### NextGen is “Transportation Infrastructure”

#### We meet—the plan is investment in transportation infrastructure.

Karp 12 — Aaron Karp, Senior Editor of *Air Transport World,* 2012 (“Despite FAA Reauthorization, NextGen Questions Persist,” *Air Transport World Editor’s Blog*, April 4th, Available Online at http://blogs.atwonline.com/2012/04/04/despite-faa-reauthorization-nextgen-questions-persist/, Accessed 07-02-2012)

Noting that the original target for full NextGen implementation was 2014, former US Transportation Secretary Norman Mineta, who announced the formation of the satellite-based ATC program in 2004, said the lack of progress over the last eight years—and the continued uncertainty over financing—“is really frustrating.” He blamed a “lack of political leadership” and warned that the US is in danger of falling behind in all areas of transportation infrastructure, not just ATC.

“Other countries are not taking their foot off the pedal” in terms of infrastructure investment, Mineta said. “The problem right now [in Washington] is that people can’t make the distinction between spending that is investment and spending that is consumption. I’m afraid that in 15 years [we in the US are] going to be standing around with our shorts around our ankles and wondering, ‘What happened?’ [Inadequate investment in NextGen and other US transportation infrastructure] really concerns me.”

\* Brackets are in original text

#### We meet—NextGen is a transportation and infrastructure project.

Babbit 11 (Randolph, FAA Administrator, “FAA’s NextGen Implementation plan,” March, http://www.faa.gov/nextgen/media/ng2011\_implementation\_plan.pdf) bs

The NextGen success enjoyed by the FAA and its partners has garnered the support of the White House and Congress. Funding for NextGen has increased significantly since the first appropriation of $128 million in 2007. Today, our funding requests are approximately $1 billion. The White House and the U.S. Department of Transportation have declared NextGen a top national transportation and infrastructure priority.

#### We meet “transportation infrastructure.”

AIA ’12 (Aerospace Industries Association, “Feature: NextGen Today’s air routes follow radio beacons installed in the very spots where bonfires burned that directed Lindbergh-era pilots in the 1930s. Change is way overdue,” http://www.aia-aerospace.org/issues\_policies/civil\_aviation/feature\_nextgen/, accessed 7/2/2012, YX)

NextGen is a national transportation infrastructure priority. The Transportation Department and the White House are looking at ways to accelerate NextGen implementation by up to eight years. This will only be possible with robust federal funding support — not just for FAA programs and infrastructure, but also for avionics equipment in the aircraft that will transport passengers and cargo around the United States and the world. For less than the cost of one high-speed rail project, every aircraft that flies into and out of the 35 busiest airports in the United States could be equipped with the avionics needed to transition to NextGen. And many NextGen capabilities, such as performance-based navigation, can be implemented in the short term while the full array of services and technologies of the air traffic system of the future are certified and produced. Timely implementation of these capabilities will not only improve the business case for operators’ investment, but will vastly improve the overall flying experience for the public. Report: Civil Aviation Growth in the 21st Century Civil aviation has always played a vital role in the health of the world’s economy and the well-being of its inhabitants. It facilitates commerce and connects families, friends and cultures across borders and oceans the way no other mode of travel can. Civil aviation is also vital to global humanitarian missions, bringing lifesaving equipment and personnel to disaster zones around the world.

#### NextGen is transportation infrastructure — debating about it is important.

Governing FedWatch 12 — Governing FedWatch—a blog by Governing Magazine that covers federal transportation policy and its effects on states and localities, 2012 (“The $40B Infrastructure Project You Haven't Heard Of,” Byline Ryan Holeywell, April 4th, Available Online at http://www.governing.com/blogs/fedwatch/the-40-billion-project-you-havent-heard-of.html, Accessed 07-02-2012)

Earlier this month, Governing named NextGen – the federal government’s high-tech plan to upgrade the country’s flight system from one based on radar to satellites – as one of its top five “in limbo” transportation projects.

The project has huge benefits. That switch, along with other technological improvements, would allow for more efficient flight paths, reduced fuel consumption, smaller carbon emissions, and less flight delays. But it comes with a high price tag: FAA estimates that the infrastructure cost of NextGen through 2025 is $15 billion to $20 billion, plus another $19 billion for the cost of equipping airplanes with the requisite technology.

That instantly makes it one of the country's most expensive infrastructure projects, and it's one many people, in a world where the debate about transportation often focuses on highways and transit, often overlook.

### Counter-Interpretation of “Transportation Infrastructure”

#### Transportation infrastructure is Aviation, Maritime, Mass Transit, Highway, Freight Rail, and Pipeline

TSA 7 (May 2007, Transportation Security Administration, Department of Homeland Security, “Transportation Systems Critical Infrastructure and Key Resources Sector-Specific Plan as input to the National Infrastructure Protection Plan,” <http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0CFcQFjAB&url=http%3A%2F%2Fwww.hsdl.org%2F%3Fview%26did%3D474328&ei=3abxT7PlHeaZ6QGD7ey3Bg&usg=AFQjCNHhl07FxS1Per0sNzHqZizMXAuxuA&sig2=jJRPGyS4XUpizD4m3H8Z9g>, ngoetz)

The Nation’s transportation network is a vast, open, accessible, interconnected system with as much as 85 percent of the transportation infrastructure in the United States owned by the private sector. The sheer size and capacity of this sector, which moves, distributes, and delivers millions of passengers and goods each year, makes it a highly attractive target for terrorists and a challenge to secure.

The Transportation Systems Sector is segmented into six key subsectors, or modes, which operate independently within both a regulated and non-regulated environment, yet are also highly interdependent. Such interdependence is a defining characteristic of the transportation system. The six modes—Aviation, Maritime, Mass Transit, Highway, Freight Rail, and Pipeline—all contribute to transporting people, food, water, medicines, fuel, and other commodities. The combined efforts of the modes play an important role in maintaining the public health, safety, and economic well-being of our Nation. Yet, each does so with unique characteristics, operating models, responsibilities, and stakeholders.

#### This is the most predictable – we have an evidence based case list

TSA 7 (May 2007, Transportation Security Administration, Department of Homeland Security, “Transportation Systems Critical Infrastructure and Key Resources Sector-Specific Plan as input to the National Infrastructure Protection Plan,” <http://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&ved=0CFcQFjAB&url=http%3A%2F%2Fwww.hsdl.org%2F%3Fview%26did%3D474328&ei=3abxT7PlHeaZ6QGD7ey3Bg&usg=AFQjCNHhl07FxS1Per0sNzHqZizMXAuxuA&sig2=jJRPGyS4XUpizD4m3H8Z9g>, ngoetz)

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1. Aviation includes aircraft, air traffic control systems, and approximately 450 commercial airports and 19,000 additional public airfields. This mode includes civil and joint-use military airports, heliports, short takeoff and landing ports, and seaplane bases.

2. Maritime includes the wide range of water-faring vessels and consists of approximately 95,000 miles of coastline, 361 ports, more than 10,000 miles of navigable waterways, 3.4 million square miles of Exclusive Economic Zone to secure, and intermodal landside connections, which allow the various modes of transportation to move people and goods to, from, and on the water.

3. Mass Transit includes multiple-occupancy vehicles, such as transit buses, trolleybuses, vanpools, ferryboats, monorails, heavy (subway) and light rail, passenger rail (including both commuter rail and long-distance rail), automated guideway transit, inclined planes, and cable cars, designed to transport customers on regional and local routes.

4. Highway encompasses more than 4 million miles of roadways and supporting infrastructure. Vehicles include automobiles, buses, motorcycles, and all types of trucks, trailers, and recreational vehicles.

5. Freight Rail consists of hundreds of railroads, more than 143,000 route-miles of track, more than 1.3 million freight cars, and roughly 20,000 locomotives.

6. Pipeline includes vast networks of pipeline that traverse hundreds of thousands of miles throughout the country, carrying nearly all of the Nation’s natural gas and about 65 percent of hazardous liquids, as well as various chemicals.

### Loan Guarantees Are Investment

#### Loan guarantees are a form of transportation infrastructure investment.

Cooper 12 — Donna Cooper, Senior Fellow with the Economic Policy Team at the Center for American Progress, 2012 (“Meeting the Infrastructure Imperative: An Affordable Plan to Put Americans Back to Work Rebuilding Our Nation’s Infrastructure,” Center for American Progress, February, Available Online at http://www.americanprogress.org/issues/2012/02/pdf/infrastructure.pdf, Accessed 07-02-2012, p. 16)

Within the Department of Transportation, more than 100 different programs share the responsibility for transportation investments.34 An additional five federal agencies are responsible for oversight of significant infrastructure improvements and systems, including the Departments of Energy, Defense, Treasury, and Agriculture, alongside the Environmental Protection Agency. These agencies have three infrastructure funding and financing tools at their disposal:

• Direct grants

• Loans and loan guarantees

• Tax expenditures

#### Loan guarantees are a form of investment—our evidence has the intent to define.

**NEI 9** Budd Shaffer, P.E., David Rode, and Steve Dean, ASA, P.E. are all of DAI Management Consultants, Inc. “Loan Guarantees: investments, not subsidies”, September 1st 2009, http://www.neimagazine.com/story.asp?storyCode=2054006

A recent study conducted by the Wall Street Journal suggested that the public is growing wary of government intervention in business affairs. Backstopping or subsidizing "risky" businesses has developed a negative connotation as taxpayers have become increasingly concerned about the manner in which their tax dollars are used. Consequently, the loan guarantees created by Title XVII of the Energy Policy Act of 2005 are sure to encounter skepticism. Through the Loan Guarantee Program, the Department of Energy ("DOE") has been entrusted with up to $90 billion in guarantee authority to facilitate the development of clean energy technologies. Before considering the ideals the program seeks to promote, the sheer magnitude of the authorization alone warrants consideration. The prudence of a $90 billion program should be assessed with impartial analysis of the risks and rewards. A simple analysis that treats the loan guarantee as an investment made by the government in exchange for future tax revenue can enable these risks and rewards to be evaluated in the same objective manner as any investment decision. Although the initial inclination may be to classify the loan guarantees as a subsidy, the analysis detailed herein reveals a mutually beneficial arrangement. The loan guarantee differentiates itself from a standard subsidy in that it is likely to result in a positive return on investment for the U.S. government. Typically, a subsidy is defined as a grant by the government to assist an enterprise deemed advantageous to the public. That is, subsidies are extended without any expectation of direct monetary return. In contrast, the Title XVII Loan Guarantee Program requires recipients to pay for the guarantee through a Credit Subsidy Cost ("CSC").

#### Loan guarantees are part of TIFIA.

DOT 12 — U.S. Department of Transportation, last updated in 2012 (“TIFIA Defined,” Available Online at http://www.fhwa.dot.gov/ipd/tifia/defined/, Accessed 07-02-2012)

The TIFIA credit program offers three distinct types of financial assistance designed to address the varying requirements of projects throughout their life cycles:

Secured (direct) loan - Offers flexible repayment terms and provides combined construction and permanent financing of capital costs. Maximum term of 35 years from substantial completion. Repayments can start up to five years after substantial completion to allow time for facility construction and ramp-up.

Loan guarantee - Provides full-faith-and-credit guarantees by the Federal Government and guarantees a borrower's repayments to non-Federal lender. Loan repayments to lender must commence no later than five years after substantial completion of project.

Standby line of credit - Represents a secondary source of funding in the form of a contingent Federal loan to supplement project revenues, if needed, during the first 10 years of project operations, available up to 10 years after substantial completion of project.

#### TIFIA is transportation infrastructure investment.

DOT 12 — U.S. Department of Transportation, last updated in 2012 (“TIFIA Defined,” Available Online at http://www.fhwa.dot.gov/ipd/tifia/defined/, Accessed 07-02-2012)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides credit assistance for qualified projects of regional and national significance. Many large-scale, surface transportation projects - highway, transit, railroad, intermodal freight, and port access - are eligible for assistance. Eligible applicants include state and local governments, transit agencies, railroad companies, special authorities, special districts, and private entities. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Each dollar of Federal funds can provide up to $10 in TIFIA credit assistance and support up to $30 in transportation infrastructure investment.