# Budget Trade-Off DA

## 1NC:Sidewalks

#### Safe Routes to School is on the chopping block- key to address obesity and prevent traffic accidents involving children

**Urban Tulsa Weekly 3/14/2012** (“Jennie Lloyed, “U.S. Congressional committee cuts budget for elementary school biking and walking program for kids,” <http://www.urbantulsa.com/gyrobase/Content?oid=oid%3A47674>)

An amazing thing happened after a Safe Routes to School bicycle safety program for kids at McClure Elementary School. The schoolís former principal, Susan Baston, said, ìAs part of the Safe Routes to School, we had a HUB program come and do a session on bicycle safety. ¶ After that, ìAll of a sudden, the bike racks filled up with kidsí bikes because the kids were riding their bikes to and from school, Baston said. ìWe saw a large number of kids take advantage of riding their bikes to school. ¶ Baston was the principal for McClure for the last 12 years, but recently took a position as principal of Bunch Early Childhood Development Center. Now, she said ìall of my four-year-olds are delivered by parents, daycare or bus, but Baston still speaks glowingly of the Safe Routes program.¶ At McClure, ìdepending on the time of year, we had a large number of students who were responsible for getting themselves to school each day either by walking or by riding a bike, she said.¶ But the school is at a disadvantage because it lacks surrounding sidewalks and school bus service. ìThere were no school buses providing transportation and many of the families didnít have transportation, so walking and riding bikes are so important for McClure kids, Baston said.¶ Enter the federal Safe Routes to School program. McClure uses the program to help kids map out safe ways to school, and learn about bicycle and pedestrian safety.¶ But the economy is in trouble, and the federal budget is spiraling up, up and out of control. And now Safe Routes is on the chopping block.¶ ìIf they get rid of the program, Baston said, ìthe concern would be children being unsafe. You would have children without the training in bicycle safety. ¶ Though McClure kids may have bikes, they didnít often have ìany training, a lock or a helmet, Baston said. These are three things provided by the Safe Routes program.¶ The program evolved after decades of research on the safety of kids walking and biking to school. A federal Department of Transportation publication from 1975, titled ìSchool Trip Safety and Urban Play Areas, outlined what would later become Safe Routes.¶ The program was first used in Denmark in the late 1970s as a way to cut down on the number of children who were killed while walking and biking to school, according to Safe Routes historical information on its website, saferoutesinfo.org.¶ Safe Routes program have popped up throughout Europe, Australia, New Zealand, Canada and the States.¶ A small pilot program started in the Bronx, N.Y., in 1997. The following year, Congress funded two pilot Safe Routes programs ó one in Marin County, Calif., and another in Arlington, Mass.¶ In July 2005, Congress passed federal legislation to establish a National Safe Routes to School program. The program allocated $612 million to Safe Routes programs between 2005 and 2009.¶ Now, however, the funding is in danger of being cut. A U.S. House committee eliminated Safe Routes to School programs and other initiatives that promote bicycling and walking, according to Andrew Sousa, Leadership for Healthy Communities communications director.¶ The U.S. Senate is set to vote on its bill this week which preserves Safe Routes to School, but in a way that it will have to compete with other programs for funding.¶ The elimination of the program would likely affect more than 12,300 schools across the nation, including McClure and four other schools in Tulsa.¶ In 1969, almost half of all students walked or biked to school, and most lived within a mile of their school. Now, less than one in seven walk or bike to school, according to some estimates.¶ Not only do Safe Routes programs address a growing obesity epidemic, but they also help prevent tragic traffic accidents. One in four child traffic deaths happen while kids are walking and biking. In Tulsa, Safe Routes federal funding has been used to construct sidewalks, safe access routes and school zone improvements like pedestrian signals, lighting and school zone signage, according to Sousa.¶ The funding also offers safety programs, like the six-week bike education course that proved so popular and successful at McClure. Support for the Safe Routes program doesnít end with federal funding. Community members, private donors and local businesses have supported the program by providing new bicycles and equipment to more than 150 students who have learned about bicycle safety from certified instructors.¶ The programís walking and biking focus comes at a time when more than one in five school districts are cutting back on school busing to save money. But some local lawmakers are taking action. District 5 City Councilor Karen Gilbert and State Rep. Seneca Scott (D-Tulsa) are working together to save the program, which is in place at Owen, Mark Twain, Marshall and Rosa Parks Elementary Schools (in addition to McClure).¶ Gilbert is a former Tulsa Parent Teacher Association president and has worked for Tulsa Public Schools for 10 years.¶ Want to join Gilbert and Scott in working to save Safe Routes? Contact your senators and state representatives, and heck even your mayor, principal or community leaders to get them to call on Oklahoma leaders to save the program, too.

#### Safe Routes to School is on the chopping block

**MNN 5/29/2012** (Mother Nature Network, “Funding for Safe Routes To School is on the chopping block,”http://www.mnn.com/family/family-activities/blogs/funding-for-safe-routes-to-school-is-on-the-chopping-block)

(SRTS) is a federally funded national program that aims to make biking and walking to school safer and easier for kids. Despite the program's success, its funding is now on the Congressional chopping block — not in a move to save money, but to redirect those funds to more car-centric projects and activities.¶ ¶ Congress established the nation-wide SRTS program in 2005. Under the law, the Federal Highway Administration administers the program funds and provides guidance and regulations about SRTS programs. Federal money is distributed to states for SRTS programs based on student enrollment, with no state receiving less than $1 million per year. These SRTS funds are used to coordinate infrastructure improvements that make walking and biking to school safer and more practical for kids.¶ ¶ Testifying to Congress about a pilot project, Director Deb Hubsmith said, “In only two years, we documented a 64 percent increase in the number of children walking, a 114 percent increase in the number of students biking, a 91 percent increase in the number of students carpooling, and a 39 percent decrease in the number of children arriving by private car carrying only one student.”¶ ¶ Still, despite the program's success, Congress is now considering moving SRTS funds to a shared pot labeled "additional activities" that could be used on road construction projects and other priorities that have nothing to do with helping kids find safer routes to bike or walk to school. It has also been suggested that this funding be eliminated altogether. ¶ ¶ SRTS funds fall under the Senate Transportation Bill which was passed with bipartisan support last month. It is now under the consideration of a House-Senate committee that has been tasked with determining how the money will be allocated.

#### Safe Routes to School will suffer cuts in the new transportation bill

Pacific Sun 6/28/2012 (“Bike program deflated by Congress, say Safe Routes officials,” <http://www.pacificsun.com/news/show_story.php?id=4494>)

Safe Routes to School is hitting a bumpy road in the new Transportation Bill expected to pass through Congress this week--as funding for the popular nonmotorized transportation project will suffer cuts by 60 to 70 percent, according to Safe Routes officials. While the wheels won't be completely knocked off the program designed to improve bike and pedestrian access to schools, Deb Hubsmith, director of the Safe Routes to School National Partnership, is calling it a "dark day" for two-wheeling kids. "We are deeply concerned that bicycling and walking programs will suffer large and disproportionate cuts in funding in the new bill," say officials from Safe Routes and the America Bike Coalition in a joint statement. "Programs that save lives and dollars are eliminated. The full extent of cuts to biking and walking funding will be determined at the state level and may be even deeper. We will continue to work in states and local communities to support safe, accessible streets." As part of the new two-year transportation bill, MAP 21 (Moving Ahead for Progress in the 21st Century), the Safe Routes program will be folded into a new program called Transportation Alternatives, and no longer will have dedicated funding. The bill also allows states to "opt out" of grant programs that have previously been crucial to funding local small-scale biking and walking projects. Despite the legislative setback, Hubsmith is trying to see the glass half full—or, better yet, the tires half pumped. Republicans in the House of Representatives "wanted to completely eliminate Safe Routes to School," says Hubsmith. "We remain eligible for funding and our projects are likely to be very competitive in the new Transportation Alternatives program given our focus on the safety and the health of children." Launched in 2000, Marin's program began with an initial nine schools, but now includes 52 schools and more than 23,500 students, according to Transportation Authority of Marin statistics. More than 12,000 schools across the country currently have Safe Routes programs, writes Hubsmith. "As soon as the dust settles," she says, "we will be turning our attention to helping public officials and advocates understand how to compete for Safe Routes to School funding in the new environment, and on encouraging state departments of transportation to make full use of their available funds."

#### Obesity hurts military readiness

Science Daily 10(Leader in research breakthroughs, Oct. 19, “Climbing Obesity Rates Threaten U.S. National Security by Hampering Military Recruitment” <http://www.sciencedaily.com/releases/2010/10/101018165430.htm>)

At a time when American military forces are stretched thin overseas, a growing number of potential recruits are too fat to enlist, according to an analysis by Cornell economists.¶ In the past half-century, the number of women of military age who exceed the U.S. Army's enlistment standards for weight-for-height and body fat percentage has more than tripled. For military-age men, the figure has more than doubled. As of 2007-08, 5.7 million men, or nearly 12 percent, and 16.5 million women, about 35 percent, of military age are ineligible for duty because they are overweight or obese, estimate John Cawley, associate professor of policy analysis and management, and economics doctoral student Catherine Maclean.¶ The findings, published in September by the National Bureau of Economic Research in a working paper titled "Unfit for Service: The Implications of Rising Obesity for U.S. Military Recruitment," are cause for alarm for the military branches (Army, Navy, Air Force, Marine Corps), which together must attract some 184,000 new service members each year. Fewer able-bodied recruits could also lead the Pentagon to limit its use of troops and rely instead on unmanned aircraft and private security companies to carry out missions, the paper notes.¶ "Almost one in four applicants to the military are rejected for being overweight or obese -- it's the most common reason for medical disqualification," Cawley said. "With an active war in Afghanistan and continuing operations in Iraq, it is well-known that the military is struggling to recruit and retain soldiers. Having a smaller pool of men and women who are fit enough to serve adds to the strain and creates even more problems for national defense."¶ Cawley and Maclean also found stark disparities in fitness levels of potential recruits based on race, income and college education. Compared with white females, black and Hispanic females are less likely to meet the weight standards, for instance, making it difficult for the military to achieve its diversity goals.¶ The study follows a similar report last spring by retired generals and admirals, which noted that more than one-fourth of young adults are medically ineligible for service. But Cawley and Maclean chart the climbing obesity rates over a much longer period, using data from the National Health and Nutrition Examination Surveys spanning 1959-2008. Moreover, the Cornell study estimates the number of civilians who meet the body fat requirements of each military branch, which had not been tracked previously. "We also accessed weight and height records measured by medical professionals, which are more accurate than self-reported data," said Maclean.¶ Military brass have limited options to fix the problem, Cawley said. They could relax the height-for-weight and body fat standards, but Cawley warned of additional costs to treat obesity-related conditions and associated absenteeism. "Military spending on obesity is over $1 billion annually already," Cawley said. "It's more than the military spends on treating tobacco- and alcohol-related illness combined."¶ One solution could be to institute more lenient weight standards for noncombat troops. "A computer programmer or cook may not need to have the same level of physical fitness as an infantryman," Cawley said.¶ Ultimately, Cawley said, the steep decline in military-eligible men and women illustrates the hidden costs of obesity.¶ "It's another example of the underappreciated public consequences of obesity," Cawley said. "We tend to think of obesity as a personal, individual health problem. But the fact that U.S. military leaders view it as a threat to national security and military readiness shows its far-reaching impact."

**American military readiness is key to maintain global hegemony.**

**FAS 09** (Federation of American Scientists, Chapter 10, P. 123 05/29/09, Budget of the US Government, FY 1998 Defense Budget, “Budget of the United States Government.” )

**America's armed forces remain** in the Persian Gulf, **deterring war in that critical region of the world. In Asia and the Pacific region, U.S. military forces provide the critical foundation for peace, security, and stability**, in partnership with Japan and other nations. **In our own region, America's soldiers have supported the return of democracy** in Haiti **and helped end the exodus of refugees to our shores. To fulfill such missions**, support our allies, **and reassure our friends that America is prepared to use force in defense of our common interests, our armed forces must be highly ready and armed** with the best equipment that technology can provide. In the 21st Century, **we also must be prepared and trained for new post-Cold War threats to American security, such as ethnic and required conflicts that undermine stability**. Some of these post-Cold War threats, **such as the proliferation of weapons of mass destruction, terrorism, and drug trafficking,** know no national borders and can directly threaten our free and open society.

## 1NC: EAS

#### EAS faces chopping block- key to rural airports

**Business North 7/7/2011** (Scott Stein, “Grounded? EAS program faces chopping block,” http://www.businessnorth.com/aroundtheregion.asp?RID=4126)

The Federal Department of Transportation (DOT) runs the program. To ensure smaller markets look attractive to airlines, the DOT subsidizes a number of seats on planes leaving airports in the program. They normally issue two-year contracts for two flights per day in a 15-passenger aircraft, six days per week to a larger hub.¶ The bidding is competitive and the short two-year contract is designed to curb subsidy costs and gives communities and the DOT flexibility if a carrier switch is needed. Essentially, the DOT pays airlines a set amount to fly airplanes out of smaller hubs.¶ One of the airports in the program is the Range Regional Airport, located in Hibbing. Shaun Germolus is the Chisholm-Hibbing Airport Authority executive director, and he’s not shy about his thoughts on the program and his ultimate goal.¶ “Our goal is get off the subsidy,” Germolus said. “Not many airports do, but we have 120,000 people in our service area. We think we have the population and the facility to do it.”¶ That’s not just director talk. Two years ago Germolus got serious about discovering why people in his service area were driving to Duluth or Minneapolis instead of flying locally, a term the industry calls “leakage.” He did a community survey to try to unearth the problems, and the answer was striking.¶ “People said it was a lack of flights,” Germolus said. “The times we were flying were not convenient. There were long layovers. We needed a major change.”¶ He got it. Germolus negotiated with DOT and the airport’s carrier, Delta, to add a third flight as an “experiment.” The experiment began at the end of 2009, and in 2010 passenger numbers were up over 24 percent. The airport also fired up its marketing, emphasizing that when you figure in driving time, fuel costs, parking costs and convenience that flying locally has real value. They added a trip calculator to their website that showed people in dollars and cents what they’d save.¶ “The other thing we learned is that marketing here is most effective face to face,” Germolus said. “We’d go shake hands at chamber golf outings and tell people about what we provide. That’s our best marketing. We cater to business people, and they understand the value of having a regional airport. It’s hard to attract businesses without having air service.”¶ Hibbing is one of approximately 140 communities in the lower 48 in EAS (Alaska and Hawaii are another story). Thief River Falls and International Falls are also currently in the program. Mankato, Fairmont and Worthington were dropped because they didn’t meet required passenger numbers.¶ Range Regional Airport receives roughly $3 million in subsidies from EAS, and it’s those types of dollars that lead to conflict.¶ Washington is in a budget-cutting mood. EAS is one of those programs cited as an example of pork. In fact, a House bill co-authored by the region’s own Representative, Chip Cravaack, sunsets the program in 2013. The Senate version adds more restrictions but keeps the program alive. As budgets battles heat up, no one is certain where the program will end up.¶ “I’m disappointed with any vote that will not support EAS,” Germolus said. “It would place a hardship on rural communities trying to retain businesses and attract new ones.”¶ This isn’t the first time EAS has been a target. Given its history as a political punching bag, it’s surprising that there isn’t more clarity about how the program is funded. Last year, EAS was a $200 million program in a $3.82 trillion federal budget. It barely moves a decimal point. The program is funded through FAA overflight fees, and fees such as taxes on aircraft sales, aircraft fuels and tickets. It has almost zero effect on the national deficit, nor is it a savings to the average taxpayer. If you’re not flying, you’re not paying for it.¶ But that doesn’t guarantee survival. Local supporters point out that airports encourage business growth and expansion and that ending EAS would devastate rural airports. Airline operations generate 32 percent of Range Regional’s revenue. Local air supporters also say that potential mining projects could increase the need for flights and potential passengers. The local airline operations also employs 25-30 people.¶ Yet change is coming. Even the American Association of Airport Executives is floating ideas for changing EAS. They argue lengthening contracts encourages airlines to understand and serve smaller markets more effectively. They’d also like to see airlines contribute more of a marketing effort.¶ More flexibility would also help. Smaller airports have higher passenger volumes at certain times of the year, so mandates like 10 people per day, which is an idea politicians have talked about, don’t always make sense.¶ All this potential change is happening at contract time. The DOT request for proposals to provide service to the Range Regional Airport is due August 1 for service starting in November. The DOT also will decide whether to continue the three-flight experiment or whether to cut back to the traditional two.¶ Despite everything, Germolus is optimistic. If he can reach 14,000 passengers per year, he could exit the program. Last year, they flew just under 11,000, so there’s plenty of work to do. He asserts people flying locally will ultimately decide the fate of small airports, not politicians in Washington.¶ “We provide a good service,” Germolus said. “The main message I have is that once you’ve lost this federal subsidy program it’s almost impossible to get back in. This is truly a case of use the airline service… or lose it.”

#### New Funding in FAA causes Trade off

OADA 12 (Oklahoma Aerospace and Defense Alliance, not-for-profit industry association sustained by its members and others who take interest in the viability of Oklahoma’s Aerospace industry, January 26, “Top FAA execs lack institutional knowledge, says official; agency must be prepared for cuts” <http://www.okaero.com/news/2012/01/26/top-faa-execs-lack-institutional-knowledge-says-official-agency-must-be-prepared-for-cuts/>)

Turnover of top executives at the Federal Aviation Administration has led to a lack of institutional knowledge at the agency, said Toni Trombecky, a 31 year veteran of the agency serving out her final months there.¶ “It’s not that they’re making bad decisions–they’re making uninformed decisions, because they don’t have all the information that previous executives had,” said Trombecky, while speaking Jan. 20 at an event hosted by the Association of Government Accountants, in Washington, D.C. Trombecky, the manager of FAA strategic planning, has accepted a job as deputy performance improvement officer at the Veterans Affairs Department The FAA, she noted, is in the midst of an extensive modernization effort known as NextGen; official estimates of the program’s cost place it at $40 billion.¶ Agency officials, she added, anticipate budget reductions that could cause them to cut programs now underway.¶ “We’re looking at what do we stop doing, what are the programs that we shut down,” she said. After the event, Trombecky said she doesn’t know which efforts may be on the chopping block, but said the agency is prepared to shut down entire programs.¶ “When you do these salami slices, you get to a point in any organization, government or not, that you cannot do the salami slices anymore. You have to make the tough decision of what programs, what things, got to get done,” she said.

#### EAS is key to the healthcare

Sanders 11(Barry Sanders, US Senator,University of Chicago, graduating with an B.A. in political science,

“The EAS program plays a critical role in the economic development efforts of rural America, particularly in terms of attracting and retaining businesses that depend on commercial air service,” Sanders and Leahy wrote in a letter to the senators who are hammering out the differences between the House and the Senate bills. “It also plays an important role in healthcare delivery by providing citizens with easier access to sophisticated healthcare that is often absent in rural communities.

#### Healthcare's key to solve bioterror

Sklar 2

[Holly, Coauthor of “Raise the Floor”, Knight Ridder/Tribune News Service, “Rolling the Dice on Our Nations’ Health”, December 19, <http://www.commondreams.org/views02/1219-07.htm>]

Imagine if the first people infected in a smallpox attack had no health insurance and delayed seeking care for their flu-like symptoms. The odds are high. Pick a number from one to six. Would you bet your life on a roll of the dice? Would you play Russian Roulette with one bullet in a six-chamber gun? One in six Americans under age 65 has no health insurance. The uninsured are more likely to delay seeking medical care, go to work sick for fear of losing their jobs, seek care at overcrowded emergency rooms and clinics, and be poorly diagnosed and treated. The longer smallpox--or another contagious disease--goes undiagnosed, the more it will spread, with the insured and uninsured infecting each other. Healthcare is literally a matter of life and death. Yet, more than 41 million Americans have no health insurance of any kind, public or private. The uninsured rate was 14.6 percent in 2001--up 13 percent since 1987. The rate is on the rise with increased healthcare costs, unemployment and cutbacks in Medicaid and the State Children's Health Insurance Program (SCHIP). One in four people with household incomes less than $25,000 is uninsured. One in six full-time workers is uninsured, including half the full-time workers with incomes below the official poverty line. The share of workers covered by employment health plans drops from 81 percent in the top fifth of wage earners to 68 percent in the middle fifth to 33 percent in the lowest fifth, according to the Economic Policy Institute. As reports by the American College of Physicians, Kaiser Family Foundation and many others have shown, lack of health insurance is associated with lack of preventive care and substandard treatment inside and outside the hospital. The uninsured are at much higher risk for chronic disease and disability, and have a 25 percent greater chance of dying (adjusting for physical, economic and behavioral factors). To make matters worse, a health crisis is often an economic crisis. "Medical bills are a factor in nearly half of all personal bankruptcy filings," reports the National Academy of Sciences Institute of Medicine. The U.S. is No. 1 in healthcare spending per capita, but No. 34--tied with Malaysia--when it comes to child mortality rates under age five. The U.S. is No. 1 in healthcare spending, but the only major industrialized nation not to provide some form of universal coverage. We squander billions of dollars in the red tape of myriad healthcare eligibility regulations, forms and procedures, and second-guessing of doctors by insurance gatekeepers trained in cost cutting, not medicine. Americans go to Canada for cheaper prices on prescription drugs made by U.S. pharmaceutical companies with U.S. taxpayer subsidies. While millions go without healthcare, top health company executives rake in the dough. A report by Families USA found that the highest-paid health plan executives in ten companies received average compensation of $11.7 million in 2000, not counting unexercised stock options worth tens of millions more. The saying, "An ounce of prevention is worth a pound of cure," couldn't be truer when it comes to healthcare. Yet, we provide universal coverage for seniors through Medicare, but not for children. We have economic disincentives for timely diagnosis and treatment of diseases. Universal healthcare is a humane and cost-effective solution to the growing healthcare crisis. Universal coverage won't come easy, but neither did Social Security or Medicare, which now serves one in seven Americans. Many proposals for universal healthcare build on the foundation of "Medicare for All," albeit an improved Medicare adequately serving seniors and younger people alike. Healthcare is as essential to equal opportunity as public education and as essential to public safety as police and fire protection. If your neighbor's house were burning, would you want 911 operators to ask for their fire insurance card number before sending--or not sending--fire trucks? Healthcare ranked second behind terrorism and national security as the most critical issue for the nation in the 2002 Health Confidence Survey released by the Employee Benefit Research Institute. The government thinks the smallpox threat is serious enough to start inoculating military and medical personnel with a highly risky vaccine. It's time to stop delaying universal healthcare, which will save lives everyday while boosting our readiness for any bioterror attack.

#### Bioweapons cause extinction

Ochs 2 | Past president of the Aberdeen Proving Ground Superfund Citizens Coalition, Member of the Depleted Uranium Task force of the Military Toxics Project, and Member of the Chemical Weapons Working Group [Richard Ochs, , June 9, 2002, “Biological Weapons Must Be Abolished Immediately,” <http://www.freefromterror.net/other_articles/abolish.html>]

Of all the weapons of mass destruction, the genetically engineered biological weapons, many without a known cure or vaccine, are an extreme danger to the continued survival of life on earth. Any perceived military value or deterrence pales in comparison to the great risk these weapons pose just sitting in vials in laboratories. While a “nuclear winter,” resulting from a massive exchange of nuclear weapons, could also kill off most of life on earth and severely compromise the health of future generations, they are easier to control. Biological weapons, on the other hand, can get out of control very easily, as the recent anthrax attacks has demonstrated. There is no way to guarantee the security of these doomsday weapons because very tiny amounts can be stolen or accidentally released and then grow or be grown to horrendous proportions. The Black Death of the Middle Ages would be small in comparison to the potential damage bioweapons could cause. Abolition of chemical weapons is less of a priority because, while they can also kill millions of people outright, their persistence in the environment would be less than nuclear or biological agents or more localized. Hence, chemical weapons would have a lesser effect on future generations of innocent people and the natural environment. Like the Holocaust, once a localized chemical extermination is over, it is over. With nuclear and biological weapons, the killing will probably never end. Radioactive elements last tens of thousands of years and will keep causing cancers virtually forever. Potentially worse than that, bio-engineered agents by the hundreds with no known cure could wreck even greater calamity on the human race than could persistent radiation. AIDS and ebola viruses are just a small example of recently emerging plagues with no known cure or vaccine. Can we imagine hundreds of such plagues? HUMAN EXTINCTION IS NOW POSSIBLE. Ironically, the Bush administration has just changed the U.S. nuclear doctrine to allow nuclear retaliation against threats upon allies by conventional weapons. The past doctrine allowed such use only as a last resort when our nation’s survival was at stake. Will the new policy also allow easier use of US bioweapons? How slippery is this slope?

## 1NC: Renewable Fuels

#### The DOT is currently funding Alternative and Renewable Fuel and Vehicle Technology Program

Blumenfield 4/29 (Blumenfield is the assembly member who introduced this bill to Congress; LEGISLATIVE COUNSEL'S DIGEST; BILL NUMBER: AB 2583 AMENDED

 http://leginfo.ca.gov/pub/11-12/bill/asm/ab\_2551-2600/ab\_2583\_bill\_20120409\_amended\_asm\_v98.html)

25722.9. (a) For purposes of this section, "alternatively fueled¶ vehicles" means light-, medium-, and heavy-duty vehicles that reduce¶ petroleum usage and related emissions by using advanced technologies¶ and fuels, including, but not limited to, hybrid, plug-in hybrid,¶ battery electric, natural gas, or fuel cell vehicles and including¶ those vehicles described in Section 5205.5 of the Vehicle Code.¶ (b) The Department of General Services and the Department of¶ Transportation shall develop and implement advanced technology¶ vehicle parking incentive programs in public parking facilities of 50¶ spaces or more operated by the Department of General Services and¶ park and ride lots operated by the Department of Transportation to¶ incentivize the purchase and use of alternatively fueled vehicles in¶ the state. These programs shall provide meaningful, tangible benefits¶ for drivers of alternatively fueled vehicles. These incentives may¶ include preferential spaces, reduced fees, and fueling infrastructure¶ for alternatively fueled vehicles that use these parking facilities¶ or park and ride lots.

#### The bill is now reduced to an update and is pending a funding plan

CALIFORNIA ENERGY COMMISSION 12 (May 2012; “2012‐2013 INVESTMENT PLAN UPDATE FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM”<http://www.energy.ca.gov/2012publications/CEC-600-2012-001/CEC-600-2012-001-CMF.pdf>)

Each year, the Energy Commission prepares and adopts an investment plan for the next fiscal year to guide the program funding priorities and opportunities, and describes how this funding will be used to support other public and private investments. The Energy Commission adopted the first investment plan, combining a total of $176 million in funds from fiscal years 2008‐2009 and 2009‐2010 in April 2009. The second investment plan for fiscal year 2010‐2011 was adopted in August 2010, and the third investment plan covering fiscal year 2011‐2012 was adopted in September 2011. This *2012‐2013 Investment Plan Update for* the Alternative and Renewable Fuel and Vehicle Technology Programis the proposed funding guide for fiscal year 2012‐2013. ¶ For fiscal year 2012‐2013, and all future fiscal years, Assembly Bill 1314 (Wieckowski, Chapter 487, Statutes of 2011) reduced the scope of the annual investment plan to an investment plan update. Accordingly, the 2012‐2013 Investment Plan Update represents a more concise document that relies on analyses and discussions included in the three previous investment plans.

#### DOT has a finite budget plan trades off with California’s

DOT March 2007 (“Financing Federal-aid Highways,” <http://www.fhwa.dot.gov/reports/financingfederalaid/financing_highways.pdf>)

To have contract authority, a Federal-aid highway program must meet the following ¶ two criteria:¶ 1) Chapter 1 reference. The authorization must be encompassed in Chapter ¶ of Title 23, United States Code (U.S.C.), or its authorizing language must refer ¶ to Chapter . The primary wording conferring contract authority states that the ¶ Secretary of Transportation shall distribute funds that have been authorized¶ 6¶ and the authorizations “shall be available for obligation on the date of their ¶ apportionment or allocation or on October 1 of the fiscal year for which they ¶ are authorized, whichever occurs first.”¶ 7¶ As stated earlier, apportionments and ¶ allocations will be discussed later in this section.¶ 2) Trust funded. The program must be financed from the Highway Trust Fund ¶ (HTF). This link between the HTF and contract authority programs has existed ¶ since enactment of the Congressional Budget and Impoundment Control Act of ¶ 974. Because one of the main purposes of that act was to give Congress greater ¶ control over Federal spending, it sought to reduce the number of programs that ¶ received budget authority prior to passage of appropriations acts, the legislation ¶ through which Congress annually meters spending. However, Congress also ¶ realized that there were certain programs, such as the highway program, that ¶ required advance knowledge of the size of future funding commitments to do longrange planning and to operate smoothly from year to year. Thus, the 974 Budget ¶ Act permits several exceptions to the standard two-step, authorization/appropriation ¶ process. One of these is for programs whose new budget authority is derived ¶ from trust funds, 90 percent or more of whose receipts are user-related taxes.¶ 8¶ ¶ The FAHP falls into this category since it is supported by the HTF, and was thus ¶ allowed to continue to operate with contract authority.¶ It should be recognized that, by definition, contract authority is unfunded and a ¶ subsequent appropriations act is necessary to liquidate (pay) the obligations made ¶ under contract authority.

#### This bill is key to solve California emissions and economy

CALIFORNIA ENERGY COMMISSION 12 (May 2012; “2012‐2013 INVESTMENT PLAN UPDATE FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM”http://www.energy.ca.gov/2012publications/CEC-600-2012-001/CEC-600-2012-001-CMF.pdf)

Transportation fuels and vehicles are critical elements in California’s economy and society. However, nearly 96 percent of all transportation energy that Californians consume comes from petroleum‐based fuels. Depending on a single fuel type poses a number of significant challenges. The state’s transportation sector accounts for nearly 40 percent of the state’s greenhouse emissions. Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006) established a goal of reducing greenhouse gas emissions to 1990 levels by 2020, and Executive Order S‐3‐05 established a goal of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. To meet these goals, significant changes to the state’s fuel and vehicle profiles will be needed. Additionally, California’s refineries have grown dependent on out‐of‐state and foreign crude oil imports, with foreign imports accounting for nearly half of California refineries’ crude oil supplies. The *2007 State Alternative Fuels Plan* set a similar goal of increasing alternative fuels use to 26 percent of all fuel consumed by 2022. ¶ The Alternative and Renewable Fuel and Vehicle Technology Program, created by Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007), is crucial in helping the state meet these and other policy goals. The Energy Commission is providing funding of up to $100 million annually, leveraging public and private investment to develop and deploy clean, efficient, and low‐carbon alternative fuels and technologies. The program also provides a foundation for sustainable development and use of transportation energy as an economic stimulus creating California jobs and businesses by encouraging the invention and production of future transportation technologies and services.

#### Warming is real and anthropogenic - extinction

Flournoy, PhD and MA from the University of Texas, Former Dean of the University College @ Ohio University, Former Associate Dean @ State University of New York and Case Institute of Technology, Project Manager for University/Industry Experiments for the NASA ACTS Satellite, Currently Professor of Telecommunications @ Scripps College of Communications @ Ohio University, 12 (Don, "Solar Power Satellites," January, Springer Briefs in Space Development, Book, EMM)

In the Online Journal of Space Communication , Dr. Feng Hsu, a NASA scientist at Goddard Space Flight Center, a research center in the forefront of science of space and Earth, writes, “The evidence of global warming is alarming,” noting the potential for a catastrophic planetary climate change is real and troubling (Hsu 2010 ) . Hsu and his NASA colleagues were engaged in monitoring and analyzing climate changes on a global scale, through which they received first-hand scientific information and data relating to global warming issues, including the dynamics of polar ice cap melting. After discussing this research with colleagues who were world experts on the subject, he wrote: I now have no doubt global temperatures are rising, and that global warming is a serious problem confronting all of humanity. No matter whether these trends are due to human interference or to the cosmic cycling of our solar system, there are two basic facts that are crystal clear: (a) there is overwhelming scientific evidence showing positive correlations between the level of CO2 concentrations in Earth’s atmosphere with respect to the historical fluctuations of global temperature changes; and (b) the overwhelming majority of the world’s scientific community is in agreement about the risks of a potential catastrophic global climate change. That is, if we humans continue to ignore this problem and do nothing, if we continue dumping huge quantities of greenhouse gases into Earth’s biosphere, humanity will be at dire risk (Hsu 2010 ) . As a technology risk assessment expert, Hsu says he can show with some confidence that the planet will face more risk doing nothing to curb its fossil-based energy addictions than it will in making a fundamental shift in its energy supply. “This,” he writes, “is because the risks of a catastrophic anthropogenic climate change can be potentially the extinction of human species, a risk that is simply too high for us to take any chances” (Hsu 2010 ) . It was this NASA scientist’s conclusion that humankind must now embark on the next era of “sustainable energy consumption and re-supply, the most

## Uniqueness: EAS

#### EAS funded now

Newsmax 6/29(America’s news page, 6/29/2012, “House Votes to Boost Subsidy for Flights to Rural Areas” <http://www.newsmax.com/Politics/flights-subsidize-rural-bill/2012/06/29/id/444038>)

The House passed a transportation and housing spending bill that would boost funding by 11 percent for a government program that subsidizes air travel to rural areas, an initiative long criticized by budget watchdogs as rife with waste.¶ Lawmakers voted 261-163 to pass the fiscal 2013 appropriations measure, H.R. 5972. The bill would provide $214 million for the Essential Air Service, which pays carriers to continue flights to more than 100 small communities, such as Dodge City, Kansas, and Huron, South Dakota.

#### EAS needs more funding

Fierce GovernmentIT 7/25/2012 (David Perera, “GSA EAS system development nearly ran out of money twice in 2011,”

http://www.fiercegovernmentit.com/story/gsa-eas-system-development-nearly-ran-out-money-twice-2011/2012-07-25)

Program managers for the General Service Administration's Enterprise Acquisition Solution submitted two requests for additional funding in 2011, each time warning that the program was coming close to running out of money.¶ According to documents (.pdf) requested (.pdf) by FierceGovernmentIT under the Freedom of Information Act, the first request was for $3.82 million on May 4, and the second was for $424,933 on Aug. 3. GSA officials approved both requests.¶ So far GSA has spent $24.15 million developing EAS, according to slides presented during a May 17, 2012 meeting in the GSA Federal Acquisition Service office of the commissioner. Then-GSA Administrator Martha Johnson also approved on March 22 a $11.9 million reserve fund for EAS.¶ The system is meant to support an electronic workflow for pricing capture, evaluation, negotiation and award for GSA services schedules offers and modifications.¶ According to the May 17 slides, GSA has completed a pilot on two services schedules (520 and 599) that reduced the time to award new contracts from 90 days to 62 days and is preparing to roll out the system to 11 more services schedules. GSA has a goal of using electronic contracting for schedules award and modification in 75 percent of all cases by the end of fiscal 2017.¶ But the requests for additional funding in 2011 point to management problems. "The initiative does not have a clear business owner," both requests state, adding that requirements generation did not capture the full scope and complexity of the work.¶ The need for additional funding came from a determination by GSA officials that more work was necessary to ensure that EAS can interface with existing acquisition systems. Other areas needing improvement included "performance and integration testing, and user training for contracting officers, vendors and helpdesk," the requests state.¶

## Uniqueness: Sidewalks

#### Safe Routes to School is funded but on the chopping block

**MNN 5/29/2012** (Mother Nature Network, “Funding for Safe Routes To School is on the chopping block,”http://www.mnn.com/family/family-activities/blogs/funding-for-safe-routes-to-school-is-on-the-chopping-block)

(SRTS) is a federally funded national program that aims to make biking and walking to school safer and easier for kids. Despite the program's success, its funding is now on the Congressional chopping block — not in a move to save money, but to redirect those funds to more car-centric projects and activities.¶ ¶ Congress established the nation-wide SRTS program in 2005. Under the law, the Federal Highway Administration administers the program funds and provides guidance and regulations about SRTS programs. Federal money is distributed to states for SRTS programs based on student enrollment, with no state receiving less than $1 million per year. These SRTS funds are used to coordinate infrastructure improvements that make walking and biking to school safer and more practical for kids.¶ ¶ Testifying to Congress about a pilot project, Director Deb Hubsmith said, “In only two years, we documented a 64 percent increase in the number of children walking, a 114 percent increase in the number of students biking, a 91 percent increase in the number of students carpooling, and a 39 percent decrease in the number of children arriving by private car carrying only one student.”¶ ¶ Still, despite the program's success, Congress is now considering moving SRTS funds to a shared pot labeled "additional activities" that could be used on road construction projects and other priorities that have nothing to do with helping kids find safer routes to bike or walk to school. It has also been suggested that this funding be eliminated altogether. ¶ ¶ SRTS funds fall under the Senate Transportation Bill which was passed with bipartisan support last month. It is now under the consideration of a House-Senate committee that has been tasked with determining how the money will be allocated.

## Links

### General Sidewalks

#### Safe Routes to School will suffer cuts with new transportation bills

Pacific Sun 6/28/2012 (“Bike program deflated by Congress, say Safe Routes officials,” <http://www.pacificsun.com/news/show_story.php?id=4494>)

Safe Routes to School is hitting a bumpy road in the new Transportation Bill expected to pass through Congress this week--as funding for the popular nonmotorized transportation project will suffer cuts by 60 to 70 percent, according to Safe Routes officials. While the wheels won't be completely knocked off the program designed to improve bike and pedestrian access to schools, Deb Hubsmith, director of the Safe Routes to School National Partnership, is calling it a "dark day" for two-wheeling kids. "We are deeply concerned that bicycling and walking programs will suffer large and disproportionate cuts in funding in the new bill," say officials from Safe Routes and the America Bike Coalition in a joint statement. "Programs that save lives and dollars are eliminated. The full extent of cuts to biking and walking funding will be determined at the state level and may be even deeper. We will continue to work in states and local communities to support safe, accessible streets." As part of the new two-year transportation bill, MAP 21 (Moving Ahead for Progress in the 21st Century), the Safe Routes program will be folded into a new program called Transportation Alternatives, and no longer will have dedicated funding. The bill also allows states to "opt out" of grant programs that have previously been crucial to funding local small-scale biking and walking projects. Despite the legislative setback, Hubsmith is trying to see the glass half full—or, better yet, the tires half pumped. Republicans in the House of Representatives "wanted to completely eliminate Safe Routes to School," says Hubsmith. "We remain eligible for funding and our projects are likely to be very competitive in the new Transportation Alternatives program given our focus on the safety and the health of children." Launched in 2000, Marin's program began with an initial nine schools, but now includes 52 schools and more than 23,500 students, according to Transportation Authority of Marin statistics. More than 12,000 schools across the country currently have Safe Routes programs, writes Hubsmith. "As soon as the dust settles," she says, "we will be turning our attention to helping public officials and advocates understand how to compete for Safe Routes to School funding in the new environment, and on encouraging state departments of transportation to make full use of their available funds."

### General EAS

#### New funding trades off with finite trust funds

GAO 11(Government Accountability Office, “AIRPORT AND AIRWAY TRUST FUND¶ Declining Balance Raises Concerns over Ability to Meet Future Demands” Feb 11, <http://www.gao.gov/new.items/d11358t.pdf>)

If the uncommitted balance is nearly depleted and actual Trust Fund ¶ revenues continue to fall below forecasted levels, there is a risk of ¶ overcommitting available resources from the Trust Fund—meaning ¶ revenues could be insufficient to cover all of the obligations that FAA has ¶ A low uncommitted balance signals to FAA that ¶ limited revenues are available to incur new obligations while still covering ¶ expenditures on existing obligations and increases FAA’s challenge in ¶ moving forward with planned projects and programs. FAA officials have ¶ noted that they closely monitor the Trust Fund’s available cash and FAA’s ¶ obligations to ensure that enough cash and budget authority are available ¶ to cover FAA’s expenditures and obligations. In the short term, if there ¶ were a risk of overcommitting Trust Fund resources, FAA officials noted ¶ that they might delay obligations for capital programs if the Trust Fund did ¶ not have adequate revenues to cover those obligations without additional ¶ funding authorized and appropriated from the General Fund. According to ¶ FAA officials, they would first defer some capital program obligations so ¶ they could continue to fund operations, such as air traffic control and ¶ safety inspections. These actions would ensure that the agency did not ¶ incur obligations or expenditures in excess of the Trust Fund’s cash ¶ balance, which could potentially lead to a violation of the Antideficiency ¶ Act.¶ Later this month, in the President’s budget, the administration will ¶ release its newest estimate of the Trust Fund’s fiscal year 2011 year-end ¶ uncommitted balance.

#### Inefficient budget looks means new spending cuts EAS

GAO 11(Government Accountability Office, “AIRPORT AND AIRWAY TRUST FUND¶ Declining Balance Raises Concerns over Ability to Meet Future Demands” Feb 11, <http://www.gao.gov/new.items/d11358t.pdf>)

Since the Trust Fund’s creation in 1970, revenues have in the aggregate ¶ generally exceeded spending commitments from FAA’s appropriations, ¶ resulting in a surplus.¶ This surplus is referred to as the Trust Fund’s ¶ uncommitted balance—the balance in the Trust Fund that remains after ¶ funds have been appropriated from the Trust Fund and contract authority ¶ has been authorized. As of the end of fiscal year 2010, the Trust Fund’s ¶ uncommitted balance was about $770 million (see fig. 3).¶ ¶ FAA considers the committed balance to include appropriations from the Trust Fund and ¶ authorized contract authority, whether or not obligated. ¶ GAO annually audits the excise tax contributions to the Trust Fund, and the most recent ¶ audit was published in November 2010. See GAO, Applying Agreed-Upon Procedures:¶ Fiscal Year 2010 Airport and Airway Trust Fund Excise Taxes, GAO-11-120R¶ As figure 3 shows, the Trust Fund’s uncommitted balance has declined ¶ since reaching $7.35 billion in fiscal year 2001. This decline is largely a ¶ result of how Congress determines the amount of appropriations that ¶ should be made from the Trust Fund. Starting with the Wendell H. Ford ¶ Aviation Investment and Reform Act of the 21st Century (AIR-21)¶ in 2000 ¶ and continuing with Vision 100,¶ Congress has based FAA’s fiscal year ¶ appropriation from the Trust Fund on the forecasted level of Trust Fund ¶ revenues, including interest on Trust Fund balances, as set forth in the ¶ President’s baseline budget projection for the coming fiscal year. Each ¶ year’s forecast, and accordingly FAA’s appropriation, is based on ¶ information available in the first quarter of the preceding fiscal year. For ¶ example, the revenue forecast for fiscal year 2011 is prepared in the first ¶ quarter of fiscal year 2010. These revenue forecasts can be uncertain ¶ because it is difficult to anticipate, a year in advance, events that may ¶ significantly affect the demand for air travel or fuel usage, the fares that ¶ passengers pay, and other variables that affect Trust Fund revenues. In ¶ , as figure 4 shows, FAA’s forecasts of Trust Fund revenues (including ¶ both tax revenues and interest earned by the Trust Fund’s cash balance) ¶ have exceeded actual Trust Fund revenues (including interest) in 9 of 11 ¶ years, and in aggregate, these forecasted revenues have exceeded actual ¶ tax revenues by over $9 billion over that period.¶ Accordingly, ¶ appropriations from the Trust Fund, which are based on these revenue ¶ forecasts, have also exceeded actual revenues, thus drawing the ¶ uncommitted balance lower over the course of the last decade.

## Answers

### FAA funding

#### FAA has finite funding: Trust Fund

FAA 12(Federal Aviation Administration, 7/23/12, “Airport and Airway Trust Fund (AATF)” <http://www.faa.gov/about/office_org/headquarters_offices/apl/aatf/>)

The Federal Aviation Administration (FAA) is funded primarily by the Airport and Airway Trust Fund (Trust Fund or AATF) which receives revenues from a series of excise taxes paid by users of the national airspace system — and by the General Fund. The Airport and Airway Revenue Act of 1970 created the Trust Fund to provide a dedicated source of funding for the aviation system independent of the General Fund.

#### FAA budget is isolated means budget trade offs

FAA 97(Federal Aviation Administration, “BACKGROUND INFORMATION ON FEDERAL AIR TRANSPORTATION¶ EXCISE TAXES AND THE AIRPORT AND AIRWAY TRUST FUND” Feb. 3 1997, <http://www.faa.gov/about/office_org/headquarters_offices/apl/aatf/useful_links/media/JCT%20report%20on%20AATF%20taxes%20and%20scoring%2097.02.03.pdf>)

Since 1970, a majority of the revenues derived from air transportation excise taxes has ¶ been dedicated to the Airport and Airway Trust Fund (the "Airport Trust Fund"). Unlike many ¶ other tax issues, Federal excise taxes on aviation and other transportation sectors require the ¶ Committee on Finance to coordinate tax structure and rate decisions with actions of other ¶ Congressional committees that set specific rules governing the level and types of expenditures ¶ for which the tax revenues are dedicated. Because the management of, and authority to spend ¶ monies deposited in, the transportation Trust Funds generally are contained in provisions of the ¶ Internal Revenue Code (the "Code"), the Finance Committee also exercises more direct oversight ¶ of these programs than is true of many other Federal expenditure programs with respect to which ¶ primary jurisdiction lies in other committees (and which typically are financed with general ¶ revenues). ¶ Historically, the portions of the transportation excise taxes that are dedicated to Trust ¶ Funds such as the Airport Trust Fund have been imposed on the persons judged to create at least ¶ some of the costs associated with the programs financed with the tax revenues. The tax rates and ¶ mix of taxes dedicated to Trust Fund program financing are influenced by analyses of the costs ¶ expected to be incurred by the Federal Government in providing services to different segments ¶ of the sector. The most recently released study of Federal Aviation Administration ("FAAn) ¶ costs was published in 1991. The FAA completed an updated study in 1996; however, that study ¶ has not been released because of establishment of a Congressionally mandated independent ¶ commission to review FAA costs and financing in the Federal Aviation Reauthorization Act of ¶ 1996.

### DOT Funding

#### FHWA doesn’t need the appropriations act- contract authority

DOT March 2007 (“Financing Federal-aid Highways,” <http://www.fhwa.dot.gov/reports/financingfederalaid/financing_highways.pdf>)

Most of FHWA’s programs, however, do not require this ¶ two-step process. Through what is termed “contract authority” (a special type of ¶ budget authority), authorized amounts become available for obligation according ¶ to the provisions of the authorization act without further legislative action. With ¶ respect to the FAHP, funds authorized for a fiscal year are available for distribution ¶ via apportionment or allocation (both concepts will be discussed in a subsequent ¶ section of this report) on the first day of that fiscal year (October 1). The use of ¶ contract authority, first legislated for the highway program in the Federal-Aid ¶ Highway Act of 92, gives the States advance notice of the size of the Federal aid program at the time an authorization act is enacted and eliminates much of the ¶ uncertainty contained in the authorization-appropriation sequence.

#### DOT has a finite budget: Trust Funds

DOT March 2007 (“Financing Federal-aid Highways,” <http://www.fhwa.dot.gov/reports/financingfederalaid/financing_highways.pdf>)

To have contract authority, a Federal-aid highway program must meet the following ¶ two criteria:¶ 1) Chapter 1 reference. The authorization must be encompassed in Chapter ¶ of Title 23, United States Code (U.S.C.), or its authorizing language must refer ¶ to Chapter . The primary wording conferring contract authority states that the ¶ Secretary of Transportation shall distribute funds that have been authorized¶ 6¶ and the authorizations “shall be available for obligation on the date of their ¶ apportionment or allocation or on October 1 of the fiscal year for which they ¶ are authorized, whichever occurs first.”¶ 7¶ As stated earlier, apportionments and ¶ allocations will be discussed later in this section.¶ 2) Trust funded. The program must be financed from the Highway Trust Fund ¶ (HTF). This link between the HTF and contract authority programs has existed ¶ since enactment of the Congressional Budget and Impoundment Control Act of ¶ 974. Because one of the main purposes of that act was to give Congress greater ¶ control over Federal spending, it sought to reduce the number of programs that ¶ received budget authority prior to passage of appropriations acts, the legislation ¶ through which Congress annually meters spending. However, Congress also ¶ realized that there were certain programs, such as the highway program, that ¶ required advance knowledge of the size of future funding commitments to do longrange planning and to operate smoothly from year to year. Thus, the 974 Budget ¶ Act permits several exceptions to the standard two-step, authorization/appropriation ¶ process. One of these is for programs whose new budget authority is derived ¶ from trust funds, 90 percent or more of whose receipts are user-related taxes.¶ 8¶ ¶ The FAHP falls into this category since it is supported by the HTF, and was thus ¶ allowed to continue to operate with contract authority.¶ It should be recognized that, by definition, contract authority is unfunded and a ¶ subsequent appropriations act is necessary to liquidate (pay) the obligations made ¶ under contract authority.

#### DOT spending is from a Trust Fund

DOT March 2007 (“Financing Federal-aid Highways,” <http://www.fhwa.dot.gov/reports/financingfederalaid/financing_highways.pdf>)

¶ It is important to understand that the FAHP is not a “cash up-front” program. That ¶ is, even though the authorized amounts are “distributed” to the States, no cash is ¶ actually disbursed at this point. Instead, States are notified that they have Federal ¶ funds available for their use. Projects are approved and work is started; then the ¶ Federal government makes payments to the States for costs as they are incurred ¶ on projects.¶ 9 ¶ Furthermore, the amount of cash paid to the States reflects only ¶ the Federal share of the project’s cost. The step-by-step procedures related to ¶ distributing and using authorized amounts are discussed later in this section under ¶ “Distribution of Funds.”

### Renewable energy can’t solve warming

#### Renewable energy can solve warming and be economically desirable – We have to act now

CALIFORNIA ENERGY COMMISSION 12 (May 2012; “2012‐2013 INVESTMENT PLAN UPDATE FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM”http://www.energy.ca.gov/2012publications/CEC-600-2012-001/CEC-600-2012-001-CMF.pdf)

The good news first. Renewable energy, combined with energy efficiency, can meet half of the world's energy needs by 2050. This new report, "Energy Revolution: A Blueprint for Solving Global Warming," shows that it is not only economically feasible, but also economically desirable, to cut U.S. CO2 emissions by almost 75% within the next 43 years. These reductions can be achieved without nuclear power, and while virtually ending U.S. dependence on coal. Contrary to popular opinion, a massive uptake of renewable energy and efficiency improvements alone can solve our global warming problem. All that is missing is the right policy support from the President and Congress. The bad news is that time is running out. The overwhelming consensus of scientific opinion is that the global climate is changing and that this change is caused in large part by human activities; if left unchecked, it will have disastrous consequences for Earth's ecosystems and societies. Furthermore, there is solid scientific evidence that we must act now. This is reflected in the conclusions of the Intergovernmental Panel on Climate Change (IPCC), a collaborative effort involving more than 1,000 scientists. Its next report, due for release early this year, is expected to make the case for urgent action even stronger

####  Alternative fuels solve California emissions

Coequyt and Zervos 7(*Arthouros Zervos, European Renewable Energy Council (EREC)
John Coequyt, Climate & Energy Unit, Greenpeace USA;* “Increasing Renewable Energy in U.S. Can Solve Global Warming”; January 24, 2007;<http://www.renewableenergyworld.com/rea/news/article/2007/01/increasing-renewable-energy-in-u-s-can-solve-global-warming-47208>)

The increased use of alternative and renewable fuels supports California’s commitment to curb greenhouse gas emissions, reduce petroleum use, improve air quality, and stimulate the sustainable production and use of biofuels within California. Alternative and renewable transportation fuels include electricity, natural gas, biomethane, propane, hydrogen, gasoline substitute fuels, and diesel substitute fuels. State investment is necessary to fill the gap and fund the differential cost of these emerging fuels and vehicle technologies. ¶ Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Alternative and Renewable Fuel and Vehicle Technology Program. This statute, amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008), authorizes the California Energy Commission to “develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.” The Energy Commission must accomplish this, in part, by funding projects that provide for “a measurable transition from the nearly exclusive use of petroleum fuels to a diverse portfolio of alternative fuels that meet petroleum reduction goals and alternative fuel use goals.” The Energy Commission has an annual program budget of roughly $100 million.

#### Reducing California emissions reduces climate change

CALIFORNIA ENERGY COMMISSION 12 (May 2012; “2012‐2013 INVESTMENT PLAN UPDATE FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM”http://www.energy.ca.gov/2012publications/CEC-600-2012-001/CEC-600-2012-001-CMF.pdf)

Californians rely on the transportation sector for many aspects of their lives, such as commuting to work, goods movement, and recreational activities. In 2010, there were about 27.5 million vehicles registered in the state. The same year, these vehicles consumed roughly 14.8 billion gallons of gasoline and 3.3 billion gallons of diesel.1 Based on an average price of $3.00 per gallon, this represents a $46.5 billion expenditure in 2010 for petroleum‐based fuel. While alternative fuels and alternative fuel vehicles represent a growing share of the market, California is still highly dependent on petroleum‐based fuel. Petroleum‐based fuels account for roughly 96 percent of all transportation energy consumed.2 Furthermore, California’s refineries have grown more dependent on foreign crude imports, which have grown to nearly half (47.7 percent) of California refineries’ crude oil supplies in 2010.3 To reduce this economic dependence, the *2007 State Alternative Fuels Plan* sets goals to displace petroleum by 15 percent by 2020 and increase alternative fuels use to 26 percent of all fuel consumed by 2022. ¶ The transportation sector is also the largest emitter of California’s greenhouse gas (GHG) emissions, the emissions that contribute to global climate change. In 2006, Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006) established a goal of reducing 2020 GHG emissions to 1990 levels. In addition, Executive Order S‐3‐05 calls for a reduction in GHG emissions to 80 percent below 1990 levels by 2050. California must reduce the GHG emissions produced from the transportation sector to meet these goals, as transportation is responsible for nearly 40 percent of the state’s GHG emissions.4

## Impact Modules

### Sidewalks: Warming

#### Obesity vastly increases warming.

**Belfast Telegraph 2009** (4/21, “Fat is also weighty issue for environment” lexis)

Countries with high rates of obesity produce more greenhouse gases than those with thin populations because they consume more food and fuel, researchers at the London School of Hygiene and Tropical Medicine's Department of Epidemiology and Population Health found.

"Slim" nations like Vietnam will consume almost 20% less food and produce fewer carbon emissions than a population in which 40% of people are obese and tend to be more dependent on cars, such as the US, the study found. Researchers estimate a lean population of 1bn would emit 1,000 million tonnes less carbon dioxide per year than a "fat" nation of the same size..

#### Warming leads to disease outbreak and spread - all humanity is at risk

Khansis and Nettleman 05 (Atul and Mary, nationally-recognized experts in several areas, including epidemiologic and health outcomes research, “Global Warming and Infectious Disease”, Archives of Medical Research, p 689-696, 2005, <http://www.bvsde.paho.org/bvsacd/cd68/AKhasnis.pdf>) SWOAP

Global warming has serious implications for all aspects of human life, including infectious diseases. The effect of global warming depends on the complex interaction between the human host population and the causative infectious agent. From the human standpoint, changes in the environment may trigger human migration, causing disease patterns to shift. Crop failures and famine may reduce host resistance to infections. Disease transmission may be enhanced through the scarcity and contamination of potable water sources. Importantly, signiﬁcant economic and political stresses may damage the existing public health infrastructure, leaving mankind poorly prepared for unexpected epidemics. Global warming will certainly affect the abundance and distribution of disease vectors. Altitudes that are currently too cool to sustain vectors will become more conducive to them. Some vector populations may expand into new geographic areas, whereas others may disappear. Malaria, dengue, plague, and viruses causing encephalitic syndromes are among the many vector-borne diseases likely to be affected. Some models suggest that vector-borne diseases will become more common as the earth warms, although caution is needed in interpreting these predictions. Clearly, global warming will cause changes in the epidemiology of infectious diseases. The ability of mankind to react or adapt is dependent upon the magnitude and speed of the change. The outcome will also depend on our ability to recognize epidemics early, to contain them effectively, to provide appropriate treatment, and to commit resources to prevention and research.

#### Spread of infectious disease due to warming causes biodiversity loss and massive rates of extinction

Harvell et al. 02 (C. Drew, Department of Ecology and Evolutionary Biology, Cornell University  [Charles E. Mitchell](http://www.sciencemag.org/search?author1=Charles+E.+Mitchell&sortspec=date&submit=Submit), Department of Ecology, Evolution and Behavior, University of Minnesota, [Jessica R. Ward](http://www.sciencemag.org/search?author1=Jessica+R.+Ward&sortspec=date&submit=Submit), Department of Environmental Studies, Emory University ¶ [Sonia Altizer](http://www.sciencemag.org/search?author1=Sonia+Altizer&sortspec=date&submit=Submit), Cornell Laboratory of Ornithology, ¶ [Andrew P. Dobson](http://www.sciencemag.org/search?author1=Andrew+P.+Dobson&sortspec=date&submit=Submit), Department of Ecology and Evolutionary Biology, Princeton University¶ [Richard S. Ostfeld](http://www.sciencemag.org/search?author1=Richard+S.+Ostfeld&sortspec=date&submit=Submit), nstitute of Ecosystem Studies¶ [Michael D. Samuel](http://www.sciencemag.org/search?author1=Michael+D.+Samuel&sortspec=date&submit=Submit), U.S. Geological Survey–National Wildlife Health Center, “Climate Warming and Disease Risks for Terrestrial and Marine Biota”, Science, Vol. 296 no. 5576, 6/21/02, <http://www.sciencemag.org/content/296/5576/2158.full>) SWOAP

Infectious diseases can cause rapid population declines or species extinctions. Many pathogens of terrestrial and marine taxa are sensitive to temperature, rainfall, and humidity, creating synergisms that could affect biodiversity. Climate warming can increase pathogen development and survival rates, disease transmission, and host susceptibility. Although most host-parasite systems are predicted to experience more frequent or severe disease impacts with warming, a subset of pathogens might decline with warming, releasing hosts from disease. Recently, changes in El Niño–Southern Oscillation events have had a detectable influence on marine and terrestrial pathogens, including coral diseases, oyster pathogens, crop pathogens, Rift Valley fever, and human cholera. To improve our ability to predict epidemics in wild populations, it will be necessary to separate the independent and interactive effects of multiple climate drivers on disease impact.

## EAS: Military Readiness

#### Rural America key to the economy, bio-fuels and military

Agri-Pulse 12(Leader in Agricultural news, July 5th, “Obama campaign enlists supporters for rural campaign effort” http://www.agri-pulse.com/Obama-campaign-enlists-supporters-for-rural-campaign-effort-07052012.asp)

Under President Obama, American farmers are seeing record farm income, record agricultural exports and millions of acres enrolled in conservation programs. Agriculture has been one of the fastest-growing parts of our economy, creating one out of every 12 American jobs. President Obama believes strong and prosperous small towns and rural communities mean a strong and prosperous America¶ President Obama is making the rural economy built to last – one focused on reclaiming the security of the rural middle class by growing products that the rest of the world buys, and restoring the basic values of hard work and fair play that made our country great. His ten-point approach to strengthening rural communities is strengthening the middle class by helping rural small businesses access the capital they need to sell their products in markets around the world and boosting small town and rural economies through vital investments in clean energy, conservation and outdoor recreation. He is expanding water, sewer, and broadband infrastructure and investing in agricultural innovation to promote rural economic development, protect public health, and create a global economy for American agriculture. And he’s investing in the rural way of life, helping rural Americans stay in their homes during hard times while improving access quality education and health care, especially for rural veterans.¶ Since he came to office, President Obama has taken important steps to reduce federal spending and the deficit while protecting vital programs that serve our small towns and rural communities. Under his leadership, government programs are becoming more efficient – trimming waste and improving programs to better serve rural communities.¶ Rural America: The Backbone of America¶ President Obama knows that rural America and American agriculture is the backbone of our country, providing food and energy security and contributing to a strong economy for all Americans. Because of small town and rural farmers, worker, and manufacturers, our country benefits from:¶  Secure, Affordable Food: Eighty-five percent of the food we eat is produced by American agriculture, providing domestic food security for millions of Americans. American agriculture also makes our country an ambassador of food aid to countries across the world, which promotes our national security interests.¶  Greater Energy Independence: Last year, rural America helped the U.S. achieve the lowest reliance on foreign oil in 16 years by producing about 14 billion gallons of renewable fuels like ethanol and biodiesel– roughly 8 percent of total U.S. vehicle fuel.¶  Military Service: Rural Americans are an integral part of our military: they make up 38 percent of military recruits even though they are only 16 percent of our total population.

**American military readiness is key to maintain global hegemony.**

**FAS 09** (Federation of American Scientists, Chapter 10, P. 123 05/29/09, Budget of the US Government, FY 1998 Defense Budget, “Budget of the United States Government.” )

**America's armed forces remain** in the Persian Gulf, **deterring war in that critical region of the world. In Asia and the Pacific region, U.S. military forces provide the critical foundation for peace, security, and stability**, in partnership with Japan and other nations. **In our own region, America's soldiers have supported the return of democracy** in Haiti **and helped end the exodus of refugees to our shores. To fulfill such missions**, support our allies, **and reassure our friends that America is prepared to use force in defense of our common interests, our armed forces must be highly ready and armed** with the best equipment that technology can provide. In the 21st Century, **we also must be prepared and trained for new post-Cold War threats to American security, such as ethnic and required conflicts that undermine stability**. Some of these post-Cold War threats, **such as the proliferation of weapons of mass destruction, terrorism, and drug trafficking,** know no national borders and can directly threaten our free and open society.

### Eas: Economy

#### Rural America key to the economy growth

Agri-Pulse 12(Leader in Agricultural news, July 5th, “Obama campaign enlists supporters for rural campaign effort” http://www.agri-pulse.com/Obama-campaign-enlists-supporters-for-rural-campaign-effort-07052012.asp)

Under President Obama, American farmers are seeing record farm income, record agricultural exports and millions of acres enrolled in conservation programs. Agriculture has been one of the fastest-growing parts of our economy, creating one out of every 12 American jobs. President Obama believes strong and prosperous small towns and rural communities mean a strong and prosperous America¶ President Obama is making the rural economy built to last – one focused on reclaiming the security of the rural middle class by growing products that the rest of the world buys, and restoring the basic values of hard work and fair play that made our country great. His ten-point approach to strengthening rural communities is strengthening the middle class by helping rural small businesses access the capital they need to sell their products in markets around the world and boosting small town and rural economies through vital investments in clean energy, conservation and outdoor recreation. He is expanding water, sewer, and broadband infrastructure and investing in agricultural innovation to promote rural economic development, protect public health, and create a global economy for American agriculture. And he’s investing in the rural way of life, helping rural Americans stay in their homes during hard times while improving access quality education and health care, especially for rural veterans.¶ Since he came to office, President Obama has taken important steps to reduce federal spending and the deficit while protecting vital programs that serve our small towns and rural communities. Under his leadership, government programs are becoming more efficient – trimming waste and improving programs to better serve rural communities.¶ Rural America: The Backbone of America¶ President Obama knows that rural America and American agriculture is the backbone of our country, providing food and energy security and contributing to a strong economy for all Americans. Because of small town and rural farmers, worker, and manufacturers, our country benefits from:¶  Secure, Affordable Food: Eighty-five percent of the food we eat is produced by American agriculture, providing domestic food security for millions of Americans. American agriculture also makes our country an ambassador of food aid to countries across the world, which promotes our national security interests.¶  Greater Energy Independence: Last year, rural America helped the U.S. achieve the lowest reliance on foreign oil in 16 years by producing about 14 billion gallons of renewable fuels like ethanol and biodiesel– roughly 8 percent of total U.S. vehicle fuel.¶  Military Service: Rural Americans are an integral part of our military: they make up 38 percent of military recruits even though they are only 16 percent of our total population.

#### Economic recovery and boosting competitiveness are key to prevent the collapse of U.S. power---that causes global great-power wars

Khalilzad 11 Zalmay Khalilzad was the United States ambassador to Afghanistan, Iraq, and the United Nations during the presidency of George W. Bush and the director of policy planning at the Defense Department from 1990 to 1992. "The Econom and National Security" Feb 8 www.nationalreview.com/blogs/print/259024

Today, economic and fiscal trends pose the most severe long-term threat to the United States’ position as global leader. While the United States suffers from fiscal imbalances and low economic growth, the economies of rival powers are developing rapidly. The continuation of these two trends could lead to a shift from American primacy toward a multi-polar global system, leading in turn to increased geopolitical rivalry and even war among the great powers.

The current recession is the result of a deep financial crisis, not a mere fluctuation in the business cycle. Recovery is likely to be protracted. The crisis was preceded by the buildup over two decades of enormous amounts of debt throughout the U.S. economy — ultimately totaling almost 350 percent of GDP — and the development of credit-fueled asset bubbles, particularly in the housing sector. When the bubbles burst, huge amounts of wealth were destroyed, and unemployment rose to over 10 percent. The decline of tax revenues and massive countercyclical spending put the U.S. government on an unsustainable fiscal path. Publicly held national debt rose from 38 to over 60 percent of GDP in three years.

Without faster economic growth and actions to reduce deficits, publicly held national debt is projected to reach dangerous proportions. If interest rates were to rise significantly, annual interest payments — which already are larger than the defense budget — would crowd out other spending or require substantial tax increases that would undercut economic growth. Even worse, if unanticipated events trigger what economists call a “sudden stop” in credit markets for U.S. debt, the United States would be unable to roll over its outstanding obligations, precipitating a sovereign-debt crisis that would almost certainly compel a radical retrenchment of the United States internationally.

Such scenarios would reshape the international order. It was the economic devastation of Britain and France during World War II, as well as the rise of other powers, that led both countries to relinquish their empires. In the late 1960s, British leaders concluded that they lacked the economic capacity to maintain a presence “east of Suez.” Soviet economic weakness, which crystallized under Gorbachev, contributed to their decisions to withdraw from Afghanistan, abandon Communist regimes in Eastern Europe, and allow the Soviet Union to fragment. If the U.S. debt problem goes critical, the United States would be compelled to retrench, reducing its military spending and shedding international commitments.

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.

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.

## Renewable Energy: Oil Dependence

#### Solving for energy is key to impacts like oil dependence

CALIFORNIA ENERGY COMMISSION 12 (May 2012; “2012‐2013 INVESTMENT PLAN UPDATE FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM”http://www.energy.ca.gov/2012publications/CEC-600-2012-001/CEC-600-2012-001-CMF.pdf)

In the United States there is a groundswell of activity at the local and state levels. Many mayors, governors, and public and business leaders are doing their part to address climate change. But they can only do so much; action is needed at the federal level. Now is the time for a national, science-based cap on greenhouse gas emissions. It's time for a national plan to address global warming. Such a plan will create jobs, improve the security of America's energy supply, and protect Americans from volatile energy prices. It will restore America's moral leadership on the critical international issue of climate change. And real action in the United States will inspire confidence as the rest of the world negotiates future global commitments to address climate change. In addition to global warming, other energy-related challenges have become extremely pressing. Worldwide energy demand is growing at a staggering rate. Over-reliance on energy imports from a few, often politically unstable, countries, and volatile oil and gas prices, have together pushed energy security to the top of the political agenda, while threatening to inflict a massive drain on the global economy. But while there is a broad consensus that we need to change the way we produce and consume energy, there is still disagreement about what changes are needed and how they should be achieved.

#### Oil dependence makes us vulnerable to oil shocks – only a move away via transportation solves

**Ebinger 6/11**/12 – An energy policy advisor to over 50 governments on restructuring their state-owned energy sectors, privatization and the creation of regulatory regimes, former professor of electricity economics at Johns Hopkins, named a "Nuclear Energy Expert" by the Nuclear Energy Institute (Charles, Brookings, “Five Major Energy Problems the Next President Has to Face”, http://www.brookings.edu/research/papers/2012/06/11-energy-climate-ebinger-avasarala)

The first of these, the Arab Spring, vividly displayed U.S. consumer exposure to the world oil market. Despite importing only marginal quantities of Libyan crude oil, the United States witnessed a spike in gasoline prices following the Libyan uprising. This exposure to global supply shocks cannot be reduced without a sustained effort to cut domestic oil consumption.

The Obama administration has been effective in paving a long-term plan for reducing oil consumption in the transportation sector, which accounts for roughly 70 percent of domestic oil demand. Unfortunately, most of its efforts to curb the country’s oil demand will provide only marginal benefits in the near term. For example, the administration’s goal of putting 1 million electric vehicles on the road by 2015 is ambitious and laudable, but it is also miniscule when compared with the country’s existing fleet of vehicles, which number more than 260 million. Similarly, natural gas vehicles face large short-term barriers. A natural gas fueling infrastructure is not yet in place, and the technical challenges will require economic concessions, as well as changes in consumer preference.

#### U.S. dependence means shocks cause nuclear war

Qasem 7 - Islam Yasin Qasem, a doctoral candidate in the Department of Politics and Social Sciences at the University of Pompeu Fabra (UPF) in Barcelona, MA in International Affairs from Columbia, July 9, 2007, “The Coming Warfare of Oil Shortage,” online: http://www.opednews.com/articles/opedne\_islam\_ya\_070709\_the\_coming\_warfare\_o.htm

Recognizing the strategic value of oil for their national interests, superpowers will not hesitate to unleash their economic and military power to ensure secure access to oil resources, triggering worldwide tension, if not armed conflict. And while superpowers like the United States maintain superior conventional military power, in addition to their nuclear power, some weaker states are already nuclearly armed, others are seeking nuclear weapons. In an anarchic world with many nuclear-weapon states feeling insecure, and a global economy in downward spiral, the chances of using nuclear weapons in pursues of national interests are high.

### Renewable Energy: Econ

#### Solving for energy is key to impacts like economy

CALIFORNIA ENERGY COMMISSION 12 (May 2012; “2012‐2013 INVESTMENT PLAN UPDATE FOR THE ALTERNATIVE AND RENEWABLE FUEL AND VEHICLE TECHNOLOGY PROGRAM”http://www.energy.ca.gov/2012publications/CEC-600-2012-001/CEC-600-2012-001-CMF.pdf)

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#### Jobs key to sustained growth and recovery

HINDERY & GERARD 5/15/12 (co-chairs of The Task Force on Jobs Creation. Hindery is also founder of Jobs First 2012 and a member of the Council on Foreign Relations. Gerard is international president of the United Steelworkers and a member of the executive council of the AFL-CIO[Leo Hindery, Jr. and Leo W. Gerard, <http://www.huffingtonpost.com/leo-hindery-jr/job-creation_b_1517730.html>] )

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 challengedby 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.

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Economic decline makes war highly likely

Royal 10 – Jedediah Royal, Director of Cooperative Threat Reduction at the U.S. Department of Defense, 2010, “Economic Integration, Economic Signaling and the Problem of Economic Crises,” in Economics of War and Peace: Economic, Legal and Political Perspectives, ed. Goldsmith and Brauer, p. 213-215

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 (Feaver, 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 turn 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.

In summary, recent economic scholarship positively correlates economic integration with an increase in the frequency of economic crises, whereas political science scholarship links economic decline with external conflict at systemic, dyadic and national levels.5 This implied connection between integration, crises and armed conflict has not featured prominently in the economic-security debate and deserves more attention.

This observation is not contradictory to other perspectives that link economic interdependence with a decrease in the likelihood of external conflict, such as those mentioned in the first paragraph of this chapter. Those studies tend to focus on dyadic interdependence instead of global interdependence and do not specifically consider the occurrence of and conditions created by economic crises. As such, the view presented here should be considered ancillary to those views.