p27891,] SM

Oil is a critical resource for the U.S. economy. It meets nearly 40% of total U.S. energy needs, including 94% of the energy used in transportation and 40% of the energy used by the industrial sector.1 Unlike other forms of energy such as coal and natural gas, which are largely supplied from domestic sources, net imports from foreign sources meet 45% of U.S. oil consumption, and thus the basis of many of the nation's energy security concerns.The United States has been concerned about dependence on foreign oil since it became a net oil importer in the late 1940s. Those concerns grew with import levels, especially in periods of high or rising oil prices. Nonetheless, imports have generally increased over the last six decades, except for a period following the oil spikes of the 1970s and again in the last six years. Net oil import volumes and share of consumption peaked in 2005 and then declined through 2011 as a result of economic and policy-driven changes in domestic supply and demand. However, oil total (or aggregate) import costs have increased due to rising prices, which more than offset the savings from lower import volumes.Net imports are gross imports minus exports (it is also the difference between domestic demand and supply). Interest in oil imports has climbed again as oil prices rebounded in response to global economic recovery in 2009-2010 and unrest in the Middle East and North Africa in 2011 (Libya, Egypt) and 2012 (tensions with Iran). Attention to oil exports grew in 2011, when the United States became a net exporter of petroleum products at a time when petroleum product prices were rising. Though it remains a large net importer of oil due to the need for crude oil from abroad, the United States recently started exporting more petroleum products than it imports.

US Requires 96% oil in the transportation sector

Deutch, Chair of Council on Foreign Relations, Schlesinger, Chair of Council on Foreign Relations,Victor, 2006

(John, James, David, Council on Foreign Relations, "National Security Consequences of U.S. Oil Dependency", Nov 06, http://www.dtic.mil/cgi-bin/GetTRDoc?Location=U2&doc=GetTRDoc.pdf&AD=ADA507168, 7/3/2012) EIL

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Internal: US HSR is Fuel Efficient

High Speed Rail is energy efficient = decreases emissions and congestion

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

{High speed rail is an energy efficient mode of transportation that will protect our environment and improve our nation's health. Through rail, our nation's carbon footprint will be reduced and this mode of transportation will act as an alternative to congested highways and aviation systems. Maintaining, and not only building high speed rail, is essential to its success. Finding a source of stable funding is necessary, and at this early stage, we should be open to all ideas. The Obama Administration has already begun efforts to build high speed rail and the most recent proposal to spend $53 billion over the next six years sends a strong, necessary message. The President has challenged us with a goal of giving 80% of Americans access to high-speed rail within 25 years. We should see this challenge as an opportunity to put Americans to work for decades to come. As a person who came to this country at age eleven not speaking a word of English, I truly believe that it is possible to achieve anything in our great country. We have the building blocks necessary for high speed rail to become a reality. Now let us work together and rise to the challenge of making true high speed rail a national priority.}

(1AC) A new and improved rail system built around electric fuel efficiency massively increases passenger demand, offsetting oil dependence from key transportation sectors

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Cars and airplanes are almost exclusively powered by oil—increasing America's de- pendence on a limited supply of fossil fuel largely controlled by other nations. Spikes in oil prices in recent years have had dra- matic affects on Americans' willingness to drive or fly to their destinations. Expand- ing and improving passenger rail service can reduce the nation's dependence on oil and insulate travelers from the impact of fuel price spikes. Intercity passenger rail—even when powered by diesel-electric locomotives—is more fuel-efficient than car or air travel, particularly for trips in the 100 to 500-mile range. On average, an Amtrak passenger uses 30 percent less energy per mile than a car passenger, and 34 percent less than a passenger in an SUV or pickup truck.19 In Europe, high speed trains consume ap- proximately one-third the amount of fuel per passenger as airplanes.20 Fuel use per passenger for trains and airplanes depends on how full the vehicle is. The figures here are based on historic ridership rates; higher ridership would result in lower per-pas- senger energy use.These numbers underestimate rail's oil savings compared with airplanes. Rail is most competitive against oil-intensive short airplane flights with trip distances of 500 miles or less—a traveler is much more likely to choose rail over air travel from Chicago to Minneapolis than from Chicago to Miami. (For instance, trains capture 99 percent of the air/rail share of travel between Chicago and Milwaukee.21) Short flights use more fuel per mile than longer flights, since a plane uses much of its fuel in takeoff. A modernized passenger rail network in the future will also likely use less oil than American passenger rail service does today. The Midwest High Speed Rail Association estimates that a Midwestern rail network would reduce dependence on oil by 40 million barrels annually, or the amount of oil consumed by 2.9 million cars in a year.22 Moreover, a Midwestern rail system will save even more oil in coming decades as targeted portions of the network are converted to carry electric-

powered trains. Currently, about 40 percent of American intercity passenger rail is pow- ered by electricity, while 80 percent of European rail service is electric.23 As the Midwestern rail system develops, plans call for electrifying key segments of the track, such as the proposed 220 mph route between Chicago and St. Louis.24 As train service becomes faster, more reliable and more frequent it will also draw more passengers, further lowering per-passenger fuel usage. The more seats on a train are filled, the less fuel is used per passenger. Amtrak trains are typically about 50 percent full, compared with 70 percent for European high-speed trains.25 As rail travel in America is improved and draws more passengers, it is likely they will be carrying larger loads of travelers, raising the fuel efficiency of a trip on a train. Finally, the location of passenger rail hubs in downtown areas can encourage and support land-use patterns that reduce the need to drive, further curbing oil use. In Chicago, Milwaukee, St. Louis, India- napolis, and elsewhere, train stations are centrally located near downtown busi- ness districts. A passenger rail station in a downtown area provides an inducement for businesses to locate nearby—just as airports spur development of office parks for businesses seeking close proximity to transportation and the construction of hotels and other traveler services.

Solvency: US HSR Decreases Oil Dependence

HSR Solves oil dependence decreases – reduced flying and driving

Cooper, Finance Staff Writer for International Herald tribune, **2011** (Michael, "Politics put an end to high-speed rail in U.S.; How Tea Party power and the financial crises snuffed out bullet trains", Accessed: June 26, 2012, pg. 17; FAS)

{In 2009, it had been the Obama administration that had pushed to bring high-speed rail to the United States. The vehicle was the $787 billion stimulus package, which, though it was originally sold as a public works program, devoted more money to tax cuts and aid to states than to infrastructure. With much of the construction money in the stimulus ending up paying for prosaic things like repaving roads, the administration decided to make sure that some of it would leave a lasting legacy: They devoted $8 billion for rail and high-speed rail. To the Obama administration, the benefits seemed obvious. The money offered a chance to put people to work designing and building railroads. High-speed trains would lure riders who would otherwise drive or fly, reducing congestion, pollution and the country's dependence on foreign oil. And simply building new futuristic trains zipping around at more than 150 miles an hour would be an accomplishment in itself, one that could lift the spirits of a recession-battered nation.}

HSR provides affordable alt to high gas prices

March*, Transportation correspondent for Star news,* June 30, 2012
(Julian, star News, http://www.starnewsonline.com/article/20120630/ARTICLES/120629624/-1/sports01?Title=Access-to-rail-service-moving-forward; DKE)

[At the transportation meeting, **the board passed a resolution that commended the service for providing an affordable alternate means of transportation to fight high gas prices**. It also stated the Thruway bus service could help develop interest in the future expansion of rail service in the region.]

Plan would increase jobs for manufacturing sector and small businesses
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

Plan decreases dependence on foreign oil

Sires, Representative of the House, **11**

(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

[**With dedicated funding, true high speed rail can become a reality and economic and environmental benefits can be realized. Constructing high speed rail will create new jobs and sustain long-term employment**. New **rail stations will spur economic development in the surrounding areas and promote livable communities. High speed rail also presents an opportunity to decrease our dependence on foreign oil**.]

Addressing this dependence independently prevents geopolitical upheavals beyond Iran over remaining oil reserves – an advanced high-speed rail system is the only realistic way to reduce oil dependence within the transportation sector

Perl**,** professor of Urban Studies & Political Science @ Simon Fraser University in Canada, director of the Urban Studies Program, November 19, **20**11 [Dr. Anthony, "How Green is the High Speed Rail," http://www.cnn.com/2011/11/18/world/how-green-is-hsr/index.html, Accessed 6/1/12] SM

Any debate about the future of high-speed rail must consider where this mobility option fits into the 'big picture' of how transportation systems meet looming economic, energy and environmental challenges. In a world where 95% of motorized mobility is currently fueled by oil, high-speed rail offers a proven means of reducing dependence on this increasingly problematic energy source.This value of using proven electric propulsion technology should not be underestimated when both the time and money to deploy energy alternatives are in short supply.In our recent book Transport Revolutions, Richard Gilbert and I documented the economic, environmental and political dividends to be gained from replacing the internal combustion engines powering today's aircraft, cars, and motor vehicles with traction motors that can be powered by multiple energy sources delivered through the electric grid.Since electricity is an energy carrier, it can be generated from a mix of sources that incorporate the growing share of geothermal, hydro, solar, and wind energy that will be produced in the years ahead. And because electric motors are three to four times more efficient than internal combustion engines, an immediate improvement will precede introducing renewable energy into transportation.**Grid-connected traction offers the only realistic option for significantly reducing oil use in transportation over the next 10 years**.**If such a shift does not begin** during this decade, **the risk of a global economic collapse and/or geo-political conflict over** the world's remaining **oil reserves would become dangerously elevated**. Making a significant dent in transportation's oil addiction within 10 years is sooner than fuel cells, biofuels, battery-electric vehicles and other alternative energy technologies will be ready to deliver change. Biofuels that could power aircraft now cost hundreds of dollars per gallon to produce. Batteries that a big enough charge to power vehicles between cities are still too big and expensive to make electric cars and buses affordable.But grid-connected electric trains have been operating at scale and across continents for over a century. And when the Japanese introduced modern high-speed trains through their Shinkansen, in 1964, the utility of electric trains was greatly extended.Since the 1980s, countries across Asia and Europe have been building new high-speed rail infrastructure to deploy electric mobility between major cities up to 1,000 kilometers apart. For intercity trips between 200 and 1,000 kilometers, high-speed trains have proven their success in drawing passengers out of both cars and planes, as well as meeting new travel demand with a much lower carbon footprint than driving or flying could have done.If we are serious about reducing oil's considerable risks to global prosperity and sustainability, we will not miss the opportunity offered by high-speed rail to decrease transportation's oil consumption sooner, rather than later.

High speed rail is key to jobs and energy security – creates a new industry with new demands

Kunz, president and CEO of the U.S. High Speed Rail Association, 3/10/2011

(Andy, U.S. High-Speed Rail: Time to Hop Aboard or Be Left Behind, 3/10/2011, http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Access: 6/28/2012) AGI

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Impact Module: Economic Collapse

Oil dependence makes economic growth and recovery impossible

Lefton, Researcher for Progressive Media, January 13, **2010** [American Progress - Rebecca, "Oil Dependence is a Dangerous Habit," Transportation%20Topic/Looked%20At/Oil%20Dependence%20Is%20a%20Dangerous%20Habit.webarchive, Accessed 6/9/12] SM

A recent report on the November 2009 **U.S. trade deficit found that rising oil imports widened our deficit**, **increasing the gap between our imports and exports**. This is but one example that our **economic recovery and long-term growth is inexorably linked to our reliance on foreign oil**. **The United States is spending approximately $1 billion a day overseas on oil instead of investing the funds at home, where our economy** sorely **needs it. Burning oil** that **exacerbates global warming also poses serious threats to our national security and the world's security**. For these reasons **we need to kick the oil addiction by investing in clean-energy reform to reduce oil demand, while taking steps to curb global warming.**

Impact Module: Resource Wars

Oil dependence makes US resource hegemony completely unsustainable – putting America on an inevitable collision course with other countries, ensuring great power wars

Heinberg, Professor New College, recipient of M.K. Hubbert Award for Energy Excellence Education & Senior Fellow at Post-Carbon Institute, **2003** [Richard, **The Party's Over: Oil, War, and the Fate of Industrial Societies**, 2003, p. 230]

Today the average US citizen uses five times as much energy as the world average. Even citizens of nations that export oil – such as Venezuela and Iran – use only a small fraction of the energy US citizens use per capita. The Carter Doctrine, declared in 1980, made it plain that US military might would be applied to the project of dominating the world's oil wealth: henceforth, any hostile effort to impede the flow of Persian Gulf oil would be regarded as an "assault on the vital interests of the United States" and would be "repelled by any means necessary, including military force." In the past 60 years, the US military and intelligence services have grown to become bureaucracies of unrivaled scope, power, and durability. While the US has not declared war on any nation since 1945, it has nevertheless bombed or invaded a total of 19 countries and stationed troops, or engaged in direct or indirect military action, in dozens of others. During the Cold War, the US military apparatus grew exponentially, ostensibly in response to the threat posed by an archrival: the Soviet Union. But after the end of the Cold War the American military and intelligence establishments did not shrink in scale to any appreciable degree. Rather, their implicit agenda – the protection of global resource interests emerged as the semi-explicit justification for their continued existence. With resource hegemony came challenges from nations or sub-national groups opposing that hegemony. But the immensity of US military might ensured that such challenges would be overwhelmingly asymmetrical. US strategists labeled such challenges "terrorism" – a term with a definition malleable enough to be applicable to any threat from any potential enemy, foreign or domestic, while never referring to any violent action on the part of the US, its agents, or its allies. **This policy puts the US on a collision course with the rest of the world. If all-out competition is pursued with the available weapons of awesome power, the result could be the destruction not just of industrial civilization, but of humanity and most of the biosphere.**

Impact Module: Iran War

Addressing this dependence independently prevents geopolitical upheavals beyond Iran over remaining oil reserves – an advanced high-speed rail system is the only realistic way to reduce oil dependence within the transportation sector

Perl, professor of Urban Studies & Political Science @ Simon Fraser University in Canada, director of the Urban Studies Program, November 19, **2011** [Dr. Anthony, "How Green is the High Speed Rail," http://www.cnn.com/2011/11/18/world/how-green-is-hsr/index.html, Accessed 6/1/12] SM

Any debate about the future of high-speed rail must consider where this mobility option fits into the 'big picture' of how transportation systems meet looming economic, energy and environmental challenges. In a world where 95% of motorized mobility is currently fueled by oil, high-speed rail offers a proven means of reducing dependence on this increasingly problematic energy source.This value of using proven electric propulsion technology should not be underestimated when both the time and money to deploy energy alternatives are in short supply.In our recent book Transport Revolutions, Richard Gilbert and I documented the economic, environmental and political dividends to be gained from replacing the internal combustion engines powering today's aircraft, cars, and motor vehicles with traction motors that can be powered by multiple energy sources delivered through the electric grid.Since electricity is an energy carrier, it can be generated from a mix of sources that incorporate the growing share of geothermal, hydro, solar, and wind energy that will be produced in the years ahead. And because electric motors are three to four times more efficient than internal combustion engines, an immediate improvement will precede introducing renewable energy into transportation.**Grid-connected traction offers the only realistic option for significantly reducing oil use in transportation over the next 10 years.If such a shift does not begin** during this decade, **the risk of a global economic collapse and/or geo-political conflict over** the world's remaining **oil reserves would become dangerously elevated**. Making a significant dent in transportation's oil addiction within 10 years is sooner than fuel cells, biofuels, battery-electric vehicles and other alternative energy technologies will be ready to deliver change. Biofuels that could power aircraft now cost hundreds of dollars per gallon to produce. Batteries that a big enough charge to power vehicles between cities are still too big and expensive to make electric cars and buses affordable.But grid-connected electric trains have been operating at scale and across continents for over a century. And when the Japanese introduced modern high-speed trains through their Shinkansen, in 1964, the utility of electric trains was greatly extended.Since the 1980s, countries across Asia and Europe have been building new high-speed rail infrastructure to deploy electric mobility between major cities up to 1,000 kilometers apart. For intercity trips between 200 and 1,000 kilometers, high-speed trains have proven their success in drawing passengers out of both cars and planes, as well as meeting new travel demand with a much lower carbon footprint than driving or flying could have done.If we are serious about reducing oil's considerable risks to global prosperity and sustainability, we will not miss the opportunity offered by high-speed rail to decrease transportation's oil consumption sooner, rather than later.

US oil dependence directly contributes to the current energy driven crisis with Iran, makes conflict inevitable

Klare, professor of peace and world security studies at Hampshire College, **May** 10, **2012** [Michael, "Tomgram: Michael Klare, Oil Wars on the Horizon," http://www.tomdispatch.com/blog/175540/tomgram%3A_michael_klare%2C_oil_wars_on_the_horizon, Accessed 6/1/12] SM

U.S. forces mobilize for war with Iran: Throughout the winter and early spring, it appeared that an armed clash of some sort pitting Iran against Israel and/or the United States was almost inevitable. Neither side seemed prepared to back down on key demands, especially on Iran's nuclear program, and any talk of a compromise solution was deemed unrealistic. Today, however, the risk of war has diminished somewhat -- at least through this election year in the U.S. -- as talks have finally gotten under way between the major powers and Iran, and as both have adopted (slightly) more accommodating stances. In addition, U.S. officials have been tamping down war talk and figures in the Israeli military and intelligence communities have spoken out against rash military actions. However, the Iranians continue to enrich uranium, and leaders on all sides say they are fully prepared to employ force if the peace talks fail.For the Iranians, this means blocking the Strait of Hormuz, the narrow channel through which one-third of the world's tradable oil passes every day. The U.S., for its part, has insisted that it will keep the Strait open and, if necessary, eliminate Iranian nuclear capabilities. Whether to intimidate Iran, prepare for the real thing, or possibly both, the U.S. has been building up its military capabilities in the Persian Gulf area, deploying two aircraft carrier battle groups in the neighborhood along with an assortment of air and amphibious-assault capabilities.One can debate the extent to which Washington's long-running feud with Iran is driven by oil, but there is no question that the current crisis bears heavily on global oil supply prospects, both through Iran's threats to close the Strait of Hormuz in retaliation for forthcoming sanctions on Iranian oil exports, and the likelihood that any air strikes on Iranian nuclear facilities will lead to the same thing. Either way, the U.S. military would undoubtedly assume the lead role in destroying Iranian military capabilities and restoring oil traffic through the Strait of Hormuz. This is the energy-driven crisis that just won't go away.

US involvement in an Iran war causes extinction

Hirsch, prof of physics @ the University of Califorina at San Diego, April 10, **2008**
(Seymour Hirsch, "Nuking Iran,"
http://www.globalresearch.ca/index.php?context=viewArticle&code=HIR20060422&articleId=2317, Accessed 6/1/12] SM

JH: Iran is likely to respond to any US attack using its considerable missile arsenal against US forces in Iraq and elsewhere in the Persian Gulf. Israel may attempt to stay out of the conflict, it is not clear whether Iran would target Israel in a retaliatory strike but it is certainly possible. If the US attack includes nuclear weapons use against Iranian facilities, as I believe is very likely, rather than deterring Iran it will cause a much more violent response. Iranian military forces and militias are likely to storm into southern Iraq and the US may be forced to use nuclear weapons against them, causing large scale casualties and inflaming the Muslim world. There could be popular uprisings in other countries in the region like Pakistan, and of course a Shiite uprising in Iraq against American occupiers. Finally I would like to discuss the grave consequences to America and the world if the US uses nuclear weapons against Iran. First, the likelihood of terrorist attacks against Americans both on American soil and abroad will be enormously enhanced after these events. And terrorist's attempts to get hold of "loose nukes" and use them against Americans will be enormously incentivized after the US used nuclear weapons against Iran. Second, it will destroy America's position as the leader of the free world. The rest of the world rightly recognizes that nuclear weapons are qualitatively different from all other weapons, and that there is no sharp distinction between small and large nuclear weapons, or between nuclear weapons targeting facilities versus those targeting armies or civilians. It will not condone the breaking of the nuclear taboo in an unprovoked war of aggression against a non-nuclear country, and the US will become a pariah state. Third, the Nuclear Non-Proliferation Treaty will cease to exist, and many of its 182 non-nuclear-weapon-country signatories will strive to acquire nuclear weapons as a deterrent to an attack by a nuclear nation. With no longer a taboo against the use of nuclear weapons, any regional conflict may go nuclear and expand into global nuclear war. Nuclear weapons are million-fold more powerful than any other weapon, and the existing nuclear arsenals can obliterate humanity many times over. In the past, global conflicts terminated when one side prevailed. In the next global conflict we will all be gone before anybody has prevailed.

Impact Module: Climate Change

Oil dependence is one of the largest sources of GHG emissions – time to act is now

Lefton, Researcher for Progressive Media, January 13, **2010** [American Progress - Rebecca, "Oil Dependence is a Dangerous Habit," Transportation%20Topic/Looked%20At/Oil%20Dependence%20Is%20a%20Dangerous%20Habit.webarchive, Accessed 6/9/12] SM

Meanwhile, America's voracious oil appetite continues to contribute to another growing national security concern: climate change. Burning oil is one of the largest sources of greenhouse gas emissions and therefore a major driver of climate change, which if left unchecked could have very serious security global implications. Burning oil imported from "dangerous or unstable" countries alone released 640.7 million metric tons of carbon dioxide into the atmosphere, which is the same as keeping more than 122.5 million passenger vehicles on the road.Recent studies found that the gravest consequences of climate change could threaten to destabilize governments, intensify terrorist actions, and displace hundreds of millions of people due to increasingly frequent and severe natural disasters, higher incidences of diseases such as malaria, rising sea levels, and food and water shortages.A 2007 analysis by the Center for American Progress concludes that the geopolitical implications of climate change could include wide-spanning social, political, and environmental consequences such as "destabilizing levels of internal migration" in developing countries and more immigration into the United States. The U.S. military will face increasing pressure to deal with these crises, which will further put our military at risk and require already strapped resources to be sent abroad.

A2: Impact Defense

Conflicts over natural resources are the most probable scenario for global war

Klare 2006 (Michael- professor of peace and world security studies at Hampshire College, March 7, http://www.energybulletin.net/13605. html)

It's official: the era of resource wars is upon us. In a major London address, British Defense Secretary John Reid warned that global climate change and dwindling natural resources are combining to increase the likelihood of violent conflict over land, water and energy. Climate change, he indicated, "will make scarce resources, clean water, viable agricultural land even scarcer"—and this will "make the emergence of violent conflict more rather than less likely." Lthough not unprecedented, Reid's prediction of an upsurge in resource conflict is significant both because of his senior rank and the vehemence of his remarks. "The blunt truth is that the lack of water and agricultural land is a significant contributory factor to the tragic conflict we see unfolding in Darfur," he declared. "We should see this as a warning sign." Resource conflicts of this type are most likely to arise in the developing world, Reid indicated, but the more advanced and affluent countries are not likely to be spared the damaging and destabilizing effects of global climate change. With sea levels rising, water and energy becoming increasingly scarce and prime agricultural lands turning into deserts, internecine warfare over access to vital resources will become a global phenomenon. Reid's speech, delivered at the prestigious Chatham House in London (Britain's equivalent of the Council on Foreign Relations), is but the most recent expression of a growing trend in strategic circles to view environmental and resource effects—rather than political orientation and ideology—as the most potent source of armed conflict in the decades to come. With the world population rising, global consumption rates soaring, energy supplies rapidly disappearing and climate change eradicating valuable farmland, the stage is being set for persistent and worldwide struggles over vital resources. Religious and political strife will not disappear in this scenario, but rather will be channeled into contests over valuable sources of water, food and energy. Prior to Reid's address, the most significant expression of this outlook was a report prepared for the U.S. Department of Defense by a California-based consulting firm in October 2003. Entitled "An Abrupt Climate Change Scenario and Its Implications for United States National Security," the report warned that global climate change is more likely to result in sudden, cataclysmic environmental events than a gradual (and therefore manageable) rise in average temperatures. Such events could include a substantial increase in global sea levels, intense storms and hurricanes and continent-wide "dust bowl" effects. This would trigger pitched battles between the survivors of these effects for access to food, water, habitable land and energy supplies. "Violence and disruption stemming from the stresses created by abrupt changes in the climate pose a different type of threat to national security than we are accustomed to today," the 2003 report noted. "Military confrontation may be triggered by a desperate need for natural resources such as energy, food and water rather than by conflicts over ideology, religion or national honor." Until now, this mode of analysis has failed to command the attention of top American and British policymakers. For the most part, they insist that ideological and religious differences— notably, the clash between values of tolerance and democracy on one hand and extremist forms of Islam on the other—remain the main drivers of international conflict. But Reid's speech at Chatham House suggests that a major shift in strategic thinking may be under way. Environmental perils may soon dominate the world security agenda. This shift is due in part to the growing weight of evidence pointing to a significant human role in altering the planet's basic climate systems. Recent studies showing the rapid shrinkage of the polar ice caps, the accelerated melting of North American glaciers, the increased frequency of severe hurricanes and a number of other such effects all suggest that dramatic and potentially harmful changes to the global climate have begun to occur. More importantly, they conclude that human behavior—most importantly, the burning of fossil fuels in factories, power plants, and motor vehicles—is the most likely cause of these changes. This assessment may not have yet penetrated the White House and other bastions of head-in-the-sand thinking, but it is clearly gaining ground among scientists and thoughtful analysts around the world. For the most part, public discussion of global climate change has tended to describe its effects as an environmental problem—as a threat to safe water, arable soil, temperate forests, certain species and so on. And, of course, climate change is a potent threat to the environment; in fact, the greatest threat imaginable. But viewing climate change as an environmental problem fails to do justice to the magnitude of the peril it poses. As Reid's speech and the 2003 Pentagon study make clear, the greatest danger posed by global climate change is not the degradation of ecosystems per se, but rather the disintegration of entire human societies, producing wholesale starvation, mass migrations and recurring conflict over resources. "As famine, disease, and weather-related disasters strike due to abrupt climate change," the Pentagon report notes, "many countries' needs will exceed their carrying capacity"—that is, their ability to provide the minimum requirements for human survival. This "will create a sense of desperation, which is likely to lead to offensive aggression" against countries with a greater stock of vital resources. "Imagine eastern European countries, struggling to feed their populations with a falling supply of food, water, and energy, eyeing Russia, whose population is already in decline, for access to its grain, minerals, and energy supply." Similar scenarios will be replicated all across the planet, as those without the means to survival invade or migrate to those with greater abundance—producing endless struggles between resource "haves" and "have-nots." It is this prospect, more than anything, that worries John Reid. In particular, he expressed concern over the inadequate capacity of poor and unstable countries to cope with the effects of climate change, and the resulting risk of state collapse, civil war and mass migration. "More than 300 million people in Africa currently lack access to safe water," he observed, and "climate change will worsen this dire situation"—provoking more wars like Darfur. And even if these social disasters will occur primarily in the developing world, the wealthier countries will also be caught up in them, whether by participating in peacekeeping and humanitarian aid operations, by fending off unwanted migrants or by fighting for access to overseas supplies of food, oil, and minerals. When reading of these nightmarish scenarios, it is easy to conjure up images of desperate, starving people killing one another with knives, staves and clubs—as was certainly often the case in the past, and could easily prove to be so again. But these scenarios also envision the use of more deadly weapons. "In this world of warring states," the 2003 Pentagon report predicted, "nuclear arms proliferation is inevitable." As oil and natural gas disappears, more and more countries will

rely on nuclear power to meet their energy needs—and this "will accelerate nuclear proliferation as countries develop enrichment and reprocessing capabilities to ensure their national security."

Adv: Free Trade

1AC/2AC Add-On

Transportation reliance on oil and cards creates a trade imbalance

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.19

(Our continued dependence on imported fuel is one of the leading culprits of our trade imbalance: More than half of the U.S. trade deficit can be attributed to petroleum imports.12 In 2009, Americans wasted 4.8 billion hours sitting in traffic, at a cost of $115 billion and 3.9 billion wasted gallons of fuel13—more than one-sixth the amount of oil imported annually from the Persian Gulf.14 Thus, our heavy reliance on cars— and the oil they run on—has grave implications for our national security.)

US Requires 96% oil in the transportation sector

Deutch, Chair of Council on Foreign Relations, Schlesinger, Chair of Council on Foreign Relations,Victor, 2006

(John, James, David, Council on Foreign Relations, "National Security Consequences of U.S. Oil Dependency", Nov 06, http://www.dtic.mil/cgi-bin/GetTRDoc?Location=U2&doc=GetTRDoc.pdf&AD=ADA507168, 7/3/2012) EIL

Energy comes to the U.S. economy from various primary sources. Oil and gas, the two primary energy sources that are imported in substantial quantities, supply about 63 percent (figure 1). The third of the largest sources of primary energy, coal, is available from abundant domestic sources. The remaining sources are nuclear power, biomass (wood waste and biofuels), hydroelectric power, and geothermal, solar, and wind power.

Most (68 percent) of the oil used in the United States is for transportation, and oil fuels 96 percent of transportation needs.3 This domination of oil in the transportation sector is the result of its relatively low cost over most of history, and its convenience as a high-energy-density liquid that is easy to store and transport. It is the dependence of the transportation system on liquid fuel that makes oil so important in the U.S. economy.

Plan decreases dependence on foreign oil

Sires, Representative of the House, **11**

(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

[**With dedicated funding, true high speed rail can become a reality and economic and environmental benefits can be realized. Constructing high speed rail will create new jobs and sustain long-term employment**. New **rail stations will spur economic development in the surrounding areas and promote livable communities. High speed rail also presents an opportunity to decrease our dependence on foreign oil**.]

Trade is the number one factor that contributes to peace

Gerald P **O'driscoll** jr is senior fellow at the Cato Institute. Sara Fitzgerald is a trade policy analyst at the Heritage Foundation. Orange County Register, Feb. 11, **2003**

A report by the World Bank says that 2 billion people -- most of them in sub-Saharan Africa, the Middle East and the former Soviet Union -- "live in countries that are being left behind." These countries have failed to integrate with the world economy, failed to knock down barriers to trade and investment flows, failed to establish property rights and, as a result, failed to grow into modern economies.And, according to research by Edward Mansfield of the University of Pennsylvania and Jon Pevehouse of the University of Wisconsin, that's a recipe for trouble. Mansfield and Pevehouse have demonstrated that trade between nations makes them less likely to wage war on each other -- and keeps internecine spats from spiraling out of control. They also found these trends are more pronounced among democratic countries with a strong tradition of respect for the rule of law.Countries that trade with each other are far less likely to confront each other on the battlefield than are countries with no trade relationship. And the size of the economies involved doesn't affect this relationship, which means small, weak countries can enhance their defense capabilities simply by increasing trade with the world's economic giants.Experts, including Mansfield and Pevehouse, say intensive trade integration, perhaps more than any other factor, has led to an unprecedented five decades of peace in Western Europe.

UQ: International Trade Hurt By Bad US Transportation Infrastructure

Focus on metropolitan areas is key to addressing our infrastructure

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.13

(**Metropolitan areas are already home to the most congested highways, the oldest roads and bridges, and the most overburdened transit systems—and the strains on the transportation system are only bound to get worse. By 2035, an estimated 70 million more people will live in U.S. metropolitan regions. More people bring more commerce and greater transportation demands. Every American accounts for about 40 tons of freight to be hauled each year—so an additional 2.8 billion tons of freight will be moved to and from major metropolitan regions in 2035.15 Our transportation system is simply not up to the task.)**

Internal: Access to States Key to Free Trade

Transportation reliance on oil and cards creates a trade imbalance

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.19

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High-speed rail requires increased trade

Cable, Senior Editor, IndustryWeek at Penton Media, June 22, **2011** (Josh, "High-Speed Rail: Mixed Signals", http://www.industryweek.com/articles/high-speed_rail_mixed_signals_24853.aspx?ShowAll=1, Accessed 7/2/12) RMR

Kunz notes that most of the major players in high-speed rail -- including Munich-based Siemens, Paris-based Alstom and Montreal-based Bombardier -- already have light-rail manufacturing facilities in the United States. Siemens' Hauck estimates that his company has 1,200 employees supporting rail manufacturing in the United States. Siemens plans to hire an additional 250 people at its U.S. rail facilities over the next year or so, to build 70 electric locomotives for Amtrak as part of a $466 million light-rail contract awarded in October. The Amtrak contract includes a "Buy America" clause mandating 50% U.S. content, "but that content is measured all the way down to the subcomponent level," Hauck points out, "so two levels down the bill of materials." "If you take the current "Buy America" requirement that is being talked about in Congress for [high-speed rail] projects because they have stimulus money or federal money in them, that would be 100% Buy America, but only to the first level of the bill of materials. So that means some subcomponents could then be imported."Regardless of whether a high-speed-rail plan requires 50% U.S. content or 100% U.S. content, Siemens is "rather confident that we would be able to fulfill either requirement," Hauck adds.Until a majority of U.S. lawmakers hop on board the high-speed-rail movement, though, it's a moot point."All of these companies have said they will scale up and start producing [high-speed trains] here in America once they see a bunch of orders," Kunz says. "But they're not going to spend millions of dollars opening a factory for two train sets or four train sets and then the orders stop. Until this thing becomes a permanent, consistent program with money every year, none of these companies are going to invest a dime here."

Solvency: US HSR Key to Effective International Trade

Transportation reliance on oil and cards creates a trade imbalance

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.19

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Impact Module: EU-US Relations

Free Trade and Investment Key to US-EU relations

European Commision, July 4 2012 (European Commision, *United States,* July 4, 2012, http://ec.europa.eu/trade/creating-opportunities/bilateral-relations/countries/united-states/, July 4, 2012; FAS)

(The EU and the US enjoy the most integrated economic relationship in the world, illustrated by unrivalled levels of mutual investment stocks, reaching over €2.1 trillion. Total US investment in the EU is three times higher than in all of Asia and EU investment in the US is around eight times the amount of EU investment in India and China together. Investments are thus the real driver of the transatlantic relationship, contributing to growth and jobs on both sides of the Atlantic. This can also be illustrated with approximately 15 million jobs linked to the transatlantic economy. It is estimated that a third of the trade across the Atlantic actually consists of intra-company transfers.)

Impact Module: World Peace

Free trade promotes growth

Stossel, 2010 (John, Journalist and anchor on fox news business, " Everyone Prospers With Free Trade", Creators.com, http://www.creators.com/opinion/john-stossel/everyone-prospers-with-free-trade.html)

At the international level, trade is also win-win because it allows countries to specialize in what they do well and trade the extra for things they don't make as well. When free trade is unmolested, the world is richer and has more choices. But I keep hearing about unfair trade. I'm told that trade allows American companies to exploit people in poor countries and makes Americans jobless. Tom Palmer of the Atlas Economic Research Institute says those are myths. Do we exploit people in Third World countries? "The evidence does not show that," Palmer said. "Multinational companies pay a wage premium. They pay more than local companies pay ... because they want to attract good workers. Look at the Shanghai factory of General Motors. They pay three times what Chinese-owned factories (pay)." Yet House Speaker Nancy Pelosi says that liberalizing trade with Central America would exploit workers. "People want to work at those factories. They line up. They compete. Are they competing to get exploited? They're competing for higher-wage jobs. I think that those people know their interests better than Nancy Pelosi does." Sen. Byron Dorgan called free trade "a race to the bottom. This says to American workers if you can't compete against 30-cents-an-hour labor in some other country, you lose your job." "Again, evidence doesn't support that," said Palmer. "Look at the iPod. It says, 'Manufactured in China.' But if you look in the back, it says, 'Designed in California.' Most of the value is added by American workers." My colleague at Fox, former Gov. Mike Huckabee, said, "In a country we can only be free if we can feed ourselves, fuel ourselves and fight for ourselves. When we start outsourcing everything, that's a road to being enslaved." "I hope that Gov. Huckabee thought about that when he was governor of Arkansas, and made sure there was no jobs outsourced to Virginia or Texas," Palmer replied. "He should have protected the people of Arkansas, right?" But that's different. We can count on Pennsylvania in a time of war. I don't know that I can count on China. "If you're trading with them, it makes war much less likely," Palmer said. "We're not going to go to war with Canada. It's our biggest trading partner — $600 billion a year going across the U.S.-Canada border in trade along the longest non-militarized border in the world. Five thousand miles, counting Alaska. That is trade creating peace." As the French economist Frederic Bastiat put it, "When goods don't cross borders, soldiers will." Palmer offered another way to think about trade: as a machine — "a machine that allows Florida farmers to turn oranges into (phones). They can't grow cell phones on their trees in Florida. They grow oranges really well. What they can do is take those oranges and trade them for cell phones." And when people do this worldwide, they get richer. "Just like the case of you buying some coffee at the Starbucks. You could have made your own coffee. But your time might have been better spent doing something else. So you outsourced your coffee production. You made yourself better off. And that young lady who sold you the coffee made herself better off." Palmer points out that China was once the most advanced society in the world. It had developed the clock, printing, the compass and more. Not coincidentally, while it was advancing technology and science, it was a major world trader. "And it crumbled because they destroyed their trade. They made it illegal to trade with foreigners. And they turned inward. That set in process a stagnation that only now is being undone. We shouldn't do that to our country."

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Adv: US – China Relations

1AC/2AC Add-On

Us-China relations are on the brink – strained because of tensions

Zhong, Editor for Asia Times regarding China, **6-13-2012** (Wu, Asia Times, US and China: a mutual mistrust endures, June 13, 2012, http://www.atimes.com/atimes/China/NF13Ad02.html, July 3, 2012; FAS)

(**As evident by a spate of recent diplomatic rows, there seems still to be a very long way to go before the two nations will be able to build mutual political and military trust, the lack of which prevents them from fostering some kind of strategic partnership.** Thus, **the** so-called Group of Two or **G-2 (that United States and China work out solutions to global problems together) remains a pipe dream.** This is largely decided by the nature of Sino-US relationship, which has been built and developed on the basis of pragmatic approaches to serve each other's national interests and geopolitical strategic goals. **When their interests or goals collide, there will inevitably be frictions and tensions.**)

US High Speed Rail creates strategic partnership with China – economic firm boost to relations

Galbraith, Experienced journalist, **2010** (Kate, The International Herald, September 6, 2010) FAS pg 1

{European and Asian companies - which have experience with high-speed trains - stand to benefit from an American rail boom, although political considerations may require substantial involvement from U.S. companies. ''I definitely see there will be some strategic partnerships with European and Asian firms,'' Mr. Gertler said, adding that the United States did not currently manufacture high-speed rail vehicles.}

Sino-US relations key to Asian stability

Singapore News, 2012 Singapore News, Sino-US relationship most important for Asia-Pacific stability: Ng Eng Hen, June 20, 2012, http://www.channelnewsasia.com/stories/singaporelocalnews/view/1208876/1/.html, July 3, 2012; FAS)

(**Singapore Defence Minister Dr Ng Eng Hen said that China is an integral part of a globalised world and its actions will impact the rest of the world and vice versa.** Dr Ng was speaking at the People's Liberation Army National Defence University on Wednesday afternoon during the third day of his introductory visit to China. "China's growth, as with other emerging economies like Singapore, was made possible by stable conditions and clear rules that had governed international financial, trade and security arrangements," he said. "These were stable conditions and clear rules for the last half a century. **As a growing power, China must continue to play a constructive role in maintaining the stability of these global systems." Dr Ng said the China-US relationship is the most important relationship that will affect the Asia-Pacific region's peace and stability.)**

Loss of relations risk extinction

William **Ratliff**, Senior Research Fellow at the Hoover Institution, 7-31-**95**, Washington Times

Much of the growth and prosperity of the Pacific Rim countries in general – ranging from Japan and China through Southeast Asia to the United States and the Pacific Coast of South America –depends on peace and stability in East Asia. The United States and China must lead other nations in fostering this peace and stability. Today, this means cooperating on such varied issues as the potential nuclear threat of North Korea, the resolution of the China-Taiwan controversy and the exploration of – and safety of sea lanes through – the South China Sea, the superhighway of the Southeast Asian economic miracle. These matters will recur, and other problems unforeseen today will turn up, in the years ahead. So the world spins. To be sure, cooperation often will not be easy, for fear as to Chinese intentions pervades Washington and suspicions of U.S. motives remain widespread here in China. Americans, for example, are particularly concerned at the size of the Chinese military budget and what Beijing intends to do with its modernized and expanded military capacity. Thus as Mr. Perry noted, increasing contacts between the militaries of the two countries, and each nation's clearer understanding of the defense policies and strategic intentions of the other, are essential. This was the particular importance of Mr. Perry's visit to the PLA gathering, a type of exchange both sides must foster in the future for everyone's good. Short-term issues are not necessarily unimportant because they are short-term, but they must be worked out by each side having consistent policies the other can understand that look beyond short-term problems to longer-term interests. The high probability is that the United States and China will be the two superpowers of the early 21st century and our living together in peace will be essential to the prosperity if not the survival of the world.

UQ: US-China Relations Strained Now

Sino-US relations strained

Ribet, reporter for Press TV, 2012

(Steven, China ignores US sanctions, July 2, 2012, http://presstv.com/detail/2012/07/02/249047/china-ignores-us-sanctions/, July 4, 2012; FAS)

(**The US has been threatening sanctions on countries that fail to substantially decrease their imports of oil from Iran.** Professor Jin's remarks contradict those made by US Secretary of State Hillary Clinton last week, when she said China was being granted a temporary exemption from penalties because it had complied with US demands. **China's Foreign Ministry has long said it opposes American sanctions and Chinese experts agree their country has no intention of buying less Iranian oil.** The governments of America and its allies accuse Iran of secretly developing nuclear weapons, and are trying to force it to stop enriching uranium. Iran says that, as a party to the Non Proliferation Treaty, it has the right to enrich uranium for a civilian nuclear program, and has no interest in nuclear weapons. Its nuclear facilities are under near constant monitoring and supervision by the International Atomic Energy Agency which has detected no diversion of material. America's intelligence agencies have said they don't believe Iran has a nuclear weapons program. Iran's Supreme Leader Ayatollah Seyed Ali Khamenei has decreed that possession of nuclear weapons is a cardinal sin in Islam. **In an editorial, the state-controlled China Daily surveyed the weak global economy and said that China had no reason to blindly follow Western sanctions on Iran. The West, it said, could not coerce China into following its lead.)**

Us-China relations strained

Zhong, Editor for Asia Times regarding China, **6-13-2012** (Wu, Asia Times, US and China: a mutual mistrust endures, June 13, 2012, http://www.atimes.com/atimes/China/NF13Ad02.html, July 3, 2012; FAS)

(**As evident by a spate of recent diplomatic rows, there seems still to be a very long way to go before the two nations will be able to build mutual political and military trust, the lack of which prevents them from fostering some kind of strategic partnership.** Thus, **the** so-called Group of Two or **G-2 (that United States and China work out solutions to global problems together) remains a pipe dream.** This is largely decided by the nature of Sino-US relationship, which has been built and developed on the basis of pragmatic approaches to serve each other's national interests and geopolitical strategic goals. **When their interests or goals collide, there will inevitably be frictions and tensions.**)

Internal: Business Firms in China Want US

US High Speed Rail creates strategic partnership with China – economic firm boost
Galbraith, Experienced journalist, **2010** (Kate, The International Herald, September 6, 2010) FAS pg 1

{European and Asian companies - which have experience with high-speed trains - stand to benefit from an American rail boom, although political considerations may require substantial involvement from U.S. companies. ''I definitely see there will be some strategic partnerships with European and Asian firms,'' Mr. Gertler said, adding that the United States did not currently manufacture high-speed rail vehicles.}

Solvency: US HSR Key to US-China Relations

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Impact Module: Asian Stability

Sino-US relations key to Asian stability

Singapore News, 2012 Singapore News, Sino-US relationship most important for Asia-Pacific stability: Ng Eng Hen, June 20, 2012, http://www.channelnewsasia.com/stories/singaporelocalnews/view/1208876/1/.html, July 3, 2012; FAS)

(**Singapore Defence Minister Dr Ng Eng Hen said that China is an integral part of a globalised world and its actions will impact the rest of the world and vice versa.** Dr Ng was speaking at the People's Liberation Army National Defence University on Wednesday afternoon during the third day of his introductory visit to China. "China's growth, as with other emerging economies like Singapore, was made possible by stable conditions and clear rules that had governed international financial, trade and security arrangements," he said. "These were stable conditions and clear rules for the last half a century. **As a growing power, China must continue to play a constructive role in maintaining the stability of these global systems." Dr Ng said the China-US relationship is the most important relationship that will affect the Asia-Pacific region's peace and stability.)**

Loss of relations risk extinction

William **Ratliff**, Senior Research Fellow at the Hoover Institution, 7-31-**95**, Washington Times

Much of the growth and prosperity of the Pacific Rim countries in general – ranging from Japan and China through Southeast Asia to the United States and the Pacific Coast of South America –depends on peace and stability in East Asia. The United States and China must lead other nations in fostering this peace and stability. Today, this means cooperating on such varied issues as the potential nuclear threat of North Korea, the resolution of the China-Taiwan controversy and the exploration of – and safety of sea lanes through – the South China Sea, the superhighway of the Southeast Asian economic miracle. These matters will recur, and other problems unforeseen today will turn up, in the years ahead. So the world spins. To be sure, cooperation often will not be easy, for fear as to Chinese intentions pervades Washington and suspicions of U.S. motives remain widespread here in China. Americans, for example, are particularly concerned at the size of the Chinese military budget and what Beijing intends to do with its modernized and expanded military capacity. Thus as Mr. Perry noted, increasing contacts between the militaries of the two countries, and each nation's clearer understanding of the defense policies and strategic intentions of the other, are essential. This was the particular importance of Mr. Perry's visit to the PLA gathering, a type of exchange both sides must foster in the future for everyone's good. Short-term issues are not necessarily unimportant because they are short-term, but they must be worked out by each side having consistent policies the other can understand that look beyond short-term problems to longer-term interests. The high probability is that the United States and China will be the two superpowers of the early 21st century and our living together in peace will be essential to the prosperity if not the survival of the world.

Impact Module: Asian Stability – Exts

This instability escalates to global nuclear war.

San **Renxing**, Epoch Times, "The CCP's Last-ditch Gamble: Biological and Nuclear War" August 8, **2005**
http://english.epochtimes.com/news/5-8-8/30931.html

2) "In any event, we, the CCP, will never step down from the stage of history! We'd rather have the whole world, or even the entire globe, share life and death with us than step down from the stage of history!!! Isn't there a 'nuclear bondage' theory? It means that since the nuclear weapons have bound the security of the entire world, all will die together if death is inevitable. In my view, there is another kind of bondage, and that is, the fate our Party is tied up with that of the whole world. If we, the CCP, are finished, China will be finished, and the world will be finished." 3) "It is indeed brutal to kill one or two hundred million Americans. But that is the only path that will secure a Chinese century, a century in which the CCP leads the world. We, as revolutionary humanitarians, do not want deaths. But if history confronts us with a choice between deaths of Chinese and those of Americans, we'd have to pick the latter, as, for us, it is more important to safeguard the lives of the Chinese people and the life of our Party. That is because, after all, we are Chinese and members of the CCP. Since the day we joined the CCP, the Party's life has always been above all else!" Since the Party's life is "above all else," it would not be surprising if the CCP resorts to the use of biological, chemical, and nuclear weapons in its attempt to extend its life. The CCP, which disregards human life, would not hesitate to kill two hundred million Americans, along with seven or eight hundred million Chinese, to achieve its ends. These speeches let the public see the CCP for what it really is. With evil filling its every cell the CCP intends to wage a war against humankind in its desperate attempt to cling to life. That is the main theme of the speeches.

Adv: US – EU Relations

1AC/2AC Add-On

EU-US Relations have been sustained via economic interest – transportation infrastructure will be key to maintain that momentum.

Jackson, Staff Writer for USA Today, **2006**
(David, EU-US Relations: Allies or Antagonists, Februaury, 2006, http://www.usatoday.com/educate/college/casestudies/20061008-EU_US_Allies.pdf, July 4, 2012; FAS)

(The United States and the European Union often appear to be odds on a range of foreign policy issues from trade to security to combating terrorism... but historically and presently the two global powers actually agree on the majority of issues that affect day to day relations between them. **When disputes arise on hot bottom issues, the division often appears deep and unbridgeable, although several recent events have found the two powers have at least common experiences, such as confronting terrorists, if not yet completely common ground on policy solutions.** This case study examines **three current foreign relations dilemmas confronting and confronted by the United States and the European Union: a potential nuclear threat from Iran, combating terrorism and increasing domestic security; and trade relations. Each of these dilemmas shows some agreement between the parties, but the potential solutions are varied and create risks and challenges for both sides, raising the age-old question, why can't we all just get along?)**

U.S. HSR is a key area of U.S./ E.U. relations- they stand to make a financial killing

Martin **Sieff** (Writing for the European Institute) February – March 2010 Europe Sending High-Speed Rail to US http://www.europeaninstitute.org/February-%E2%80%93-March-2010/europe-sending-high-speed-rail-to-us.html

Despite the vaunted mobility of Americans, the U.S. has lagged badly behind Europe in passenger train services for decades. As the U.S. railway system slowly imploded, Europe was streaking forward with a new generation of trains, eventually crisscrossing the continent with 200-mile an hour, electric-powered locomotives. These high-speed trains provide faster, cleaner service than car-jammed highways and beat air travel between destinations up to 700 miles apart. And with cars that tilt in the turns, comfort is not sacrificed for speed. As the first decade of the 21st century ends, the only high speed rail service operating in the U.S. is Amtrak's Acela express running along the Northeast Corridor between Boston, New York and Washington, D.C. By the standards of European high speed rail services, Acela is a tortoise, with speeds averaging only 109 kilometers per hour (68 miles per hour) for the entire route. And there is nothing faster or more technologically advanced in the entire United States. The lack of effective high speed rail links in the United States has every serious economic and balance of trade consequence. It makes the country far more dependent upon imported oil for cars and trucks and also upon civilian air travel, which not only requires enormous quantities of high octane fuel, but also poses much more serious security challenges in the post 9/11 age than rail travel does. Lack of high speed rail links from the center of one city to another also boosts costly congestion on freeways and at airports. In Europe, in contrast, high-speed trains left the station decades ago. In the 30 years since France launched its first TGV – le Train Grande Vitesse – America has seen its rail service shrivel, especially for passenger traffic. But that picture, apparently, is about to change. The impetus behind the White House announcement is partly economic, partly environmental, but also emphatically political, given the massive jobs potential in areas such as track-laying, manufacturing, planning and engineering. "Through the Recovery Act, we are making the largest investment in infrastructure since the interstate highway system was created [under president Dwight D Eisenhower], putting Americans back to work rebuilding our roads, bridges and waterways for the future," President Obama said. To generate those jobs, the U.S. must import technology and even management expertise lost to the U.S. during the railways' decline. Many prime partners in this are likely to come from Europe, whose manufacturers and rail operators are global leaders. They in turn could face stiff competition from Japan, home to the pioneering bullet-train, and from South Korea; even China is trying to offer a cheap version of this technology, which it does not even have yet. So far, however, the European model has been to the forefront in new U.S. thinking, notably French Railways, which has helped neighboring countries develop their own high-speed systems linked to the TGV. So, European companies seem poised to participate profitably in delivering momentous change for Americans. A sign of the reviving interest in general in rail transport was the decision last year by Warren Buffet, a renowned American investor, to buy a railroad, albeit one that specializes in freight, not passenger traffic. Over recent decades, abortive efforts to introduce new and better rail links in the U.S. have come

and gone, thanks in part to the powerful lobby-groups representing highways, trucks and gasoline. While heavily-subsidized, national, state-run rail services such as France's SNCF and Germany's Deutsche Bahn have long been a highly efficient and popular means of transport in Europe, the U.S. is left with no single nationwide railroad. This has been a major drawback for rail companies attempting to compete with other forms of mass transport. The story of this change has two threads. One – how and why it has taken so long for the U.S. to embrace the concept – offers a striking contrast to the speed and scale of the European development. The contrast is not merely academic. America took so long to make its move that the European scene was transformed in the interim. In the process, rivals have emerged in neighboring countries for France, long the unchallenged leader in the field. Perhaps the most surprising of these rivals – to outsiders at least – is Spain, a nation that only recently began to surge ahead in high-tech industries such as solar power and also, it turns out, high-speed rail. Measuring the scale of Europe's transformation is a simple matter. In 10 years, neighboring countries linking up with France's TGV have connected over 100 destinations across Europe and high speed trains have effectively supplemented the once-bustling air shuttles between many EU capitals: Trains linking Paris, London, The Hague and Brussels cover the distances in an hour or two, faster than any airliner. The international media focus on the recent three-day breakdown of the Eurostar service between London and the continent reflects the growing importance of this rail link. In his new book Europe's Promise, Steven Hill writes that comparing Europe's rail system with that of the U.S. is like "comparing a professional major league team with one in the minors." But Barack Obama's election has finally offered hope. The prospect of investment in high speed rail technology will have a role in economic expansion certainly. But high-speed rail also has green credentials, reducing national levels of greenhouse-gas emissions from carbon-based fuels. In the U.S., the new emphasis on high speed rail plays well to concerns about creating jobs, reviving industrial investment and creating clean alternative technology transportation infrastructure across the United States. The New York Times reported May 29 an assessment by the International Union of Railways that high speed rail services can transport eight times the number of people over any given distance for the same amount of energy used while emitting only 25 percent as much carbon dioxide per passenger carried. But the program also presents major problems for U.S. policymakers that make it a heaven-sent opportunity to boost transatlantic trade and ties with major Western European nations.

Strong U.S./ E.U. relations are key to a laundry list of global issues including economic growth, trade, energy security, terrorism, and global warming

European Union Delegation to the U.S. (The EU is represented in the United States by the Washington, DC Delegation of the European Union, which works in close coordination with the diplomatic and consular missions of the 27 EU Member States. We function much like an embassy, with diplomatic status, and represent the European Union in dealings with the US government in areas that are part of the EU's remit.) "EU-US Relations". Accessed July 3, **2012** http://www.eurunion.org/eu/Table/EU-US-Relations/

The historic and longstanding **relationship** between the European Union and the United States is based on shared values and a strong fundamental belief in democratic government, the rule of law, human rights, and the market economy. The EU-U.S. partnership includes not only political, trade and economic relations, but active cooperation between the EU and the U.S. encompassing such global challenges as promoting energy security and efficiency, combating climate change, and helping developing nations lift themselves out of poverty, a goal toward which the EU and the U.S. together provide 80 percent of official development assistance worldwide. The partners also cooperate in additional policy areas including counterterrorism, crisis management, research and development, and education and training. Perhaps the most defining feature of the global economy, the EU-U.S. economic relationship accounts for more than 30 percent of global trade in goods and 40 percent in services. The two economies each provide the other with its **most important** source of foreign direct investment and close to a quarter of all EU-U.S. trade consists of transactions half in the U.S. and half in the EU within firms based on their investments on either side of the Atlantic. In fact, U.S. investment in Europe ($2 trillion) was nearly four times more than in all of Asia at the end of 2009. The overall transatlantic workforce is estimated at 15 million workers—about—who owe their jobs directly or indirectly to companies from the other side of the Atlantic.

Internal: Business Firms in EU Want US HSR

US High Speed Rail creates strategic partnership with Europe – economic firm boost
Galbraith, Experienced journalist, **2010** (Kate, The International Herald, September 6, 2010) FAS pg 1

{European and Asian companies - which have experience with high-speed trains - stand to benefit from an American rail boom, although political considerations may require substantial involvement from U.S. companies. ''I definitely see there will be some strategic partnerships with European and Asian firms,'' Mr. Gertler said, adding that the United States did not currently manufacture high-speed rail vehicles.}

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Impact Module - Economy

Key to the global economy

U.S. Chamber of Commerce (The U.S. Chamber of Commerce is the world's largest business organization representing the interests of more than 3 million businesses of all sizes, sectors, and regions. Our members range from mom-and-pop shops and local chambers to leading industry associations and large corporations. They all share one thing in common—they count on the Chamber to be their voice in Washington, D.C.) Facts & Figures: Why Europe Matters. Accessed July 3, **2012** http://www.uschamber.com/international/europe/facts-and-figures-why-europe-matters

The transatlantic economy is considered the foundation of the global economy, generating $3.75 trillion a year in total commercial sales, and nearly half of global GDP. This makes the commercial and economic ties between Europe and the United States the largest in the world in terms of both size and scope. This strong economic relationship is bolstered by the political, security, social, and historical ties that bind the U.S. and Europe together. Click here to skip to the graphs and charts below. The current global economic crisis underscored the deep interconnections that have come to exist between different areas of the world, especially those between Europe and the U.S. (see graph/chart 1). For America, our commercial ties with Europe translate into an ever-expanding and developed marketplace for our goods and services; a source of domestic employment for European firms located in the United States; a generator of growth and income; and a haven for investment. As such, all efforts should be made by the public and private sectors in both the U.S. and Europe to further trade and investment, remove regulatory barriers, and improve transatlantic **relations** at all levels. This is the mission of the Europe-Eurasia Team at the U.S. Chamber of Commerce.

Impact Module – Economy Exts

US/ EU relations are key to global economic recovery and regulation

David H. **Thorne** (United States Ambassador to Italy) January 30, **2012** "Why Europe Matters to the United States", remarks by the U.S. Ambassador David H. Thorne http://italy.usembassy.gov/news-events/aspenia.html

Regardless of the threat, our world has become too complex, too integrated, for completely unitary actors. In short, what is a problem for one of us quickly becomes a problem for us all. In this spirit our view is that it is no longer enough for the United States to be a superpower. To be effective we must act as a Superpartner, working with other nations to achieve common purposes. And no region in the world more completely shares those values, comprehends that vision, and enjoys capabilities to act globally than Europe. In the words of President Obama, Europe is "the cornerstone of our engagement with the world." There can be no doubt that the most pressing common challenge on the transatlantic agenda is economic and financial. The EU and the U.S. economies account together for close to half the entire world GDP and for almost a third of world trade flows. Our fates are intertwined. Or, as Benjamin Franklin said about the signers of the declaration of independence: "We must all hang together, or assuredly we shall all hang separately." The United States depends on trade with Europe for our own economic health. And Europe requires a robust U.S. economy as a counterpart market. We all find ourselves in the same economic boat, and we must all work together to find the right balance between applying greater austerity and stimulating more growth.

Impact –Laundry List

Only a strong US/ EU relationship can handle modern global threats and crises- NATO and other Cold War paradigms are outdated

Paul **Hockenos** (Senior fellow at the World Policy Institute- Expertise: Germany, Central and South Eastern Europe; Migration and Development; European Union; Protest and Social Movements; Racism and Nationalism; Globalization and Conflict; Transatlantic Relations.Author and political analyst who has written about European affairs since 1989) Is the EU Better for Obama than NATO? 03/09/**2009** http://www.spiegel.de/international/europe/rethinking-us-europe-relations-is-the-eu-better-for-obama-than-nato-a-612105.html

The new American administration would be well served to rethink the United States' relationship to Europe: It should move toward a strategic partnership of equals with the European Union and entertain the possibility of new fora to address global security threats. In the long-term, a close, respectful working relationship with the European Union would enhance America's own security and enable it to engage much more effectively in a multipolar world. America's long-standing preference for NATO as the trans-Atlantic institution of choice has several explanations. For one, it arguably had -- at least until Afghanistan -- a record of success. It helped the West win the Cold War without firing a shot. NATO's job, as British secretary-general Lord Ismay famously put it in 1967, was "to keep the Russians out, the Americans in, and the Germans down." But rather than close up shop with "mission accomplished" in the early 1990s, the 1949-founded pact sought a new purpose. Because the Europeans lacked the military hardware necessary to wage war against the Serb nationalists, NATO led the humanitarian interventions in Bosnia in 1995 and the armed campaign against Milosevic's Serbia in 1999. That same year, the Czech Republic, Hungary, and Poland became the first former-Warsaw pact countries to join NATO, over Russia's stiff objections. In the years to follow, the Baltic states and Slovenia, Slovakia, Bulgaria, and Romania also joined. Although the United States and Great Britain circumvented NATO to topple the Taliban government in late 2001, two years later NATO took its operations outside of Europe for the first time in the form of the International Security Assistance Force in Afghanistan. Today the NATO-led force includes 50,000 troops from 40 countries, including all 27 of the NATO allies. Given the East-West stalemate, during the postwar decades it was possible for NATO allies to work together in the name of collective defense, despite the many differences of opinion within the pact. Leaving aside the question of the nature of the Soviet threat (archives in Moscow turned up no plans for an invasion), the United States and the Western Europeans concurred that the Soviet Union was the enemy. Although the United States set the agenda and the Europeans were effectively junior partners, the principle of collective decision-making was formally respected. Moreover, in the aftermath of the Cold War there were no obvious alternatives to keep the United States and Europe close once American troops withdrew and the nuclear umbrella became irrelevant. Creating something new was beyond the imagination of Washington's foreign policy makers at the time. Lastly, because it was and would remain primarily a military organization, NATO was one institution that the United States, with its nuclear arsenal and vast military superiority, would be certain to continue to dominate. Yet by transforming the alliance into an agency for addressing international crises of all kinds, NATO's advocates have only called greater attention to its inadequacy for the 21st century. NATO's new "comprehensive approach" to security endows it with a catch-all mandate that changes as new threats or missions arise and has grown to include responsibilities that go far beyond the exercise of military force. But while its mandate has changed, its tools and thinking have lagged behind. There is no better example than NATO's flagship mission in Afghanistan, where the alliance is confronted with civilian, policing, and humanitarian duties that it cannot possibly carry out. Most of the European NATO member states in Afghanistan argue that stability is only going to be achieved through a strategy that combines education, rule of law programs, economic aid, and infrastructure projects. They underscore that the purpose of the international mission is to facilitate a hand over to the Afghans and to create conditions for reconstruction. Germany and Spain point out, for example, that Afghan poppy production -- and Afghanistan's bumper crops -- cannot be checked by bombing campaigns, and that air strikes on poor Afghan farmers could well backfire, costing the force even more good will. But "counter-narcotics" is yet another category that has been added to NATO's to-do list. There is growing consensus that the Afghanistan mission is make-or-break for NATO and that, at the moment, the latter cannot be ruled out. The war in Afghanistan is only the most egregious example of NATO's dilemma. Whether it is cyberwar, peacekeeping, international terrorism, or energy security, NATO is invoked by Atlanticists as the go-to institution, overburdening it with new responsibilities. In late January, NATO's secretary general even proposed an alliance presence in the Arctic as global warming melts the northern ice cap and major powers scramble to lay claim to its energy resources. Others see NATO patrolling Gaza's borders in a new Israel-Palestine peace deal. As the Dutch political scientist Peter van Ham argues, "NATO's instruments have become blunt and outdated in the light of today's non-traditional security challenges and techniques." Yet, he notes, contrary to expectations its portfolio has only expanded: "Whereas not too long ago the main question was how the European Union could use NATO's military tools ... the debate is now how should NATO draw upon the resources of the European Union, the United Nations, the World Bank, as well as non-governmental organizations." But this has not caused US foreign policy makers to consider new fora or mechanisms to address the new threats. Nor have the Europeans been enterprising or ingenuous with new ideas. For them this is the path of least resistance: by putting these complex challenges in NATO's hands, they appear to have addressed the problems without actually doing so. It is questionable whether this new NATO is still a trans-Atlantic institution worthy of the label. Despite its multilateral structure, NATO has become a clearing house for US-led "coalitions of the willing," which alliance members -- and non-members -- can join on a case-by-case basis. For all intents and purposes, it is a group of like-minded democracies that Washington can call upon á la carte. The Europeans bear none of the roles and responsibilities of even junior partners as they did in the past, but rather serve as occasional helpers, as was the case in the invasion and pacification of Afghanistan. The more nations there are in the alliance, the larger the possible constellation for these pick-up coalitions. This is one reason the Americans above all push for NATO's expansion. And since the mandate of the umbrella organization is no longer restricted to Europe or collective security, it is not surprising that there is talk of opening up membership to the likes of Israel, Australia, and Japan. Those that opt not to be on board for a given mission are simply left behind. As van Ham argues: "NATO offers the United States the useful stamp of multilateral legitimacy without really imposing too many limits on America's foreign policy." Even when the major European countries participate in a NATO mission, this new kind of coalition is devoid of the unity and coherence that the old NATO had. Indeed, on the ground in Afghanistan differences within the coalition are so great that

US, German, and Dutch units pursue different strategies in their respective sectors. This is a far cry for the all-for-one and one-for-all ethos that originally united the Atlantic Alliance. Part 2: The European Union's Soft Power There is also a lingering question of whether NATO is up to the job of keeping the peace in the North Atlantic area, its original raison d'etre. Today, the threats to European security are strikingly different from those of the Cold War years. They include ethnic conflict on Europe's frontiers, mass migration and refugee flows, energy crises, nuclear proliferation, and transnational terrorism. Particularly in Europe, many experts see security challenges in global warming, international trafficking, resource scarcity, and failing states. A recent EU study concluded that increased tensions over falling water supplies in the Middle East will affect the continent's energy security and economic interests. In addition, global warming will exacerbate poverty and spur mass migration from Africa. Neither NATO's instruments nor its framework is right for these kinds of problems. Under the Bush administration this did not matter -- it saw NATO's role exclusively as part of the war on terrorism. The August 2008 conflict in Georgia, however, underscored that there are still threats to Europe's security within and on its borders that the continent's powers will have to respond to with instruments other than pure force.

Impact: Laundry List

Strong U.S./ E.U. relations are key to a laundry list of global issues including economic growth, trade, energy security, terrorism, and global warming

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Impact –Laundry List

Key to global issues like trade, terrorism, judicial reform, immigration, and human rights

Delegation of the European Commission to the United States June **2006** The European Union and the United States Global partners, global responsibilities
http://www.eurunion.org/partner/euusrelations/EUUSGlobParts.pdf

Impact on the global community The benefits of our close bilateral relations reach well beyond the EU and the USA. As powers of global significance, the EU and the USA have a responsibility to cooperate to provide leadership in the world. They share an outward-looking agenda with both partners committed to cooperating on issues of global importance. This applies as much to the field of foreign affairs and development as to the more traditional area of trade. Terrorist attacks in New York City, Madrid, London or elsewhere have demonstrated cruelly that we are facing common challenges in a global context. A lot has been done to address the threat of terrorism, from fighting the financing of terrorist organisation to judicial and police cooperation, from higher security standards for containers to cooperation on border controls, including the transfer of air passenger data. The EU and the USA will continue to work together to contribute to the advancement of accountable and representative government, the rule of law, and respect for human rights as strategic priorities as well as a moral necessity.

Adv: US – India Relations

1AC/2AC Add-On

Us-India relations improving

Postnoon News, July 3, 2012 (Postnoon News, *India, US closer due to shared goals: Rao,* July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

(Indian Ambassador to the United States Nirupama Rao has said shared economic, diplomatic and security goals have brought the two nations and their peoples closer than ever. The recently concluded annual strategic dialogue between India and the US had led to several important advancements in their strategic partnership, she wrote in The Hill, an influential Washington newspaper focusing on Congressional politics. "**These include enhanced cooperation on many fronts, including in health and education for sustainable development, in the effort to bolster energy security and in the quest to improve business-to-business relations between our two nations," Rao said.)** Secretary of State Hillary Clinton had hailed a preliminary agreement between Westinghouse and the Nuclear Power Corporation of India on setting up a nuclear power project to generate electricity, in Gujarat State as "a significant step toward the fulfilment" of the landmark 2008 nuclear agreement between the US and India, she noted. "We agree, and would add that there was a lot more progress to highlight in other realms, too," Rao said underlining that India's External Affairs Minister S.M. Krishna, emphasised that the US and India will continue to make progress and work in tandem on many issues especially in trade and business.

India and the United States are cooperating on trade and security

Postnoon News, July 3, 2012 (Postnoon News, India, US closer due to shared goals: Rao, July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

(On trade, **the two leaders announced that they would work toward completing a bilateral treaty that would boost investment and trade between the US and India. Cooperation on defence-related matters, maritime and Internet security, counter terrorism and trade would also be taken forward, Rao said.)**

Trade and economic prosperity – make transportation infrastructure key to US-India Relations

Kronstadt and Martin, Analyst in Asian Political Economy Foreign Affairs, Specialist in South Asian Affairs,August 31, **2007** (K and Michael, Congressional research service, http://www.fas.org/sgp/crs/row/RL34161.pdf; DKE)

[**Trade in transportation services is a major component of the bilateral trade**. In 2005, **the United States exported about $1.5 billion worth of transportation services to India, and imported a nearly identical amount of such services from India**. India and the United States also exchanged a large amount of professional services, with U.S. exports worth $462 million in 2005 and imports of $597 million.]

US-India Relations key to Afghan stability and counterterrorism

Postnoon News, July 3, 2012 (Postnoon News, India, US closer due to shared goals: Rao, July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

(Another major area of common purpose concerned Afghanistan, she said noting **the US and India have been working separately to find ways to ensure Afghanistan's long-term peace and stability.**) "Today, **the path is open for closer coordination as India and the US now plan to work together — along with Afghanistan — to promote improvements in Afghan farming, mining, energy and infrastructure,"** Rao wrote. "**This new, trilateral effort is yet another demonstration of the like-mindedness of the US and India on security issues and their joint determination to do even more to prevent the spread of worldwide terrorism.")**

Terrorism leads to nuclear war

Gregg **Easterbrook** (visiting fellow at Brookings Institute) November 2, **2001** CNN, p. lexis

Terrorists may not be held by this, especially suicidal terrorists, of the kind that al Qaeda is attempting to cultivate. But I think, if I could leave you with one message, it would be this: that the search for terrorist atomic weapons would be of great benefit to the Muslim peoples of the world in addition to members, to people of the United States and Western Europe, because if an atomic warhead goes off in Washington, say, in the current environment or anything like it, in the 24 hours that followed, a hundred million Muslims would die as U.S. nuclear bombs rained down on every conceivable military target in a dozen Muslim countries.

UQ: US-India Relations Strained Now

Us-India relations improving

Postnoon News, July 3, 2012 (Postnoon News, *India, US closer due to shared goals: Rao,* July 3, 2012, http://postnoon.com/2012/07/03/india-us-closer-due-to-shared-goals-rao/57122, July 3, 2012, pg1; FAS)

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Impact Module: Terrorism Exts

Strong U.S.-India relations are critical to fight global terrorism

Manmohan **Singh**, Indian Prime Minister, July 19, **2005**, TEXT OF ADDRESS, http://usinfo.state.gov/xarchives/display.html?p=washfile-english&y=2005&m=July&x=200507261027051CJsamohT0.3803217

Our commitment to democratic values and practices means there are many concerns and perceptions that we share with the United States. The most important common concern is the threat of terrorism. Democracy can only thrive in open and free societies. But open societies like ours are today threatened more than ever before by the rise of terrorism. The very openness of our societies makes us more vulnerable, and yet we must deal effectively with the threat without losing the openness we so value and cherish. India and the United States have both suffered grievously from terrorism and we must make common cause against it. We know that those who resort to terror often clothe it in the garb of real or imaginary grievances. We must categorically affirm that no grievance can justify resort to terror. Democracies provide legitimate means for expressing dissent. They provide the right to engage in political activity, and must continue to do so. However, for this very reason, they cannot afford to be soft on terror. Terrorism exploits the freedom our open societies provide to destroy our freedoms. The United States and India must work together in all possible forums to counter all forms of terrorism. We cannot be selective in this area. We must fight terrorism wherever it exists, because terrorism anywhere threatens democracy everywhere.

Adv: Manufacturing Industry

1AC/2AC Add-On

Manufacturing sector on the brink – poised to expand

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 4-5 ; FAS)

The manufacturing sector has struggled to expand as the United States has become more integrated into the global marketplace. **A lack of supportive U.S. trade** and currency **policies and inadequat**e industrial and energy **policies harm the nation's ability to meet future challenges that will require a solid manufacturing base**. **The sector is poised to play a key role i**n reducing green house gas emissions and reliance on imported energy, **but it must become a focus of policy makers to take full advantage of the new opportunities.** The **manufacturing sector is also of vital importance in maintaining our innovative capacity. Reinvestment in U.S.** research, development, energy, and **manufacturing policies can** also **stimulate the growth** of a wide swath of states in the U.S. heartlands **that have been hardest hit by the manufacturing crisis.**

Manufacturing sector key to the economy

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 1; FAS)

(While U.S. manufacturing has been hard hit by a decade of rapid import growth and job loss, **the manufacturing sector still remains a vital part of the U.S. economy. The manufacturing sector supported 14 million jobs in 2007, or about 10.1% of total employment. Manufacturing employs a higher share of workers without a college degree than the rest of the economy. On average, these workers made 9% more than similar workers in the rest of the economy** in 2006-07. **Manufacturing industries are also responsible for a significant share of U.S. economic production, generating $1.6 trillion in GDP in 2006** (12.2% of total U.S. gross domestic product (GDP). **U.S. manufacturing firms also lead the way on trade, exporting $923 billion in manufactured goods—64% of all U.S. goods and services exported in 2006. Manufacturing** is one of the most dynamic sectors of the U.S. economy. It **was responsible for 60% of all U.S. research and development spending in 2003**, with total research and development spending of $123 billion (total public, corporate, and other funds) in that year alone (National Science Foundation 2006). **Scientists and engineers make up 9% of the manufacturing labor force, a share that is nearly twice as large as in the rest of the economy**.1 As a result, manufacturing productivity growth rates have been high for decades. Multifactor labor productivity growth averaged 4.6% per year in manufacturing between 1997 and 2005.2 This was 60% greater than in the private, non-farm economy as a whole.3 **Given the nexus between research and development and manufacturing, a vital manufacturing sector plays an important role in maintaining an innovative economy.)**

Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10**
[Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict.
Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory,

finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

UQ: Manufacturing Industry at a Crisis Point

Manufacturing sector on the brink – poised to expand

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 4-5 ; FAS)

The manufacturing sector has struggled to expand as the United States has become more integrated into the global marketplace. **A lack of supportive U.S. trade** and currency **policies and inadequat**e industrial and energy **policies harm the nation's ability to meet future challenges that will require a solid manufacturing base**. **The sector is poised to play a key role i**n reducing green house gas emissions and reliance on imported energy, **but it must become a focus of policy makers to take full advantage of the new opportunities.** The **manufacturing sector is also of vital importance in maintaining our innovative capacity. Reinvestment in U.S.** research, development, energy, and **manufacturing policies can** also **stimulate the growth** of a wide swath of states in the U.S. heartlands **that have been hardest hit by the manufacturing crisis.**

US manufacturing industry on brink now

Schwartz, with Deloitte Consulting LLP's Human Capital practice, 11/9/**2011** (Jeff, How to confront the Talent Crisis in Manufacturing, 11/9/2011, http://businessfinancemag.com/article/how-confront-talent-crisis-manufacturing-1109**,** Access: 7/4/2012) AGI

<<A strong manufacturing base is viewed as fundamental to the economic success and effectiveness of the U.S., both in terms of its role in the economy and its function as a job engine. Yet, the results of a recent survey of U.S. manufacturers conducted by Deloitte with the National Manufacturing Institute highlight a worsening talent shortage that threatens the future of the industry. Among the survey's 1,123 respondents, 67 percent reported a moderate to severe shortage of available qualified workers and 56 percent anticipate this shortage to grow worse in the next three to five years. Additionally, results reveal that 5 percent of current jobs are unfilled because qualified candidates cannot be found. When asked to look ahead three to five years, respondents indicate that access to a highly skilled, flexible workforce is the single most important factor for their future business success, well ahead of other factors, including new product innovation and increased market share. The manufacturing industry, like many industries, is undergoing a rapid evolution spurred by technology advances, globalization and shifting demographics. An aging and retiring workforce, combined with technological advances, outmoded talent recruitment and management processes, and continued global expansion are taking their toll. The shortage of qualified workers has been a serious issue for years, which begs the question, what must be done differently in order to achieve the results necessary to be effective, especially in the face of growing global competition? The talent challenges facing U.S. manufacturers are, to some extent, illustrative of the challenges facing a host of industries worldwide. As such, understanding the factors contributing to this performance-threatening skills gap is instructive.>>

Manufacturing sector in crisis-Lowest it's been in 3 years

REXRODE, Business writer for the Associated Press, 7-2-2012 (Christina, *Stocks mixed as American manufacturing slows,*July 2, 2012, https://mail.google.com/mail/u/0/?shva=1#inbox/1384a6ec3249a4b2, July 2, 2012; FAS)

(Stocks struggled to stay out of the red in quiet holiday-week trading after a trade group said **American manufacturing shrank in June for the first time in almost three years.** The Dow Jones industrial average was higher in early trading but fell after the manufacturing report came out at 10 a.m. EDT and never recovered. It finished down 8.70 points at 12,871.39. The Standard & Poor's 500 and the Nasdaq composite index both finished slightly higher after hopping between small gains and losses. The S&P rose 3.35 to 1,365.51. The Nasdaq rose 16.18 to 2,951.23. **Chemical company DuPont fell the most in the Dow. It lost $1.14, or 2.3 percent, to $49.43. Caterpillar, General Electric, Alcoa, Exxon Mobil, Boeing and other companies tied to manufacturing were also down.)**

Internal: Employment Scenario – Manufacturing Base

High speed rail is key to reviving the Manufacturing Base – creates a new industry

Kunz, president and CEO of the U.S. High Speed Rail Association, 3/10/2011
(Andy, U.S. High-Speed Rail: Time to Hop Aboard or Be Left Behind, 3/10/2011, http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Access: 6/28/2012) AGI

{Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; help revive the country's manufacturing sector by creating a new industry producing the trains, steel, and related components; alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports, where delays cause an estimated $156 billion in losses to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems. As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies. The U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.}

High Speed Rail rejuvenates Midwest manufacturing base – huge boost to overall economy

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Building a high-speed rail network will also boost the economy by creating con- struction, manufacturing and operations jobs. The Midwest is well positioned to see growth in rail-related manufacturing capacity. The region already has a well-estab- lished railroad equipment manufacturing industry. Those manufacturers are focused on the production of diesel locomotives and freight cars because, currently, almost all demand for rail equipment in North America is for diesel- and freight-related equipment.28 More than 29,000 workers are directly employed in the manufactur- ing of railroad rolling stock in the United States, with thousands of others in the sup- ply chains that provide parts and services to those manufacturers.29 Two of the five states with the largest number of workers in the railroad manufacturing sector are Midwestern states: Illinois and Indiana.30 Illinois and Ohio both have large num- bers of rail equipment manufacturers. Il- linois has 23 facilities that manufacture or assemble passenger and transit rail systems and components, while Ohio has 13.31 If demand for passenger rail equipment increases, Midwestern manufacturers would likely expand production beyond the freight equipment they currently make. In December 2009, Transportation Secretary Ray LaHood announced that 30 firms had committed to expanding their operations in the United States if they receive

con- tracts for high-speed rail projects funded under the American Reinvestment and Re- covery Act. Among those firms are Ohio- based Columbus Steel, Missouri-based American Railcar Industries, and other Midwestern firms.32 Yet, many firms will be reluctant to build plants in the United States without evidence of a sustained com- mitment to high-speed rail. Streetcar manufacturing illustrates how domestic markets can support local busi- nesses. In recent years, several American cities, including Seattle, Washington, and Portland, Oregon, have implemented modern streetcar systems, using streetcars manufactured abroad. In fact, no streetcars had been made in America since 1952.33 However, sensing the presence of a grow- ing market, an American firm, Oregon Iron Works, formed a streetcar subsidiary and has won contracts to produce streetcars for Portland and Tucson, with 70 percent of the components to be made in the United States and components coming from 20 U.S. states.34 Establishing a passenger rail manu- facturing industry in the Midwest could restore some of the manufacturing jobs that the region has lost. If Midwestern manufacturing is to achieve a sustained employment recovery, manufacturers will need to begin selling to new markets, and passenger rail can be just such a market, requiring a variety of skilled workers. The production of complex products like loco- motives and passenger train cars involves not only the manufacturing of numerous components, but also maintenance, testing and other services. Beyond the employees of the rolling stock companies themselves, jobs in other industries are supported by the railroad manufacturing industry. In 2006, the American rolling stock manufacturing industry, beyond employing more than tens of thousands of people, paid out close to $7 billion to purchase parts and equip- ment.35 A revived passenger rail industry in the Midwest would need to purchase glass, seats, and other components from other firms, creating a new outlet and source of revenue for other industries. A high-speed rail system could create hundreds of thousands of jobs. Building a Midwestern rail system according to a plan articulated by the U.S. Department of Transportation—which calls for 2,250 miles of track in the Midwest—would create close to 58,000 permanent jobs and approximately 15,200 construction jobs during a 10-year development phase. The overall boost to the economy is estimated at $23 billion.36 Building this better passenger rail network would create more jobs than if the same amount of money were spent on highway construction.37

Solvency: Funding Key to Manufacturing

Sustained federal funding for HRS creates a vibrant manufacturing base followed by substantial investment from other firms in the future

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Construction of high-speed rail repre- sents a golden opportunity to rebuild the Midwest's manufacturing base. By estab- lishing a lasting market for passenger rail companies, helping firms from the region acquire technology and expertise, and helping workers develop the skills to enter this new industry, Midwestern states can develop a new foothold in an international manufacturing industry. The single most important step that policymakers can take to build a domestic passenger rail manufacturing base is to commit adequate funding to high-speed rail over the long term. Midwestern firms will only invest in new production facilities and product lines if they are confident that there will be sustained demand for their products. By demonstrating an ongoing commitment to building and operating a high quality passenger rail system, the Midwestern states can create an environ- ment in which local manufacturers have a dependable base of demand from which to build. As discussed below, this will require a commitment from state and federal gov- ernment to provide stable funding for high speed rail operations and construction. Ultimately, the full economic benefit of a revived passenger rail industry lies in Midwestern firms producing not just for the region's own needs, but also for the world market in passenger rail equipment. To that end, the Midwest should devise and implement a long-term strategy for building a vibrant, globally competitive passenger rail industry. Local manufac- turers are likely capable of producing the equipment needed for a 110 mph network, but for higher speed trains, of the sort that are under consideration the route between St. Louis and Chicago, foreign expertise will likely be required at first. As the Midwestern states look towards further upgrading their rail network in the future, they should consider how they can create a domestic manufacturing base for the high- tech equipment necessary. For example, South Korea licensed the technology for its high-speed rail system from a French com- pany, with the first trains manufactured in Europe and the rest domestically.134 Over time, Korean companies developed their own high-speed rail technology, which they now hope to export to other nations building high-speed rail networks.135

Solvency: US HSR Benefits the Manufacturing Industry

High speed rail would create jobs in the manufacturing sector

Fast Lane, 2012 (*High-speed rail is essential for economic growth and opportunity,* April 29, 2012, http://fastlane.dot.gov/2012/02/high-speed-rail-essential-to-creating-economic-growth-and-opportunity.html, July 2, 2012; FAS)

(Already, companies around America who are investing in high-speed rail are leading the remarkable recovery in our manufacturing sector. One of these companies is Progress Rail in Muncie, Indiana, which recently opened a brand new 700,000 square foot factory, and is on track to hire 300 new workers. Progress Rail isn't the only company experiencing success – this is a story that is repeating itself across the country. To date, 30 rail companies from around the world have pledged that, if selected for high-speed rail contracts, they'll hire American workers and expand their bases of operations in the United States. And once track is laid and stations constructed, high-speed rail will spur economic development. It will generate quality jobs at small businesses all along its corridors. Simply put, over the long-run, high-speed rail will bolster America's economic competitiveness.)

Plan key to manufacturing industry – economic opportunity

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<Philadelphia, PA - Vice President Joe Biden today announced a comprehensive plan that will help the nation reach President Obama's goal of giving 80 percent of Americans access to high-speed rail within 25 years, as outlined in his State of the Union address. The proposal will place **high-speed rail on equal footing with** other surface **transportation programs and revitalize America's domestic rail manufacturing industry by dedicating** $53 billion **over six years to continue construction of a national high-speed and intercity passenger rail network.** As a part of President Obama's commitment to winning the future by rebuilding America's roadways, railways and runways, **the plan will lay a new foundation for the nation's economic opportunity, job creation, and competitiveness.>**

Plan would increase jobs for manufacturing sector and small businesses

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation**

alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions.>

HSR Key to job creation – manufacturing operations
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

[**By clarifying the long-term federal role in passenger rail, this** six-year program **will provide states and cities with the certainty they need to make long-term transportation plans for their communities. It will provide businesses the confidence they need to hire American workers. Strong Buy American requirements will create tens of thousands of middle-class jobs in construction, manufacturing, and rail operations. And the proposal will open the door to new public-private partnerships, and attract significant private investment in developing and operating passenger rail corridors.**]

High Speed Rail benefits manufacturing industry – economic opportunity
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"**In America, we pride ourselves on dreaming big and building big," said Secretary of Transportation Ray LaHood. "This historic investment in America's high-speed rail network keeps us on track toward economic opportunity and competitiveness in the 21st century. It's an investment in tomorrow that will create manufacturing, construction, and operations jobs today.**">

Manufacturing sector benefits from high speed rail - jobs

Nussbaum, staff writer for Philadelphia enquirer, **2010** (Paul, *Foreign firms see profits in U.S. high-speed rail*, August 10, 2010, Lexis Nexis, July 3, 2012, pg 1-2; FAS)

<<For high-speed rail, the Federal Railroad Administration has told manufacturers not to expect waivers from "buy American" laws. "All the manufacturers would love to have us buy their off-the-shelf equipment," said Karen Rae, deputy administrator of the FRA and the agency's point person for high-speed rail. "But if we are going to have a new infrastructure in the United States, we are committed to bringing the manufacturing jobs to the U.S. - and not just assembly jobs." "We did send a very strong message that we want substantive investments," she said.>>

Impact Module: Economic Collapse

The manufacturing sector is key to the U.S. economy

Department of Homeland Security, 2012 (Department of Homeland Security, *Critical Manufacturing Sector: Critical Infrastructure*, June 15, 2012, http://www.dhs.gov/files/programs/gc_1226007062942.shtm, July 2, 2012; FAS)

(**The Critical Manufacturing Sector is crucial to the economic prosperity and continuity of the United States. Products designed, produced, and distributed by U.S. manufacturers make up 13 percent of the U.S. gross domestic product and directly employ an estimated 11.7 million of the nation's workforce.** A direct attack on or disruption of certain elements of the manufacturing industry could disrupt essential functions at the national level and across multiple critical infrastructure sectors.)

Impact Module: Climate Change

Manufacturing sector key to stop emissions and spread renewables

Scott, 2008 (Robert E., The importance of manufacturing, February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 2; FAS)

(Not only is manufacturing important for jobs and production, but a vital manufacturing sector is also essential to meeting national challenges, including reducing greenhouse gas emissions and the nation's reliance on imported energy. Renewable forms of energy, such as wind or solar power, **rely on manufactured components more so than extractable energy such as oil**. **A vibrant manufacturing sector will be needed to supply the new materials that will be in demand by a lowcarbon economy. Rapidly growing manufacturing output could reduce the unsustainable U.S. trade deficit**, which is likely to exceed $750 billion in 2007. For example, energy investments likely to result from the Senate "Clean Edge" energy bill that was proposed in the U.S. Senate in 2006 would support up to 500,000 jobs per year, at peak, and half of those jobs would be in the manufacturing sector (Scott 2006). Elimination of the U.S. trade deficit by 2016 would support millions of additional U.S. manufacturing jobs (Scott, forthcoming).)

Impact Module: Economic Collapse Exts

Manufacturing sector key to the economy

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 1; FAS)

(While U.S. manufacturing has been hard hit by a decade of rapid import growth and job loss, **the manufacturing sector still remains a vital part of the U.S. economy. The manufacturing sector supported 14 million jobs in 2007, or about 10.1% of total employment. Manufacturing employs a higher share of workers without a college degree than the rest of the economy. On average, these workers made 9% more than similar workers in the rest of the economy** in 2006-07. **Manufacturing industries are also responsible for a significant share of U.S. economic production, generating $1.6 trillion in GDP in 2006** (12.2% of total U.S. gross domestic product (GDP). **U.S. manufacturing firms also lead the way on trade, exporting $923 billion in manufactured goods—64% of all U.S. goods and services exported in 2006. Manufacturing** is one of the most dynamic sectors of the U.S. economy. It **was responsible for 60% of all U.S. research and development spending in 2003**, with total research and development spending of $123 billion (total public, corporate, and other funds) in that year alone (National Science Foundation 2006). **Scientists and engineers make up 9% of the manufacturing labor force, a share that is nearly twice as large as in the rest of the economy**.1 As a result, manufacturing productivity growth rates have been high for decades. Multifactor labor productivity growth averaged 4.6% per year in manufacturing between 1997 and 2005.2 This was 60% greater than in the private, non-farm economy as a whole.3 **Given the nexus between research and development and manufacturing, a vital manufacturing sector plays an important role in maintaining an innovative economy.)**

Manufacturing sector key ot the economy – Gross Output

Scott, 2008 (Robert E., *The importance of manufacturing,* February 13, 2008, http://www.gpn.org/bp211/bp211.pdf, July 2, 2012, pg 3; FAS)

(Finally, the manufacturing sector has a large geographic footprint. **It is the largest sector of the economy, aside from real estate (which is dominated by imputed and actual rental income on property) in most states, as a share of GDP. Manufactured goods are a significant source of demand for goods and services from other sectors of the economy**, ranging from energy and natural resources to construction of new factories to services provided by accounting, engineering, software, and temporary help firms**. U.S. manufacturing had gross output of $4.5 trillion in 2005, and it is by far the most important sector of the U.S. economy in terms of total output** (Bureau of Economic Analysis 2008)) This Briefing Paper examines the role manufacturing plays in employment at the state level, including an examination of the number of jobs and the level of wages in the sector. The data show that employment peaked in the late 1990s and has been on a largely downward trajectory since then, with traditional manufacturing states hit particularly hard. Given its size and importance, we cannot ignore the consequences of such a decline.

Adv: Congestion

1AC/2AC Add-On

Congestion increases emissions from cars

Page, Staff Writer for Burlington Free Press, 2012 (Candace, *A simple formula,* June 23, 2012, http://www.burlingtonfreepress.com/article/20120624/GREEN/306240010/Vehicle-pollution-follows-simple-formula?odyssey=mod%7Cnewswell%7Ctext%7CFRONTPAGE%7Cs**, July 2, 2012; FAS)**

(**The longer** those **cars are stuck in traffic** — idling in jams on Main Street and Williston Road, or stuck at Essex Five Corners during rush hour — **the more pollutants and greenhouse gases they emit. "Congestion and air pollution — they are synonymous," says Dick Valentinetti, director of the state Air Pollution Control Division.** Or, as University of Vermont environmental engineer Britt Holmen puts it, **the general chemical equation for what happens when an engine burns fuel is "gasoline plus air converts to pollutants." Autos and trucks emit a noxious mix of chemicals left unburned or created during combustion of gasoline and diesel fuel. Those emissions include carbon monoxide, a poison; toxic hydrocarbons including benzene, a carcinogen; and fine particulates, invisible particles of soot and other substances that irritate the lungs and can cause health problems. Auto emissions also contribute to ozone, the pollutant created when fossil-fuel emissions combine in the air.** Ozone, too, can cause respiratory illness.)

Unabated climate change collapses civilization

Figueres, Executive Secretary of the UN Framework Convention on Climate Change, February 15, **2011** [Christiana, Security Address to the Congress of Deputies of Spain at the Centro Superior de Estudios de la Defensa Nacional in Madrid," http://climateprogress.org/2011/02/15/food-crisis-climate-change-figueres/, Accessed 6/12/11] SM

In its context, it is alarming to admit that **if the community of nations is unable to fully stabilize climate change, it will threaten where we can live, where and how we grow food and where we can find water. In other words, it will threaten the basic foundation - the very stability on which humanity has built its existence**. Let us look at some factors: 1. **Reduced water supply and growing demand will in some places lead to increasing competition among different sectors of society, different communities and different countries**. Already, one-third of all people in Africa live in drought- prone regions. The IPCC estimates that by 2050, **up to 600 million Africans will be at risk of water stress**. 2. On a global level, **increasingly unpredictable weather patterns will lead to falling agricultural production and higher food prices, leading to food insecurity. In Africa, crop yields could decline by as much as 50% by 2020**. Recent experiences around the world clearly show how such situations can cause political instability and undermine the performance of already fragile states. 3. **Changes in sea-level, more frequent and more severe natural disasters and water shortages have the potential to cause large-scale, destabilizing population movements**. **Migration, especially within a country, is not inherently problematic and is quite common in Africa. But what we have seen historically in terms of international migration will be tiny compared to the migration brought about by the magnitude of future pressures on vulnerable populations**. All these factors taken together mean that **climate change, especially if left unabated, threatens to increase poverty and overwhelm the capacity of governments to meet the basic needs of their people, which could well contribute to the emergence, spread and longevity of conflict.** As you certainly know better than me, these are the reasons why militaries around the world are planning for climate change, adjusting their budgets, their strategies and their priorities. This is understandable, **but the very scale of the security problem**

in a world that begins to panic over the advanced impacts of climate change could overwhelm any single country's ability to defend against it, let alone pay the cost to do so.

High Speed Rail decreases traffic congestion

Longman, senior fellow at the New American Foundation, 2/22/**2011**
(Phillip, Back on Tracks, 2/22/2011,
http://www.washingtonmonthly.com/features/2009/0901.longman.html, Access: 7/1/2012) AGI

{Looking for a way out of this dilemma, Virginia transportation officials have settled on an innovative solution: use state money to get freight off the highway and onto rails. As it happens, running parallel to I-81 through the Shenandoah Valley and across the Piedmont are two mostly single-track rail lines belonging to the Norfolk Southern Railroad. Known as the Crescent Corridor, these lines have seen a resurgence of trains carrying containers, just like most of the trucks on I-81 do. The problem is that the track needs upgrading and there are various choke points, so the Norfolk Southern cannot run trains fast enough to be time competitive with most of the trucks hurtling down I-81. Even before the recent financial meltdown, the railroad couldn't generate enough interest from Wall Street investors to improve the line. The railroad has long been reluctant to accept government investment in its infrastructure out of fear of public meddling, such as being compelled to run money-losing passenger trains. But now, like most of the industry, it has changed its mind, and it happily accepted Virginia's offer last year to fund a small portion—$40 million—of the investment needed to get more freight traffic off I-81 and onto the Crescent Corridor. The railroad estimates that with an additional $2 billion in infrastructure investment, it could divert a million trucks off the road, which is currently carrying just under five million. State officials are thinking even bigger: a study sponsored by the Virginia DOT finds that a cumulative investment over ten to twelve years of less than $8 billion would divert 30 percent of the growing truck traffic on I-81 to rail. That would be far more bang for the state's buck than the $11 billion it would take to add more lanes to the highway, especially since it would bring many other public benefits, from reduced highway accidents and lower repair costs to enormous improvements in fuel efficiency and pollution reduction. Today, a single train can move as many containers as 280 trucks while using one-third as much energy—and that's before any improvements to rail infrastructure.}

UQ: On Brink

The longer we ignore congestion, the worse it gets
Schrank, Associate Research Scientist, et al, 2011 (David, TTI's 2011 URBAN MOBILITY REPORT, pg9; FAS)

(The national congestion cost will grow from $101 billion to $133 billion in 2015 and $175 billion in 2020 (in 2010 dollars). Delay will grow to 6.1 billion hours in 2015 and 7.7 billion hours in 2020. The average commuter will see their cost grow to $937 in 2015 and $1,232 in 2020 (in 2010 dollars). They will waste 37 hours and 16 gallons in 2015 and 41 hours and 19 gallons in 2020. Wasted fuel will increase to 2.5 billion gallons in 2015 and 3.2 billion gallons in 2020. If the price of gasoline grows to $5 per gallon, the congestion-related fuel cost would grow to $13 billion in 2015 and $16 billion in 2020.)

Solvency: US HSR Solves Highway Congestion

High Speed Rail is energy efficient = decreases emissions and congestion

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

{High speed rail is an energy efficient mode of transportation that will protect our environment and improve our nation's health. Through rail, our nation's carbon footprint will be reduced and this mode of transportation will act as an alternative to congested highways and aviation systems. Maintaining, and not only building high speed rail, is essential to its success. Finding a source of stable funding is necessary, and at this early stage, we should be open to all ideas. The Obama Administration has already begun efforts to build high speed rail and the most recent proposal to spend $53 billion over the next six years sends a strong, necessary message. The President has challenged us with a goal of giving 80% of Americans access to high-speed rail within 25 years. We should see this challenge as an opportunity to put Americans to work for decades to come. As a person who came to this country at age eleven not speaking a word of English, I truly believe that it is possible to achieve anything in our great country. We have the building blocks necessary for high speed rail to become a reality. Now let us work together and rise to the challenge of making true high speed rail a national priority.}

HSR Solves congestion decreases – reduced flying and driving

Cooper, Finance Staff Writer for International Herald tribune, **2011** (Michael, "Politics put an end to high-speed rail in U.S.; How Tea Party power and the financial crises snuffed out bullet trains", Accessed: June 26, 2012, pg. 17; FAS)

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A national high-speed rail network is key to alleviate congestion in highways and airports that devastate the economy causing a loss of billions of dollars

Kunz, president and CEO of the U.S. High Speed Rail Association, a trade group that focuses on advancing a national network, March 10, **2011** [Andy, "U.S. High Speed Rail: Time to Hop Aboard or Be Left Behind," http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Accessed 6/1/12] SM

Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; **help revive the country's manufacturing sector by creating a new**

industry producing the **trains**, **steel, and related components**; **alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports**, **where delays cause an estimated $156 billion in losses** to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems.As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies.The **U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy**. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.The U.S. can be part of that future. But if more states follow the example of Florida, Wisconsin, and Ohio, the country will remain shackled by 19th- and 20th-century forms of transportation in a 21st-century world. Contemplate this image: China, Europe, Russia, South America, and other parts of the globe are streaking by at 250 miles per hour while the likes of Governor Scott are stuck in a traffic jam on an interstate, watching the trains whiz past.

High Speed Rail decreases traffic congestion

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Plan would increase jobs for manufacturing sector and small businesses

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

Solvency: Generic Congestion

High Speed Rail decreases traffic congestion

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High Speed Rail connects communities increasing jobs and decreasing congestion

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<"As President Obama said in his State of the Union, there are key places where we cannot afford to sacrifice as a nation – one of which is infrastructure," said Vice President Biden. "As a long time Amtrak rider and advocate**, I understand the need to invest in a modern rail system that will help connect communities, reduce congestion and create quality, skilled manufacturing jobs that cannot be outsourced. This plan will help us to do that, while also increasing access to convenient high speed rail for more Americans."**>

High Speed Rail is energy efficient = decreases emissions and congestion

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Impact Module: Pollution

Congestion increases emissions from cars

Page, Staff Writer for Burlington Free Press, 2012 (Candace, *A simple formula,* June 23, 2012, http://www.burlingtonfreepress.com/article/20120624/GREEN/306240010/Vehicle-pollution-follows-simple-formula?odyssey=mod%7Cnewswell%7Ctext%7CFRONTPAGE%7Cs**, July 2, 2012; FAS)**

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Emissions from Pollution exacerbates global warming turns the planet into fiery Mars – all life will end

Dr. **Brandenberg**, Physicist (Ph.D.) **and Paxson** a science writer **'99** – John and Monica, Dead Mars Dying Earth p. 232-3

The ozone hole expands, driven by a monstrous synergy with global warming that puts more catalytic ice crystals into the stratosphere, but this affects the far north and south and not the major nations' heartlands. The seas rise, the tropics roast but the media networks no longer cover it. The Amazon rainforest becomes the Amazon desert. Oxygen levels fall, but profits rise for those who can provide it in bottles. An equatorial high pressure zone forms, forcing drought in central Africa and Brazil, the Nile dries up and the monsoons fail. Then inevitably, at some unlucky point in time, a major unexpected event occurs—a major volcanic eruption, a sudden and dramatic shift in ocean circulation or a large asteroid impact (those who think freakish accidents do not occur have paid little attention to life or Mars), or a nuclear war that starts between Pakistan and India and escalates to involve China and Russia . . . Suddenly the gradual climb in global temperatures goes on a mad excursion as the oceans warm and release large amounts of dissolved carbon dioxide from their lower depths into the atmosphere. Oxygen levels go down precipitously as oxygen replaces lost oceanic carbon dioxide. Asthma cases double and then double again. Now a third of the world fears breathing. As the oceans dump carbon dioxide, the greenhouse effect increases, which further warms the oceans, causing them to dump even more carbon. Because of the heat, plants die and burn in enormous fires which release more carbon dioxide, and the oceans evaporate, adding more water vapor to the greenhouse. Soon, we are in what is termed a runaway greenhouse effect, as happened to Venus eons ago. The last two surviving scientists inevitably argue, one telling the other, "See! I told you the missing sink was in the ocean!" Earth, as we know it, dies. After this Venusian excursion in temperatures, the oxygen disappears into the soil, the oceans evaporate and are lost and the dead Earth loses its ozone layer completely. Earth is too far from the Sun for it to be the second Venus for long. Its atmosphere is slowly lost—as is its water—because of ultraviolet bombardment breaking up all the molecules apart from carbon dioxide. As the atmosphere becomes thin, the Earth becomes colder. For a short while temperatures are nearly normal, but the ultraviolet sears any life that tries to make a comeback. The carbon dioxide thins out to form a thin veneer with a few wispy clouds and dust devils. Earth becomes the second Mars—red, desolate, with perhaps a few hardy microbes surviving.

Impact Module: Pollution Exts

Congestion causes pollution

The Traffic Flow Project, date unknown (PRACTICAL SOLUTIONS FOR ROAD PRICING, pg 1;FAS)

(Stopping and starting in traffic queues is bad for air pollution too. Traffic causes about 60% of our nitrogen emissions, while transport's share of CO2 emissions is over 25% — more than twice the 1970 figure. **Traffic pollution** is worst in towns, where it **has been blamed for the large rise in asthma and other diseases, particularly in children of school age)**

Congestion wastes gasoline-hurts environment and econ

Fairfax County Chair's Private Sector Energy Task Force, 2012

(Fairfax County Chair's Private Sector Energy Task Force, *Plugging Into the Future,* June 28, 2012, July 2, 2012, pg 6; FAS)

(Within Fairfax County, an estimated 38 gallons of fuel per capita were wasted in 2004 due to highway congestion, according to regional data published by the Texas Transportation Institute (TTI), the nation's leading authority on the subject, i.e**. $133 per man, woman, and child; $532 a year for the average family of four with fuel costing $3.50 per gallon.)**

Impact Module: Economy

A national high-speed rail network is key to alleviate congestion in highways and airports that devastate the economy causing a loss of billions of dollars

Kunz, president and CEO of the U.S. High Speed Rail Association, a trade group that focuses on advancing a national network, March 10, **2011** [Andy, "U.S. High Speed Rail: Time to Hop Aboard or Be Left Behind," http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Accessed 6/1/12] SM

Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; **help revive the country's manufacturing sector by creating a new industry producing** the **trains**, **steel, and related components**; **alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports**, **where delays cause an estimated $156 billion in losses** to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO_2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems.As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies.The **U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy**. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.The U.S. can be part of that future. But if more states follow the example of Florida, Wisconsin, and Ohio, the country will remain shackled by 19th- and 20th-century forms of transportation in a 21st-century world. Contemplate this image: China, Europe, Russia, South America, and other parts of the globe are streaking by at 250 miles per hour while the likes of Governor Scott are stuck in a traffic jam on an interstate, watching the trains whiz past.

Impact Module: Economy – Exts

Congestion costs are increasing

Schrank, Associate Research Scientist, et al, 2011 (David, TTI's 2011 URBAN MOBILITY REPORT, pg6; FAS)

The congestion "invoice" for the cost of extra time and fuel in 439 urban areas was (all values in constant 2010 dollars): **In 2010 – $101 billion In 2000 – $79 billion In 1982 – $21 billion**

Congestion wastes 1.9 billion gallons of fuel

Schrank, Associate Research Scientist, et al, 2011 (David, TTI's 2011 URBAN MOBILITY REPORT, pg6; FAS)

(In 2010: **1.9 billion gallons of wasted fuel (equivalent to about 2 months of flow in the Alaska Pipeline**). **4.8 billion hours of extra time (equivalent to the time Americans spend relaxing and thinking in 10 weeks). $101 billion of delay and fuel cost** (the negative effect of uncertain or longer delivery times, missed meetings, business relocations and other congestion-related effects are not included). $23 billion of the delay cost was the effect of congestion on truck operations; this does not include any value for the goods being transported in the trucks. **The cost to the average commuter was $713 in 2010 compared to an inflation-adjusted $301 in 1982.)**

Congestion wastes gasoline-hurts environment and econ

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A2: O'Toole

O'Toole wrong- he does not take congestion relief into account

Ferry, Summer Associate at America 2050, 2011

(Daniel, focusing on research and advocacy for a national high-speed rail network. He is currently a graduate student in City & Regional Planning and Real Estate Development at Cornell University. Before beginning graduate studies, Daniel worked in the Office of Planning for the Massachusetts Department of Transportation, focusing on research and corridor planning for the South Coast Rail project, a 60-mile extension of commuter rail service from Boston to New Bedford and Fall River, While Buses Play a Valuable Role, they are no Replacement for High-Speed Rail, July 27, 2011, http://www.america2050.org/2011/07/while-buses-play-a-valuable-role-they-are-no-replacement-for-high-speed-rail.html, July 2, 2012, pg 1; FAS)

(In championing buses as an alternative to intercity passenger rail, **O'Toole neglects to address one of the most powerful arguments for rail: providing an alternative to highway congestion.** While using a bus instead of an automobile may intuitively seem to ease congestion by reducing individual car trips and leaving more road space for other highway users, planners **have known for decades that providing additional road space does not solve congestion; in fact it creates additional demand for driving. Indeed, despite public spending of $2.8 trillion on highways between 1982 and 2008, congestion only worsened during that period, with average time wasted in traffic increasing 340 percent to 34 hours per year.** Intercity bus services run along highways, and are therefore subject to the same traffic jams that plague our automobiles. However, **one railway with a single track in each direction has the capacity to transport as many people per hour as sixteen lanes of highway.** Even if endlessly adding new lanes did work to curb congestion, our urban areas that struggle most with congestion simply do not have the space to build enough new highways to meet demand. **Despite advances in traffic control and operations, highway congestion is predicted to get worse, not better, over the next few decades. High-speed trains allow passengers to bypass this congestion, bringing passengers directly into center cities. In addition to their ability to move greater numbers of people than highways at higher speeds, well-managed high-speed rail networks can also deliver reliable service even while accommodating growing numbers of riders.** For example, **after introducing high-speed rail in 1992, Spain saw rail ridership rise from 16 to 51 percent of all trips (including car, bus, airplane, and rail) between Madrid and Seville, roughly the same distance as Boston to Philadelphia. Despite this tremendous growth in ridership, these trains are so reliable that passengers receive a full refund if their train is more than 5 minutes late.** With traffic jams getting more frequent and more severe, our highways cannot be relied on for this caliber of on-time performance. **High-speed rail is the most efficient way to provide new capacity for intercity travel, and adds a layer of redundancy and reliability that highways and airports cannot match.)**

Adv: Climate Change

1AC/2AC Add-On

Warming is real and anthropogenic – continued emissions will result in a mass death and destruction

Prothero, Professor of Geology at Occidental College in Los Angeles, and Lecturer in Geobiology at the California Institute of Technology, **2012**. (Donald "How We Know Global Warming is Real and Human Caused" Skeptic VOl 17 iss 2)

<<**How do we know that global warming is real and primarily human caused? There are numerous lines of evidence that converge toward this conclusion. 1. Carbon Dioxide Increase. Carbon dioxide in our atmosphere has increased at an unprecedented rate in the past 200 years. Not one data set collected over a long enough span of time shows otherwise.** Mann et al. (1999) compiled the past 900 years' worth of temperature data from tree rings, ice cores, corals, and direct measurements in the past few centuries, and the **sudden increase of temperature of the past century stands out like a sore thumb. This famous graph is now known as the "hockey stick" because it is long and straight through most of its length, then bends sharply upward at the end like the blade of a hockey stick.** Other graphs show that climate was very stable within a narrow range of variation through the past 1000, 2000, or even 10,000 years since the end of the last Ice Age. There were minor warming events during the Climatic Optimum about 7000 years ago, the Medieval Warm Period, and the slight cooling of the Little Ice Age in die 1700s and 1800s. **But the magnitude and rapidity of the warming represented by the last 200 years is simply unmatched in all of human history. More revealing, die timing of this warming coincides with the Industrial Revolution, when humans first began massive deforestation and released carbon dioxide into the atmosphere by burning an unprecedented amount of coal, gas, and oil**. **2. Melting Polar Ice Caps. The polar icecaps are thinning and breaking up at an alarming rate**. In 2000, my former graduate advisor Malcolm McKenna was one of the first humans to fly over the North Pole in summer time and see no ice, just open water. The Arctic ice cap has been frozen solid for at least the past 3 million years (and maybe longer),4 but now the entire ice sheet is breaking up so fast that by 2030 (and possibly sooner) less than half of the Arctic will be ice covered in the summer.5 **As one can see from watching the news, this is an ecological disaster for everything that lives up there, from the polar bears to the seals and walruses to the animals they feed upon, to the 4 million people whose world is melting beneath their feet. The Antarctic is thawing even faster.** In February-March 2002, the Larsen B ice shelf - over 3000 square km (the size of Rhode Island) and 220 m (700 feet) thick- broke up in just a few months, a story typical of nearly all the ice shelves in Antarctica. The Larsen B shelf had survived all the previous ice ages and interglacial warming episodes over the past 3 million years, and even the warmest periods of the last 10,000 years- yet it and nearly all the other thick ice sheets on the Arctic, Greenland, and Antarctic are vanishing at a rate never before seen in geologic history. **3. Melting Glaciers. Glaciers are all retreating at the highest rates ever documented. Many of those glaciers, along with snow melt,** especially in the Himalayas, Andes, Alps, and Sierras, provide most of the freshwater that the populations below the mountains depend upon - **yet this fresh water supply is vanishing. Just think about the percentage of world's population in southern Asia (especially India) that depend on Himalayan snowmelt for their fresh water. The implications are staggering.** The permafrost that once remained solidly frozen even in the summer has now Üiawed, damaging the Inuit villages on the Arctic coast and threatening all our pipelines to die North Slope of Alaska. **This is catastrophic not only for life on the permafrost, but as it thaws, the permafrost releases huge amounts of greenhouse gases which are one of the major contributors to global warming. Not only is the ice vanishing, but we have seen record heat waves over and over again, killing thousands of people, as each year joins the list of the hottest years on record**. (2010 just topped that list as the hottest year, surpassing the previous record in 2009, and we shall know about 2011 soon enough). **Natural animal and plant populations are being devastated all over the globe as their environments change.6 Many animals respond by moving their ranges to formerly cold climates, so now places that once did not have to worry about disease-bearing mosquitoes are infested as the climate warms and allows them to breed further north. 4. Sea Level Rise. All that melted ice eventually ends up in the ocean, causing sea levels to rise, as it has many times in the geologic past.** At

present, the sea level is rising about 3-4 mm per year, more than ten times the rate of 0.10.2 mm/year that has occurred over the past 3000 years. Geological data show Üiat ttie sea level was virtually unchanged over the past 10,000 years since the present interglacial began. A few mm here or there doesn't impress people, until you consider that the rate is accelerating and that most scientists predict sea levels will rise 80-130 cm in just the next century. A sea level rise of 1.3 m (almost 4 feet) would drown many of the world's low-elevation cities, such as Venice and New Orleans, and low-lying countries such as the Netherlands or Bangladesh. **A number of tiny island nations such as Vanuatu and the Maldives, which barely poke out above the ocean now, are already vanishing beneath the waves. Eventually their entire population will have to move someplace else**.7 Even a small sea level rise might not drown all these areas, but they are much more vulnerable to the large waves of a storm surge (as happened with Hurricane Katrina), which could do much more damage than sea level rise alone. If sea level rose by 6 m (20 feet), most of die world's coastal plains and low-lying areas (such as the Louisiana bayous, Florida, and most of the world's river deltas) would be drowned. **Most of the world's population lives in lowelevation coastal cities such as** New York, Boston, Philadelphia, Baltimore, Washington, D.C., Miami, and Shanghai. All of those cities would be partially or completely under water with such a sea level rise. **If all the glacial ice caps melted completely (as they have several times before during past greenhouse episodes in the geologic past), sea level would rise by 65 m** (215 feet)! The entire Mississippi Valley would flood, so you could dock an ocean liner in Cairo, Illinois. Such a sea level rise would drown nearly every coastal region under hundreds of feet of water, and inundate New York City, London and Paris. All that would remain would be the tall landmarks such as the Empire State Building, Big Ben, and the Eiffel Tower. **You could tie your boats to these pinnacles, but the rest of these drowned cities would lie deep underwater.>>**

High Speed Rail creates massive net reductions in Co2 emissions, offsets emissions from oil based planes and cars

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Passenger rail is a cleaner form of trans- portation than car or air travel, emitting less global warming pollution and less health-threatening air pollution. Building a high-speed rail network in the Midwest would attract passengers who otherwise would have taken cars or planes, thereby reducing global warming emissions and cleaning up our air. Modernizing our tracks would also benefit freight trains, taking large trucks off of highways and adding to the environmental and health benefits of investment in rail. Passenger rail already emits less global warming pollution than cars or planes, and these savings will increase as the United States develops a high-speed rail network. A Center for Clean Air Policy (CCAP)/ Center for Neighborhood Technology (CNT) study showed that today, passenger rail travel emits 60 percent less carbon di- oxide per passenger mile then cars and 66 percent less than planes. The faster diesel trains that would likely be used to upgrade current service would emit slightly more emissions, but would still emit much less than cars and planes and would draw more passengers than current passenger rail.52 (See Figure 3.) Electric trains show the most potential for global warming emission reductions, even using today's carbon-intensive elec- tricity grid. For example, a passenger on an electric train in Germany produces about 93 percent less air pollution than someone traveling by car, and 91 percent less than someone making the same trip by plane.53 The CCAP/CNT study surveyed the technology used on three different popular electric train lines, in France, Ger- many, and Japan, and found that all would produce lower carbon dioxide emissions per passenger-mile than a fast diesel train when powered by the U.S. electric grid. One especially efficient train, used on the German ICE line, would produce about half the emissions of America's current passenger rail system.54 Electric trains are not only more energy efficient, but they are faster, and could eventually be pow- ered at least partially with emission-free renewable energy. Currently, the Midwest's electric grid is heavily dependent on coal, which makes electric rail less advantageous here than in many other places around the world, but as renewable electricity is increasingly incorporated into that grid, electric trains will offer greater advantages in terms of pollution reduction. By attracting travelers who otherwise would have taken cars or planes, building a high-speed rail network would be much more effective at reducing global warming emissions than our current passenger rail system. A study undertaken for the Mid- west Regional Rail Initiative found that 5.1 million car trips and 1.3 million airplane trips would be replaced by rail trips every year if the full Midwestern rail system is constructed. Once the system is operating at full capacity, the Center for Clean Air Policy and the Center for Neighborhood Technology estimate that it will reduce carbon dioxide by 188,000 tons of carbon dioxide annually.56 That is equal to the an- nual pollution produced by 33,700

cars.57 Savings could be greater. Improvements to and expansion of intrastate conventional rail networks that benefit other rail and freight operations would further reduce emissions. For example, the Minnesota Department of Transportation, using this broader approach to estimating emissions, calculates an annual greenhouse gas reduc- tion of between 318,000 and 526,000 tons from improvements planned over the next 20 years.58 When tracks are upgraded for better passenger rail service, freight traffic needs are considered as well, allowing freight trains to travel faster, more frequently and with fewer delays. Rail transport is much more fuel-efficient than truck transport for freight—various studies estimate that train transport is three to nine times as efficient as truck transport for the same amount of freight.59 The resulting fuel sav- ings add to the emissions reductions from improving passenger rail. Already, federal funding allocated through the Recovery Act will allow for the construction of a new railroad bridge for westbound trains out of Chicago, adding capacity at a criti- cal chokepoint in the city's rail network.60 Chicago is the nation's largest freight rail hub—40 percent of the nation's freight passes through Chicago at some point in its voyage—but also the nation's most congested rail hub, with freight trains sometimes requiring two days to pass through the city.61 Relieving that extreme congestion with track improvements will offer serious environmental and economic benefits.

Unabated climate change collapses civilization

Figueres, Executive Secretary of the UN Framework Convention on Climate Change, February 15, **2011** [Christiana, Security Address to the Congress of Deputies of Spain at the Centro Superior de Estudios de la Defensa Nacional in Madrid," http://climateprogress.org/2011/02/15/food-crisis-climate-change-figueres/, Accessed 6/12/11] SM

In its context, it is alarming to admit that **if the community of nations is unable to fully stabilize climate change, it will threaten where we can live, where and how we grow food and where we can find water. In other words, it will threaten the basic foundation - the very stability on which humanity has built its existence**. Let us look at some factors: 1. **Reduced water supply and growing demand will in some places lead to increasing competition among different sectors of society, different communities and different countries**. Already, one-third of all people in Africa live in drought- prone regions. The IPCC estimates that by 2050, **up to 600 million Africans will be at risk of water stress**. 2. On a global level, **increasingly unpredictable weather patterns will lead to falling agricultural production and higher food prices, leading to food insecurity. In Africa, crop yields could decline by as much as 50% by 2020**. Recent experiences around the world clearly show how such situations can cause political instability and undermine the performance of already fragile states. 3. **Changes in sea-level, more frequent and more severe natural disasters and water shortages have the potential to cause large-scale, destabilizing population movements**. **Migration, especially within a country, is not inherently problematic and is quite common in Africa. But what we have seen historically in terms of international migration will be tiny compared to the migration brought about by the magnitude of future pressures on vulnerable populations**. All these factors taken together mean that **climate change, especially if left unabated, threatens to increase poverty and overwhelm the capacity of governments to meet the basic needs of their people, which could well contribute to the emergence, spread and longevity of conflict.** As you certainly know better than me, these are the reasons why militaries around the world are planning for climate change, adjusting their budgets, their strategies and their priorities. This is understandable, **but the very scale of the security problem in a world that begins to panic over the advanced impacts of climate change could overwhelm any single country's ability to defend against it, let alone pay the cost to do so.**

UQ: Warming is Real

An undeniable scientific consensus has validated the existence of anthropogenic warming – projected carbon emissions are much higher than predicted and positive feedbacks are increasing at rapid rates

Mann, prof of Meteorology and Geosciences @ Penn State University, director of the Penn State Earth System Science Center, awarded the 2012 Hans Oeschger Medal of the European Geosciences Union, **April** 12, **2012** [Environment 360 - Michael E., "Besieged by Climate Deniers, A Scientist Decides to Fight Back," http://e360.yale.edu/feature/climate_scientist_michael_mann_fights_back_against_skeptics/2516/, Accessed 6/9/12] SM

But scientists who work on climate change are increasingly finding our work questioned by politicians and ideologues who simply don't like our findings. Too often, politicians start with their conclusion, then work backwards to find the evidence — any evidence, regardless of its quality — to back up their preferred policy positions. And the fossil fuel industry is happy to fund those who attack our work, because our research has pointed to the burning of their products — oil, coal, and natural gas — as the primary drivers of climate change.For more than a decade, I've found myself targeted and attacked by political interests who feel threatened by some facts my colleagues and I uncovered about our changing climate. We have received menacing e-mails, including anonymous death threats. I've received a package containing an Anthrax-like white powder (the FBI determined that it was a hoax), and someone threw a dead rat on the doorstep of another colleague. As the political conversation around climate change has become more polarized, the attacks have intensified.Now, however, my colleagues and I are fighting back, a task that is made easier because the findings that have made us the targets of climate change deniers have only been further validated as CO2 levels continue to rise and the world continues to warm. This is also true when it comes to the research behind the so-called "hockey stick" graph, which is what first prompted attacks on me and my colleagues.That graph, unveiled in a 1998 paper, showed global temperatures level or decreasing for 1,000 years (the shaft of the stick) and then spiking upward in the past century (the upturned blade.) Those rapidly rising temperatures tracked increases in atmospheric levels of carbon dioxide, which coincided with the world's growing use of fossil fuels.For better and worse, our graph became an icon of climate change because it was relatively easy to understand. That made it a threat to opponents of dealing with global warming, who invested significant time and resources attacking our research. At first, my colleagues and I responded as we would to any scientific question. We evaluated the claims about our data and methods and responded in the scientific literature. But instead of questioning our claims in good faith, our critics approached the hockey stick like a politician approaches a piece of legislation he or she doesn't like. Their goal was to dismantle our findings, regardless of the facts. By 2005, U.S. Rep. Joe Barton (R-Texas), one of the biggest recipients of fossil fuel funding in the House of Representatives, sent my colleagues and me letters demanding that we open our professional and personal lives to an investigation from his committee.These attacks obscure the bigger picture. Climate science is like a vast puzzle. Individual papers like ours are a single piece of that puzzle. Scientists are still filling in pieces the puzzle, but we can see a relatively complete picture of our climate that tells us the Earth is warming, human activity is the cause, and that we are locking in substantial rises in sea level, increasingly intense heat waves and floods, and threats to global fresh water and food resources as we continue to burn fossil fuels.But politicians and ideologues try to make climate science out to be a house of cards. Remove one card and the whole thing falls down. The hockey stick papers, they decided, must be one of those cards and their response was to attack our research and challenge our integrity. I call it the "Serengeti strategy," in which predators look for what they perceive as the most vulnerable animals in a herd.In 2005, U.S. Rep. Sherwood Boehlert (R-New York) had the courage to stand up to Joe Barton. Boehlert asked the National Academy of Sciences — an institution created by Abraham Lincoln to advise the government on scientific matters — to evaluate the "hockey stick" and related studies. The academy found our conclusions to be valid and appropriately understood them to be one piece of the puzzle. In fact, dozens of "hockey stick" studies using different data and methods have verified and extended our original findings in the past several years.Barton took a different tack. He commissioned a statistician from George Mason University to produce a report for his committee to misrepresent our research. When the National Academy of Sciences issued its report, which validated our findings, fossil fuel industry allies in Congress like Sen. James Inhofe (R-Oklahoma) falsely claimed that the report disproved our research. Inhofe has named me and 16 others scientists as people he'd like to investigate if he again gains control of a committee in the Senate. Inhofe has just published a book detailing the "global warming conspiracy" he believes is behind climate science research. As a climate scientist, I can

assure everyone that my colleagues and I simply aren't that organized.Like Barton, Virginia Attorney General Ken Cuccinelli issued a subpoena in 2010 demanding personal correspondence from me and dozens of other scientists from my time at the University of Virginia. Thankfully, groups like the Union of Concerned Scientists, the American Association of University Professors, and several free speech organizations urged the university to fight Cuccinelli's demands, and the university did. Cuccinelli lost his case before the Virginia Supreme Court last month. While we don't know how much Cuccinelli's office spent on this witchhunt, the university spent more than $600,000 in private funds defending scientists' right to privacy.Inhofe and Cuccinelli both drew their inspiration from an incident in November 2009, when climate scientists had their emails stolen from the University of East Anglia and misrepresented through a coordinated public relations campaign orchestrated by a who's who of climate denial front groups. Why attack the University of East Anglia? It is one of four major government and academic centers that track global temperatures. Again, the Serengeti strategy at work: no matter that all the data from these four institutions tell us the world is rapidly warming, and that numerous independent investigations later concluded that the scientists whose e-mails had been hacked, including mine, had not engaged in fraud or scientific misconduct.Despite these attacks, reality is catching up to our national conversation about climate change, and it is becoming harder to deny what the science has been telling us. Since the Intergovernmental Panel on Climate Change (IPCC) reports in 2007, new scientific findings have indicated that global warming is generally worse than we thought. Carbon emissions are higher than the IPCC projected, Arctic sea ice is melting at a faster-than-expected clip, and observed and projected sea levels are increasing. At the same time, advances in climate science have more definitively linked climate change to an increasing likelihood of many types of extreme weather events.

UQ: Warming is Anthropogenic

An undeniable scientific consensus has validated the existence of anthropogenic warming – projected carbon emissions are much higher than predicted and positive feedbacks are increasing at rapid rates

Mann, prof of Meteorology and Geosciences @ Penn State University, director of the Penn State Earth System Science Center, awarded the 2012 Hans Oeschger Medal of the European Geosciences Union, **April** 12, **2012** [Environment 360 - Michael E., "Besieged by Climate Deniers, A Scientist Decides to Fight Back," http://e360.yale.edu/feature/climate_scientist_michael_mann_fights_back_against_skeptics/2516/, Accessed 6/9/12] SM

But scientists who work on climate change are increasingly finding our work questioned by politicians and ideologues who simply don't like our findings. Too often, politicians start with their conclusion, then work backwards to find the evidence — any evidence, regardless of its quality — to back up their preferred policy positions. And the fossil fuel industry is happy to fund those who attack our work, because our research has pointed to the burning of their products — oil, coal, and natural gas — as the primary drivers of climate change.For more than a decade, I've found myself targeted and attacked by political interests who feel threatened by some facts my colleagues and I uncovered about our changing climate. We have received menacing e-mails, including anonymous death threats. I've received a package containing an Anthrax-like white powder (the FBI determined that it was a hoax), and someone threw a dead rat on the doorstep of another colleague. As the political conversation around climate change has become more polarized, the attacks have intensified.Now, however, my colleagues and I are fighting back, a task that is made easier because the findings that have made us the targets of climate change deniers have only been further validated as CO2 levels continue to rise and the world continues to warm. This is also true when it comes to the research behind the so-called "hockey stick" graph, which is what first prompted attacks on me and my colleagues.That graph, unveiled in a 1998 paper, showed global temperatures level or decreasing for 1,000 years (the shaft of the stick) and then spiking upward in the past century (the upturned blade.) Those rapidly rising temperatures tracked increases in atmospheric levels of carbon dioxide, which coincided with the world's growing use of fossil fuels.For better and worse, our graph became an icon of climate change because it was relatively easy to understand. That made it a threat to opponents of dealing with global warming, who invested significant time and resources attacking our research. At first, my colleagues and I responded as we would to any scientific question. We evaluated the claims about our data and methods and responded in the scientific literature. But instead of questioning our claims in good faith, our critics approached the hockey stick like a politician approaches a piece of legislation he or she doesn't like. Their goal was to dismantle our findings, regardless of the facts. By 2005, U.S. Rep. Joe Barton (R-Texas), one of the biggest recipients of fossil fuel funding in the House of Representatives, sent my colleagues and me letters demanding that we open our professional and personal lives to an investigation from his committee.These attacks obscure the bigger picture. Climate science is like a vast puzzle. Individual papers like ours are a single piece of that puzzle. Scientists are still filling in pieces the puzzle, but we can see a relatively complete picture of our climate that tells us the Earth is warming, human activity is the cause, and that we are locking in substantial rises in sea level, increasingly intense heat waves and floods, and threats to global fresh water and food resources as we continue to burn fossil fuels.But politicians and ideologues try to make climate science out to be a house of cards. Remove one card and the whole thing falls down. The hockey stick papers, they decided, must be one of those cards and their response was to attack our research and challenge our integrity. I call it the "Serengeti strategy," in which predators look for what they perceive as the most vulnerable animals in a herd.In 2005, U.S. Rep. Sherwood Boehlert (R-New York) had the courage to stand up to Joe Barton. Boehlert asked the National Academy of Sciences — an institution created by Abraham Lincoln to advise the government on scientific matters — to evaluate the "hockey stick" and related studies. The academy found our conclusions to be valid and appropriately understood them to be one piece of the puzzle. In fact, dozens of "hockey stick" studies using different data and methods have verified and extended our original findings in the past several years.Barton took a different tack. He commissioned a statistician from George Mason University to produce a report for his committee to misrepresent our research. When the National Academy of Sciences issued its report, which validated our findings, fossil fuel industry allies in Congress like Sen. James Inhofe (R-Oklahoma) falsely claimed that the report disproved our research. Inhofe has named me and 16 others scientists as people he'd like to investigate if he again gains control of a committee in the Senate. Inhofe has just published a book detailing the "global warming conspiracy" he believes is behind climate science research. As a climate scientist, I can

assure everyone that my colleagues and I simply aren't that organized.Like Barton, Virginia Attorney General Ken Cuccinelli issued a subpoena in 2010 demanding personal correspondence from me and dozens of other scientists from my time at the University of Virginia. Thankfully, groups like the Union of Concerned Scientists, the American Association of University Professors, and several free speech organizations urged the university to fight Cuccinelli's demands, and the university did. Cuccinelli lost his case before the Virginia Supreme Court last month. While we don't know how much Cuccinelli's office spent on this witchhunt, the university spent more than $600,000 in private funds defending scientists' right to privacy.Inhofe and Cuccinelli both drew their inspiration from an incident in November 2009, when climate scientists had their emails stolen from the University of East Anglia and misrepresented through a coordinated public relations campaign orchestrated by a who's who of climate denial front groups. Why attack the University of East Anglia? It is one of four major government and academic centers that track global temperatures. Again, the Serengeti strategy at work: no matter that all the data from these four institutions tell us the world is rapidly warming, and that numerous independent investigations later concluded that the scientists whose e-mails had been hacked, including mine, had not engaged in fraud or scientific misconduct.Despite these attacks, reality is catching up to our national conversation about climate change, and it is becoming harder to deny what the science has been telling us. Since the Intergovernmental Panel on Climate Change (IPCC) reports in 2007, new scientific findings have indicated that global warming is generally worse than we thought. Carbon emissions are higher than the IPCC projected, Arctic sea ice is melting at a faster-than-expected clip, and observed and projected sea levels are increasing. At the same time, advances in climate science have more definitively linked climate change to an increasing likelihood of many types of extreme weather events.

HSR will be energy efficient – ran on renewables

Green Chip Stocks, 7-3-2012, (Green Chip Stocks, High-Speed Rail: Getting Back on Track, 2012, http://www.greenchipstocks.com/report/high-speed-rail-getting-back-on-track/450, July 3, 2012, pg 1; FAS)

(**Through Siemens Mobility Division, the company will build 70 electric locomotives with energy efficient features for Amtrak's Northeast and Keystone Corridor lines**. "This isn't your grandfather's locomotive," said Oliver Hauck, president of the Mobility Division of Siemens Industry Inc. "**Not only will we use renewable energy to build them, the locomotives will also include energy efficient features, such as regenerative braking that can feed up to 100 percent of the energy generated during braking back to the power grid."** Already a producer of light rail trains in America, every third light rail vehicle in the United States is a Siemens product. **These new trains will be customized to meet the needs of the most heavily traveled rail route in the country — the Northeast corridor, which covers Washington D.C. to Boston — at a sustained speed of 125 mph, and up to 110 mph on the Keystone Corridor from Philadelphia to Harrisburg, PA.** "**Amtrak's order for 70 new electric locomotives will not only create new manufacturing jobs, it supports the Department of Transportation's strategy to use transportation to build the infrastructure needed to support a modern growing economy, while helping make our cities more livable, improve the environment and reduce our dependence on foreign oil," said Joseph C. Szabo, Federal Railroad Administrator.)**

Plan would decrease emissions and congestion

Office of the vice president, February 08, 2011

(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential

condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

Solvency: US HSR Decreases Emissions

High Speed Rail creates massive net reductions in Co2 emissions, offsets emissions from oil based planes and cars

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Passenger rail is a cleaner form of trans- portation than car or air travel, emitting less global warming pollution and less health-threatening air pollution. Building a high-speed rail network in the Midwest would attract passengers who otherwise would have taken cars or planes, thereby reducing global warming emissions and cleaning up our air. Modernizing our tracks would also benefit freight trains, taking large trucks off of highways and adding to the environmental and health benefits of investment in rail. Passenger rail already emits less global warming pollution than cars or planes, and these savings will increase as the United States develops a high-speed rail network. A Center for Clean Air Policy (CCAP)/ Center for Neighborhood Technology (CNT) study showed that today, passenger rail travel emits 60 percent less carbon di- oxide per passenger mile then cars and 66 percent less than planes. The faster diesel trains that would likely be used to upgrade current service would emit slightly more emissions, but would still emit much less than cars and planes and would draw more passengers than current passenger rail.52 (See Figure 3.) Electric trains show the most potential for global warming emission reductions, even using today's carbon-intensive elec- tricity grid. For example, a passenger on an electric train in Germany produces about 93 percent less air pollution than someone traveling by car, and 91 percent less than someone making the same trip by plane.53 The CCAP/CNT study surveyed the technology used on three different popular electric train lines, in France, Ger- many, and Japan, and found that all would produce lower carbon dioxide emissions per passenger-mile than a fast diesel train when powered by the U.S. electric grid. One especially efficient train, used on the German ICE line, would produce about half the emissions of America's current passenger rail system.54 Electric trains are not only more energy efficient, but they are faster, and could eventually be pow- ered at least partially with emission-free renewable energy. Currently, the Midwest's electric grid is heavily dependent on coal, which makes electric rail less advantageous here than in many other places around the world, but as renewable electricity is increasingly incorporated into that grid, electric trains will offer greater advantages in terms of pollution reduction. By attracting travelers who otherwise would have taken cars or planes, building a high-speed rail network would be much more effective at reducing global warming emissions than our current passenger rail system. A study undertaken for the Mid- west Regional Rail Initiative found that 5.1 million car trips and 1.3 million airplane trips would be replaced by rail trips every year if the full Midwestern rail system is constructed. Once the system is operating at full capacity, the Center for Clean Air Policy and the Center for Neighborhood Technology estimate that it will reduce carbon dioxide by 188,000 tons of carbon dioxide annually.56 That is equal to the an- nual pollution produced by 33,700 cars.57 Savings could be greater. Improvements to and expansion of intrastate conventional rail networks that benefit other rail and freight operations would further reduce emissions. For example, the Minnesota Department of Transportation, using this broader approach to estimating emissions, calculates an annual greenhouse gas reduc- tion of between 318,000 and 526,000 tons from improvements planned over the next 20 years.58 When tracks are upgraded for better passenger rail service, freight traffic needs are considered as well, allowing freight trains to travel faster, more frequently and with fewer delays. Rail transport is much more fuel-efficient than truck transport for freight—various studies estimate that train transport is three to nine times as efficient as truck transport for the same amount of freight.59 The resulting fuel sav- ings add to the emissions reductions from improving passenger rail. Already, federal funding allocated through the Recovery Act will allow for the construction of a new railroad bridge for westbound trains out of Chicago, adding capacity at a criti- cal chokepoint in the city's rail network.60 Chicago is the nation's largest freight rail hub—40 percent of the nation's freight passes through Chicago at some point in its voyage—but also the nation's most congested rail hub, with freight trains sometimes requiring two days to pass through the city.61

Relieving that extreme congestion with track improvements will offer serious environmental and economic benefits.

Improving our transportation infrastructure is key to the environment

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.13

(Our transportation system has also not adapted to the energy realities of the 21st century**. Air pollution and carbon emissions—the majority of which in the United States are generated by transportation—threaten the environment. Reliance on foreign oil has imperiled our national security. And fluctuating gas prices are making Americans' car-dependent lifestyles simply unaffordable.** We are increasingly aware that for all these reasons a trans-portation system largely run on gasoline is environmentally and economically unsustainable.)

Plan would decrease emissions and congestion

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HSR emissions decreases – reduced flying and driving

Cooper, Finance Staff Writer for International Herald tribune, **2011** (Michael, "Politics put an end to high-speed rail in U.S.; How Tea Party power and the financial crises snuffed out bullet trains", Accessed: June 26, 2012, pg. 17; FAS)

{In 2009, it had been the Obama administration that had pushed to bring high-speed rail to the United States. The vehicle was the $787 billion stimulus package, which, though it was originally sold as a public works program, devoted more money to tax cuts and aid to states than to infrastructure. With much of the construction money in the stimulus ending up paying for prosaic things like repaving roads, the administration decided to make sure that some of it would leave a lasting legacy: They devoted $8 billion for rail and high-speed rail. To the Obama administration, the benefits seemed obvious. The money offered a chance to put people to work designing and building railroads. High-speed trains would lure riders who would otherwise drive or fly, reducing congestion, pollution and the country's dependence on foreign oil. And simply building new futuristic trains zipping around at more than 150 miles an hour would be an accomplishment in itself, one that could lift the spirits of a recession-battered nation.}

Solvency: US HSR Ran on Alternative/Renewable Energy

HSR will be energy efficient – ran on renewables

Green Chip Stocks, 7-3-2012, (Green Chip Stocks, High-Speed Rail: Getting Back on Track, 2012, http://www.greenchipstocks.com/report/high-speed-rail-getting-back-on-track/450, July 3, 2012, pg 1; FAS)

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HSR potential to be lowest NRG consumer

Cosgrove, YBITS - Inst Transportation Studies, Spring **2010** (Christine, "Tracking High-Speed Rail's Energy Use and Emissions", http://its.berkeley.edu/btl/2010/spring/HRS-life-cycle, Accessed 7/1/12) RMR

But under current conditions—with the model of HSR trains proposed and its energy source, as well as the types of automobiles and airplanes now in existence—the ITS researchers found that high-speed rail has the potential to be the lowest energy consumer and greenhouse gas emitter only if it consistently travels at high occupancy or uses a low-emission electricity source such as wind, both of which will require appropriate planning and continued investment.

HSR NRG efficient

Cosgrove, , Spring 2010 (Christine, "Tracking High-Speed Rail's Energy Use and Emissions", http://its.berkeley.edu/btl/2010/spring/HRS-life-cycle, Accessed 7/1/12) RMR

For example, according to their findings a car with five passengers is energy-equivalent to California's planned HSR with 1011 passengers and heavy rail with 298 passengers over a period of decades. They also note that while one mode may perform better than another at their average occupancies, there are many ridership levels where this may not be the case: one mode may not be as environmentally friendly as another mode at average loading, or occupancy. This is particularly important for HSR which may travel at 25% loading at some times and 90% loading at others.

Impact Module: Water Scarcity/Poverty/War

Unabated climate change collapses civilization

Figueres, Executive Secretary of the UN Framework Convention on Climate Change, February 15, **2011** [Christiana, Security Address to the Congress of Deputies of Spain at the Centro Superior de Estudios de la Defensa Nacional in Madrid," http://climateprogress.org/2011/02/15/food-crisis-climate-change-figueres/, Accessed 6/12/11] SM

In its context, it is alarming to admit that **if the community of nations is unable to fully stabilize climate change, it will threaten where we can live, where and how we grow food and where we can find water. In other words, it will threaten the basic foundation - the very stability on which humanity has built its existence**. Let us look at some factors: 1. **Reduced water supply and growing demand will in some places lead to increasing competition among different sectors of society, different communities and different countries**. Already, one-third of all people in Africa live in drought- prone regions. The IPCC estimates that by 2050, **up to 600 million Africans will be at risk of water stress**. 2. On a global level, **increasingly unpredictable weather patterns will lead to falling agricultural production and higher food prices, leading to food insecurity. In Africa, crop yields could decline by as much as 50% by 2020**. Recent experiences around the world clearly show how such situations can cause political instability and undermine the performance of already fragile states. 3. **Changes in sea-level, more frequent and more severe natural disasters and water shortages have the potential to cause large-scale, destabilizing population movements**. **Migration, especially within a country, is not inherently problematic and is quite common in Africa. But what we have seen historically in terms of international migration will be tiny compared to the migration brought about by the magnitude of future pressures on vulnerable populations**. All these factors taken together mean that **climate change, especially if left unabated, threatens to increase poverty and overwhelm the capacity of governments to meet the basic needs of their people, which could well contribute to the emergence, spread and longevity of conflict.** As you certainly know better than me, these are the reasons why militaries around the world are planning for climate change, adjusting their budgets, their strategies and their priorities. This is understandable, **but the very scale of the security problem in a world that begins to panic over the advanced impacts of climate change could overwhelm any single country's ability to defend against it, let alone pay the cost to do so.**

Adv: Poverty

1AC/2AC Add-On

Infrastructure not sufficient for nation's poor

Cholia, Coeditor of Alt transport, October 19, **2010** (Ami, Alt Transport, http://alttransport.com/2010/10/lack-of-transportation-affects-our-nations-poor-the-most/; DKE)

[Over the last ten years, more than two-thirds of poverty growth in the nation's metro areas occurred in the suburbs, and there are now 1.6 million more poor people living in the suburbs than in center cities. Since 2000, there has been a general increase in the nation's poverty rate, but it has been far worse in the suburbs than in the cities—a 37.4 percent increase versus 16.7 percent. Though the poverty rate remains higher in central cities, the number of poor suburbanites is growing quickly." According to The Brookings Institution we don't have enough infrastructure in place to deal with this new movement. And our transportation resources, which are already strained, can't seem to cater to them. Given the far out distances of the suburbs, those routes are the hardest to serve.]

Poor most affected by transit cuts – National High Speed Rail will reverse that trend

Cholia, Coeditor of Alt transport, October 19, **2010** (Ami, Alt Transport, http://alttransport.com/2010/09/does-our-nations-transportation-policy-violate-the-civil-rights-act/; DKE)

[Manhattan (the city's richest and whitest borough) is abundantly better connected to trains and buses than any of the other boroughs. In fact, when the Metropolitan Transit Association cut its buses and train lines, the Bronx, Brooklyn and Queens felt it the hardest. Minorities and other low income groups, who overwhelmingly live in the outer boroughs, are far more affected by transit cuts and increasing highway spending than their largely white counterparts who live in wealthier neighborhoods. And that's a problem. Title III of the Civil Rights Act prohibits state and municipal governments from denying access to public facilities on grounds of race, religion, gender, or ethnicity, where as Title VI, prevents discrimination by government agencies that receive federal funding. If an agency is found in violation of Title VI, that agency can lose its federal funding. While the cuts were not made to be discriminatory, in practice they violate both the above titles. With 84 percent of U.S. transit agencies facing service cuts and fare hikes, we are witnessing how this trend is far more widespread than New York alone. In the larger context, it becomes a very serious form of discrimination. As Laura Barrett, director of the Transportation Equity Network, quoted Dr. Robert Bullard in the Huffington Post: Nationally, only seven percent of white households do not own a car, compared to 24 percent of African American households, 17 percent of Latino households, and 13 percent of Asian American households. African Americans are almost six times as likely as whites to use transit to get around. In urban areas, African Americans and Latinos comprise over 54 percent of transit users (62 percent of bus riders, 35 percent of subway riders, and 29 percent of commuter rail riders). This argument goes beyond race, of course. The cuts exacerbate the exclusion of all the protected classes including low-income groups, immigrants, the elderly and the disabled, since their access to automobiles is that much more difficult. In fact, Bay Area Rapid Transit lost $70 million in stimulus funding in violation of civil rights laws for its Oakland Airport Connector project because it failed to study how the project would affect low-income and minority transit riders.]

Poverty is a structural violence that creates a cycle of oppression where certain lives are prioritized over others.

Gilligan, (Dept. of Psych. @ Harvard Med & Dir. of the Center for the Study of Violence) **1996**
[James, Violence: Our Deadly Epidemic and its Causes p. 191-196]

You cannot work for one day with the violent people who fill our prisons and mental hospitals for the criminally insane without being forcibly and constantly reminded of the extreme poverty and discrimination that characterize their lives. Hearing about their lives, and about their families and friends, you are forced to recognize the truth in Gandhi's observation that the deadliest form of violence is poverty. **Not a day goes by without realizing that trying to understand them and their virulent behavior in purely individual terms is impossible and wrong-headed**. Any theory of violence, especially a psychological theory, that evolves from the experience of men in maximum security prisons and hospitals for the criminally insane must begin with the recognition that these institutions are only microcosms. They are not where the major violence of our society takes place, and the perpetrators who fill them are far from being the main causes of most violent deaths. **Any approach to a theory of violence needs to begin with a look at the structural violence of this country**. Focusing merely on those relatively few men who commit what we define as murder could distract us from examining and learning from those structural causes of violent death that are far more significant from a numerical or public health, or human, standpoint By "structural violence" I mean the increased rates of death and disability suffered by those who occupy the bottom rungs of society, as contrasted with the relatively lower death rates experienced by those who are above them. Those **excess deaths** (or at least a demonstratably large portion of them) **are a function of class structure; and that structure is itself a product of society's collective human choices, concerning how to distribute the collective wealth of the society**. These are not acts of God. I am contrasting "**structural**" with "**behavioral violence,"** by which I mean the **non-natural deaths and injuries that are caused by specific behavioral actions of individuals against individuals, such as the deaths we attribute to homicide, suicide, soldiers in warfare, capital punishment, and so on. Structural violence differs from behavioral violence in at least three major respects The lethal effects of structural violence operate continuously rather than sporadically, whereas murders, suicides, executions, wars, and other forms of behavioral violence occur one at a time. Structural violence operates more or less independently of individual acs; independent of individuals and group**s (politicians, political parties, voters) **whose decisions may nevertheless have lethal consequences for othe**rs. <Continues, page 195> **The 14 to 18 million deaths a year caused by structural violence compare with about 100,000 deaths per year from armed conflict**. Comparing this frequency of deaths from structural violence to the frequency of those caused by major military and political violence, such as World War II (an estimated 49 million military and civilian deaths, including those caused by genocide---or about eight million per year, 1939-1945), the Indonesian massacre of 1965-66 (perhaps 575,000 deaths), the Vietnam war (possibly two million, 1954-1973), and even a hypothetical nuclear exchange between the U.S. and the U.S.S.R. (232 million), **it was clear that even war cannot begin to compare with structural violence,** which continues year after year. In other words, every fifteen years, on the average, as many people die because of relative poverty as would be killed in a nuclear war that caused 232 deaths, and every single year, two to three times as many people die from poverty throughout the world as were killed by the Nazi genocide of the Jews over a six-year period. **This is, in effect, the equivalent of an ongoing, unending, in fact accelerating, thermonuclear war, or genocide, perpetuated on the week and poor every year of every decade, throughout the world. Structural violence is also the main cause of behavioral violence on a socially and epidemiologically significant scale (from homicide and suicide to war and genocide). The question as to which of the two forms of violence—structural or behavioral—is more important, dangerous, or lethal is moot, for they are inextricably related to each other, as cause to effect.**

UQ: Mass Transportation Not Accessible Now

Infrastructure not sufficient for nation's poor

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Internal: Affordability/Jobs Key to Accessibility

Transit facilitates interconnectivity and discourages suburban sprawl

Goozner, chief financial, and chief economics correspondent for the Chicago Tribune, **June 25, 2012** (Merrill, Gooznews, http://gooznews.com/?p=4018; DKE)

["Smart-growth" environmentalists and new urbanists that push for walkable neighborhoods also advocate for more transit projects. They see them as a way to discourage suburban sprawl while building the infrastructure needed for higher-density, "in fill" development.]

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Solvency: HSR Creates Accessible Rail System

Rail necessary for urban trans system, serves poor

Sitharam, Chairman India's Centre for Infrastructure, Sustainable Transport and Urban Planning, **2012** (T.G., Deccan Herald, http://www.deccanherald.com/content/260945/commuter-train-track-take-future.html; DKE)

[**Addressing traffic problems seems to be the guiding principle of urban transportation policies. Rail transit is a necessary component of a contemporary urban transportation system**. Bus, rail, metro, mono rail and suburban rails have all got different uses for commuters. A variety of transportation strategies such as metro rail, mono rail, LRT, high-speed rail connectivity to the airport and commuter rail have been proposed in Bangalore. **Rail transit at grade has the potential to improve the environment, serve the poor, and reduce congestion.** To combat the traffic, many alternatives to rail corridor such as signal-free road corridors, expressway expansion to the airport, development of underpasses and flyovers are continuously looked for. A strong and established Indian Railways network exists in Bangalore as a backbone. It is very ideal to exploit this network.]

High Speed Rail increases real estate access in surrounding areas- Minneapolis, Denver, and Charlotte prove

Center for Transit Oriented Development, leading national entity dedicated to providing innovative practices, policy reform, research, analysis, and investment tools to support TOD implementation, **2011** (CTOD, Rails to Real Estate: development Patterns Along Three New Transit Lines, March 2011, http://ctod.org/pdfs/2011R2R.pdf, Access: 7/1/2012) AGI

{All three transit lines experienced a tremendous amount of new development. Each of the three corridors experienced between 6 and 10 million square feet of new development since the year before the new transit lines opened (see chart). Charlotte's Blue Line had the most development, with approximately 9.8 million square feet of new space between 2005 and 2009. The majority of development in all three corridors was housing, a reflection of national market conditions in the earlymid 2000's, which strongly favored residential development. However both the Denver and Charlotte regions experienced a significant amount of commercial development as well. The private sector sees value in locations near transit, and this is reflected in the design and marketing of projects. Developers have made major changes to the design of projects to take advantage of the new light rail connection, and in some cases the concept of TOD may also have helped to attract capital for projects. Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents. Many projects have been directly marketed as being near the light rail.}

HSR is profitable

Longshore, studied at Wisconsin-Stevens Point, 2010 (Samantha, Putting the Brakes on High Speed Rail, **2010**, June 26, 2012) FAS pg 2

(Those opposed to high-speed rails often see more good in existing infrastructure investment, such as roadwork. They believe this investment will serve more people than a high-speed rail might. However, high-speed rails may become a popular idea with this audience if they can serve not only individuals but national productivity. The executive director for the American High-Speed Rail Alliance, Mary Ellen

Curto, sees high-speed rails as a means of productivity and global competitiveness. She claims that as roadways and air travel become more congested, a high-speed rail could relieve some tension on distribution channels. High-speed rails may not be effective in every part of the U.S., but in densely populated areas, a national high-speed rail system could develop into part of a positive business model, becoming not only a sustainable option but a profitable one.)

Adv: Marginalized Communities/Urbanization

1AC/2AC Add-On

Transit facilitates interconnectivity and discourages suburban sprawl

Goozner, chief financial, and chief economics correspondent for the Chicago Tribune, **June 25, 2012** (Merrill, Gooznews, http://gooznews.com/?p=4018; DKE)

["Smart-growth" environmentalists and new urbanists that push for walkable neighborhoods also advocate for more transit projects. They see them as a way to discourage suburban sprawl while building the infrastructure needed for higher-density, "in fill" development.]

High speed rail solves urban sprawl

Staff writer for Jim Beall, California assembly member, December 06 **2010** (Official website of Jim Beall, http://asmdc.org/members/a24/news-room/press-releases/item/2977-beall-authors-high-speed-rail-bill-to-spur-jobs-and-economic-development;DKE)

[**Assemblymember Jim Beall, Jr. introduced legislation Monday to revitalize districts surrounding high-speed rail areas by promoting residential and retail development that generate jobs and discourage urban sprawl.** Assembly Bill 31 provides incentives for cities with proposed high-speed rail stations to obtain greenhouse gas emission credits, institute and expand enterprise zones around the stations, and help them qualify for federal matching funds to plan for transportation-oriented development. "With AB 31, we have the opportunity to revitalize areas around the train stations by incorporating a mix of residential, commercial, and retail development that can make those districts the centers of their cities,'' said Beall, a former Metropolitan Transportation Commission chairman who proposed the creation of the Diridon Joint Policy Advisory Board to help guide the development of San Jose's future high-speed rail station. **"By ensuring housing and businesses near the high-speed rail stations,'' said Beall, who worked as an urban planner and served on the city of San Jose's Planning Commission, "We can cut down on urban sprawl, preserve open space and farm land, and encourage green building development**.]

Urban sprawl concentrates poverty and lumps the dehumanizing impacts on the least fortunate members of society

Nancy **Thompson** (certified community planner. Nancy earned a master's degree in urban and regional planning, and has served as a planning director in city and county governments. Often her department has been responsible for capital improvements, community development projects, and code enforcement too. She also served as president of a consulting firm specializing in neighborhood plans and community development work.) Accessed July 4, **2012** The Effects of Urban Sprawl on Costs, Health, Environment http://www.useful-community-development.org/effects-of-urban-sprawl.html#.T_SjmZFQD4E

If you don't drive, you're in for a tough time in most areas. Each metropolitan area offers a few pedestrian-friendly walkable communities where you can find shops, restaurants, banks, and some services, but often keeping a grocery store in these locations is a hard sell. So one of the effects of urban sprawl is that the road transportation system has to be lengthy, miles driven and traffic congestion are high, transit becomes cost-ineffective because overall density is low, and walking is nearly impossible in some suburban locations. There's a need for complete streets where sidewalks and bicycle accommodations are ample. Many people experience ugliness in the road dominance, incessant traffic, and excessive accommodation for automobiles through protruding garages and huge mostly vacant parking lots. It's a scene that mostly auto dealers and road building contractors love. But it's one of the effects of urban sprawl. The cost in auto accidents is very high too. It's not unusual for fatal accidents to occur at the intersection of two 40-mph arterial roads. In turn the accident rates cause higher automobile insurance costs, another cost attributable to the effects of urban sprawl. With more driving comes more air pollution. While the suburbs don't necessarily experience an obnoxious, visible amount of pollution, they certainly contribute when their residents commute to closer to the center of the city to work. Disinvestment Downtown and in Inner Suburbs Most cities look like an urban doughnut when healthy activity is graphed. The hole in the middle where downtown tries to survive has come to pass because

one by one, businesses and institutions moved to the suburbs. The disinvestment in most cities has now spread far beyond the urban core, however. Inner suburbs, depending on their age, may now be showing the effects of urban sprawl. The small houses built on the promise of veterans' financing after World War II are now painfully obsolete, as households and even single people crave large closets, two-car (or more) garages, and a guest bedroom and bathroom, not to mention offices, exercise rooms, and the like. Due to sprawl, small houses, obsolete architectural types, and older housing have a hard time competing in the marketplace. Who wants to worry about adding a major room addition if you can find a brand new house in the far suburbs for about the same price? We're not just being sentimental architects when we talk about this. The disinvestment pattern has tremendous implications for the finances of the public sector. When demand for the older houses cools to lukewarm, no one is suggesting that the municipality can abandon the street. Not only does the street need resurfacing, but about now, those 50-year-old sidewalks are looking pretty decrepit, if you're so lucky as to have any sidewalks. And your street lighting--well, sometimes it works, sometimes it doesn't. The developer at the edge of the urbanized area, developing on greenfields (areas that have not been developed for urban use previously), has to install new streets and new sewer and electrical and cable TV lines. Never mind that these utilities already are available closer to the center of the city in a neighborhood whose housing stock has become slightly dated. It's just easier to develop new housing. And buyers prefer it, at least if they have few other choices that fit their lifestyle. The inefficiency of these effects of urban sprawl to the public sector--and therefore to you, the taxpayers--tends to be masked because the municipality building the new infrastructure tends to be different from the central city. If everyone in the metropolitan area could look at their public sector investment as a whole, the effects of urban sprawl would come to a screeching halt as we realized how much extra money we're spending in most cities on infrastructure that is being duplicated on the edge of the city. Lack of Choice of Housing Types Because the effects of urban sprawl include duplicating more and more the most popular floor plan from the last development, we are left with fewer choices ultimately. One of the effects of urban sprawl that I find really distasteful is the homogenous nature of the housing stock we're leaving for our children. Of course lack of housing choice can be alleviated in suburbs more than 30 or so years old. The process of housing renovation in the urban core and older suburbs leads necessarily to creative problem-solving as developers attempt to meet current market demands in a multiplicity of ways. The housing shells themselves provide more variety than today's developments, which tend toward similarity and mass production. Renovation strategies that can provide the housing features today's buyers want are quite diverse. I've seen two car garages that are tandem style where one car parks in front of the other. Entire bedrooms are turned into walk-in closets. Walls are eliminated to provide open flow between rooms and rescue the kitchen from its isolation. Additions to the back, front, side, and top of the home are made. Small groups of homes on a cul de sac are formed into a homeowners association and instantly upgraded to "villas." And of course former industrial and commercial buildings downtown find new life as unique residences. Smaller places of worship in semi-rural areas become housing, as do former corner groceries in cities. But developers will only work on these projects if they can be distracted from the repetitive and predictable profits resulting from the effects of urban sprawl. Concentration of Poverty Recently I did a talk for a group of social workers, and I asked them if they considered the geographical concentration of poverty in a few areas to be a problem. I thought they might say that no, poor people should be able to live where they've always lived, or where they are comfortable because others are in a similar predicament. However, I learned that the social work community fully appreciates that the concentration of poverty means the concentration of problems, a lack of positive role models and the social networks that support obtaining employment, poor public schools for those who can least compensate at home, and the withdrawal from pockets of poverty of well-capitalized businesses that provide jobs, goods, and services. The effects of urban sprawl increase as the physical distance between the haves and the have-nots becomes greater and greater. Probably that's correlated to social distance. Social isolation for a group of folks in poverty not only robs them of positive role models, but also feeds the **sense of hopelessness**. You'd be a pessimist too is everyone you knew and interacted with on a daily basis was scrounging for survival today. And of course desperation can lead to crime and anti-social activities such as turning to drug dealing to make a living.

UQ: Communities are Marginalized from Urban Cities

High Speed Rail solidifies interconnectivity of megaregions within the Midwest, increases inclusion and interconnectivity

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Building a modern passenger rail network will be a boost to the Midwest's economy. Making connections between our cities quicker and more convenient will bet- ter equip the region for the 21st century economy, and upgrading our railways will create tens of thousands of jobs. The 19th century was characterized by the phenomenal growth of the Midwest's cities. Chicago, a town of less than a thou- sand people in the 1830s, grew to be the fifth-largest city in the world by 1900.26 Other cities, such as St. Louis, experienced similar meteoric rises. The 20th century, on the other hand, was characterized by the growth of suburbia and the development of metropolitan areas, knitted together by mass transit and, later, by highways. Today, many Midwestern metropolitan areas have far more people living in their suburbs than in the central city. Some analysts see the 21st century as being the era of the "megaregion"—areas of the country in which formerly distinct metropolitan areas are now merging into contiguous zones of integrated economic activity. One such megaregion is the "Great Lakes" region, comprising much of the Midwest.27 The development of economically suc- cessful regions depends upon the ability to share information and insights quickly and conveniently. The growth of the Internet and other forms of telecommunication has not replaced the vital role of face-to-face interactions in generating new ideas and in- creasing economic productivity. In-person business and technology meetings are con- sidered essential for building relationships and trust. Consider the benefits gained by students in Cleveland who come to hear a lecture from a university professor in Chicago, or of employees from throughout the Midwest called in for a one-day sales training in Indianapolis. Companies could also take advantage of the new convenient travel option to locate back-office support staff outside a major city, where office rents and costs of living are lower, while keeping them closely connected to staff at a front office in a busy downtown. This kind of regional integration benefits companies, residents of outlying areas, and cities and towns that can develop new connections to urban economic engines. Our current transportation system, unfortunately, does a poor job of connect- ing residents and workers in the region. The main highways linking cities within megaregions tend to be congested—think of I-71 and I-75 in Ohio, or I-90 and I-94 between Chicago and Madison. Air travel for short trips within the Midwest can be challenging as well. For many short flights, the amount of time that it takes to travel to the airport and go through security can be greater than the amount of time actually spent in flight. Passenger rail—particularly high-speed rail—has the potential to link cities within the Great Lakes megaregion together in a faster and more efficient way. Easier travel within Midwestern states means that busi- nesses and organizations will effectively be closer together, making it easier to travel between branches, meet with potential employees and clients, and make the other connections that strengthen an economy. It will also make the Midwest a more at- tractive location internationally, attracting potential economic boosts such as tourism and international meetings.

Internal: Interconnectivity Decreases Marginalization

Urban sprawl creates systemic dehumanization and poverty- lack of infrastructure and access to transportation is the problem

U.N. Habitat- March 18, **2010** URBAN TRENDS: URBAN SPRAWL NOW A GLOBAL PROBLEM
http://www.unhabitat.org/documents/SOWC10/R4.pdf

In many developing countries, urban sprawl comprises two main, contrasting types of development in the same city: one is characterized by large peri-urban areas with informal and illegal patterns of land use. This is combined with a lack of infrastructure, public facilities and basic services, and often is accompanied by little or no public transport and by inadequate access roads. The other is a form of "suburban sprawl" in which residential zones for high- and middle-income groups and highly-valued commercial and retail complexes are well-connected by individual rather than public transport. Urban sprawl adds to the urban divide, pushing social segregation along economic lines that result in spatial difference in wealth and quality of life across various parts of cities and metropolitan areas run down inner cities and more suburbs. Suburbanization in developing countries happens mainly because people – rich and poor – flee poor governance, lack of planning and poor access to amenities. "In a nutshell: sprawl is a symptom of a divided city," the report says. Urban sprawl involving the poor occurs because authorities pay little attention to slums, land, services and transport. Authorities lack the ability to predict urban growth and, as a result, fail to provide land for the urbanizing poor. In addition, the urban poor are denied land rights which is one of the main factors driving people to the periphery of towns, associated with urban sprawl in developing countries.

Impact: Extensions

Urban sprawl creates systemic dehumanization and poverty- lack of infrastructure and access to transportation is the problem

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Solvency: HSR Increases Interconnectivity/Inclusion

High Speed Rail solidifies interconnectivity of megaregions within the Midwest, increases inclusion and interconnectivity

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High Speed Rail increases real estate access in surrounding areas- Minneapolis, Denver, and Charlotte prove

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the new transit lines opened (see chart). Charlotte's Blue Line had the most development, with approximately 9.8 million square feet of new space between 2005 and 2009. The majority of development in all three corridors was housing, a reflection of national market conditions in the earlymid 2000's, which strongly favored residential development. However both the Denver and Charlotte regions experienced a significant amount of commercial development as well. The private sector sees value in locations near transit, and this is reflected in the design and marketing of projects. Developers have made major changes to the design of projects to take advantage of the new light rail connection, and in some cases the concept of TOD may also have helped to attract capital for projects. Projects near transit are viewed as having the potential to achieve faster absorption rates, higher occupancy rates, and in some cases higher sales prices or rents. Many projects have been directly marketed as being near the light rail.}

Transit facilitates interconnectivity and discourages suburban sprawl

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High Speed Rail increases accessibility – proximity and network expansion

Center for Transit Oriented Development, leading national entity dedicated to providing innovative practices, policy reform, research, analysis, and investment tools to support TOD implementation, **2011** (CTOD, Rails to Real Estate: development Patterns Along Three New Transit Lines, March 2011, http://ctod.org/pdfs/2011R2R.pdf, Access: 7/1/2012) AGI

{The Hiawatha Line opened in 2004, the first in a series of major transit investments planned for the Minneapolis - St. Paul region. The corridor connects a series of important regional destinations including downtown Minneapolis, the St. Paul-Minneapolis Airport, and the Mall of America. The neighborhoods along the Hiawatha Line offered a limited number of opportunity sites for new development compared to the other transit lines considered in this report. Nevertheless, the corridor saw a tremendous amount of new development, an estimated 6.7 million square feet since the line opened. Most development is focused in and around the downtown, and is associated with long-term efforts aimed at revitalizing the downtown riverfront and warehouse district. The majority of development along the line consists of new condominiums and apartments built in the downtown and elsewhere along the line. These residential uses benefit from proximity to the new transit line because it offers easy access to several key regional destinations. The value of this accessibility will increase over time as the existing network expands to encompass additional destinations in the region. Studies of the Hiawatha line have found that the limited connectivity between the stations and the neighborhoods to the east has hindered ridership, and the limited access by these station areas has resulted in uneven patterns of property value impacts from the new light rail. The experience of the Hiawatha line has stimulated a more proactive approach by the public sector in planning for and implementing station area infrastructure investments along the Central Corridor, the region's second light rail line, which is currently under construction.}

Solvency: HSR Challenges SQ Marginalization Policies

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A2: Root Cause

Questions overall political theory come first – sprawl solidifies the influence of government bureaucracy and elites over the individual – refusing sprawl opens up space for more public participation

Kirkman, Associate Professor of Philosophy, Science and Technology in the School of Public Policy at the Georgia Institute of Technology, Spring **2010** [Project Muse - Robert, "Did Americans Choose Sprawl," Ethics and the Environment, Volume 15, Number 1, accessed 6/30/12] SM

That deliberation about values may take place in a public forum and be subject to public standards of reasonableness brings me around to an important point. Even when the debate over the origins of sprawl is cast in terms of the private choices of individual consumers, larger political questions lie just below the surface. This is to say the debate between anti-sprawl advocates and their critics, especially those with a libertarian bent, is a political contest in at least two senses of the term. Not only is it a contest for influence in matters of public policy, but it is a contest over matters of political theory, in particular: Who has the legitimate authority to make decisions about the structure of the built environment, including decisions of affecting where and how people are to live? How much **[End Page 137]** should be left for individuals to decide for themselves? What opportunities and what constraints can people reasonably expect to encounter from social institutions, including the marketplace? Under what conditions can or should institutions be changed?On the anti-anti-sprawl side, the claim that sprawl is in fact the purest expression of human freedom is really almost beside the point. The deeper issue, especially for the libertarians among them, is their concern about any moves in the policy arena that would, as they see it, create more government bureaucracy and place more power in the hands of narrow-minded professionals who stand beyond accountability. They hold that the decisions of such bureaucrats, and perhaps the decisions of anyone claiming to have authority at the international, national or even state level, are not politically legitimate if they interfere with consumer sovereignty. As an antidote, they propose to leave most decisions in the hands of individuals pursuing their own preferences in a free market, leaving to policy makers the task of finding the best ways to accommodate those preferences as revealed in the marketplace.On the other side, one of the deeper issues for anti-sprawl advocates is their concern about the undue influence of powerful special interests and narrow-minded, wrong-headed professionals, all of whom stand beyond accountability. The anti-sprawl movement is fairly diverse, and advocates offer a wider range of possible antidotes. The one singled out by critics of the anti-sprawl position suggests putting decisions about the future of the built environment into the hands of right-minded professionals who can be trusted to ignore powerful special interests and act in the public interest. Others on the anti-sprawl side advocate changes in policy enacted through existing channels of public decision-making, perhaps supplemented by a greater degree of direct public participation in local decisions. Still others advocate the creation of new channels of public decision making, often at the regional level.If they were to set aside their strategic posturing and take up these questions more directly, I think it likely that those on either side of the sprawl debate would find a fairly broad slice of common ground: many of them at least pay lip service to the democratic notion that political legitimacy springs from the consent of the governed. This is at least a start toward a more fruitful debate, though the disagreements that remain are very serious.

Solvency

Solvency – Funding/Investor Confidence

Federal government funding is key to create a national high-speed rail network – stable funding attracts needed investor confidence for rail equipment while equitable federal to state funding can overcome imbalanced federal allocation standards

Ridlington & Kerth et al, policy analysts with the Frontier Group, environmental think take in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus [Illinois PIRG Education Fund & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/9/12] SM

The federal government will necessar- ily be the largest source of financing for high-speed rail construction. In filling that role, federal policymakers should aim to bind state and regional projects together as pieces of a national vision for transportation, and also take advantage of their position to ensure that investments in high-speed rail result in the highest quality system possible. Midwestern lead- ers—whether at the state level, or as mem- bers of Congress—should push the federal government to hold to these principles, and where appropriate commit their own states to corresponding actions. America's passenger rail system is in its current sorry shape largely because of the failure to adequately invest in maintaining and upgrading the system over the last half century. During a postwar period in which America built tens of thousands of miles of gleaming new expressways and hundreds of airports, our rail system was allowed to deteriorate such that today, at the beginning of the 21st century, we still rely, in some places, on infrastructure dating from before the Civil War. Trips can take far longer today than they did in the past; in 1950 travelers from Chicago to Minneapolis would arrive in four hours aboard the Olympian Hiawatha, but today the same trip takes eight and a half hours on Amtrak's Empire Builder.136 The worst, most costly mistake Amer- ica can make going into the 21st century is to not invest adequate resources in upgrading and expanding our passenger rail network. Failing to invest will neces- sitate even greater spending on highways and airports, deepen our costly depen- dence on foreign oil, and forestall the economic growth that can result from improved connections among people, businesses and institutions. The first step in determining an adequate level of investment is to recognize that America is digging out of a very deep hole when it comes to our nation's rail infrastructure. If the federal government had invested the same amount of money over the last half-century in rail as it had in aviation, roughly $400 billion worth of upgrades would have been possible. That amount of money would have been more than enough to build a high-speed rail network worthy of the world's most economically advanced nation. To begin to dig out of that hole, the federal government should invest steadily increasing levels of funding in passenger rail. We probably cannot hope to match the $300 billion China will be investing in its high-speed rail system between now and 2020, but we should endeavor to match the level of investment provided by other industrialized nations, as a share of GDP, in their rail networks. To prompt that com- mitment, meanwhile, states should demon- strate a willingness to fund rail operations within their borders at an appropriate level, recognizing that the economic benefits of doing so well outweigh the costs. Currently, America's public investment in inter- city rail is far lower than that of other industrialized countries. Even with the unprecedented investments in passenger rail included in the American Recovery and Reinvestment Act, the U.S. government investment in the national rail system is far below that of many Euro- pean countries per capita and as a share of GDP. (See Figure 5.) These figures do not include investments made by private U.S. freight railroads, but in any case, to create a truly world-class passenger rail system, the United States will need to invest far more than it has historically. As important as the lack of funding has been the instability of funding for passenger rail in the United States, which has made it difficult to undertake long-term capital planning and to build the investor confi- dence necessary to establish vibrant domes- tic industries to supply rail equipment. To ensure stable, continuing funding for high-speed rail, the next federal trans- portation bill should include a dedicated allocation of funds for passenger rail and the federal government should match state investments in rail at no less than the same 80:20 ratio it does for highways. By financ- ing transportation projects equitably, states will be able to

make rational transportation decisions based on the needs of their resi- dents, rather than on the chances of secur- ing a lucrative federal match. State leaders need to recognize the perverse effects that existing imbalances in federal allocations have had, and advocate for funding mecha- nisms that will allow their states to weigh costs and benefits evenhandedly. Funding could come from a variety of sources, including a national infrastructure bank, "value capture" mechanisms to share windfalls from increased land values near rail stations, revenues from cap-and-trade programs for carbon dioxide emissions, air- port surcharges, or an enhanced highway trust fund augmented through higher fuel taxes or vehicle mileage fees.

Solvency: National Standards/Investment

federal government is key to create national standards for high-speed rail infrastructure through significant investment

Ridlington & Kerth et al, policy analysts with the Frontier Group, environmental think take in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus [Illinois PIRG Education Fund & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/9/12] SM

The federal government should play a central role in developing standards for high-speed rail technology and infra- structure in an effort to reduce the cost of high-speed rail, improve replicability of successful projects, and maximize the efficiency of manufacturers. Ideally, the federal government would set technologi- cal standards for projects receiving federal funding that are specific enough to allow for the development of economies of scale, yet broad enough to allow for competition among various potential suppliers. As referenced in the discussion about pub- lic-private coordination, actions by freight railroads can have a large impact on the performance of passenger rail service. As the federal government issues financial grants to states for high speed rail, the Federal Railroad Administration has de- veloped guidelines to ensure that federal funds will benefit passenger service and not just freight service. Most of the initial high speed rail improvements that states are planning on undertaking will involve upgrades to infrastructure owned by freight railroads. The Federal Railroad Administration is requiring that railroads commit to specific travel time improvements for passenger rail and to invest additional funds if those ser- vice outcomes are not met.138 In addition, excess track capacity that is not needed immediately for passenger rail service must remain available for future passenger rail use, even if that excess capacity was built with a mix of federal and private funds. While working cooperatively with pri- vate freight railroads, the Federal Railroad Administration should continue its efforts to hold those entities accountable if their activities hinder expansion and successful operation of faster passenger rail service. Finally, the nation needs to articulate a vision for the future of America's rail network and measure progress toward the achievement of that vision. The Obama administration's efforts begin fleshing out a vision for high-speed rail in America, but a fully developed vision would include a compelling national goal—for example, linking all major cities within 500 miles of one another with high-speed rail by mid-century. In the Midwest, at least one 220-mph train route should be completed by 2020 to demonstrate the effectiveness and ridership appeal of such a line. In addition, existing Amtrak service should be upgraded by 2020 to operate at speeds of at least 90 miles per hour. Once such a goal has been articulated, state and federal leaders should measure progress toward it, so that the public can gauge the success of the effort.

Solvency: USFG Investment Effective/Good

USFG investment key to a national high-speed rail network – SQ is outdated behind other developed nations

Hart, director of government relations at Quarles & Brady, and vice president of government affairs for the US High Speed Rail Association, **May** 23, **2012** [Politico, Thomas, Jr., "High Speed Rail's Many Benefits," http://www.politico.com/news/stories/0512/76682_Page2.html, Accessed 6/1/12] SM

Even as Congress looks into a new surface transportation bill, U.S. transportation systems confront daunting challenges of overcrowding and disrepair. Delays and waste cost the nation more than $100 billion per year in lost time, productivity and energy. The U.S. needs modern public transportation not dependent on oil or traffic patterns. Most developed nations now have high-speed rail, sleek trains that reach more than 200 mph. Here, this option would be most viable in two distinct corridors on the East and West Coasts – the Northeast Corridor, from Boston to Washington, and California.The Northeast Corridor is already one of most valuable U.S. transportation assets. With I-95, it's the only continuous link between the major population centers of Washington, Baltimore, Philadelphia, New York and Boston. This is the nation's most densely populated region with 18 percent of the U.S. population living in just 2 percent of its land area. The NEC region alone would be the world's sixth-largest economy, with a gross domestic product of $2.59 trillion.The NEC is already a mature rail corridor — Amtrak and regional rail services show ridership spikes whenever gas prices increase. Amtrak's Acela service, however, averages only 80 mph. True high-speed rail in this corridor could prove competitive with air travel, particularly because rail can easily connect to other local and regional transit networks.

Solvency – National Vision/Projects Key

National projects are key – small projects can't create the passenger demand needed to ease congestion

BAF Ed Fund, bipartisan coalition of elected officials focused on US investment in infrastructure, **2011** [Building America's Future Educational Fund, "Building America's Future – Falling Apart and Falling Behind," Transportation Infrastructure Report, Accessed 6/9/12] SM

High-speed is not an area in which small pet projects can serve as models that will invite larger commitments in the future; instead, smaller projects are less likely to attract ridership and recoup their investments. Throwing smaller amounts of money at slower and smaller high-speed rail projects that are unlikely to succeed is setting ourselves up for failure. For instance, in the long run, a high-speed link connecting Chicago to cities like Minneapolis and Cincinnati could be a boon for businesses in multiple states. One hundred million people live within 500 miles of Chicago, creating a major hubs, and a population density greater than most of Europe. Amtrak trains in and out of New York City already operate at capacity. At 13 million riders a year, ridership already exceeds the threshold that studies have determined necessary to economically justify an investment in building high-speed rail.36 The route from Los Angeles to San Francisco—currently the second most popular airplane travel route in the nation—also calls out for a high-speed rail line. Between December 2008 and November 2009, 2.8 million passengers flew between LA and San Francisco; in the same period, one out of every four flights from LA to SF was late, with an average delay of one hour, making it one of the most delay-prone routes in the nation.37 As in New York City, there are nearly 200 daily flights between LA area airports and the San Francisco Bay area, containing a ready-made ridership that could ease congestion at the airports.38

A2: No Funds

HSR provides affordable alt to high gas prices

March*, Transportation correspondent for Star news,* June 30, 2012
(Julian, star News, http://www.starnewsonline.com/article/20120630/ARTICLES/120629624/-1/sports01?Title=Access-to-rail-service-moving-forward; DKE)

[At the transportation meeting, **the board passed a resolution that commended the service for providing an affordable alternate means of transportation to fight high gas prices**. It also stated the Thruway bus service could help develop interest in the future expansion of rail service in the region.]

HSR is profitable

Longshore, studied at Wisconsin-Stevens Point, 2010 (Samantha, Putting the Brakes on High Speed Rail, **2010**, June 26, 2012) FAS pg 2

(Those opposed to high-speed rails often see more good in existing infrastructure investment, such as roadwork. They believe this investment will serve more people than a high-speed rail might. However, high-speed rails may become a popular idea with this audience if they can serve not only individuals but national productivity. The executive director for the American High-Speed Rail Alliance, Mary Ellen Curto, sees high-speed rails as a means of productivity and global competitiveness. She claims that as roadways and air travel become more congested, a high-speed rail could relieve some tension on distribution channels. High-speed rails may not be effective in every part of the U.S., but in densely populated areas, a national high-speed rail system could develop into part of a positive business model, becoming not only a sustainable option but a profitable one.)

Rail attracts riders and is a reduced cost that is affordable

Sitharam, Chairman India's Centre for Infrastructure, Sustainable Transport and Urban Planning, **2012** (T.G., Deccan Herald, http://www.deccanherald.com/content/260945/commuter-train-track-take-future.html; DKE)

[**Rail promotes superior urban form and will attract new riders. It is very necessary to develop a commuter rail system using the existing network of the Indian Railways' backbone** and integrate the new metro system and the existing systems of public transport by buses for a supportive overall urban transport policy. **This could also create a transit-oriented development with a long-term sustainable financing. The commuter rail system can have the same capacity as metro systems and still have the scope for running long-distance trains in the same rail network at a much reduced cost**.]

Economic Feasibility Study proves funds could be secured

Montoya, Award-winning reporter. Generally works in broadcasting but was recognized by the Georgia Associated Press Broadcast Association. **Lawrence**, reporter for Georgia Public Broadcasting. **June 21, 2012** (Orlando, Nicholas, High Speed Rail Possible but Costly, June 21, 2012,

http://www.gpb.org/news/2012/06/21/new-rail-line-could-cost-5-16-billion-0, June 25, 2012, FAS) pg 1

(A new study says, the federal government could build an Atlanta-to-Jacksonville high-speed rail link in an economically feasible way. A consultant presented the study to the state transportation board Wednesday, estimating the proposed route's cost between $5 and $16 billion. To give you some idea how much that figure is, ten counties in Metro Atlanta could levy a proposed one-cent transportation sales tax and over ten years, it would raise an amount near the low estimate of the rail link's cost. Savannah State Representative Ron Stephens says, high speed rail would address future needs of business and tourism. "We've got to put the numbers and we've got to start thinking in the future for moving people faster, more economically and we cant wait until that time is here." Stephens says. But the state has been reluctant to fund rail for decades. Steve Vogel of Georgia Association of Rail Passengers says, state lawmakers have taken a dim view of funding for rail. "Our organization has been involved in passenger rail for 25 years," Vogel says. "And we keep hearing the same thing and we keep fighting the same battles. Georgia is still successfully ignoring anything that has to do with passenger rail." The total cost would depend on whether freight and passenger traffic share the same line. Georgia would have to share part of the cost. Stops could include Macon, Savannah and Brunswick. The feasibility study was the first of many steps in setting the final course of the train routes and securing funding.)

A2: O'Toole – No Funds

O'Toole wrong- HSR applied correctly is profitable despite some subsidies

Ferry, Summer Associate at America 2050, 2011

(Daniel, focusing on research and advocacy for a national high-speed rail network. He is currently a graduate student in City & Regional Planning and Real Estate Development at Cornell University. Before beginning graduate studies, Daniel worked in the Office of Planning for the Massachusetts Department of Transportation, focusing on research and corridor planning for the South Coast Rail project, a 60-mile extension of commuter rail service from Boston to New Bedford and Fall River, While Buses Play a Valuable Role, they are no Replacement for High-Speed Rail, July 27, 2011, http://www.america2050.org/2011/07/while-buses-play-a-valuable-role-they-are-no-replacement-for-high-speed-rail.html, July 2, 2012, pg 2; FAS)

(O'Toole's main complaint about trains is that they are heavily subsidized. It is true that like all other forms of transportation, including intercity buses, rail is subsidized. **According to the nonpartisan Pew Charitable Trusts' SubsidyScope program, passenger rail received direct expenditure subsidies of nearly $2.4 billion between 2000 and 2009. This subsidy would have been greater, but Amtrak's profitable Acela Express service generates enough revenue to support other lines, bringing in over $100 million in annual net revenue for both 2009 and 2010. This highly profitable service is exactly what Mr. O'Toole urges Americans not to build in his policy analysis. While $2.4 billion over ten years seems like a substantial sum, it pales in comparison to public spending on highways. O'Toole has defended highway spending by claiming that the highway system is paid for by users:** since drivers pay the gas tax, highway tolls, and taxes on tires, they're paying their own way and are not being subsidized, the argument goes. However, these **user fees only cover about half of all highway spending, and this percentage has been falling steadily for years.** Some revenue from the gas tax has been diverted to other programs, but **even if all gas tax dollars went to highways, user fees would still make up only 65 percent of all highway spending.** The remainder is left to be paid for by general taxation, and **the resulting subsidy is massive**. Recently, **the Highway Trust Fund has received bailouts of $8 billion in 2008, $7 billion in 2009, and $20 billion in 2010. All told, according to SubsidyScope, from 2000 to 2009 the difference between what the government spent on highways and what it received in user fees amounted to a subsidy of over $360 billion.)**

A2: Ridership Dilemma

Public is eager – will ride

Durbin, assistant majority leader of the senate, September 21, **2011** (Richard, official website of Dick Durbin, http://durbin.senate.gov/public/index.cfm/pressreleases?ID=32617df5-4fc7-45b1-aefa-57dde3f4e759, DKE)

[Rail travel is experiencing consistent growth across America. In FY2010 Amtrak ridership hit a record high of 28.7 million passengers and ridership is on pace to break that record at the end of FY2011. States and communities around the country are eager for federal funds to help promote high speed and intercity rail. Last year, the Department of Transportation received nearly 100 applications for high speed rail funding, but only able to fulfill fewer than half of those requests.]

Building HSR in megaregions solves ridership

Todorovich, Director of America 2050, a national urban planning initiative to develop an infrastructure and growth strategy for the United States, et al, 2011
(Petra, *High Speed Rail; a lesson for U.S. policy makers,* 13;FAS)

The factors conducive to high-speed rail ridership, such as population density and congestion on competing modes of travel, are found primarily in 11 large megaregions that contain 75 percent of America's population and jobs (figure 3). In the most recent draft of the National Rail Plan, **the U.S. Department of Transportation highlights the growing population, road congestion, and air congestion in U.S. megaregions as important challenges that could be addressed by investments in passenger and freight rail** (U.S. DOT 2010). **Megaregions are large networks of metropolitan areas linked by overlapping commuting patterns and business travel, economic activity, urbanization, and cultural resources.** They stretch over hundreds of miles with populations of greater than 10 million people (America 2050 2008). They provide an ideal setting for high-speed rail networks because they concentrate multiple metropolitan areas and their central business districts within corridors or networks of 100 to 600 miles (America 2050 2011). As figure 4 illustrates, this is the distance at which high-speed rail trips are more time- and cost-effective than trips by automobile or airplane (Steer Davies Gleave 2004).) Sir Peter Hall (2011, 352) has recently commented favorably on the potential for high-speed rail in the California and Northeast Megaregions, although he is less sanguine about the megaregions further from the coasts.

Given funding, HSR solves ridership

Ferry, Summer Associate at America 2050, 2011
(Daniel, focusing on research and advocacy for a national high-speed rail network. He is currently a graduate student in City & Regional Planning and Real Estate Development at Cornell University. Before beginning graduate studies, Daniel worked in the Office of Planning for the Massachusetts Department of Transportation, focusing on research and corridor planning for the South Coast Rail project, a 60-mile extension of commuter rail service from Boston to New Bedford and Fall River, While Buses Play a Valuable Role, they are no Replacement for High-Speed Rail, July 27, 2011, http://www.america2050.org/2011/07/while-buses-play-a-valuable-role-they-are-no-replacement-for-high-speed-rail.html, July 2, 2012, pg 2; FAS)

(One might think that since highways transport more people, spending over 150 times more public money on highways than railroads is appropriate. But **more people use the highway because it receives so much more funding, not the other way around. If the U.S. had spent $360 billion on passenger rail and only $2.4 billion on highways in the last ten years, the ridership numbers would likely be reversed. The fact is that no mode of transportation fully pays for itself.)**

The United States' infrastructure cannot keep up with passenger demand

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.13

(And it's not just business that has changed faster than our infrastructure. **America's transportation network is not set up to accommodate the needs of our 21st-century lives. Passenger travel is expected to rise as the economy recovers and our population grows, with total vehicle-miles traveled likely to increase by 80% in the next 30 years.11 An additional one billion commercial air passengers are expected to fly each year by 2015, a 36% increase from 2006**.)12

Rail attracts riders and is a reduced cost that is affordable

Sitharam, Chairman India's Centre for Infrastructure, Sustainable Transport and Urban Planning, **2012** (T.G., Deccan Herald, http://www.deccanherald.com/content/260945/commuter-train-track-take-future.html; DKE)

[**Rail promotes superior urban form and will attract new riders. It is very necessary to develop a commuter rail system using the existing network of the Indian Railways' backbone** and integrate the new metro system and the existing systems of public transport by buses for a supportive overall urban transport policy. **This could also create a transit-oriented development with a long-term sustainable financing. The commuter rail system can have the same capacity as metro systems and still have the scope for running long-distance trains in the same rail network at a much reduced cost**.]

A2: Rebuild/Future Costs

Economic Feasibility Study proves funds could be secured

Montoya, Award-winning reporter. Generally works in broadcasting but was recognized by the Georgia Associated Press Broadcast Association. **Lawrence**, reporter for Georgia Public Broadcasting. **June 21, 2012** (Orlando, Nicholas, High Speed Rail Possible but Costly, June 21, 2012, http://www.gpb.org/news/2012/06/21/new-rail-line-could-cost-5-16-billion-0, June 25, 2012, FAS) pg 1

(A new study says, the federal government could build an Atlanta-to-Jacksonville high-speed rail link in an economically feasible way. A consultant presented the study to the state transportation board Wednesday, estimating the proposed route's cost between $5 and $16 billion. To give you some idea how much that figure is, ten counties in Metro Atlanta could levy a proposed one-cent transportation sales tax and over ten years, it would raise an amount near the low estimate of the rail link's cost. Savannah State Representative Ron Stephens says, high speed rail would address future needs of business and tourism. "We've got to put the numbers and we've got to start thinking in the future for moving people faster, more economically and we cant wait until that time is here." Stephens says. But the state has been reluctant to fund rail for decades. Steve Vogel of Georgia Association of Rail Passengers says, state lawmakers have taken a dim view of funding for rail. "Our organization has been involved in passenger rail for 25 years," Vogel says. "And we keep hearing the same thing and we keep fighting the same battles. Georgia is still successfully ignoring anything that has to do with passenger rail." The total cost would depend on whether freight and passenger traffic share the same line. Georgia would have to share part of the cost. Stops could include Macon, Savannah and Brunswick. The feasibility study was the first of many steps in setting the final course of the train routes and securing funding.)

HSR Sustainable

Longshore, studied at Wisconsin-Stevens Point, **2010** (Samantha, Putting the Brakes on High Speed Rail, 2010, June 26, 2012) FAS pg 2

(According to a 2006 study by the *Center for Clean Air Policy* and the *Center for Neighborhood Technology in 2006,* "building a high-speed rail system across the US could result in 29 million fewer car trips and 500,000 fewer plane flights each year, saving 6 billion pounds of carbon dioxide emissions – the equivalent of removing a million cars from the road annually." The suggestion that high-speed rails would not only thin out traffic but also significantly reduce the environmental impact of travel makes a strong case for their implementation.)

A2: Construction Costs

Mass transit funding is popular with construction industry lobbyists
Goozner, chief financial, and chief economics correspondent for the Chicago Tribune, June 25, **2012** (Merrill, Gooznews, http://gooznews.com/?p=4018; DKE)

[There was little support among construction industry lobbyists for earmarking the entire gas tax revenue stream for highways and letting mass transit fend for itself in Congress. Beth McGinn, a spokeswoman for the main lobbying group for road builders, which is now called the American Road and Transportation Builders Association, said, "There's a 'T' in our name. Our members also build light rail; they build subways."]

High Speed Rail benefits construction industry – economic opportunity
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<"**In America, we pride ourselves on dreaming big and building big," said Secretary of Transportation Ray LaHood. "This historic investment in America's high-speed rail network keeps us on track toward economic opportunity and competitiveness in the 21st century. It's an investment in tomorrow that will create manufacturing, construction, and operations jobs today.**">

A2: Plan Not Economically Self-Sufficient

High Speed Rail development is economically self-sufficient -will turn an operating profit

Baxandall et al, Ph. D., US PIRG Education Fund, Fall **2010** [Phineas, Tony Dutzik & Jordan Schneider, Frontier Group, Erin Steva, CALPIRG Education Fund, - "A Track Record of Success High-Speed Rail Around the World and Its Promise for America," – US Public Interest Research Group, Accessed 6/1/12] SM

As the United States moves toward the cre- ation of a high-speed rail network at a time of extreme economic difficulty, one worry is that a high-speed rail network would be a financial albatross, requiring continuing economic subsidy from taxpayers. The experience of high-speed rail lines around the world has good news and cautionary news for the United States. The cautionary news is that high-speed rail infrastructure rarely "pays for itself" directly, in the sense that fare revenue is sufficient to pay for the initial costs of con- struction. Much like other government infrastructure investments—from high- ways to airports to water systems—the purpose of investment in high-speed rail isn't to make a profit, but rather to lay the foundation for a vigorous economy and a high quality of life. The good news, however, is that well- designed high-speed rail lines around the world frequently turn an operating profit, meaning that they make enough money in fares to pay for their ongoing operation. In the very best cases, high-speed rail lines have been able to completely pay off the initial cost of construction through fare revenue. And in many cases, profits from high-speed rail operations can subsidize other important, if less profitable, forms of rail service. The experience abroad suggests that the United States can generally expect its high- speed services to pay for ongoing costs of operation, though it may take a few years for each line to achieve its full ridership potential.

Answers To: Case Turns

A2: Terrorism Disad

Won't attack high speed rail – high security means low body count

Maurillo 2011 (Donna, Director of Communications and Technology Transfer at the Mineta Transportation Institute, "High-Speed Rail in the US: Will It Be a More Attractive Terror Target than Inter-city Rail?")

In at least one other sense, **HSR is less vulnerable because the trains are built to remain connected and "in line" – they do not "accordion" during a derailing or other incidents**. **As an example**, Christopher Kozub, **a security research associate** for the Mineta Transportation Institute, **noted that a German HSR train hit** a flock of sheep **in a tunnel**. It **derailed but remained upright**, **with only a few passengers sustaining injuries**. He said, "**A non-HSR train would have many more casualties because they aren't built to withstand this type of crash. The design and construction standards for HSR make it less attractive for terrorists if they are looking for a high body count or a spectacular crash scene.**" 6

Empirical intercity rail attacks prove no escalation – airline attraction means terrorists won't attack high speed rail

Maurillo 2011 (Donna, Director of Communications and Technology Transfer at the Mineta Transportation Institute, "High-Speed Rail in the US: Will It Be a More Attractive Terror Target than Inter-city Rail?")

Several **possibilities exist**. First, **terrorist attacks against inter-city rail have occurred with almost predictable frequency around the globe**. **Crowded cars and easy access provide a ready target for anyone with evil intent**. Although **rail attacks may not deliver the spectacular devastation of an airline attack** – such as that of September 11, 2001 – they still can provide sufficient carnage to deliver a stunning message of terror.

No Impact – Terrorists prefer derailing HSR – safety measures check

Kaiser 2011 (Kim, August 11, 2011 ("High-Speed Rail Security Needs a Different Approach than Commuter Rail", http://www.masstransitmag.com/article/10317151/high-speed-rail-security-needs-a-different-approach-than-commuter-rail?page=2)

"**Technology, particularly on high-speed rail systems, will cause train operations to cease if a bomb detonates** and causes catastrophic destruction prior to train arrival. **Effective use of explosives**, as in the Russian Nevsky Express attack in 2009, **requires the detonation to be timed perfectly with a train's passage**," Jenkins says. "**Even in this attack, more casualties were** crush and **impact injuries** and fatalities, occurring **in the derailing rear cars** (numbers 12, 13, and 14) of the train than those caused by the explosion under the ninth car." So what are the options for increasing security on high-speed rail systems? **While monitoring the entirety of the track is nearly impossible, surveillance of key points is very important. Video surveillance near bridges, tunnel entrances, curves and other key points** can **improve the security**, Jenkins says. "I remember in **Bin Laden's** notebook he was **talking about derailing a train in the United States** and he didn't specify a high-speed train but in his notebooks he **mentioned derail it on a curve to try and take it off the tracks,"** he says. Another option is **sweeper trains, which are used by most high-speed rail systems. Before trains start running with passengers for the day, an empty train runs out over the entire system. This ensures that everything is working properly.** In addition, contingency planning with

local law enforcement along the system can divide the responsibility and make a full sweep more efficient. **"You would divide the rail line into basically short distances and people would have an agreement that local law enforcement; each one would be covering a 5 to 10-mile stretch so you could do a very rapid search if you had to and reduce disruption times,"** Jenkins explains. **Due to High-speed rail track and equipment safety enhancements accidental derailments are now less lethal.** Jenkins explains that **high-speed train sets are designed with relatively rigid, semi-permanent connections while slower-speed trains rely on traditional "knuckle" couplers**. **These more rigid connections greatly reduce the probability of a train "jackknifing," or of partially or completely rolling over**. Non-high-speed passenger trains tend to jackknife or flip over, causing a significantly high number of injuries and fatalities. "**Track designs have incorporated enhancements to guide and guard rails, which keep a derailed train moving upright, along the right of way, keeping it from going off bridges, down hills and away from trains on other tracks or bridge abutments and walls. Brackets have been added to high-speed train wheel sets in Japan to keep a derailed train on the track, reducing the probability significant casualties in an accidental or intentional derailment."**

No derailment – New safety measures after Osama's threat before

Moore 2011 (May, 11, 2011, Michael Scott Moore, Staff Writer, "Terrorist Attacks on Railroads Would Be Difficult", http://www.psmag.com/politics/terrorist-threat-of-wrecking-the-railroad-really-hard-31033/)

Since the raid on Osama bin Laden's house in Pakistan uncovered some notes about a future vision of derailed American trains, it's worth remembering that the idea isn't terribly new. **America's huge rail network** — never mind the **ambitious high-speed lines** yet to be built — would be vulnerable for obvious reasons, and some **critics have complained** for months **that Obama's expensive high-speed rail dreams would be wide-open targets for al-Qaeda**. **But news outlets and politicians have overreacted, and a report from last year by the Mineta Transportation Institute gives a number of good reasons why derailment disasters are so rare. The main reason is that blowing up a track is tougher than it sounds. "Getting a bomb to go off at the right time is difficult**," write the Mineta study authors. "**Timers are unreliable if the trains do not run precisely on time, and pressure triggers do not always work**."

Plan solves terrorism via competitiveness – maintains economic growth, human rights, trade channels, democracy, and prevents natural disaster crises, terrorism, and great power wars

Bradley A. **Thayer**, November/December, **2006** "In Defense of Primacy," NATIONAL INTEREST Issue 86

THROUGHOUT HISTORY, peace and stability have been great benefits of an era where there was a dominant power--Rome, Britain or the United States today. Scholars and statesmen have long recognized the irenic effect of power on the anarchic world of international politics. Everything we think of when we consider the current international order--free trade, a robust monetary regime, increasing respect for human rights, growing democratization--is directly linked to U.S. power. Retrenchment proponents seem to think that the current system can be maintained without the current amount of U.S. power behind it. In that they are dead wrong and need to be reminded of one of history's most significant lessons: Appalling things happen when international orders collapse. The Dark Ages followed Rome's collapse. Hitler succeeded the order established at Versailles. Without U.S. power, the liberal order created by the United States will end just as assuredly. As country and western great Ral Donner sang: "You don't know what you've got (until you lose it)." Consequently, it is important to note what those good things are. In addition to ensuring the security of the United States and its allies, American primacy within the international system causes many positive outcomes for Washington and the world. The first has been a more peaceful world. During the Cold War, U.S. leadership reduced

friction among many states that were historical antagonists, most notably France and West Germany. Today, American primacy helps keep a number of complicated relationships aligned--between Greece and Turkey, Israel and Egypt, South Korea and Japan, India and Pakistan, Indonesia and Australia. This is not to say it fulfills Woodrow Wilson's vision of ending all war. Wars still occur where Washington's interests are not seriously threatened, such as in Darfur, but a Pax Americana does reduce war's likelihood, particularly war's worst form: great power wars. Second, American power gives the United States the ability to spread democracy and other elements of its ideology of liberalism: Doing so is a source of much good for the countries concerned as well as the United States because, as John Owen noted on these pages in the Spring 2006 issue, liberal democracies are more likely to align with the United States and be sympathetic to the American worldview.(n3) So, spreading democracy helps maintain U.S. primacy. In addition, once states are governed democratically, the likelihood of any type of conflict is significantly reduced. This is not because democracies do not have clashing interests. Indeed they do. Rather, it is because they are more open, more transparent and more likely to want to resolve things amicably in concurrence with U.S. leadership. And so, in general, democratic states are good for their citizens as well as for advancing the interests of the United States. Critics have faulted the Bush Administration for attempting to spread democracy in the Middle East, labeling such aft effort a modern form of tilting at windmills. It is the obligation of Bush's critics to explain why :democracy is good enough for Western states but not for the rest, and, one gathers from the argument, should not even be attempted. Of course, whether democracy in the Middle East will have a peaceful or stabilizing influence on America's interests in the short run is open to question. Perhaps democratic Arab states would be more opposed to Israel, but nonetheless, their people would be better off. The United States has brought democracy to Afghanistan, where 8.5 million Afghans, 40 percent of them women, voted in a critical October 2004 election, even though remnant Taliban forces threatened them. The first free elections were held in Iraq in January 2005. It was the military power of the United States that put Iraq on the path to democracy. Washington fostered democratic governments in Europe, Latin America, Asia and the Caucasus. Now even the Middle East is increasingly democratic. They may not yet look like Western-style democracies, but democratic progress has been made in Algeria, Morocco, Lebanon, Iraq, Kuwait, the Palestinian Authority and Egypt. By all accounts, the march of democracy has been impressive. Third, along with the growth in the number of democratic states around the world has been the growth of the global economy. With its allies, the United States has labored to create an economically liberal worldwide network characterized by free trade and commerce, respect for international property rights, and mobility of capital and labor markets. The economic stability and prosperity that stems from this economic order is a global public good from which all states benefit, particularly the poorest states in the Third World. The United States created this network not out of altruism but for the benefit and the economic well-being of America. This economic order forces American industries to be competitive, maximizes efficiencies and growth, and benefits defense as well because the size of the economy makes the defense burden manageable. Economic spin-offs foster the development of military technology, helping to ensure military prowess. Perhaps the greatest testament to the benefits of the economic network comes from Deepak Lal, a former Indian foreign service diplomat and researcher at the World Bank, who started his career confident in the socialist ideology of post-independence India. Abandoning the positions of his youth, Lal now recognizes that the only way to bring relief to desperately poor countries of the Third World is through the adoption of free market economic policies and globalization, which are facilitated through American primacy.(n4) As a witness to the failed alternative economic systems, Lal is one of the strongest academic proponents of American primacy due to the economic prosperity it provides. Fourth and finally, the United States, in seeking primacy, has been willing to use its power not only to advance its interests but to promote the welfare of people all over the globe. The United States is the earth's leading source of positive externalities for the world. The U.S. military has participated in over fifty operations since the end of the Cold War--and most of those missions have been humanitarian in nature. Indeed, the U.S. military is the earth's "911 force"--it serves, de facto, as the world's police, the global paramedic and the planet's fire department. Whenever there is a natural disaster, earthquake, flood, drought, volcanic eruption, typhoon or tsunami, the United States assists the countries in need. On the day after Christmas in 2004, a tremendous earthquake and tsunami occurred in the Indian Ocean near Sumatra, killing some 300,000 people. The United States was the first to respond with aid. Washington followed up with a large contribution of aid and deployed the U.S. military to South and Southeast Asia for many months to help with the aftermath of the disaster. About 20,000 U.S. soldiers, sailors, airmen and marines responded by providing water, food, medical aid, disease treatment and prevention as well as forensic assistance to help identify the bodies of those killed. Only the U.S. military could have accomplished this Herculean effort. No other force possesses the communications capabilities or global logistical reach of the U.S. military. In fact, UN peacekeeping operations depend on the United States to supply UN forces. American generosity has done more to help the United States fight the War on Terror than almost any other measure. Before the tsunami, 80 percent of Indonesian public opinion was opposed to the United States; after it, 80 percent had a favorable opinion of America. Two years after the disaster, and in poll after poll, Indonesians still have overwhelmingly positive views of the United States. In October 2005, an enormous earthquake struck Kashmir, killing about 74 000 people and leaving three million homeless. The U.S. military responded immediately, diverting helicopters fighting the War on Terror in nearby Afghanistan to bring relief as soon as possible To help those in need, the United States also provided financial aid to Pakistan; and, as one might expect from those witnessing the munificence of the United States, it left a lasting impression about America. For the first time since 9/11, polls of Pakistani opinion have found that more people are favorable toward the United States than unfavorable, while support for Al-Qaeda

dropped to its lowest level. Whether in Indonesia or Kashmir, the money was well-spent because it helped people in the wake of disasters, but it also had a real impact on the War on Terror. When people in the Muslim world witness the U.S. military conducting a humanitarian mission, there is a clearly positive impact on Muslim opinion of the United States. As the War on Terror is a war of ideas and opinion as much as military action, for the United States humanitarian missions are the equivalent of a blitzkrieg.

Radiation sensors and size prevent terrorist weapon from getting in to the us

EXISLE 1/20/**2006** http://www.exisle.net/mb/index.php?showtopic=35233

A nuclear weapon is not an item that you can easily smuggle into the country via ship, plane, or at the normal border crossings. You are dealing with a positively massive in size weapon when it comes to the arsenal of a country like Pakistan. This is not a suitcase nuke, which in reality is not a suitcase but more the size of a steamer trunk. A nuclear weapon is highly radioactive it is going to trigger Geiger counters and other radiological detectors at the border crossings. This isn't like a shipment of drugs that are hard to detect using various sensors but rather something that leaves a big footprint to detect. These sensors are located at various border crossings. If you check back over news stories there was a case where a freighter was detained off the coast of New Jersey. It was detained when it triggered radiological sensors. The source of the radiation was small traces of uranium in the floor tiles on one section of the vessel.

A2: Airlines Disad

Airport congestion is destroying airline efficiency now

Barkowski 2-2-12 (**Justin, Managing Air Traffic Congestion Through the Next, Pepperdine Law Review, Volume 37, Issue 1, Article 3, Generation Air Transportation System: SatelliteBased Technology, Trajectories, and - Privatization?)**

On a late Friday afternoon, daily **commuters face unbearable traffic congestion on the nation's highways trying to get home** for the weekend. In recent decades, **a very similar congestion effect has developed at nearly every major airport in the country, especially the nation's busiest**.' During my own personal flight training, I had the unpleasant experience of witnessing this problem firsthand. Indeed, **what originally seemed like a relatively simple task-communicating with an air traffic control tower and landing the aircraft-turned into a time consuming and costly adventure.** I quickly discovered that **the controllers will divert any aircraft away from the runway and put it behind a long line of planes trying to arrive home, meaning that every plane remains in the air far longer and expends far more fuel. This added fuel expense** was relatively minimal for me, especially in comparison to **the extravagant costs for major airlines,** which are **forced into these diversions even more frequently**. 2 This begs the question: **With the number of aircraft in the airspace growing rapidly, how do we efficiently manage the demand for open skies? In 2007, "congested skies brought a 10 percent spike in delays," and with projections of air travel demand more than doubling by 2025, the need for an air transportation infrastructure to efficiently accommodate demand has never been more important**. The current system is running primarily on air traffic control (ATC) 4 technology developed in the 1940s, resembling "something that was used to guide the Beatles during their first trip to America."' Over half of a century later, Congress has finally called for the creation of the Next Generation Air Transportation System (NextGen), and nearly every political constituency is heavily anticipating the transformation, including President Barack Obama's Secretary of Transportation, Ray LaHood, who has called NextGen the Federal Aviation Administration's (FAA) next priority. 7

Airport congestion puts US airlines at a crisis point – international travel and alt causes mean that only a risk the aff will make it better

Wensveen, Last Updated 2011 (John, , assistant professor of airline management "Airport Congestion: An Opportunity for Airlines")

In the United States, domestic travel is growing at a slower rate due to the use of e-mail and teleconferences as alternatives to business trips, but demand for international travel continues to soar. Many hub or **primary airports are operating at or near peak capacity, and future development is hampered by increasingly strict environmental regulations.** Is **it possible to decrease congestion levels at hub airports**, and what kind of impact will this have on the industry?

Economy

a. A national high-speed rail network is key to alleviate congestion in airports that devastate the economy causing a loss of billions of dollars

Kunz, president and CEO of the U.S. High Speed Rail Association, a trade group that focuses on advancing a national network, March 10, **2011** [Andy, "U.S. High Speed Rail: Time to Hop Aboard or Be

Left Behind," http://e360.yale.edu/feature/us_high-speed_rail_time_to_hop_aboard_or_be_left_behind/2378/, Accessed 6/1/12] SM

Enhancing U.S. energy security is just one reason the country needs a state-of-the-art high-speed rail system, which by 2030 could transport millions of people each day between America's cities. A national high-speed rail system would generate millions of jobs; **help revive the country's manufacturing sector by creating a new industry producing** the **trains**, **steel, and related components**; **alleviate pressure on a crumbling transportation infrastructure; and lessen the ever-worsening congestion on America's highways and at its airports**, **where delays cause an estimated $156 billion in losses** to the U.S. economy annually. And then there is climate change and the large-scale reduction of CO2 emissions that would result from the creation of an interstate high-speed rail system and the expansion of regional commuter rail systems.As a high-speed rail network spreads across the U.S. in the coming decades, the costs of operating the national transportation system will decline each year to the point where the savings will eventually exceed the estimated $600 billion cost of building the rail system. Although public funds will be used to cover much of the construction costs, the network will perform best if operated by private companies.The **U.S. must build a national high-speed rail network if it hopes to maintain its competitiveness in the world economy**. China and Europe are now moving ahead with their high-speed rail networks at breakneck speed, which means that in a decade or two they will have significantly reduced their dependence on imported oil, created tens of millions of new jobs, and saved their countries trillions of dollars by vastly improving the productivity of their economies thanks to a low-carbon transportation sector that moves people and goods at speeds that could one day hit 300 miles per hour, or more.The U.S. can be part of that future. But if more states follow the example of Florida, Wisconsin, and Ohio, the country will remain shackled by 19th- and 20th-century forms of transportation in a 21st-century world. Contemplate this image: China, Europe, Russia, South America, and other parts of the globe are streaking by at 250 miles per hour while the likes of Governor Scott are stuck in a traffic jam on an interstate, watching the trains whiz past.

b. Economic decline causes great power wars—multiple studies

Royal, Director of Cooperative Threat Reduction at the US Dept. of Defense, **10**
[Jedidiah, "Economic Integration, Economic Signaling and the Problem of Economic Crisis," Economics of War and Peace: Economic, Legal, and Political Perspectives, 2010 p. 205-224]bg

Less intuitive is how periods of economic decline may increase the likelihood of external conflict. Political science literature has contributed a moderate degree of attention to the impact of economic decline and the security and defence behaviour of interdependent states. Research in this vein has been considered at systemic, dyadic and national levels. Several notable contributions follow. First, on the systemic level, Pollins (2008) advances Modelski and Thompson's (1996) work on leadership cycle theory, finding that **rhythms in the global economy are associated with the rise and fall of a pre-eminent power and the often bloody transition from one pre-eminent leader to the next.** As such, **exogenous shocks such as economic crises could usher in a redistribution of relative power** (see also Gilpin, 1981) **that leads to uncertainty about power balances, increasing the risk of miscalculation** (Fearon, 1995). Alternatively, **even a relatively certain redistribution of power could lead to a permissive environment for conflict as a rising power may seek to challenge a declining power** (Werner, 1999). Separately, Pollins (1996) also shows that global economic cycles combined with parallel leadership cycles impact the likelihood of conflict among major, medium and small powers, although he suggests that the causes and connections between global economic conditions and security conditions remain unknown. Second, on a dyadic level, Copeland's (1996, 2000) theory of trade expectations suggests that 'future expectation of trade' is a significant variable in understanding economic conditions and security behaviour of states. He argues that interdependent states are likely to gain pacific benefits from trade so long as they have an optimistic view of future trade relations. However, if **the expectations of future trade decline, particularly for difficult to replace items such as energy resources, the likelihood for conflict increases, as states will be inclined to use force to gain access to those resources**. **Crises could potentially be the trigger for decreased trade expectations either on its own or because it triggers protectionist moves by interdependent states**.4 Third, others have considered the link between economic decline and external armed conflict at a national level. Blomberg and Hess (2002) find a strong correlation between internal conflict and external conflict, particularly during periods of economic downturn. They write, The linkages between internal and external conflict and prosperity are strong

and mutually reinforcing. Economic conflict tends to spawn internal conflict, which in tum returns the favour. Moreover, the presence of a recession tends to amplify the extent to which international and external conflicts self-reinforce each other. (Blomberg & Hess, 2002, p. 89) **Economic decline has also been linked with an increase in the likelihood of terrorism** (Blomberg, Hess, & Weerapana, 2004), **which has the capacity to spill across borders and lead to external tensions**. Furthermore, crises generally reduce the popularity of a sitting government. 'Diversionary theory' suggests that, when facing unpopularity arising from economic decline, sitting governments have increased incentives to fabricate external military conflicts to create a 'rally around the flag' effect. Wang (1996), DeRouen (1995), and Blomberg, Hess, and Thacker (2006) find supporting evidence showing that economic decline and use of force are at least indirectly correlated. Gelpi (1997), Miller (1999), and Kisangani and Pickering (2009) suggest that the tendency towards diversionary tactics are greater for democratic states than autocratic states, due to the fact that democratic leaders are generally more susceptible to being removed from office due to lack of domestic support. **DeRouen** (2000) **has provided evidence showing that periods of weak economic performance in the United States,** and thus weak Presidential popularity, **are statistically linked to an increase in the use of force**

Pollution

a. HSR Solves congestion in airports decreasing pollution

Cooper, Finance Staff Writer for International Herald tribune, **2011** (Michael, "Politics put an end to high-speed rail in U.S.; How Tea Party power and the financial crises snuffed out bullet trains", Accessed: June 26, 2012, pg. 17; FAS)

{In 2009, it had been the Obama administration that had pushed to bring high-speed rail to the United States. The vehicle was the $787 billion stimulus package, which, though it was originally sold as a public works program, devoted more money to tax cuts and aid to states than to infrastructure. With much of the construction money in the stimulus ending up paying for prosaic things like repaving roads, the administration decided to make sure that some of it would leave a lasting legacy: They devoted $8 billion for rail and high-speed rail. To the Obama administration, the benefits seemed obvious. The money offered a chance to put people to work designing and building railroads. High-speed trains would lure riders who would otherwise drive or fly, reducing congestion, pollution and the country's dependence on foreign oil. And simply building new futuristic trains zipping around at more than 150 miles an hour would be an accomplishment in itself, one that could lift the spirits of a recession-battered nation.}

b. Emissions from Pollution exacerbates global warming turns the planet into fiery Mars – all life will end

Dr. **Brandenberg**, Physicist (Ph.D.) **and Paxson** a science writer **'99** – John and Monica, Dead Mars Dying Earth p. 232-3

The ozone hole expands, driven by a monstrous synergy with global warming that puts more catalytic ice crystals into the stratosphere, but this affects the far north and south and not the major nations' heartlands. The seas rise, the tropics roast but the media networks no longer cover it. The Amazon rainforest becomes the Amazon desert. Oxygen levels fall, but profits rise for those who can provide it in bottles. An equatorial high pressure zone forms, forcing drought in central Africa and Brazil, the Nile dries up and the monsoons fail. Then inevitably, at some unlucky point in time, a major unexpected event occurs—a major volcanic eruption, a sudden and dramatic shift in ocean circulation or a large asteroid impact (those who think freakish accidents do not occur have paid little attention to life or Mars), or a nuclear war that starts between Pakistan and India and escalates to involve China and Russia . . . Suddenly the gradual climb in global temperatures goes on a mad excursion as the oceans warm and release large amounts of dissolved carbon dioxide from their lower depths into the atmosphere. Oxygen levels go down precipitously as oxygen replaces lost oceanic carbon dioxide. Asthma cases double and then double again. Now a third of the world fears breathing. As the oceans dump carbon dioxide, the greenhouse effect increases, which further warms the oceans, causing them to dump even more carbon. Because of the heat, plants die and burn in enormous fires which release more carbon dioxide, and the oceans evaporate, adding more water vapor to the greenhouse. Soon, we are in what is termed a runaway

greenhouse effect, as happened to Venus eons ago. The last two surviving scientists inevitably argue, one telling the other, "See! I told you the missing sink was in the ocean!" Earth, as we know it, dies. After this Venusian excursion in temperatures, the oxygen disappears into the soil, the oceans evaporate and are lost and the dead Earth loses its ozone layer completely. Earth is too far from the Sun for it to be the second Venus for long. Its atmosphere is slowly lost—as is its water—because of ultraviolet bombardment breaking up all the molecules apart from carbon dioxide. As the atmosphere becomes thin, the Earth becomes colder. For a short while temperatures are nearly normal, but the ultraviolet sears any life that tries to make a comeback. The carbon dioxide thins out to form a thin veneer with a few wispy clouds and dust devils. Earth becomes the second Mars—red, desolate, with perhaps a few hardy microbes surviving.

Multiple alt cause and structural barriers to reviving the industry

Gorman 2009 Linda Gorman, "What Happened to the Airline Industry?" NBER Digest, March 2009; based upon: Steven Berry and Panle Jia, "Tracing the Woes: An Empirical analysis of the Airline Industry," National Bureau of Economic Research, Working Paper No. 14503, November 2008.

The U.S. airline industry went through tremendous turmoil in the beginning of this decade. There were four major bankruptcies and two major mergers, with all legacy carriers -- American, United, Delta, US Airways, Continental, and Northwest -- reporting a large reduction in profits. In "Tracing the Woes: an Empirical Analysis of the Airline Industry," Steven Berry and Panle Jia present a structural model of the industry and estimate the impact of changes in demand and supply on its profitability. They find that in 2006 as compared with the late 1990s: * Air-travel demand was 8 percent more price-sensitive. * Passengers displayed a strong preference for direct flights. * Changes in airlines' marginal costs significantly favored direct flights. * They conclude that along with the expansion of low cost carriers, these factors explain more than 80 percent of the decrease in legacy carriers' variable profits. Other findings: * Changes in passenger demand accounted for almost half of the 80 percent decline in profits. * By 2006, delays and full flights had made passengers so averse to connecting flights that adding a layover to a route could reduce the number of passengers on it by almost four-fifths. * As a result, the average fare for connecting flights dropped by an estimated 12 percent, while the average fare for direct flights fell by only 4 percent. * During this period, the average airline fare decreased from $493 to $451, or 8.5 percent, in 2006 dollars. The low cost carriers, airlines providing direct flights to a restricted number of cities, increased their share of the U.S. domestic market from 22.6 percent in 1999 to 32.9 percent in 2006. The legacy carriers responded by shifting capacity to the more lucrative international markets and by using smaller regional jets to provide direct flights that better matched aircraft and market size.

A2: Environment Disad

High Speed Rail creates massive net reductions in Co2 emissions, offsets emissions from oil based planes and cars and benefits the environment

Ridlington & Kerth et al, policy analysts w/ the Frontier Group, environmental think tank in affiliation with the Public Interest Network, Fall **2010** [Wisconsin Public Interest Research Group – Elizabeth & Rob, Brian Imus & Bruce Speight, WISPIRG Foundation "Connecting the Midwest, - How a Faster Passenger Rail Network Could Speed Travel and Boost the Economy," Accessed 6/1/12] SM

Passenger rail is a cleaner form of trans- portation than car or air travel, emitting less global warming pollution and less health-threatening air pollution. Building a high-speed rail network in the Midwest would attract passengers who otherwise would have taken cars or planes, thereby reducing global warming emissions and cleaning up our air. Modernizing our tracks would also benefit freight trains, taking large trucks off of highways and adding to the environmental and health benefits of investment in rail. Passenger rail already emits less global warming pollution than cars or planes, and these savings will increase as the United States develops a high-speed rail network. A Center for Clean Air Policy (CCAP)/ Center for Neighborhood Technology (CNT) study showed that today, passenger rail travel emits 60 percent less carbon di- oxide per passenger mile then cars and 66 percent less than planes. The faster diesel trains that would likely be used to upgrade current service would emit slightly more emissions, but would still emit much less than cars and planes and would draw more passengers than current passenger rail.52 (See Figure 3.) Electric trains show the most potential for global warming emission reductions, even using today's carbon-intensive elec- tricity grid. For example, a passenger on an electric train in Germany produces about 93 percent less air pollution than someone traveling by car, and 91 percent less than someone making the same trip by plane.53 The CCAP/CNT study surveyed the technology used on three different popular electric train lines, in France, Ger- many, and Japan, and found that all would produce lower carbon dioxide emissions per passenger-mile than a fast diesel train when powered by the U.S. electric grid. One especially efficient train, used on the German ICE line, would produce about half the emissions of America's current passenger rail system.54 Electric trains are not only more energy efficient, but they are faster, and could eventually be pow- ered at least partially with emission-free renewable energy. Currently, the Midwest's electric grid is heavily dependent on coal, which makes electric rail less advantageous here than in many other places around the world, but as renewable electricity is increasingly incorporated into that grid, electric trains will offer greater advantages in terms of pollution reduction. By attracting travelers who otherwise would have taken cars or planes, building a high-speed rail network would be much more effective at reducing global warming emissions than our current passenger rail system. A study undertaken for the Mid- west Regional Rail Initiative found that 5.1 million car trips and 1.3 million airplane trips would be replaced by rail trips every year if the full Midwestern rail system is constructed. Once the system is operating at full capacity, the Center for Clean Air Policy and the Center for Neighborhood Technology estimate that it will reduce carbon dioxide by 188,000 tons of carbon dioxide annually.56 That is equal to the an- nual pollution produced by 33,700 cars.57 Savings could be greater. Improvements to and expansion of intrastate conventional rail networks that benefit other rail and freight operations would further reduce emissions. For example, the Minnesota Department of Transportation, using this broader approach to estimating emissions, calculates an annual greenhouse gas reduc- tion of between 318,000 and 526,000 tons from improvements planned over the next 20 years.58 When tracks are upgraded for better passenger rail service, freight traffic needs are considered as well, allowing freight trains to travel faster, more frequently and with fewer delays. Rail transport is much more fuel-efficient than truck transport for freight—various studies estimate that train transport is three to nine times as efficient as truck transport for the same amount of freight.59 The resulting fuel sav- ings add to the emissions reductions from improving passenger rail. Already, federal funding allocated through the Recovery Act will allow for the construction of a new railroad bridge for westbound trains out of Chicago, adding capacity at a criti- cal chokepoint in the city's rail network.60 Chicago is the nation's largest freight rail hub—40 percent of the nation's freight passes through Chicago at some point in its voyage—but also the nation's most congested rail hub, with freight trains sometimes requiring two days to pass through the city.61

Relieving that extreme congestion with track improvements will offer serious environmental and economic benefits.

Improving our transportation infrastructure is key to the environment

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.13

(Our transportation system has also not adapted to the energy realities of the 21st century**. Air pollution and carbon emissions—the majority of which in the United States are generated by transportation—threaten the environment. Reliance on foreign oil has imperiled our national security. And fluctuating gas prices are making Americans' car-dependent lifestyles simply unaffordable.** We are increasingly aware that for all these reasons a trans-portation system largely run on gasoline is environmentally and economically unsustainable.)

Tech exists to protect our ecosystems

Gu **Zhenqiu**, XINHUA GENERAL NEWS SERVICE, 9/15, **2002**

UN Secretary-General Kofi Annan has called for the summit to concentrate its efforts on water and sanitation, energy, health, agricultural productivity, and biodiversity and ecosystem protection, areas where the technology and the resources exist to bring about tangible results, he said. "Of course, there are other areas that must be addressed, but if we tackle these five areas, we will make considerable headway toward improving the lives of millions of people while reversing continuing environmental degradation," he said.

Technological advances check any impact to biodiversity collapse

Julian **Simon**, Scarcity or Abundance?, **1994**, p. 43

There is now no prima facie case for any expensive species-safe-guarding policy without more extensive analysis than has been done heretofore. The existing data on the observed rates of species extinction are almost ludicrously inconsistent with the doomsters' claims of rapid disappearance, and they do not support the various extensive and expensive programs they call for. Furthermore, recent scientific and technical advances—especially seed bank and genetic engineering—have diminished the importance of maintaining species in their natural habitat.

A2: Minerals Disad

Minerals and metals depletion inevitable in the status quo
Dozolme 6-30-12 (Philippe, Philippe is a Mining and Explosives specialist with 13 years of experience, and has been an independent consultant since 2007, http://mining.about.com/od/Exploration/a/Does-Current-Intensive-Mining-Extraction-Lead-To-Mineral-Depletion.htm)

Does **Current Intensive Mining Extraction Lead To Mineral Depletion**? Struggling on the theoretical arena are the supporters of two different paradigms that lead to very different readings of the same facts and figures about the threat of commodities shortage due to depletion. This is the pessimist camp. But **the theory is logic and easy to understand.** The **first postulate of fixed stock paradigm is that the earth resources are finite**. Considering the demand is varying, **a fixed stock can't last forever**. **An exponential growth in demand, as the one we are currently living for many commodities will, by nature, accelerate the inevitable depletion of the stock.**

Warming and oil dependence makes mineral depletion inevitable
Alperovitz and Hanna 5-22-12 (Gar Alperovitz, Thomas Hanna, Nation Staff Writers, http://www.thenation.com/article/168026/beyond-corporate-capitalism-not-so-wild-dream#)

The destructive "grow or die" imperative of our market-driven system cannot be wished or regulated away. In addition to **the overriding issue of global warming, countless studies have documented** that **limits** to **growth in** such areas as **energy, minerals, water and** arable **land** (among others) are fast being reached. **The energy corporations are desperately trying to crash through these limits with technological fixes** such as fracking, tar sands exploitation and deep-water drilling, which are equally or more environmentally costly than traditional methods. **Yet** the **trends continue: the United States, with less than 5 percent of the global population, accounts for 21.6 percent of the world's consumption of oil, 13 percent of coal and 21 percent of natural gas. In the brief period** between 1940 and 1976 **Americans used up a larger share of the earth's mineral resources than did everyone in all previous history**. At some point a society like ours, which produces the equivalent of more than $190,000 for every family of four, must ask when enough is enough. Former presidential adviser James Gustave Speth puts it bluntly: "**For the most part we have worked within this current system of political economy, but working within the system will not succeed in the end when what is needed is transformative change** in the system itself."

Alt Cause: China minerals and metals are depleted – outsourcing from other countries makes global depletion inevitable
Steadman 6-22-12 (Ian Steadman, Wired News Staff Writer, http://www.wired.co.uk/news/archive/2012-06/22/china-rare-earth-minerals-warning)

China warns that its rare earth minerals are running out June 22, 2012 (Source: Wired) -- **The Chinese government has put out a white paper detailing the current status of its rare earth metals industry, and the prognosis is not promising**. **For** two **decades the nation has been the world's main supplier of rare** earth **minerals** -- a collection of 17 elements, including scandium, yttrium and lanthanum, which are vital in the production of modern electronic technology. **However, China is now pressing other countries to increase their own production**

capability. **The white paper outlines a series of challenges currently facing China's extraction of rare earth minerals**. **China** holds 23 percent of the world's total quantity of minerals, mostly sourced from three main sites in the south of the country. Those **sites are now heavily depleted to the extent that China believes two-thirds of their total supplies have now been mined, and the remaining seams are of a much poorer quality** which will increase the cost of extraction. Illegal mining, and the theft of supplies, has also meant that prices have been kept far lower than China believes they should be -- so **as demand** for copper, iron and other metals **has shot up** over the past 20 years, rare earth mineral demand has not increased prices commensurately. **This all adds up to a huge overcapacity in extracting and exporting rare earth minerals,** and it doesn't help that the mining process (particularly the illegal side) has had a vast and damaging environment impact on the Chinese countryside. Deforestation, landslides and flooding are regularly attributed to mining operations. **The Chinese government's response to these challenges has been to try and take more control over the industry.** That means cracking down on illegal mining, imposing more stringent environmental regulations, paying to repair environmental damage, and also imposing export controls on rare earth minerals. **Hence China asking other countries with** lots of **potential** rare earth mineral capacity -- **like the US, Brazil or Australia -- to begin trying to sourc**e their own **supplies** as Chinese exports slow down.

A2: Freight Tradeoff

Coordination over freight access now and high freight driving now

Schwieterman, director of Chaddick Institute for Metropolitan Development at the University of DePaul in Chicago, Scheldt, Master's Degree in Civil Engineering, **2007** (Joseph, Justin, Journal of Transportation Law, Logistics, and Policy), pg 435

[Several of our findings highlight notable issues facing governments that are proposing HSR systems: * More than 70 percent of the existing railroad mileage identified for HSR involves single-track lines with traffic densities exceeding 10 million gross ton-miles annually. On such routes, there are typically at least a dozen daily freight operations and often substantially more. The development of HSR service generally requires investments in capacity enhancements to eliminate conflicts and/or potential bottlenecks. * About 63 percent of all proposed HSR mileage involves corridors that cross state boundary lines. This finding both reinforces the notion that extensive coordination between states will be necessary if high-speed service is to become a reality, and points to the need for federal leadership the help mitigate coordination problems. * Intrastate proposals are far more likely to use advanced technologies (bullet train and maglev) than interstate corridors. More than 57 percent of intrastate route mileage is proposing to use these advanced technologies, compared to 3 percent interstate mileage. One reason for the more aggressive use of advanced technology in intrastate proposals is the perceived opportunity for a major infusion of state capital funds through a single legislative act. Planners of interstate systems do not have this opportunity and must coordinate the efforts of several states, a more difficult proposition. * Proposals for high-speed service involve using the tracks of 21 different freight railroads. The most heavily affected railroads are CSX (2,142 miles), Norfolk Southern (2,016 miles), Union Pacific (2,207), BNSF (1,327 miles) and Canadian National (806 miles). * Only 17 percent of the proposed high-speed mileage involves r-o-w currently used for non-railroad purposes. Most all of this non-rail mileage (including the entire Florida system) envisions the use of median strips of major expressways. Additionally, the vast majority (98 percent) of the non-rail mileage envisioned for HSR involves bullet-train or maglev technology. * Amtrak is a major participant in HSR development, offering service on 71 percent of the proposed routes. Only 21 percent of the railroad mileage identified has been "freight only" since 1971. * Some 12 percent of all existing railroad mileage identified for high-speed service is currently owned by public agencies, including various commuter-rail agencies and Amtrak. More than one-fifth of the mileage used by high-speed trains would be shared with commuter operators in these corridors: Boston-Albany, Boston-Portland, Harrisburg-Philadelphia, New York-Buffalo, New York-Scranton, and the coastal route from San Francisco-Los Angeles.]

Impact inevitable – SQ Can't meet demand

BAF, 2011 ("Falling Apart and Falling Behind"; FAS) pg.13

(The costs of an overtaxed transportation network are bound to get worse as more and more freight moves through the system. **Demand for freight rail shipments is increasing at a steady clip: freight tonnage is projected to increase 88% by 2035.9 By 2020, every major U.S. container port is projected to at least double the volume of cargo it was designed to handle.** Some East Coast ports will triple in volume, and some West Coast ports will quadruple.10 **We risk debilitating consequences if we don't figure out how to accommodate this rising demand.)**

HSR has high capacity and does not trade off with freight
Todorovich, Director of America 2050, a national urban planning initiative to develop an infrastructure and growth strategy for the United States, et al, 2011
(Petra, *High Speed Rail; a lesson for U.S. policy makers,* pg. 39;FAS)

(By adding capacity to the railway network, high-speed rail can divert a large share of passenger rail service to new, dedicated tracks, thus freeing up capacity on the conventional rail network for freight and other intercity and com- muter rail services. For example, the United Kingdom has chosen to address capacity constraints on its West Coast Main Line with the implementation of the proposed High Speed 2 (HS2) line. **In Japan, the main motivation for implementing the Tokaido line between Tokyo and Osaka was to provide additional capacity to the transportation network**, rather than to reduce travel times (Givoni 2006).)

HSR uses land efficiently
Todorovich, Director of America 2050, a national urban planning initiative to develop an infrastructure and growth strategy for the United States, et al, 2011
(Petra, *High Speed Rail; a lesson for U.S. policy makers,* pg. 40;FAS)

(A typical highspeed rail line has the ability to transport approximately the same number of people in the same direction as a three-lane highway, but on a fraction of the land area. The right-of-way width of a typical two-track high-speed rail line is about 82 feet—**onethird the width of a standard six-lane highway (**246 feet). **This difference in land use amounts to a savings of 24.3 acres per mile of high-speed rail. Such** a **savings could be particularly significant in environmentally sensitive areas that need protection and in urbanized areas where land for highway expansion is costly to acquire** (UIC 2010a).)

No tradeoff with Freight or increase – coordination makes effective
Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This system will allow the Department – in partnership with states, freight rail, and private companies – to identify corridors for the construction of world-class high-speed rail, while raising speeds on existing rail lines** and providing crucial planning and resources to communities who want to join the national high-speed rail network. **With rail ridership reaching all-time highs in many areas of the country during 2010, these investments will ensure that more Americans have the option of taking a train to reach their destination.**>

A2: Construction Accidents

Plan is a safe and reliable

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

HSR is safe and reliable
Todorovich, Director of America 2050, a national urban planning initiative to develop an infrastructure and growth strategy for the United States, et al, 2011 (Petra, *High Speed Rail; a lesson for U.S. policy makers,* pg 39;FAS)

(High-speed rail systems around the world have experienced excellent safety records. Until a deadly accident in China in July 2011, high-speed rail operations on dedicated tracks had never experienced a single injury or fatality (UIC 2010b). **If high-speed rail is built in the United States and meets historic safety standards, one result could be fewer transport-related deaths as more passengers choose rail for intercity travel.)**

A2: O'Toole – Accidents

O'Toole wrong - HSR is safe
Ferry, Summer Associate at America 2050, 2011
(Daniel, focusing on research and advocacy for a national high-speed rail network. He is currently a graduate student in City & Regional Planning and Real Estate Development at Cornell University. Before beginning graduate studies, Daniel worked in the Office of Planning for the Massachusetts Department of Transportation, focusing on research and corridor planning for the South Coast Rail project, a 60-mile extension of commuter rail service from Boston to New Bedford and Fall River, While Buses Play a Valuable Role, they are no Replacement for High-Speed Rail, July 27, 2011, http://www.america2050.org/2011/07/while-buses-play-a-valuable-role-they-are-no-replacement-for-high-speed-rail.html, July 2, 2012, pg 2; FAS)

(**O'Toole claims that intercity buses are far safer than rail, calculating that bus services see only 0.3 fatalities per billion passenger-miles to Amtrak's 1.4 fatalities per billion passenger miles.** However, **these figures drastically overstate the number of bus passenger miles traveled while minimizing the number of bus fatalities incurred to arrive at an incorrectly low fatality rate.** Complicating this picture is the absence of a universal definition of "intercity bus." The source O'Toole cites for intercity bus fatalities uses the relatively narrow definition provided by the National Highway Traffic Safety Administration's Fatality Analysis Reporting System, which considers only those buses making cross country or intercity journeys. Even **this modest figure is known to severely undercount the number of fatalities incurred by this small category of buses. To count passenger miles, O'Toole uses the American Bus Association's 2005 Motorcoach Census, which counts passenger-miles logged by intracity airport shuttles, sightseeing tours, and private commuter buses, amongst other categories that are not making cross country or intercity trips.** The Motorcoach Census even counts miles logged by Canadian buses, an obvious discrepancy as Canadian fatalities are not counted. Canadian buses account for nearly a fifth of all buses in North America and an unknown number of passenger-miles, seriously skewing the statistics. Due to the varying definitions used by different sources, it is difficult to determine exactly what the safety rate of intercity buses should be. The only major source that reliably counts both passenger miles and fatalities is the Bureau of Transportation Statistics. The BTS does not provide statistics for intercity buses specifically, but we do know that any bus providing scheduled intercity service will have to travel along highways. According to the Bureau of Transportation Statistics, from 1999 - 2008, the fatality rate for all vehicles on highways was 9.6 deaths per billion passenger miles (Tables 2-1 and 1-40). Buses may well be safer than other highway users such as private automobiles, but O'Toole's figures claim buses are 32 times safer than other highway users. **O'Toole takes the opposite track in determining passenger rail's safety - artificially shrinking the number of passenger miles while inflating fatalities to result in an artificially high fatality rate. O'Toole counts passenger miles only for Amtrak trains, while counting fatalities for all passenger trains, including commuter rail.** This is probably because the Bureau of Transportation Statistics itself counts passenger miles only for Amtrak, but records fatalities for all passenger trains. **The American Association of State Highway and Transportation Officials puts Amtrak's actual safety record at 0.4 fatalities per billion passenger miles between 1980 and 2010.)**

A2: Tradeoff C02 Tech

Plan would decrease emissions and congestion

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but also in the small businesses that open near modernized train stations**. **They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions**.>

Answers To: Topicality

Extra T – Answers

"Transportation" must have the primary purpose of moving people or goods - Includes HIgh Speed rail and can be ran on renewable energy

DoE 8 (United States Department of Energy – Energy Intense Indicators in the U.S., "Terminology and Definitions", 4-22, http://www1.eere.energy.gov/ba/pba/intensityindicators/trend_definitions.html)

Transportation sector **An end-use sector that consists of all vehicles whose primary purpose is transporting people and/or goods from one physical location to another. Included are automobiles; trucks; buses; motorcycles**; trains, subways, and other **rail vehicles; aircraft; and ships**, barges, and other waterborne vehicles. **Vehicles whose primary purpose is not transportation (e.g., construction** cranes and bulldozers, **farming vehicles, and warehouse tractors and forklifts) are classified in the sector of their primary use**. (see the EIA glossary).

"Infrastructure" contains multiple categories --- "transportation" can be ran on energy

Heintz 9 (James, Associate Research Professor and Associate Director – Political Economy Research Institute, et al., "How Infrastructure Investments Support the U.S. Economy: Employment, Productivity and Growth", January, http://americanmanufacturing.org/files/peri_aam_finaljan16_new.pdf)

II. ASSESSMENT OF INFRASTRUCTURE NEEDS FOR THE U.S. In the previous section we looked at trends and patterns of public investment since 1950. **We now examine** what levels of **infrastructure investment** are required in the future to address expected needs and to fill the gap left by inadequate rates of past investment. We will then use this assessment of needs to develop policy scenarios and to estimate the employment impacts of an expanded infrastructure investment program. We will show, in later sections of the report, that a program of accelerated investment which aims to eliminate the country's infrastructure deficit can generate millions of new jobs. In this section **we focus on four broad categories of infrastructure and specific areas of investment within each category. The infrastructure categories are: 1. Transportation: the road system; railroads; aviation; mass transit; and inland waterways and levees; 2. Public school buildings; 3. Water infrastructure: drinking water, wastewater, and dams**; **4. Energy: electrical transmission, through all sources, including renewables, and natural gas pipeline construction**. These categories constitute the most important components of U.S. economic infrastructure. In addition, public schools represent one of the most important pillars of the country's social infrastructure, one with important implications for the long-run productivity of the economy's human resources. Taken together, we capture the most important assets that collectively reflect the state of the nation's infrastructure. In this section, we examine each of these areas in turn and then pull the information together to provide a more complete picture of infrastructure needs. **Transportation Highways, Roads and Bridges** The nation's highways, roads, and bridges constitute the single most important transportation system for the U.S. population and economy. According to the Federal Highway Administration, the U.S. maintains 4 million miles of roads and nearly 600,000 bridges (Department of Transportation, 2006). In dollar terms, the Bureau of Economic Analysis estimates that the current value of public assets in road infrastructure totals $2.6 trillion. The Department of Transportation periodically evaluates the condition of the country's roads, bridges, and transit systems in its report Status of the Nation's Highways, Bridges, and Transit. According to the most report, 85 percent of roads are in 'acceptable condition' but only 44 percent were deemed to be in 'good condition'. In 2004, 26.7 percent of bridges were considered to be structurally deficient and 13.6 percent were 'functionally obsolete.' The cost to maintain the U.S. road system in its current condition is estimated to be $78.8 billion a year. Current levels of annual investment are around $70.3 billion, a gap of $8.5 billion. The Department of Transportation has conducted research into the level of investment needed to minimize the costs associated with prolonged travel times, vehicle damage, accidents, and excessive emissions. Bringing the system up to this high-quality standard would require annual investment of $131.7 billion, an increase of $61.4 billion over current levels (Department of Transportation, 2006). **Freight and intercity rail** By 2035, demand for freight rail transportation is expected to double (AAR, 2007). Maintaining adequate infrastructure is essential if freight rail is to continue to provide a more environmentally benign alternative to long-distance trucking. Intercity passenger rail, mostly on trains operated by Amtrak, currently links over 500 cities nationwide and provides a viable alternative to air and road transport (Department of Transportation, 2007). Insufficient capital investment in freight and intercity rail would compromise the future contributions of railroads to the U.S. economy. In turn, these investment gaps would slow down the transition to a clean-energy economy. Unlike road transportation, rail infrastructure is largely financed by private companies. Since the railroads were deregulated in the late 1970s, securing the funds for ongoing capital improvements has been a challenge. It is unclear to what extent railroad companies will be able to finance future fixed capital requirements from ongoing revenues (ASCE, 2005). If railroads cannot finance sufficient capital improvements, the growth in demand for rail services would shift onto the road system—increasing

congestion, road maintenance costs, as well as increasing greenhouse gas emissions. A recent study by the Association of American Railroads projects that infrastructure investment of $148 billion is required in the next 28 years to be able to meet the projected level of demand (AAR, 2007). This translates into a capital investment need of $5.3 billion per year. The American Society of Civil Engineers estimates that investment needs of freight rail and intercity systems would total $12-13 billion a year over the next 20 years (ASCE, 2005). However, this estimate includes investments that would have taken place anyway, given historical trends. Therefore, we use the $5.3 billion figure as the best available estimate of the need for additional rail infrastructure in the future. **Aviation** According to forecasts compiled by the Federal Aviation Administration, the number of passengers flying on commercial airlines is expected to increases at an annual rate of 3.0 percent a year from 2008 to 2025 (FAA, 2008). By the end of this period, annual passenger travel is expected to reach 1.3 billion. This increase in volume will require capital investments in airport capacity and air traffic control systems if congestion and delays are to be minimized and passenger safety maintained. Updating the traffic control system has been ongoing since the mid-1980s, but the process has taken longer and required more investment than initially thought (ASCE, 2005). According to the results of a survey administered to the nation's 100 largest airports by the Airports Council International (North American branch), annual capital investment needs over the period 2007-2011 total $17.5 billion (ACI, 2007). This represents a $3.2 billion increase over the assessment of annual investment needs from 2005 to 2009. The FAA estimates the shortfall in investment funds available to be somewhat lower: $1 billion per year from 2006-2011, based on airport master plans and ACI estimates (GAO, 2007). However, neither set of estimates include capital investment for security improvements and air traffic control systems, as documented by the ASCE (2005). Therefore, we use $3.2 billion a year in additional infrastructure as a reasonable estimate of investment needs in the absence of more comprehensive data. **Mass transit** Increased usage of public transportation is one of the most efficient ways to promote energy conservation in the United States. It is therefore a positive development that public transportation has been growing steadily in recent years. The increase in demand for public transportation accelerated sharply over 2007-08, as gas prices at the pump rose as high as $4.00 a gallon. But more generally, over the decade 1996-2005, passenger miles traveled with various forms of public transportation increased by over 20 percent (Department of Transportation, 2007) and usage is expected to rise faster in the future. Capital investments in transit have increased in recent years, particularly at the state and local level (Department of Transportation, 2006). Despite these improvements, public investment must increase further if the transit system is to be maintained, and beyond this, if public transportation is to become an increasingly significant means of promoting energy conservation. According to the 2006 Status of the Nation's Highways, Bridges, and Transit, transit investments must total $15.8 billion a year just to maintain the current operating system. This would represent an increase of $3.2 billion a year over current levels. But to meet government operational and performance targets by 2024, annual investments must grow to $21.8 billion, requiring an additional $9.2 billion. **Inland waterways and levees** Approximately 2.6 billion short tons of commodities are transported on U.S. navigable waterways each year—an extremely cost-efficient transportation system (Army Corps of Engineers, 2005). The Army Corps of Engineers maintains and operates the inland waterway system which includes 257 lock systems nationwide, the average age of which is 55 years. According to the American Society of Civil Engineers, by 2020 80 percent of the lock systems will be functionally obsolete without new infrastructure investments (ASCE, 2005). The estimated cost of updating all the lock systems is $125 billion. In addition, the Army Corps of Engineers assess the state of the nation's levees and flood control systems, amounting to 2,000 levees totaling 13,000 miles, which include projects built and maintained by the Corps of Engineers; projects built by the Corps of Engineers and subsequently transferred to a local owner to maintain; and projects built by local communities. In 2007, the Corps identified 122 levees, across the country, which are in need of additional maintenance and repair.4 The investment needed to update the lock system combined with an additional $30 billion to improve the nation's levees would total $155 billion, or about $6.2 billion annually over the next 25 years.

Answers To: Fiscal Discipline DA

No Link - Funding Comes from X Budget

HSR does not increase deficit

Durbin, assistant majority leader of the senate, September 21, **2011** (Richard, official website of Dick Durbin, http://durbin.senate.gov/public/index.cfm/pressreleases?ID=32617df5-4fc7-45b1-aefa-57dde3f4e759, DKE)

["The funding for high speed rail provided in this bill is a worthwhile investment that will create jobs and provide easier and more convenient modes of transit. It is fully paid for and does not increase the deficit by a single penny," Senator Landrieu said. "I urge the state of Louisiana to pursue a portion of this funding to help complete a much-needed high-speed rail line between New Orleans and Baton Rouge." The Durbin-Lautenberg-Feinstein-Landrieu amendment is completely paid for with unobligated funds for old earmarks and project funding that is slated to expire. These old and soon-to-expire earmarks are still on the books at the U.S. Department of Transportation and should be available for today's transportation infrastructure needs like high speed and intercity passenger rail. The High Speed and Intercity Passenger Rail Program - created in June 2009 - will help build an efficient, high-speed and emerging high speed passenger rail network connecting major population centers 100 to 600 miles apart. In the short-term, the program aims to aid economic recovery efforts and lay the foundation for this high-speed passenger rail network through targeted investments. As part of the American Recovery and Reinvestment Act, $8 billion was awarded nationwide under this program.}

Money allocated for High Speed Rail

Centre Dailey Times, news source**, 6/29/2012** (Associated Press, Obama signs stop-gap highway, student loan bill, 6/29/2012, http://www.centredaily.com/2012/06/29/3247086/obama-signs-stop-gap-highway-student.html, Access: 7/2/12) AGI

{WASHINGTON — President Barack Obama has signed a short-term bill that avoids interest rate increases on new loans to millions of college students and maintains jobs on transportation projects across the nation. Obama signed a one-week extension of the measure to give time for the full legislation, approved Friday by Congress, to reach his desk. The president is expected to sign the full law in the coming days. The bill allows more than $100 billion to be spent on highway, mass transit and other transportation programs during the next two years. Those projects would have expired Saturday.}

Plan would come from allocated Recovery Act funds and transportation budget

Office of the vice president, February 08, 2011
(press release, http://www.whitehouse.gov/the-press-office/2011/02/08/vice-president-biden-announces-six-year-plan-build-national-high-speed-r; DKE)

<**This long term commitment builds on the $10.5 billion down payment the Obama Administration already devoted to a national high-speed rail system – including $8 billion of Recovery Act funds and $2.5 billion from the 2010 budget.** These investments are already paying economic dividends in places like Brunswick, Maine, where construction workers are laying track that will provide the first rail service since the 1940s from Brunswick to Portland to Boston. Private dollars are also gravitating toward Brunswick's station neighborhood, as investors have financed a number of businesses and residential condos, a new movie theatre, a new 60 room hotel, and a 21st century health clinic. **Similar high-speed and intercity passenger rail projects across the country will create jobs not only in our manufacturing sector, but**

also in the small businesses that open near modernized train stations. They will connect large metropolitan communities and economies through a safe, convenient, and reliable transportation alternative. They will ease congestion on our roads and at our airports. And they will reduce our reliance on oil as well as our carbon emissions.>

Plan Creates Job – Solves the Economy

Plan creates jobs for the long term

Sires, Representative of the House, **11**
(Albio, The Hill-blog of Congress, http://thehill.com/blogs/congress-blog/economy-a-budget/149263-making-high-speed-rail-a-national-priority; DKE)

[**With dedicated funding, true high speed rail can become a reality and economic and environmental benefits can be realized. Constructing high speed rail will create new jobs and sustain long-term employment**. New **rail stations will spur economic development in the surrounding areas and promote livable communities. High speed rail also presents an opportunity to decrease our dependence on foreign oil**.]

High Speed Rail construction infrastructure creates jobs

Nussbaum,staff writer for Philadelphia enquirer, **2010** (Paul, *Foreign firms see profits in U.S. high-speed rail*, August 10, 2010, Lexis Nexis, July 3, 2012, pg 1-2; FAS)

(But, since U.S. law requires that the trains be built in the United States by American workers, foreign-owned train factories could mean thousands of jobs and billions of dollars for U.S. locales. And the construction of bridges, tunnels, and stations around the country could mean work for tens of thousands more Americans. Vice President Biden cited those jobs when he and President Obama announced $8 billion in federal grants for high-speed rail this year in Tampa, Fla. "How can we, the leading nation in the world, be in a position where China, Spain, France - and name all the other countries - have rail systems that are far superior to ours?" After noting how high-speed trains would reduce congestion, cut pollution, and increase productivity, Biden said: "Most important, we're creating jobs - good jobs. Construction jobs. Manufacturing jobs. And we're going to be creating them right now. We're going to spur economic development in the future and we're making our communities more livable all in the process." A recent report by Duke University researchers estimated the number of jobs that U.S. rail spending would create: 24,000 construction and manufacturing jobs per $1 billion in capital investment, and 41,000 operation and maintenance jobs per $1 billion in operating investment. In Spain, the government's ambitious push to build Europe's largest high-speed network has created 600,000 jobs in the last five years, according to officials of Adif, the Spanish rail-infrastructure firm.)

Answers To: Oil DA – Backstopping

No Impact

Impact Denied: Saudi already fled market

Mouawad, correspondent for The New York Times. global energy industry, reporting on oil and gas developments around the world, OPEC politics, and renewable energy, 6/15/**2008** (Jad, Saudis plan to increase oil output, 6/15/2008, http://www.nytimes.com/2008/06/15/business/worldbusiness/15iht-oil.4.13723782.html?_r=1, Access: 7/2/2012) AGI

{Saudi Arabia, the world's biggest oil exporter, is planning to increase its output next month by about a half-million barrels a day, an increase of nearly 6 percent, according to analysts and oil traders briefed by Saudi officials. The increase could raise Saudi output to a production level of 10 million barrels a day, which, if sustained, would be the highest ever by the kingdom. The move was seen as a sign that the Saudis are becoming increasingly nervous about both the political and economic effects of high oil prices. In recent weeks, soaring fuel costs have incited demonstrations and protests from Italy to Indonesia. Saudi Arabia is now pumping 9.45 million barrels a day, which is an increase of about 300,000 barrels from last month. While they are reaping record profits, the Saudis are concerned that the record prices reached this month might eventually dampen global economic growth and lead to lower oil demand, as is already happening in the United States and other developed countries. The current prices are also making alternative fuels more viable, threatening the long-term prospects of the oil-based economy. President George W. Bush visited Saudi Arabia twice this year, pleading with King Abdullah to step up production. While the **Saudis** resisted the calls then, saying the markets were well supplied, they seem to **have since concluded that they needed to disrupt the momentum that has been building in commodity markets, sending prices higher**. Abdullah has also taken the unprecedented step of arranging on short notice a major gathering of oil producers and consumers to address the causes of the price increase. The meeting will be next Sunday in the Red Sea town of Jidda.}

Impact Inevitable

World oil supply is increasing inevitably will dip prices

Maugeri, Research Fellow, Geopolitics of Energy Project, **2012** (Leonardo, Oil: The next revolution, June 2012, http://belfercenter.ksg.harvard.edu/publication/22144/oil.html, July 4, 2012;FAS)

Contrary to what most people believe, oil supply capacity is growing worldwide at such an unprecedented level that it might outpace consumption. This could lead to a glut of overproduction and a steep dip in oil prices. Based on original, bottom-up, field-by-field analysis of most oil exploration and development projects in the world, this paper suggests that an unrestricted, additional production (the level of production targeted by each single project, according to its schedule, unadjusted for risk) of more than 49 million barrels per day of oil (crude oil and natural gas liquids, or NGLs) is targeted for 2020, the equivalent of more than half the current world production capacity of 93 mbd. After adjusting this substantial figure considering the risk factors affecting the actual accomplishment of the projects on a country-by-country basis, the additional production that could come by 2020 is about 29 mbd. Factoring in depletion rates of currently producing oilfields and their "reserve growth" (the estimated increases in crude oil, natural gas, and natural gas liquids that could be added to existing reserves through extension, revision, improved recovery efficiency, and the discovery of new pools or reservoirs), the net additional production capacity by 2020 could be 17.6 mbd, yielding a world oil production capacity of 110.6 mbd by that date – as shown in Figure 1. This would represent the most significant increase in any decade since the 1980s.

Answers To: Oil DA – Russia

Non-Unique

Oil demand surging – geopolitics

Kumar, June 2, 2012 (Gulf News, HimendraMohan Staff Reporter Fear keeps oil prices stubbornly high, http://gulfnews.com/business/oil-gas/fear-keeps-oil-prices-stubbornly-high-1.1030986)

Dubai: The UAE economy is widely expected to benefit from yet another year of windfall of oil export income in 2012 as surging global crude demand and supply fears keep prices at stubbornly high levels, say experts. The UAE's income from oil exports last year topped $100 billion (Dh367.8 billion), according to market estimates. This year too, the high oil prices will contribute towards maintaining the budgetary balance. The country exported, on average, about 2.3 million barrels of oil per day in 2011. Saudi Arabia's Oil Minister, Ali Al Naimi, has said he sees a prolonged period of high oil prices. The world's largest crude exporter stood ready to use its spare capacity to supply the market with any additional requirements. Brent traded above $120 a barrel last Friday and has risen about 13 per cent this year, as tightening US and European sanctions target exports from Iran. Geopolitical tensions might continue to influence prices on the bullish side and the Iranian nuclear talks in the coming weeks will be a first and strong indication on where we will be heading in the coming months with regard to the risk premium," Samuel Ciszuk, consultant at the UK-based KBC Process Technology Ltd, told Gulf News.

Peak Oil

Even if they are right in the short term about supply the long term interventions in the squo make the impact worse by clinging to dying oil reserves but the plan allows a smooth transition- shift now is better than later - peak is coming.

David **Biello** (Writing for The Scientific American) January 25, **2012** Has Petroleum Production Peaked, Ending the Era of Easy Oil? http://www.scientificamerican.com/article.cfm?id=has-peak-oil-already-happened

Despite major oil finds off Brazil's coast, new fields in North Dakota and ongoing increases in the conversion of tar sands to oil in Canada, fresh supplies of petroleum are only just enough to offset the production decline from older fields. **At best**, the world is now living off an oil plateau—roughly 75 million barrels of oil produced each and every day—since at least 2005, according to a new comment published in Nature on January 26. (Scientific American is part of Nature Publishing Group.) That is a year earlier than estimated by the International Energy Agency—an energy cartel for oil consuming nations. To support our modern lifestyles—from cars to plastics—the world has used more than one trillion barrels of oil to date. Another trillion lie underground, waiting to be tapped. But given the locations of the remaining oil, getting the next trillion is likely to cost a lot more than the previous trillion. The "supply of cheap oil has plateaued," argues chemist David King, director of the Smith School of Enterprise and the Environment at the University of Oxford and former chief scientific adviser to the U.K. government. "The global economy is severely knocked by oil prices of $100 per barrel or more, creating economic downturn and preventing economic recovery." Nor do King and his co-author, oceanographer James Murray of the University of Washington in Seattle, hold out much hope for future discoveries. "The geologists know where the source rocks are and where the trap structures are," Murray notes. "If there was a prospect for a new giant oil field, I think it would have been found." King and Murray based their conclusion on an analysis of oil data from the U.S. Energy Information Administration. Looking at use and production trends, the two note that since 2005 production has remained essentially unchanged whereas prices (a surrogate for demand) have fluctuated wildly. This suggests to the authors that there is no longer any spare capacity to respond to increases in demand, whether it results from political unrest that cuts supply, as in the case of Libya's political upheaval last year, or economic boom times in growing countries like China. "We are not running out of oil, but we are running out of oil that can be produced easily and cheaply," King and Murray wrote.

We'll make a key distinction, the question is not oil production it's the price at which oil can be produced- none of your evidence speaks to sustainable prices merely physical supply

Jim **Jubak** (writing for MSN Money) 2/6/**2012** The real cost of 'peak oil'
http://money.msn.com/investment-advice/the-real-cost-of-peak-oil-jubak.aspx

Now that the world is awash in oil, the only people talking about peak oil are those who oppose the idea. They are dancing on what they depict as the grave of what they call a "theory" that wasn't worth the graph paper it was plotted on. Well, I still think that the peak oil model is a useful description of what we see happening in the oil industry today -- even if West Texas Intermediate, the U.S. benchmark, closed at a twitch under $100 a barrel on Friday, Feb. 3. (Brent crude, the European benchmark, closed at $114.58.) And, I'd go on to say that the peak oil model is the best way to understand what's happening to the prices of other commodities, especially copper. (Full disclosure: I predicted that oil would go to $180 a barrel shortly before it began its collapse from the $145 a barrel high in 2008. And full, full disclosure: The only one predicting $250 a barrel oil right now is Iran, which is threatening that prices will reach that level if developed economies impose tougher sanctions on the Iranian economy in an attempt to slow or stop that country's development of a nuclear bomb.) Why peak oil still matters Let me explain why I still find so much value in this "discredited" theory. The most damage to the peak-oil model resulted from the overenthusiasm of its friends during the commodities boom that topped out in 2008. A view that I've called "hard peak oil" held that Hubbert's model had predicted that world oil reserves were about to go into decline, that oil production was about to plunge and that the world was about to run out of oil. Those were all extensions -- unjustified in my view -- on Hubbert's model. Hubbert's formulation addressed only production rates and wasn't a prediction of the measured levels of global oil reserves. Hubbert's model used a relatively narrow definition of oil, not surprising in an era when the conventional oil production of Texas, California and Louisiana dominated the U.S. industry. When oil companies continued to find oil and global reserves and estimates of global reserves continued to climb, peak oil theory took a ding. Then the global oil industry discovered huge, unconventional sources of oil in the Canadian oil sands and the tight shale formations of first the United States and then Argentina, China and Europe. That revived production in mature oil-producing countries, such as the United States, and made the theory look loopy. But to see how useful a peak oil model can be to an investor, look at the latest quarterly results from the big international oil companies. Spending more to get less Let's start with Royal Dutch Shell (RDS.B +2.06%, news). Production volumes fell 5% year-over-year in

the fourth quarter. Full-year production was down 3% from 2010. Shell told shareholders that it would reverse that downward trend and increase production in the low single digits in 2012. What interests me is how much money Shell will invest in its attempt to reverse declining production. Shell will increase its total capital investment to $32 billion to $33 billion in 2012 from $31.5 billion. The actual increase in the capital budget for oil exploration, development and production will go to $24 billion in 2012 from $20 billion in 2011. That's a 20% increase. And what will Shell and its investors get for those bucks? If recent history is any guide, not as much as they used to get. Shell's return on average capital employed in 2011 fell to 15.9%. A few years ago, when oil prices were much lower, return on average capital employed checked in above 20%. Shell has had trouble increasing production in recent years, but the drop in return on average capital employed is an industrywide problem. For example, Chevron (CVX +1.97%, news), one of the international majors that has been most successful at adding reserves in recent years, showed a return on average capital employed 20% lower in 2011 than in 2008. Exxon Mobil (XOM +2.97%, news), which is historically more profitable than its peers among the international majors, averaged a return on average capital employed of more than 27% from 2006 through 2010. In 2010, the company's return on average capital employed fell to what was still an industry-leading 22%. (Exxon Mobil's big acquisition of XTO Energy in June 2010 makes it tough to compare figures for 2011 with previous years.) These trends are just about what you'd expect from the peak-oil model. As reservoirs mature, oil produced from them gets more expensive as companies have to invest more in methods to extract oil. As fields and national reserves mature, companies can continue to add new oil discoveries, but the cost of each new discovery is likely to rise.

Climate Change Turn

Doesn't turn the aff – only the Plan solves climate change - Oil dependence is one of the largest sources of GHG emissions – this solves the impact to backstopping

Lefton, Researcher for Progressive Media, January 13, **2010** [American Progress - Rebecca, "Oil Dependence is a Dangerous Habit," Transportation%20Topic/Looked%20At/Oil%20Dependence%20Is%20a%20Dangerous%20Habit.webarchive, Accessed 6/9/12] SM

Meanwhile, **America's voracious oil appetite continues to contribute to another growing national security concern: climate change**. **Burning oil is one of the largest sources of greenhouse gas emissions and therefore a major driver of climate change**, **which if left unchecked could have very serious security global implications**. **Burning oil imported from "dangerous or unstable" countries alone released 640.7 million metric tons of carbon dioxide into the atmosphere**, which is **the same as keeping more than 122.5 million passenger vehicles on the road**.Recent studies found that **the gravest consequences of climate change could threaten to destabilize governments, intensify terrorist actions, and** displace hundreds of millions of people **due to increasingly frequent and severe natural disasters**, higher incidences of **diseases** such as malaria, **rising sea levels, and food and water shortages**.A 2007 analysis by the Center for American Progress concludes **that the geopolitical implications of climate change could include wide-spanning social, political, and environmental consequences such as "destabilizing levels of internal migration" in developing countries and more immigration** into the United States. The **U.S. military will face increasing** pressure **to deal with these crises, which will further put our military at risk and require already strapped resources to be sent abroad.**

There can't be a transition if there continue to be high demand – only the aff can solve

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A **recent** report **on the** November 2009 **U.S. trade deficit found that rising oil imports widened our deficit**, **increasing the gap between our imports and exports**. **This is but one example that our economic recovery and long-term growth is inexorably linked to our reliance on foreign oil**. **The United States is spending approximately $1 billion a day overseas on oil instead of investing the funds at home, where our economy sorely needs it.** Burning oil that exacerbates global warming also poses serious threats to our national security and the world's security. For these reasons we need to kick the oil addiction by investing in clean-energy reform to reduce oil demand, while taking steps to curb global warming.