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## Resolved

### Resolved is a firm decision.

The New Oxford American Dictionary, 2005, "resolution n,” second edition. oxfordreference.com/views/ENTRY.html?subview=Main&entry=t183.e65284

a firm decision to do or not to do something: she kept her resolution not to see Anne any more a New Year's resolution

### Resolved is to take action.

The New Oxford American Dictionary, 2005, "resolution n,” second edition. oxfordreference.com/views/ENTRY.html?subview=Main&entry=t183.e65284

the action of solving a problem, dispute, or contentious matter: the peaceful resolution of all disputes | a successful resolution to the problem.

## Resolved:

### The topic is defined by the phrase following the colon - the USFG is the agent of the resolution, not the individual debaters.

Webster’s, 2000, Webster’s Guide to Grammar and Writing, ccc.commnet.edu/grammar/marks/colon.htm

Use of a colon before a list or an explanation that is preceded by a clause that can stand by itself. Think of the colon as a gate, inviting one to go on… If the introductory phrase preceding the colon is very brief and the clause following the colon represents the real business of the sentence, begin the clause after the colon with a capital letter.

### ‘Resolved-colon’ clauses establish an end point—it’s the most coherent explanation.

NFB, no date, National Federation of the Blind of Florida, “Guidelines for Resolution Writing,” nfbflorida.org/resolutions/guidelines.html

The most efficient way to write a resolution is to make a simple outline or list of premises which you will turn into the WHEREAS clauses and a similar simple list of phrases for the RESOLVED clauses. In fact, you should begin by determining what your RESOLVED clauses are; that is, how many there should be and what their basic thrust is. You will know how many by the number of entities we need to address or the number of problems we need to fix. After you decide specifically how you want the problem fixed, determine the smallest number of concepts you need to explain to a person unfamiliar with the problem that there is a problem. The best resolutions can be picked up by a person unfamiliar with the issue and hold that person's attention (in other words, are as short as possible) while still actually explaining the problem and the solution or solutions. This method, deciding the ending first and then crafting the arguments to reach it, will result in the simplest and clearest resolution. Then, when you actually write the formal resolution, you can focus on the writing and the style, having already done the thinking part.

## The

### ‘The’ denotes a reference to a group as a whole.

Merriam-Websters, 2010, Online dictionary

Used as a function word before a noun or a substantivized adjective to indicate reference to a group as a whole

### ‘The’ means particular or unique.

Merriam-Websters, 2010, Online dictionary

b —used as a function word to indicate that a following noun or noun equivalent is a unique or a particular member of its class <the President>

### ‘The’ should be understood generically.

Merriam-Websters, 2010, Online dictionary

used as a function word before a singular noun to indicate that the noun is to be understood generically

## United States Federal Government

### “Federal Government” can mean any sub-agency.

Words & Phrases, 2004, Permanent Edition, vol 16a, p.42

N.D.Ga. 1986. Action against the Postal Service, although an independent establishment of the executive branch of the federal government, is an action against the "Federal Government" for purposes of rule that plaintiff in action against government has right to jury trial only where right is one of terms of government's consent to be sued; declining to follow Algernon Blair Industrial Contractors, Inc. v. Tennessee Valley Authority, 552 F.Supp. 972 (M.D.Ala.). 39 U.S.C.A. § 201; U.S.C.A. Const.Amend. 7.—Griffin v. U.S. Postal Service, 635 F.Supp. 190.—Jury 12(1.2).

### United States Federal Government is the central government in Washington D.C.

West’s Legal Thesaurus/Dictionary, 1985, p. 744. MHHAR7000

United States; usually means the federal government centered in Washington, DC

### United States Federal Government is all 3 branches.

Princeton Wordnet, 2000, cognitive science laboratory p. online http://wordnet.princeton.edu/perl/webwn?s=united%20states

United States government: The executive and legislative and judicial branches of the federal government of the United States

### Federal Government is the central government of a nation.

Websters, 1976, Webster's New International Dictionary unabridged, p. 833

Of or relating to the central government of a nation, having the character of a federation as distinguished from the governments of the constituent unites (as states or provinces).

### The USFG is the government in Washington D.C.

Encarta Online, 2000, Microsoft Encarta Online Encyclopedia, encarta.msn.com

“The federal government of the United States is centered in Washington DC.”

### Federal government excludes action by smaller political groups or individuals.

Black’s Law Dictionary, 1999, Seventh Edition Ed. Bryan A. Garner

Federal government 1. A national government that exercises some degree of control over smaller political units that have surrendered some degree of power in exchange for the right to participate in national political matters.

## Should = mandatory

### Should means duty.

Random House Dictionary, 2010, Random House, Inc. 2010

must; ought (used to indicate duty, propriety, or expediency

### This interpretation is the most predictable.

Random House Dictionary, 2010, Random House, Inc. 2010

Rules similar to those for choosing between shall and will have long been advanced for should and would, but again the rules have had little effect on usage. In most constructions, would is the auxiliary chosen regardless of the person of the subject: If our allies would support the move, we would abandon any claim to sovereignty. You would be surprised at the complexity of the directions. Because the main function of should in modern American English is to express duty, necessity, etc. (You should get your flu shot before winter comes), its use for other purposes, as to form a subjunctive, can produce ambiguity, at least initially: I should get my flu shot if I were you. Furthermore, should seems an affectation to many Americans when used in certain constructions quite common in British English: Had I been informed, I should (American would) have called immediately. I should (American would) really prefer a different arrangement. As with shall and will, most educated native speakers of American English do not follow the textbook rule in making a choice between should and would. See also shall.

### Should means ‘shall.’

American Heritage Dictionary, 2009, Dictionary of the English Language, Fourth Edition

Usage Note: The traditional rules for using shall and will prescribe a highly complicated pattern of use in which the meanings of the forms change according to the person of the subject. In the first person, shall is used to indicate simple futurity: I shall (not will) have to buy another ticket. In the second and third persons, the same sense of futurity is expressed by will: The comet will (not shall) return in 87 years. You will (not shall) probably encounter some heavy seas when you round the point. The use of will in the first person and of shall in the second and third may express determination, promise, obligation, or permission, depending on the context. Thus I will leave tomorrow indicates that the speaker is determined to leave; You and she shall leave tomorrow is likely to be interpreted as a command. The sentence You shall have your money expresses a promise ("I will see that you get your money"), whereas You will have your money makes a simple prediction. · Such, at least, are the traditional rules. The English and some traditionalists about usage are probably the only people who follow these rules, and then not with perfect consistency. In America, people who try to adhere to them run the risk of sounding pretentious or haughty. Americans normally use will to express most of the senses reserved for shall in English usage. Americans use shall chiefly in first person invitations and questions that request an opinion or agreement, such as Shall we go? and in certain fixed expressions, such as We shall overcome. In formal style, Americans use shall to express an explicit obligation, as in Applicants shall provide a proof of residence, though this sense is also expressed by must or should. In speech the distinction that the English signal by the choice of shall or will may be rendered by stressing the auxiliary, as in I will leave tomorrow ("I intend to leave"); by choosing another auxiliary, such as must or have to; or by using an adverb such as certainly. · In addition to its sense of obligation, shall also can convey high moral seriousness that derives in part from its extensive use in the King James Bible, as in "Righteousness shall go before him and shall set us in the way of his steps" (Ps 85:13) and "He that shall humble himself shall be exalted" (Mt 23:12). The prophetic overtones that shall bears with it have no doubt led to its use in some of the loftiest rhetoric in English. This may be why Lincoln chose to use it instead of will in the Gettysburg Address:"government of the people, by the people, for the people shall not perish from the earth." See Usage Note at should.

## Should ≠ mandatory

### Should presumes certainty for disads, not counterplans.

Collaboration Atlas, 1999, “Use of shall, should, may can,” rd13doc.cern.ch/Atlas/DaqSoft/sde/inspect/shall.html

shall' describes something that is mandatory. If a requirement uses 'shall', then that requirement \_will\_ be satisfied without fail. Noncompliance is not allowed. Failure to comply with one single 'shall' is sufficient reason to reject the entire product. Indeed, it must be rejected under these circumstances. Examples: "Requirements shall make use of the word 'shall' only where compliance is mandatory." This is a good example. "C++ code shall have comments every 5th line." This is a bad example. Using 'shall' here is too strong. should 'should' is weaker. It describes something that might not be satisfied in the final product, but that is desirable enough that any noncompliance shall be explicitly justified. Any use of 'should' should be examined carefully, as it probably means that something is not being stated clearly. If a 'should' can be replaced by a 'shall', or can be discarded entirely, so much the better.

### DOD says should is not mandatory.

DOD, 8-3-2003, “Department of Defense Standard Practice: Defense Standards Format and Content,” wbdg.org/ccb/FEDMIL/std962d.pdf

h. “Shall”, the emphatic form of the verb, shall be used throughout sections 4 and 5 of the standard whenever a requirement is intended to express a provision that is binding. For example, in the requirements section, state that “The gauge shall indicate . . . ” and in the test section, “The indicator shall be turned to zero, and 220 volts of alternating current shall be applied.” For specific test procedures, the imperative form may be used, provided the entire method is preceded by “The following test shall be performed” or similar wording. Thus, “Turn the indicator to zero and apply 220 volts of alternating current.” “Shall” shall not appear in sections 1, 2, 3, or 6 of the standard. i. “Will” may be used to express a declaration of purpose on the part of the Government. It may be necessary to use “will” in cases when simple futurity is required. j. Use “should” and “may” to express nonmandatory provisions. k. “Must” shall not be used to express a mandatory provision. Use the term “shall.”

### “Should” means recommended, but not obligated.

Words & Phrases, 2006, Permanent Edition, 2006, Vol. 39

C.A.10 2001. Term "should" in statute indicates recommended course of action, but does not itself imply obligation associated with "shall."—Qwest Corp. v. F.C.C., 258 F.3d 1191, on remand In re Federal-State Joint Board on Universal Service, 2003 WL 22433814, review granted in part, cause remanded Qwest Communications Inter

### “Should” denotes an expectation of enacting a plan.

American Heritage Dictionary, 2000

Used to express probability or expectation

### “Should” means less than obligation.

Words & Phrases, 2006, Permanent Edition, 2006, Vol. 39

C.A.2 (N.Y.) 1999. Common meaning of the term "should" suggests or recommends a course of action, while ordinary understanding of "shall" describes a course of action that is mandatory, and, in absence of clear manifestation of intent on part of Sentencing Commission to attribute to "should" a meaning contrary to the common one, the term should be given its usual meaning when interpreting sentencing guidelines and application notes. U.S.S.G. § 1B1.1 et seq., 18 U.S.C.A.—U.S. v. Maria, 186 F.3d 65.— Sent & Pun 661, 665.

## Substantially

### Substantially means material.

American Heritage Dictionary, 1993, 3rd Edition, substantially, p. 1354

Of, relating to, or having substance; material. True or real; not imaginary.

### Substantially means real not imaginary.

American Heritage Dictionary, 2000

True or real; not imaginary

### Substantially means material and mental—etymology proves.

Words & Phrases: Permanent Edition, 2002, Vol. 40B, p.328

Mo. 1918. "Substance," as its etymology indicates, is that which stands under and supports a phenomena whether material or mental. It is the essence of the thing itself, and is that element at which the law takes notice in administering concrete justice. A proposition is substantially true when it is essentially true and it is essentially true when it states the substance of the thing to which it refers. We know of no word that can better expose the real and practical nature and effect of an art than the word "substantially." It indicates all that is "substantial" in the result—Bellows v. Travehee Ins. Co. of Hartford, Conn., 203 S.W. 978.

### Substantially is to a great extend or degree.

Wordnet, 2003

substantially - to a great extent or degree;

### Substantially must be defined in context.

Words & Phrases: Permanent Edition, 2002, Vol. 40B, p.328

Cust. & Pat.App. 1946. The word "substantially”- in claim of application for patent for a mine ventilator calling for a motor and switch in a substantially complete enclosure did not mean the same as word "essentially", but was a relative term to be interpreted in accordance with context.—Application of Curley, 158 F.2d 300, 34 C.C.P.A. 749.—Pat 101(2).

### Substantial means considerable in quantity.

Merriam-Webster, 2003, Merriam-Webster’s Online Dictionary

Main Entry: sub•stan•tial b : considerable in quantity : significantly great <earned a substantial wage>

### Substantially means ‘without material qualification.’

AGO, 1984, Office of the Attorney General of Florida Number: AGO 84-63, myfloridalegal.com/ago.nsf/Opinions/9CF0AA7178DC692C8525657700610790

No definition or construction of the term "substantially" is contained within s 166.041(3)(c), F.S., as that term is used in the phrase "which substantially change permitted use categories." However, words in common use in a statute are to be construed in their plain and ordinary sense. See, State v. Tunnicliffe, 124 So. 279 (Fla.1929); Gasson v. Gay, 49 So.2d 567 (Fla.1950); Pedersen v. Green, 105 So.2d 1 (Fla.1958); State v. Egan, 287 So.2d 1, 4 (Fla.1973). "Substantially" is defined as: "Essentially; without material qualification; in the main; in substance; materially; in a substantial manner." Black's Law Dictionary 1281 (5th ed. 1979). " 'Substantially' is variously defined as meaning in a substantial manner; in substance; in the main; essentially; solidly; actually; really; truly; competently." 83 C.J.S. Substantially p. 765.

## Substantially #s

### Substantially means 80 to 90% - government definitions prove.

John T. Curtin, 2003, Judge, United States District Court for the Western District of New York, Gateway Equipment Corp. -vs- United States of America, United States District Court for the Western District of New York, Lexis Nexis

The government cites Webster's Ninth New College Dictionary for the definitions of "limit" and "impairment" as suggesting "meanings equivalent to restriction and reduction, respectively." Item 30, p. 3, n.1. It posits that the word "substantially" suggests "an order of magnitude equivalent to 80% or 90%." Id. It concludes that "using those definitions, 'substantially limited' and 'substantially impaired' means that there must be an 80%-90% restriction and/ or reduction of use by virtue of the design of the CB-4000." Id.

### Substantial means more 50%.

Merrick B. Garland, 1997, Garland, Judge, United States Court of Appeals for the District of Columbia Circuit, "Grand Canyon Air Tour Coalition v. Federal Aviation Administration, No. 97-1003, US DC Circuit Court, FindLaw, caselaw.lp.findlaw.com/cgi-bin/getcase.pl?court=dc&navby=case&no=971003a

"Substantial" may well be defined as meaning "more than half." See Webster's Third New International Dictionary 2280 (1993) ("being that specified to a large degree or in the main") (4th meaning).

### Substantial is at least 20%.

Words & Phrases, 2002, Vol. 40a, p. 559

SUBSTANTIAL DECREASE Pa.Cmwith. 1996. Approximately 20% decrease in school district's enrollment during previous ten years constituted "substantial decrease" in enrollment under Public School Code, justifying demotions of certified secondary teacher to half-time status. 24 P.S. S 11-11124.—Battaglin v. Lakeland School Dist., 677 A.2d 1294.—Schools 147.10.

### “Substantial investment” must be an increase of at least 20%.

Traficant, 5-25-1989, “H.R.2489 -- Foreign Subsidiary Tax Equity Act (Introduced in House - IH),” <http://thomas.loc.gov/cgi-bin/query/z?c101:H.R.2489>

`(C) SUBSTANTIAL INVESTMENT DEFINED- The term `substantial investment' means any amount which-`(i) was added to the capital account for an existing facility during the 3-year period ending on the last day of any taxable year with respect to which such facility is a tax holiday plant, and `(ii) caused the sum of all amounts added to such account during such period to exceed 20 percent of the total value of such facility (determined in the manner provided in subparagraph (B)(ii)) on the first day of such period.'

## Increase - generic dictionary

### To make greater.

Random House, 2011, Dictionary.com Unabridged Based on the Random House Dictionary

–verb (used with object) 1. to make greater, as in number, size, strength, or quality; augment; add to

### To become greater.

Collins English Dictionary, 2009, Complete & Unabridged 10th Edition

World English Dictionary increase — vb 1. to make or become greater in size, degree, frequency, etc; grow or expand

## Increase – capital expenditure

### Investment requires capital expenditure.

Edward Anderson, March 2006, Lecturer in Development Studies – University of East Anglia, et al., “The Role of Public Investment in Poverty Reduction: Theories, Evidence and Methods,” Overseas Development Institute Working Paper 263, <http://www.odi.org.uk/resources/docs/1786.pdf>

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

### That means topical plans must add new infrastructure.

Law Depot, 2-6-2008, “Capital Expenditure,” http://wiki.lawdepot.com/wiki/Capital\_Expenditure

Definition of "Capital Expenditure" Capital expenditure is money spent to acquire or upgrade (improve) long term assets such as property, buildings and machinery. Capital expenditure does not include the cost to merely repair such assets.

## Increase - previously existing

### Previously existing.

American Heritage, 2010, The American Heritage Dictionary of the English Language, 4th edition

Augment; usually applies to what is already developed or well under way

### Increase requires making something previously existing greater.

Jeremiah Buckley et. al, 2006, attorney, Amicus Curiae Brief, Safeco Ins. Co. of America et al v. Charles Burr et al., Lexis Nexis

First, the court said that the ordinary meaning of the word “increase” is “to make something greater,” which it believed should not “be limited to cases in which a company raises the rate that an individual has previously been charged.” 435 F.3d at 1091. Yet the definition offered by the Ninth Circuit compels the opposite conclusion. Because “increase” means “to make something greater,” there must necessarily have been an existing premium, to which Edo’s actual premium may be compared, to determine whether an “increase” occurred. Congress could have provided that “ad-verse action” in the insurance context means charging an amount greater than the optimal premium, but instead chose to define adverse action in terms of an “increase.” That def-initional choice must be respected, not ignored. See Colautti v. Franklin, 439 U.S. 379, 392-93 n.10 (1979) (“[a] defin-ition which declares what a term ‘means’ . . . excludes any meaning that is not stated”). Next, the Ninth Circuit reasoned that because the Insurance Prong includes the words “existing or applied for,” Congress intended that an “increase in any charge” for insurance must “apply to all insurance transactions – from an initial policy of insurance to a renewal of a long-held policy.” 435 F.3d at 1091. This interpretation reads the words “exist-ing or applied for” in isolation. Other types of adverse action described in the Insurance Prong apply only to situations where a consumer had an existing policy of insurance, such as a “cancellation,” “reduction,” or “change” in insurance. Each of these forms of adverse action presupposes an already-existing policy, and under usual canons of statutory construction the term “increase” also should be construed to apply to increases of an already-existing policy. See Hibbs v. Winn, 542 U.S. 88, 101 (2004) (“a phrase gathers meaning from the words around it”) (citation omitted).

### Transportation investment means addition to existing networks.

Yossi Berechman, 2002, Professor of Public Policy – Tel Aviv University, Transport and Economic Development, p. 114

4.1. Basic definitions In the present context, "transportation investment" is defined as a capacity improvement or addition to an existing network of roads, rail, waterways, huh terminals, tunnels, bridges, airports and harbors. The concept of "resultant economic growth" is further considered to mean the long-run increase in economic activity in a given geographical area, which can be ascribed to a specific transport investment and which confers welfare improvements to the area's residents. Additionally, as explained later, it is also required that the growth benefits will be in addition to the direct transportation benefits from the investment and not merely their capitalised value. Tin's latter condition is a fundamental one. fully discussed in section 5.2.

## A2 Previously existing

### Increase doesn’t require pre-existence.

Stephen Reinhardt, 2005, U.S. Judge for the United States Court of Appeals for the ninth circuit, Reynolds and Rausch v. Hartford Financial Services Group, inc, Lexis Nexis

Specifically, we must decide whether charging a higher price for initial insurance than the insured would otherwise have been charged because of information in a consumer credit report constitutes an "increase in any charge" within the meaning of FCRA. First, we examine the definitions of "increase" and "charge." Hartford Fire contends that, limited to their ordinary definitions, these words apply only when a consumer has previously been charged for insurance and that charge has thereafter been increased by the insurer. The phrase, "has previously been charged," as used by Hartford, refers not only to a rate that the consumer has previously paid for insurance but also to a rate that the consumer has previously been quoted, even if that rate was increased [\*\*23] before the consumer made any payment. Reynolds disagrees, asserting that, under [\*1091] the ordinary definition of the term, an increase in a charge also occurs whenever an insurer charges a higher rate than it would otherwise have charged because of any factor--such as adverse credit information, age, or driving record 8 --regardless of whether the customer was previously charged some other rate. According to Reynolds, he was charged an increased rate because of his credit rating when he was compelled to pay a rate higher than the premium rate because he failed to obtain a high insurance score. Thus, he argues, the definitions of "increase" and "charge" encompass the insurance companies' practice. Reynolds is correct. “Increase" means to make something greater. See, e.g., OXFORD ENGLISH DICTIONARY (2d ed. 1989) ("The action, process, or fact of becoming or making greater; augmentation, growth, enlargement, extension."); WEBSTER'S NEW WORLD DICTIONARY OF AMERICAN ENGLISH (3d college ed. 1988) (defining "increase" as "growth, enlargement, etc[.]"). "Charge" means the price demanded for goods or services. See, e.g., OXFORD ENGLISH DICTIONARY (2d ed. 1989) ("The price required or demanded for service rendered, or (less usually) for goods supplied."); WEBSTER'S NEW WORLD DICTIONARY OF AMERICAN ENGLISH (3d college ed. 1988) ("The cost or price of an article, service, etc."). Nothing in the definition of these words implies that the term "increase in any charge for" should be limited to cases in which a company raises the rate that an individual has previously been charged.

## Its - possessive

### “Its” demonstrates possession.

Dictionary.com, 2012

the possessive form of it (used as an attributive adjective): The book has lost its jacket. I'm sorry about its being so late.

### Possession requires control.

Oxford Dictionaries, 2011, “Possession,” <http://oxforddictionaries.com/definition/possession>

Possession Pronunciation:/pəˈzɛʃ(ə)n/ noun 1 [mass noun] the state of having , owning, or controlling something: she had taken possession of the sofa the book came into my possession he remains in full possession of his sanity

### Its is possessive as a modifier before a noun.

Farlax Dictionary, 2011

The possessive form of it. Used as a modifier before a noun:

## Its – associated with

### Its means associated with.

Collins English Dictionary, 2009, Complete & Unabridged 10th Edition

of, belonging to, or associated in some way with it

### Its means easily identified with.

Dictionary.com, 2012

Belonging to or associated with a thing previously mentioned or easily identified

### Its relates something to an idea, thing, place, etc. that is obvious in reference.

MacMillon Dictionary, 2012

belonging or relating to a thing, idea, place, animal etc when it has already been mentioned or when it is obvious which one you are referring to

## Investment - spending

### Investment is direct spending on infrastructure and grants to support private sector asset creation.

Scotland, February 2005, Government of Scotland, “Infrastructure Investment Plan: Investing in the Future of Scotland,” <http://www.scotland.gov.uk/Publications/2005/02/20756/53558>

Appendix A: Technical Definitions of Infrastructure Investment The public expenditure system uses different definitions of capital for budgeting purposes than for accounting purposes - both of which exclude elements of infrastructure investment in the wider sense used elsewhere in this publication. For accounting purposes, capital spending is those resources used to create a fixed asset which goes on a Government Department's balance sheet. Assets are classified as fixed if they are owned by an organisation and have an ongoing benefit (generally over more than one year). If spending is not classified as being on fixed assets then it is treated as revenue expenditure. For budgeting purposes, what scores within Capital Delegated Expenditure Limits (capital DEL) is everything that scores as capital for accounting purposes, as well as capital grants to and supported borrowing by local authorities and spending by Non-Departmental Public Bodies that will be included as capital in their accounts. For public corporations such as Scottish Water, capital DEL is the net lending to the relevant public corporation by the department and not the public corporation's own self-financed capital spending. Net Investment - The Scottish Executive's definition of net investment for purposes such as the net investment rule incorporates spending within capital DEL as well as grants made to support capital spending (asset creation or enhancement) by private sector organisations such as Higher and Further Education Institutions. It does not include the capital element of PPP deals.

### Infrastructure investment requires spending.

CBO, 2008, Congressional Budget Office, “Issues and Options in Infrastructure Investment,” <http://www.cbo.gov/sites/default/files/cbofiles/ftpdocs/91xx/doc9135/05-16-infrastructure.pdf>

Current Spending on Infrastructure Under any definition, “infrastructure investment” encompasses spending on a variety of projects. For present purposes, it is useful to distinguish transportation, which receives the bulk of federal support, from other types of infrastructure, such as utilities. Both types of assets promote other economic activities: An adequate road, for example, facilitates the transport of goods from one place to another and thereby promotes economic activity; utilities that provide such services as electricity, telecommunications, and waste disposal are also essential to modern economies. (Appendix A describes spending on research and development and on education. Those categories form the basis for supporting intellectual and human capital, respectively, and can provide benefits that are similar to those generated by infrastructure spending.)

## In

### In means within.

Encarta, 2007, Encarta World English Dictionary, “In (1),” <http://encarta.msn.com/encnet/features/dictionary/DictionaryResults.aspx?refid=1861620513>)

in [ [in](http://encarta.msn.com/encnet/features/dictionary/Pronounce.aspx?search=in) ] CORE MEANING: a grammatical word indicating that something or somebody is within or inside something. 1. preposition indicates place: indicates that something happens or is situated somewhere He spent a whole year in Russia. 2. preposition indicates state: indicates a state or condition that something or somebody is experiencing The banking industry is in a state of flux.

### In means within the limits of.

Merriam Webster Dictionary, 2006, <http://www.m-w.com/cgi-bin/dictionary?book=Dictionary&va=in>

Main Entry: 1in Pronunciation: 'in, &n, &n Function: preposition Etymology: Middle English, from Old English; akin to Old High German in in, Latin in, Greek en 1 a -- used as a function word to indicate inclusion, location, or position within limits <in the lake> <wounded in the leg> <in the summer>

## Transportation infrastructure – networking structures

### Transportation infrastructure is underlying structure for methods of transportation.

Susanne Trimbath, 2011, is former Senior Research Economist in Capital Market Studies at Milken Institute, and a is Senior Advisor on corporate community investment for the Business Civic Leadership Center of the US Chamber of Commerce and Contributing Editor at NewGeography.com, she teaches graduate finance, economics and accounting for Bellevue University and University of Liverpool, STPadvisors, “ Transportation Infrastructure: paving the way ,” <http://www.uschamber.com/sites/default/files/issues/infrastructure/files/2009TPI_Update_Economics_White_Paper_110712.pdf>

define “transportation infrastructure” as the underlying structures that support the delivery of inputs to places of production, goods and services to customers, and customers to marketplaces. The structures are: • Transit • Highways • Airports • Railways • Waterways (Ports) • Intermodal Links.

### Transportation infrastructure are transport networks, not vehicles.

Global Cargo, 2012, Global Cargo & Commodities Limited, “Haulage & Transport,” http://www.globalcargogh.com/index.php?option=com\_content&view=article&id=44&Itemid=132)

The field of transport has several aspects; loosely they can be divided into a kind of infrasture, vehicles, and operations. Infrastructure includes the transport networks (roads, railways, airways, waterways, canals, pipelines, etc) that are used, as well as the nodes or terminals (such as airports, railway stations, bus stations and seaports). The vehicles generally ride on the networks, such as automobiles, bicycles, buses, trains, aircrafts. The operations deal with the way the vehicles are operated on the network and the procedures set for this purpose including the legal environment (Laws, Codes, Regulations, etc) Policies, such as how to finance the system (for e.g. the use of tolls or gasoline taxes) may be considered part of the operations.

### Vehicles are a distinct field - infrastructure is exclusively transportation networks.

CSFT, 2006, “Aboard Transportation,” <http://www.cfst.org/transportation.html>

Transportation Transportation or transport is the carrying of people and goods from one destination to another. The term comes from the Latin trans meaning “across” and portare meaning “to carry”. Transportation can be divided into three distinct fields: 1. Infrastructure - When we refer to infrastructure it includes our transport networks such as roads, railways, airways, canals, and pipeline. This also includes the terminals or nodes such as airports, railway stations, bus stations, and seaports. 2. Vehicle – These comprises of the vehicles that we regularly ride in the networks for instance automobiles (buses, cars, taxis, and etc.), trains and airplanes. 3. Operations – They are the control of the whole transport system including traffic lights/signals on roads, ramp meters, railroad switches, air traffic control, and etc.

## Transporation ≠ communications

### Transportation infrastructure is separate from communications.

Google network glossary, 2012, Findmehere, <http://www.findmehere.com/search/dictionary/t_index.htm>

transport provisions in a location; the services and facilities of conveyance other than those of utilities and communication as they support ongoing economic activity in an area. Transportation may be seen as a header for a category of location data, for example, on a community profile. Transportation along with communications infrastructure, demographics, real estate and taxes and incentives are arguably the most sought after information by prospects. Transportation as a item of location data typically covers water, air, and ground facilities, vehicles and services that part of the infrastructure of an area.

### Communications is a distinct category of infrastructure - it’s massive.

Ken Faulkenberry, September 2011, MBA – University of Southern California, “Infrastructure Investment: Energy, Transportation, Communications, & Utilities,” Arbor Asset Allocation Model Portfolio Blog, <http://blog.arborinvestmentplanner.com/2011/09/infrastructure-investment-energy-transportation-communications-utilities/>

Transportation Infrastructure Over the last several decades America’s infrastructure spending has been less than one-half other developed nations and only a quarter of emerging market countries. Civil engineers give our transport structures low marks. Our roads, railways, ports, and airports are all judged mediocre. It has become well recognized that we must invest more in upgrading our transportation infrastructure. But because of the years of neglect, substantial increases in operation and maintenance budgets will also be required. The above engineering and construction firms could also benefit from transportation infrastructure spending. Communications Infrastructure Communications infrastructure would include items we take for granted everyday, such as the internet, telephone, television (including cable TV), and satellite technology. Individual companies such as Cisco (CSCO) (internet) AT&T (T) and Verizon (VZ) (telephone), Comcast (CMCSA) (television), Boeing (BA) and Loral Space & Communications (LORL) (satellites), all play major roles in developing the communications infrastructure.

## Transportation infrastructure – hard objects

### Transportation infrastructure is only a core set of projects for movement of goods and services.

Rosa DeLauro, 2011, U.S. Representative, Legislation to Create a National Infrastructure Development Bank, H.R. 402, 1-24, <http://www2.apwa.net//Documents/Advocacy/HR%20402.pdf>

(25) TRANSPORTATION INFRASTRUCTURE PROJECT.—The term ‘‘transportation infrastructure project’’ means any project for the construction, maintenance, or enhancement of highways, roads, bridges, transit and intermodal systems, inland waterways, commercial ports, airports, high speed rail and freight rail systems.

### Only targeting hard, physical objects is topical.

Chantal C. Cantarelli, March 2010, Faculty of Technology, Policy and Management – Delft University of Technology, “Cost Overruns in Large-scale Transportation Infrastructure Projects: Explanations and Their Theoretical Embeddedness,” European Journal of Transport and Infrastructure Research, Vol. 10 Issue 1, p. 7, Ebsco Host

We define transportation infrastructure projects as follows: ‘Transport infrastructures include roads, rail lines, channels, (extensions to) airports and harbours, bridges and tunnels. Of these projects it is the ‘hardware’ that is considered, and the “software”, i.e. projects relating to deregulations, liberalization, privatization, and so forth is excluded’. The literature did not provide one minimum cost level that is generally applied to mark a large-scale project. A large-scale project is defined in this paper by a minimum cost level of 500 million euros.

### Transportation infrastructure are facilities designed for transport.

George Delaney, 5-17-2011, Manager of Public Works – City of Denver, “Complete Streets,” <http://www.completestreets.org/webdocs/policy/cs-co-denver-policy.pdf>

DEFINITIONS Complete Streets is defined as a practice to promote safe and convenient access for all users along and across travel ways in the context of the overall transportation network, land use patterns, and community needs. Transportation infrastructure is defined as any facility designed for transporting people and goods including, but not limited to, sidewalks, trails, bike lanes, highways, streets, bridges, tunnels, railroads, mass transportation, and parking systems.

## Transportation infrastructure – fixed assets.

### Transportation infrastructure refers only to fixed assets - most predictable interpretation.

Patricia Hu, 2-9-2012, Director of the Bureau of Transportation Statistics – Research and Innovative Technology Administration, United States Department of Transportation, “Measuring Transportation Investment: Challenges and Opportunities,” <http://www.internationaltransportforum.org/Proceedings/InfrastructureInv/HU.pdf>

Definition of Transportation Investment “Transportation investment is defined as additions to transportation fixed assets. Transportation fixed assets refer to: structures, motor vehicles, and other machinery and equipment that are used in the provision of transportation services for more than one year.” Although it is a definition used by OECD, U.S. Bureau of Economic Analysis and U.S. Bureau of Transportation Statistics…

### Transportation infrastructure must be a fixed physical asset.

Ryan J. Orr, 2008, Ph.D. in Engineering and Executive Director – Collaboratory for Research on Global Projects and Gregory Keever, LLM in Taxation – George Washington University and JD – University of Virginia School of Law, “Enabling User-Fee Backed Transportation Finance in California,” <http://crgp.stanford.edu/publications/working_papers/Orr_Keever_Enabling_User_Fee_Backed_Transportation_Finance_wp0041.pdf>

In arriving at these conclusions, this paper examines data from recognized think tanks, the state budget, published articles and commentary specific to California, international studies on user-fee backed finance, and comments and views articulated by state senior government officials. Here transportation infrastructure is defined as “any fixed physical asset designed for transporting people and goods including highways, arterial streets, bridges, tunnels, and mass transportation systems.”1 An often overlooked aspect of transportation infrastructure, even of the most well constructed type, is that it is a consumable asset: it has a finite life, wears out with use, and needs periodic replacement.

## Transportation infrastructure = term of art

### Definitions of infrastructure independent of transportation lack necessary precision.

Mineta, 2012, Mineta Transportation Institute – San Jose University, “Glossary,” <http://transweb.sjsu.edu/mtiportal/research/Glossary.html>

Glossary The transportation industry has its particular language and terms. This glossary will help you understand more about what you read.

### Our interpretation’s necessary to narrow the topic.

James E. Neumann, June 2009, Principle – Industrial Economics, and Jason C. Price, Senior Associate – Industrial Economics, “Adapting to Climate Change: The Public Policy Response Public Infrastructure,” http://www.rff.org/rff/documents/RFF-Rpt-Adaptation-NeumannPrice.pdf

1. Introduction Public infrastructure is vital to the smooth functioning of the U.S. economy and encompasses a wide range of assets. For the purposes of this paper, we begin by narrowing our definition of public infrastructure to the physical structures that form the foundation of development in the United States. Within our definition, infrastructure includes wastewater and waterworks systems, electric power generation and transmission systems, communications networks, road and rail networks, transit and transportation facilities and ports, and oil and gas pipelines and associated facilities. In the climate change context, our scope includes both current infrastructure that may be at risk (e.g., transportation, energy, water and communications, utilities) and new infrastructure that may be needed to effectively and efficiently adapt to climate risks (e.g., seawalls). The purpose of this paper is therefore to assess the threats and needs that multidimensional climate change imposes for these physical assets, review the existing adaptive capacity that could be applied to respond to these threats and needs, and present options for enhancing adaptive capacity through public sector investments in physical, planning, and human resources.1 The scope of our assessment differs from several prior wellknown assessments. Chapter 7 of the Intergovernmental Panel on Climate Change (IPCC) 2007 Working Group II report, for example, evaluates impacts to industry, settlement, and society, a much broader scope that includes public infrastructure but also private assets and natural resources, with the goal of assessing impacts to “the structure, functioning, and relationships of all of these components of human systems…” (Wilbanks et al. 2007, 360). We have chosen to exclude direct consideration of private industry assets and natural resources, making our scope and purpose far narrower than the IPCC effort in this area. Nonetheless, because infrastructure is designed to support those assets and to provide a means for the development of human settlements and industry, there are links to private sector assets and climaterelated threats and needs.

## Transportation infrastructure ≠ military

### Transportation infrastructure is strictly defined as facilities of transport - this excludes security, law enforcement, and military support.

Nathan Musick, 2010, Microeconomic and Financial Studies Division – United States Congressional Budget Office, Public Spending on Transportation and Water Infrastructure, p. 2

Although different definitions of "infrastructure" exist, this report focuses on two types that claim a significant amount of federal resources: transportation and water. Those types of infrastructure share the economic characteristics of being relatively capital intensive and producing services under public management that facilitate private economic activity. They are typically the types examined by studies that attempt to calculate the payoff, in terms of benefits to the U.S. economy) of the public sector's funding of infrastructure. For the purposes of CBO's analysis, "transportation infrastructure" includes the systems and facilities that support the following types of activities: ■ Vehicular transportation: highways, roads, bridges, and tunnels; ■ Mass transit subways, buses, and commuter rail; ■ Rail transport primarily the intercity service provided by Amtrak;\* ■ Civil aviation: airport terminals, runways, and taxi-ways, and facilities and navigational equipment for air traffic control: and ■ Water transportation: waterways, ports, vessel\*, and navigational systems. The category "water infrastructure" includes facilities that provide the following: ■ Water resources: containment systems, such as dams, levees, reservoirs, and watersheds; and sources of fresh water such as lakes and rivers; and ■ Water utilities: supply systems for distributing potable water, and wastewater and sewage treatment systems and plants. Consistent with CBO'% previous reports on public spending for transportation and water infrastructure, this update excludes spending that is associated with such infrastructure but does not contribute directly to the provision of infrastructure facilities or certain strictly defined infrastructure services. Examples of excluded spending are federal outlays for homeland security (which are especially pertinent to aviation), law enforcement and military functions (such as those carried out by the Coast Guard), and cleanup operations (such as those conducted by the Army Corps of Engineers following Hurricane Katrina in 2005).

## Highways = topical

### Highways are main component of transportation infrastructure.

CBO, 2008, Congressional Budget Office, “Issues and Options in Infrastructure Investment,” <http://www.cbo.gov/sites/default/files/cbofiles/ftpdocs/91xx/doc9135/05-16-infrastructure.pdf>

Highways constitute by far the largest category of current spending on transportation infrastructure, and they dominate the estimates of investment required to maintain current performance. FHWA estimates that, without a significant change in the way highways are paid for, it would cost $79 billion per year to maintain performance—$12 billion more than total current spending. The next largest category is aviation, which has seen burgeoning demand for air travel and a commensurate growth in congestion. According to estimates from the FAA and other sources, annual investment of $18 billion, about $4 billion above current annual spending for airports and air traffic control, would be necessary to maintain performance under current pricing policies. Freight railroads also would require annual investment of about $4 billion more than is currently spent. (Some current spending on freight rail is for projects that will expand service by boosting capacity on major routes.4)

## Infrastructure = gas and power

### Includes power cables and gas pipelines.

Anthony Mills, 8-24-2011, CEO – AfriCarbon (Pty) Ltd and C4 EcoSolutions (Pty) Ltd, et al., “Peri-Urban Bamboo Planting Around South African Townships,” Voluntary Carbon Standard Project

2.2 Justification of the choice of the methodology and why it is applicable to the project activity: The project meets the specification criteria for the nominated methodology, namely:  project activities are implemented on human settlements, defined as: “Residential and commercial lawns (rural and urban), gardens, golf courses, athletic fields, parks, provided such land is functionally or administratively associated with particular cities, villages or other settlement types and is not accounted for in another land-use category” or transportation infrastructure, defined as “Land strips along streets, country roads, highways, railways, waterways, overhead power cables, gas pipelines, provided such land is functionally or administratively associated with the transportation infrastructure and is not accounted for in any other land-use category”;

## Transportation infrastructure includes supports

### Includes roadway lighting, rights of way, and landscaping.

Hans F. Larsen, 4-18-2012, Rules Committee – City of San Jose, “Local Government Transportation Projects Special Taxes: Voter Approval,” [http://www.sanjoseca.gov/clerk/CommitteeAgenda/Rules/20120418/rules20120 418\_g2.pdf](http://www.sanjoseca.gov/clerk/CommitteeAgenda/Rules/20120418/rules20120%20418_g2.pdf)

Transportation Infrastructure continues to be the program within the City that identifies the largest unfunded need. As reported at the April 2012 Transportation & Environment meeting, the five-year unfunded needs for Transportation Infrastructure is $443.8 million with annual ongoing unfunded needs is identified at approximately $89 million. Transportation infrastructure includes the street network, roadway lighting and right of way, and landscaping assets. Of that infrastructure, street pavement is the largest portion of the need. San Jose’s estimated backlog of deferred pavement maintenance has increased from $250 million (in 2010) to $293 million (in 2012) with the quantity of streets in poor condition increasing from 425 miles (18 percent) to 500 miles (21 percent). Along with the funding needed to address the pavement backlog, additional funds are needed to meet the needs of other areas including: ADA Curb Ramps - $63 million; Signals/Signs/Markings/Street Lights - $38 million; Bridge Rehabilitation - $30 million; and, Trees/Landscaping - $19 million. If funding levels are not increased, the backlog will continue to escalate. In addition to the needs highlighted by the City, there are also transportation infrastructure needs regionally and statewide that need to identify funding sources.

## Transportation infrastructure = hazardous waste

### Includes protection of hazardous waste transit.

Val Noronha, 2003, Professor – University of California, Santa Barbara, “Critical Transportation Infrastructure,” <http://www.ncgia.ucsb.edu/ncrst/meetings/20031201SBA-CTI2003/first.html>

There are many classes of infrastructure — a background page on CIP enumerates these. Our focus is on transportation infrastructure, recognizing that algorithmically, methods developed for one class of infrastructure may be adaptable to another. There is also a focus on spatial attributes of the transportation system, i.e. geographic and topological characteristics of the transportation links and the places (nodes) served by them, and an emphasis on spatial technologies such as remote sensing and GIS. Transportation infrastructure includes for our purposes road, rail, air and waterway infrastructure pipelines terminals, intermodal facilities and warehouses delivery systems control systems infrastructure provisions to serve needs of critical hazardous/non-hazardous materials in transit.

## Transportation infrastructure - vehicles

### Transportation infrastructure includes vehicles.

Michelle Oswald, 2011, Professor – Bucknell University, et al., “Measuring Infrastructure Performance: Development of a National Infrastructure Index”, Public Works Management & Policy, Vol. 16 Issue 34, p. 378

Defining the Infrastructure Sector A more technical definition of the transportation sector is The fixed facilities (roadway segment, railway track, transit terminals, harbors, and airports), flow entities (people, vehicles, container units, railroad cars), and control systems that permit people and goods to transverse geographical space efficiently and in a timely manner in some desired activity. Transportation is provided by modes—highway, rail, air, waterway, and pipeline. (U.S. Chamber of Commerce, 2010a).

## Transportation infrastructure ≠ dams and levees

### Water infrastructure is distinct from transportation - only ports and waterways are topical, not containment or supply systems.

Nathan Musick, 2010, Microeconomic and Financial Studies Division – United States Congressional Budget Office, Public Spending on Transportation and Water Infrastructure, p. 2

Although different definitions of "infrastructure" exist, this report focuses on two types that claim a significant amount of federal resources: transportation and water. Those types of infrastructure share the economic characteristics of being relatively capital intensive and producing services under public management that facilitate private economic activity. They are typically the types examined by studies that attempt to calculate the payoff, in terms of benefits to the U.S. economy) of the public sector's funding of infrastructure. For the purposes of CBO's analysis, "transportation infrastructure” includes the systems and facilities that support the following types of activities: ■ Vehicular transportation: highways, roads, bridges, and tunnels; ■ Mass transit subways, buses, and commuter rail; ■ Rail transport primarily the intercity service provided by Amtrak;\* ■ Civil aviation: airport terminals, runways, and taxi-ways, and facilities and navigational equipment for air traffic control: and ■ Water transportation: waterways, ports, vessel\*, and navigational systems. The category "water infrastructure" includes facilities that provide the following: ■ Water resources: containment systems, such as dams, levees, reservoirs, and watersheds; and sources of fresh water such as lakes and rivers; and ■ Water utilities: supply systems for distributing potable water, and wastewater and sewage treatment systems and plants.

## AFF - High-speed rail = topical

### Road and rail affs are topical.

UK DOT, 2007, United Kingdom Department of Transport, “Funding Transport Infrastructure for Strategically Significant Developments,” <http://assets.dft.gov.uk/publications/funding-transport-infrastructure-for-strategically-significant-developments/devconguideline.pdf>

3.3 In the context of these guidelines, “transport infrastructure” is defined as an enhancement to surface access (primarily road or rail) identified through a transport assessment.