# Next Gen Neg Updates- ARS Lab

## Next Gen States CP

### \*\*\*2NC Wall\*\*\*

### Overview

The states can solve the entirety of the affirmative – that’s 1NC Coogan – state and local governments already have the expertise because they run these airports and can ensure things get done quicker because they get the blame for failures

### AT: Federal Responsibility

These cards are misleading – they just indicate the federal government has done aviation improvements in the past – that is not a reason the states would fail

### AT: Federal Preview

This argument cannot be true –

First, their evidence talks about creating new legislation, the counterplan just completes existing plans

Second, states already fund and can implement the program

Huerta 12 [Michael Huerta – Acting Administrator of the Federal Aviation Administration, February 17, 2012, “Speech – ‘How States Have Fostered NextGen’”, http://www.faa.gov/news/speeches/news\_story.cfm?newsId=13374]

As we move forward, I welcome help from all 50 states in maximizing the benefits of NextGen.Two years ago we formally agreed to work with NASAO to advance NextGen and I’m looking forward to signing our formal agreement tomorrow to continue to work together cooperatively on many fronts.The National Association of State Aviation Officials has been around since before Amelia Earhart flew her Lockheed Vega across the Atlantic Ocean. It’s been around even before the FAA. We value our collaborative working relationship. Let me give you a few examples of where state aviation officials have partnered with us to push NextGen forward.First, let me start with the great state of Alaska– where it really all began. Alaska proves to be a wonderful testing ground for NextGen technology. Alaska has very challenging terrain – mountains and vast stretches of territory without radar coverage. As they say, the private aircraft is like a minivan for the people of rural Alaska. Its how they get around.The FAA outfitted general aviation planes with state-of-the-art NextGen cockpit displays in Alaska to help navigate around mountains that cut off large areas from radar coverage. This gave pilots better weather information and a clearer view of mountainous terrain. It cut the accident rate almost in half.It was a collaborative effort between industry, the FAA, the University of Alaska at Anchorage and the state of Alaska. The project won the National Aeronautic Association’s Collier Trophy.The state of Alaska helped us determine where to put ground-based transmitters to test Automatic Dependent Surveillance-Broadcast (ADS-B). They helped us choose the best airports for testing, which were mostly small airports in bush Alaska.Later in 2008, the state legislature of Alaska created a low interest loan program to equip aircraft with ADS-B technology.Alaska has been a great partner in helping the development and rollout of NextGen. We’ve also worked closely with other states.¶ In Colorado, NextGen has opened up ski towns to tourists during all kinds of weather.

Third, this also proves that there’s no solvency deficit concerning state knowledge, for they have already tested and worked on this technology

### AT: Federal $ Key

This argument is MUCH less credible when we have evidence that indicates the states have the money to fund the programs, and are frustrated with federal-induced lag in the construction

Here’s more evidence –

Ross 12 [Brydon Ross - CSG Director of Energy Policy, “May 15, 2012, “FAA Funding Reauthorization Will Allow States to Plan Long-Term”, http://www.csg.org/pubs/capitolideas/Mar\_Apr\_2012/financingaviation.aspx]

But that commitment to aviation improvements hasn’t been easy: The Federal Aviation Administration reauthorization bill—which provides policy guidance, collects aviation trust fund revenues and finances airport improvements—has endured more than 20 temporary extensions since Congress passed the last comprehensive bill in 2007. Congress finally passed a $63.4 billion, four-year reauthorization bill in early February.Schneider said the absence of multi-year federal guidance in the form of full reauthorization delayed needed improvements. “It’s unfortunate because it really makes it difficult for the states to plan,” she said.While gridlock is the norm in Washington, the differences between the competing House and Senate versions of the FAA reauthorization were particularly acute. Disagreements abounded over authorized funding levels, policy disputes over easing unionization rules for rail and aviation workers, creating new takeoff and landing slots at Reagan National Airport, and the effectiveness of subsidizing smaller and remote airports through the Essential Air Service program. The final bill partially rolled back regulatory changes that had made it easier for unionization and set aside $190 million annually to subsidize airline service for rural communities.Addressing GridlockWhile transportation leaders across the country have maintained their commitment to airports and air travel despite the lack of a reauthorization to help guide planning decisions, that gridlock made it difficult.Schneider, one of only six women to lead state departments of transportation, said Illinois has dealt with the unpredictable nature of short-term reauthorizations through the creation of “innovation teams,” which encourage creative thinking for traditional improvement projects to capture additional cost savings and environmental benefits. In addition, Schneider said other states could use Gov. Pat Quinn’s Illinois Jobs Now proposal as a template to ensure growth for their airport facilities. Under the program, the state provided $380 million for airport improvements to match federal dollars and provided additional dedicated funds for important airport improvement projects that may not necessarily qualify for FAA funds.But even those projects that qualify for FAA funding come with uncertainty.The two-week shutdown of the FAA in August 2011 created a $1 billion hole in baggage collection fees for local airports and temporarily halted work on 200 airport improvement projects, according to the North American Branch of the Airports Council International. States, localities and industries that rely on air travel have been kept in limbo without certainty that future projects can be built. Airport directors around the country have said for some time that uncertainty over FAA funding—particularly the Airport Improvement Program that helps finance expansion programs—created disruptions to airport construction projects. “A lack of an FAA funding bill has forced some contractors to adjust their timelines for those projects and, in doing so, caused them to miss out on the prime construction season when the weather was good,” Victor Bird, director of the Oklahoma Aeronautics Commission, noted in State Aviation Journal.

### AT: FAA Credibility

Few warrants are made here, their DiMascio evidence just indicates that without reliable funding, the private companies won’t do anything

This is remedied by our solvency evidence indicating that state governments have the funding and private companies trust it

### AT: Links to Politics

First, this evidence just says that state policies are federally reviewed – it still doesn’t deficit spend or result in public attention

Second, it wouldn’t anger policy makers because it’s a chance for them to save money and look better by the states getting things done

## NextGen Politics Link Wall

**1. Airport funding unpopular and cause political infighting to get passage – recent bill proves**

**Barrett, ’12** (Ted, Senior Congressional Producer, 2/6/12, <http://articles.cnn.com/2012-02-06/travel/travel_faa-funding_1_faa-funding-measure-senate-committee?_s=PM:TRAVEL>, JD)

After passing 23 temporary extensions, the Senate voted 75 to 20 Monday to approve a long-term funding bill for the FAA and sent it to the president for his expected signature. The measure provides about $16 billion a year for FAA operations, airport construction and modernization. It includes safety measures, such as a new satellite-based system for air traffic control, as well as other aviation programs, like one that subsidizes air travel to rural areas. Negotiations over the bill repeatedly stalled over contentious labor issues that congressional leaders finally compromised on in January. Last summer, airport construction projects were halted abruptly when funding temporarily lapsed after Congress couldn't agree on a new extension. "Compromises in the current atmosphere are not easy," said Sen. Jay Rockefeller, D-West Virginia, who chairs the senate committee that handled the measure. "This has been a long process," agreed Sen. Kay Bailey Hutchison of Texas, the top Republican on the committee. Hutchison said she was pleased to get a four-year funding measure finalized because it will provide stability to the industry. "Now our airports are going to be able to start their building projects. They're going to be able to increase their runway space or repair whatever their priorities are that are decided by the FAA," she said. The House approved the bill Friday.

**2. Causes political infighting**

**Gruenberg, ’12** (Mark, editor of Press Associates Inc. (PAI), a union news service, 1/20/12, <http://peoplesworld.org/labor-maps-legislative-battle-for-201/>, JD)

In a Jan. 17 interview with Press Associates Union News Service, Samuel said the list includes fighting for a two-year transportation (highway-mass transit) funding bill, pushing for final resolution of a long-running war over airport construction and airways modernization - and union rights for airline workers - and extension of jobless benefits. It also includes legislation to curb Internet piracy of intellectual property, since the piracy robs dollars from royalty-based wages for musicians, actors, screenwriters, and other unionized creative professionals. And the agenda includes a longer extension of emergency federal jobless benefits for the long-term unemployed. **But the outlook is cloudy for all**. Even the jobless benefits bill, which both parties agree upon, is hung up by a partisan dispute over how to pay for the $150 billion measure. Congress returned to town Jan. 17 to start this year's session, after a first year characterized by Senate GOP filibusters on just about everything and by a tea party-dominated House GOP attacking spending and workers. Samuel expects those attacks to continue. He forecasts congressional Republicans will use the Congressional Review Act - a Gingrich-era GOP law - to try to overturn new federal rules streamlining union recognition election procedures. The big fights will be over job creation. Samuel expects the Obama administration to again support the infrastructure bill, jobless benefits, and other measures, though he concedes that aid to state and local governments may be iffy. Obama will outline his agenda in the Jan. 24 State of the Union address. Labor may have, finally, won one battle with the House GOP, Samuel said, over recognition elections for airline and railroad workers. "The Chamber of Commerce has finally dropped its opposition" to new rules for those elections, contained in the airport construction and modernization bill. That legislation would create 80,000-100,000 jobs. House Transportation Committee Chairman John Mica, R-Fla., has insisted that rules governing union recognition elections at airlines and railroads should force unions to win an absolute majority of all eligible voters at a worksite, with non-voters counted as "no" votes. That was the rule until last year when, after pressure from the labor movement and its allies, the government changed it. The requirement in union elections now is the same as in any other election - the winner is determined by the majority of those who actually cast ballots. Business and Mica fought the change, but with the 23rd temporary extension of the airport and airspace construction bill set to expire at the end of January, business seems to have given up. The question for congressional negotiators is if Mica will. As for extending jobless benefits, "we and the Democrats are hopeful" that Congress will OK an extension before the benefits expire Feb. 29, Samuel said. He also said the Democrats are holding fast against cutting any major programs to pay for the cost - even though in the past, Congress did not require cuts elsewhere to pay for aiding the unemployed. The House GOP is insisting on cuts, at least so far. If the GOP holds fast to its no-taxes-on-millionaires stand and the Democrats protect major programs, there could be a stalemate on jobless benefits, Samuel concedes. "But the Republicans badly miscalculated" when the last benefits extension was debated in December that their no-taxes stand was a winner. Instead, they got a political black eye for protecting the rich at the expense of unemployed workers. The two-year highway-mass transit bill, worth $106 billion plus inflation, still needs some details: Its mass transit sections are incomplete and so is its financing, outside of the federal gasoline tax. The measure would create tens of thousands of construction jobs and its passage is a major goal of building trades unions. Once Senate panels finish drafting the measure, the Democratic-run Senate is expected to approve it, Samuel said. The problem is the GOP-run House, again. Mica earlier proposed a five-year bill with much less spending per year - so much less that Laborers President Terry O'Sullivan called Mica's legislation a "job killer."

#### **3. Airport Improvement is politically unpopular**

**Schank, 5/31** (Joshua, President and CEO of the Eno Center for Transportation a neutral, non-partisan think-tank, The Federal Role in Transportation: Four Ideas for Greater Federal Involvement, http://www.enotrans.org/eno-brief/the-federal-role-in-transportation-four-ideas-for-greater-federal-involvement)

Airports face substantial challenges in trying to tackle this issue on their own. The most widely recommended solution is pricing airport runways by time of day. But this politically unpopular solution has faced substantial opposition from communities such as smaller cities flying into hubs, or general aviation aircraft that are concerned about being effectively priced out of the market for a given airport. Congested airports would have a much greater chance of success if they were trying to tackle congestion in partnership with the federal government and other local transportation agencies. The federal role could be improved by dedicating a portion of the Airport Improvement Program (AIP) to provide grants to airports in regions that have a plan to work collaboratively to reduce congestion and overcome some of the political barriers to more effective pricing. Or the AIP could be retooled to set specific performance goals for airports and rewarding achievement. However it is done, there is a clear national interest at play here and the federal government needs to be more involved.

#### 4. Airport funding unpopular and cause political infighting to get passage – recent bill proves

**Barrett, 2012** (Ted, Senior Congressional Producer, After much delay, Senate clears FAA bill, <http://articles.cnn.com/2012-02-06/travel/travel_faa-funding_1_faa-funding-measure-senate-committee?_s=PM:TRAVEL>, JD)

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