### Topicality – Underlying structures – Ports specific

**A. Interpretation** - Transportation infrastructure must be the underlying structures like building a road not accessories to a road like new road signs.

Trimbath, PhD in Economics, 11

(Susanne, US Chamber.com [website of the US Chamber of Commerce], former Senior Research Economist in the Capital Market Studies at the Milken Institute, Senior Advisor on corporate community investment for the Business Civic Leadership Center of the US Chamber of Commerce, PhD in economics from NYU, 2011, “Transportation Infrastructure: paving the way,” <http://www.uschamber.com/sites/default/files/issues/infrastructure/files/2009TPI_Update_Economics_White_Paper_110712.pdf>, alp)

The strategy applied by the US Chamber of Commerce for the infrastructure performance index project presents a model for developing the way forward. A stakeholder-centric approach allows you to measure the right things, communicate to the people in a language they understand and get to ACTION faster. The process, detailed in the Technical Report last summer (US Chamber 2010), is basically this: 1. Clearly 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

**B. Violation** – port modernization isn’t topical. Building a new port would be topical but just adding to an existing port isn’t topical.

**C. Voting issue –**

Limits – we set a fair limit. Aff’s can build new roads, new railways, new airports, new ports or new intermodal links combined with the various investment mechanisms that creates more than 25 different possibilities for the affirmative. However, allowing the aff to go beyond building new underlying structures justifies the “accessory affirmative”. There are thousands of potential possibilities including adding stoplights, new road signs, toll booths, and stickers on public buses, just to name a few. That type of topic explosion makes it impossible for the negative to effectively prepare hurting education and giving the affirmative an unfair advantage.

### Overview

Our interpretation allows the affirmative to create underlying structures for transportation which would include new roads, railways, airports, ports or intermodal links combined with the various investment mechanisms, grants, subsidies, tax credits, loans and loan guarantees, creating at least 25 different possibilities for the affirmative. There are several topical versions of their affirmative including building new offshore super ports as advocated by . Our interpretation excludes “accessory affs” that just add something to an underlying structure but aren’t an underlying structure. This would exclude the list of affirmatives we specified in the 1nc: stoplights, road signs, toll booths, bus stickers. Creating this type of limit is crucial for predictable limits which is the best internal link to both fairness and education. They clearly don’t meet our interpretation so if we win we have the best interpretation you should vote negative.