LAY NEG

We negate the resolution: The United States Federal Government should substantially increase its investment in high-speed rail.

Our First Argument Concerns Debt

The United States' Debt has gotten severely out of control as the **Peterson Foundation '22** finds that the gross federal debt has surpassed $30 trillion.

HSR would be funded by debt as **Cohen '13** writes that California committed significant funding to constructing a high speed line relying on public debt. California will require both a high level of public borrowing as well as public guarantees on private borrowing if it is going to attract the private sector intor construction. Even after the shift from privately owned and operated passenger railways to public systems in the U.S History suggests that public funding is necessary for financing passenger railroads, including high speed trains.

HSR could make the debt substantially worse as **Millsap 21' of Forbes** estimated that the cost of HSR is $154 per mile, meaning it would cost at least $1 trillion to build a national HSR system.

Not only is HSR expensive to build, but it is also expensive to maintain as **Zarembski 01'** writes that high-speed rail operations will make use of track shared with freight trains. Because the experience in these corridors has been freight-only traffic, there is an increase in the maintenance-of-ways costs.

The U.S cannot afford to go deeper into debt right now as **Wessel '19 of Brookings** finds that the federal debt cannot grow faster than the economy. At some point, lenders will lose confidence in the U.S, provoking a plunge in the value of the U.S dollar alongside a surge of interest rates.

This has two implications.

First, Medical Innovation

AMR prevention is critical as the **World Health Organization '22** states that Antimicrobial resistance threatens the effective prevention and treatment of infections. AMR occurs when bacteria, viruses, fungi and parasites change over time and no longer respond to medicines making infections harder to treat. **Boluarte '22** continues that because of the decay of existing antibiotics, we need to replenish 15 new antibiotics over a decade.

Luckily, **Guizzetti '17** quantifies companies have demonstrated approximately 90% eradication rate of threatening AMR.

Unfortunately,

This could all be put at stake as **Kenton '18** writes that crowding out causes the rising public spending to drive down, which eliminates private sector spending. Crowding out takes place when a large government increases its borrowing. This can lead to substantial rises in the real interest rate, which has the effect of absorbing the economy's lending capacity and of discouraging businesses from making capital investments. Firms are now discouraged from doing so because the opportunity cost of borrowing money has risen.

Without the U.S government's private sector investment in AMR, AMR cannot be replenished.

This would be devastating as the **CDC '22** finds that more than 2.8 million AMR infections occur in the U.S each year, and more than 35,000 people die as a result.

Second, Foreign Aid

Debt would devastate HSR as **Patrick, '11** writes that the U.S. debt ceiling and deficit debate has led to challenges on foreign aid spending

People support cutting foreign aid as **Sweet '17** reports that over 60% of the U.S population is in favor of cutting foreign aid.

Unfortunately, Malaria aid is the first aid on the chopping block as **Murphy '22** finds that Trump proposed slashing funding for the President's Malaria Initiative.

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The **KFF '21** states that the U.S government is the largest donor government to global malaria efforts. U.S funding for malaria control efforts and research activities was $979 million in 2021,

and **USAID '2000** continues that the U.S leadership helped save 7.6 million lives and prevent more than 1.5 billion malaria cases.

Contention 2: Neo slavery

Gandhi, L. (20**21**, October 8). The Transcontinental Railroad's dark costs: Exploited labor, stolen lands. History.com. Retrieved September 15, 2022, from https://www.history.com/news/transcontinental-railroad-workers-impact -AL

Construction on the Transcontinental Railroad began on January 8, 1863 in Sacramento, when workers for the Central Pacific Railroad first broke ground for the track. Eleven months later, their counterparts in the Midwest—workers for the Union Pacific Railroad—began breaking ground in Omaha.

Racing to meet in the middle, they completed the project in 1869. With brute manpower, engineering savvy—and little in the way of heavy equipment—they conquered some of the nation's most daunting terrain. The work included grading steep mountain faces, building bridges across vast canyons and blasting tunnels through solid granite.

It was widely viewed as an American triumph—the railroad vastly expanded America's economy as it opened up opportunity in the American West. But there was also a dark side to the historic national project. The railroad **was completed by the sweat and muscle of exploited labor**, it wiped out populations of buffalo, which had been essential to Indigenous communities, and it extended over land that had been unlawfully seized from tribal nations.

It is likely immigrants will be used for HSR construction as

Martins, D. (20**22**, March 22). The role of immigrant workers in the construction industry. Center for U.S. Immigration Services. Retrieved September 15, 2022, from https://www.cfuis.com/the-role-of-immigrant-workers-in-the-construction-industry/ -AL

Many **builders have reported shortages in** specific **construction occupations** such as framing crews, carpenters, bricklayers, concrete workers, among others. **To face** labor **shortages** in the construction industry, **U.S. employers have relied on** foreign-born or **immigrant workers** to meet their needs. Construction labor shortages are caused by the low number of skilled workers available to take on employments which was once occupied by the now-retired baby boomers. **[as] Construction jobs [are]** have been **less appealing to the new generation[s].** As a result, employers have turned to hire immigrants who, therefore, played an important role in the future of the construction industry, and consequently the U.S economy.

The percentage of foreign-born constructions workers in California is 42%, Texas 41%, New York 37%, Nevada 37%, and Florida 35%. To face construction workers shortages many employers have made ample use of the H-2B temporarily visa for seasonal nonagricultural workers. Many immigrants have embraced the opportunity to legally come to the United States through the H-2B program, among other immigrant programs for skills and unskilled labor, to work in the construction industry.

Negating HSR mitigates exploitation:

Exploitation of migrants will always be an uphill battle, but negating will put an end to another unnecessary large form of infrastructure that will fatally injure thousands when the U.S. could work off of old infrastructure mitigating this exploitation as a whole

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Slowey, K. (20**17**, November 22). 5 workers injured on CA bullet train site, officials investigating. Construction Dive. Retrieved September 17, 2022, from https://www.constructiondive.com/news/5-workers-injured-on-ca-bullet-train-site-officials-investigating/511522/ -AL

Five construction workers on the $64 billion **California h**igh-**s**peed **r**ail project **were injured on the job** Saturday, according to ABC 30. This is the first significant accident for the rail since it started construction.

A tower made of rebar **collapsed, hitting** another tower, which fell on **the workers at the site[.]** just north of Fresno, CA, according to The Fresno Bee. Two of **the** five workers' **injuries were serious enough to require medical attention at a nearby hospital.**

Mason, S. (20**17**, November 13). A new approach to infrastructure construction. Technology and Operations Management. Retrieved September 15, 2022, from https://digital.hbs.edu/platform-rctom/submission/a-new-approach-to-infrastructure-construction/ -AL

Have you experienced the inconvenience of trying to drive somewhere and getting stuck in traffic due to a construction project? Infrastructure construction projects seem to take forever to complete. In fact, **large infrastructure projects typically take 20% longer than scheduled and run 80% over budget** [1]. Delays and cost overruns during infrastructure construction have a ripple effect on the entire economy. Commuters waste time in traffic that otherwise could be used productively working. Additionally, cost overruns steal public funds away from other critical infrastructure investments.

Inefficiencies in the construction industry supply chain present an economic opportunity for software companies to offer digital solutions that generate profits and improve project outcomes for all stakeholders. Specifically, Autodesk is leading the charge by focusing on software products that help construction companies manage two distinct aspects of the supply chain: labor and materials.

Labor supply presents a big challenge for general contractors attempting to manage dozens of subcontractor trades on construction sites. Coordination of subcontractor labor falls into the hands of the project manager, who has extensive other responsibilities ranging from assembling monthly payment requisitions, paying suppliers, writing contracts, managing safety, coordinating with the design engineer, and scheduling deliveries. Historically, Autodesk offered software products that allowed designers to develop engineering plans using computer-aided design (CAD). Autodesk is increasing its focus on construction management software that helps contractors manage labor supply.

Construction of an entirely new form of infrastructure will take too long, require too many workers, and possibly harm many more construction workers through unsafe working conditions and exploitation of these workers.

The impact is crucial:

F. U. (20**17**, November 27). The migrants enslaved in America. FreedomUnited.org. Retrieved September 16, 2022, from https://www.freedomunited.org/news/migrants-enslaved-america/ -AL

According to anti-trafficking organization Polaris, **there have been over 30,000 cases of human trafficking and labor exploitation cases in the US since 2007.** Over 73% of these involve male victims and in 18% of these cases the victim was given a temporary work visa. The agriculture, landscaping, transportation, **construction**, and hospitality **industries have** all **been identified as sectors where migrant workers have been exploited**. Carbonated.TV says this shows how "this proves that modern-day slavery is behind the food we eat, the buildings in which we reside, the hotels in which we stay, and even the restaurants at which we eat."

Thus, we proudly negate.

TECH NEG

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Our Second Contention is Pollution

Currently, the United States is successful in its efforts to combat CO2 emissions as the **US EPA '21** states that emissions decreased from 2019 to 2020 by 11%. This decrease was primarily due to a 13% decrease in transportation emissions.

Unfortunately, HSR could put this all at stake as **Zhu '22** finds that the construction of high-speed rail will have a negative impact on the environment due to 64.86% of carbon dioxide emissions and 54.31% of energy consumption in the whole life cycle of hsr construction comes from the construction stage. **Jaffe '11 of Bloomberg** continues that when the emission spewed by all those earth movers, tunnel boring machines, bulldozers, trucks, cranes, etc. are taken into account, the carbon advantage for HSR versus air travel largely evaporates.

HSR is not the green transportation solution that it is made out to be as **Bloomberg '11** writes that a line needs to average 10 million one-way trips to compensate for the annualized construction emissions.

Cutting carbon emissions is essential right now as **Collarossi '21 of Boston University** states that this decade is a crucial window in which we need to cut emissions dramatically in order to have a chance of meeting the ultimate goal of being carbon neutral by 2050, which is what the science informs us our goal must be.

This is devastating as

The United Nations '19 states that if we don't slow global emissions, temperatures could rise to above three degrees celsius by 2100, causing further irreversible damage to our ecosystems. In which **Geiling '18** furthers that taking serious action on climate change now could mean saving *hundreds of millions* of lives across the globe. Holding global climate change to 1.5° will prevent more than 150 premature deaths worldwide.

Thus, we proudly negate.

LAY NEG (UN-PARAPHRASED)

C1- Debt

Debt high right now

Peterson foundation '22, 2-1-2022, The National Debt Is Now More than $30 Trillion. What Does That Mean?, No Publication, https://www.pgpf.org/infographic/the-national-debt-is-now-more-than-30-trillion-what-does-that-mean, accessed on 7-23-2022, //AS

The gross federal debt of the United States has surpassed $30[trillion],000,000,000,000. Although the debt affects each of us, it may be difficult to put such a large number into perspective and fully understand its implications. The infographic below offers different ways of looking at the debt and its relationship to the economy, the budget, and American families.

Would be funded with debt

Cohen '13 James Cohen, Camille Kamga. April 2013, "Financing high speed rail in the United States and France: The evolution of public-private partnerships," Research in Transportation Business and Management, accessed 8-25-2022, https://www.researchgate.net/publication/257739976_Financing_high_speed_rail_in_the_United_States_and_France_The_evolution_of_public-private_partnerships //CW

At the same time, in the U.S., the State of **California** recently **committed significant funding to constructing a high speed line** between San Francisco and Los Angeles — the first high speed rail line to get this close to actual construction in the U.S. For financing, California is **relying** largely **on public debt** and has only preliminary plans for attracting private participation. Comparisons to the French high speed rail history suggest that California's approach may be viable only if the state is willing, as was France for the first 30 years of its high speed rail construction program, to assume most of the construction debt burden in both the short and long term. Thus, French rail history is directly useful in foreseeing consequences of different approaches to financing high speed trains. In sum, **cross national comparisons reveal that California will require both a high level of public borrowing as well as public guarantees on private borrowing if it is going to attract the private sector into** either **construction** and/or operation of high speed railways. **Even after the shift from privately owned and operated passenger railways to public systems in** both France and **the U.S., history suggests that public funding is the sine qua non of financing passenger railroads, including high speed trains.**

Unfortunately HSR is expensive

Adam A. **Millsap '21**, 4-15-2021, Biden's High-Speed Rail To N owhere, Forbes, https://www.forbes.com/sites/adammillsap/2021/04/15/bidens-high-speed-rail-to-nowhere/?sh=2a29d30e108c , accessed on 7-23-2022, //AS

Finally, **the cost of HSR is** outrageous. Current **estimate[d]**s for California's HSR system come in at $80 billion for 520 miles, or **[at] $154 million per mile.** Amtrak estimates that it would cost $500 million per mile to turn its Northeast Corridor route into a true high-speed system. **At these prices, it would cost at least $1 trillion to build a national HSR system,** and likely much more.

It is also expensive to maintain

ALLAN M. **ZAREMBSKI '01**, xx-xx-xxxx, No Publication, https://onlinepubs.trb.org/onlinepubs/trnews/trnews255rpo.pdf , accessed on 7-23-2022, //AS

Future high-speed rail operations most likely will make use of track shared with freight trains. Because the experience in these corridors has been with freight-only traffic, transportation planners must determine the [there is an] increase in the maintenance-of-way costs from the introduction of high-speed passenger traffic. These added costs reflect the increased track class and the tighter track requirements for the higher speeds of the passenger trains, as well as costs associated with the dynamic impacts of the higher-speed passenger trains and the increased traffic density, with correspondingly reduced opportunities for maintenance.

> Wessel, David. "The Hutchins Center Explains: How Worried Should You Be ... - Brookings." *Brookings*, Brookings, 4 Jan. 2019, https://www.brookings.edu/blog/up-front/2019/01/04/the-hutchins-center-explains-how-worried-should-you-be-about-the-federal-debt/.

Because the federal debt cannot grow faster than the economy forever. At some point, something will give. It could be the arrival of a financial crisis – often predicted, though it hasn't shown up – in which investors abruptly decide that the U.S. government isn't such a good credit. If that happens, the interest rates that investors demand to buy U.S. Treasury debt go up, pushing up the rates that households and businesses pay to borrow. Or foreigners, major lenders to the U.S. Treasury will lose confidence in the U.S. and put their money elsewhere, provoking a plunge in the value of the U.S. dollar alongside a surge in interest rates. No one knows if or when such a crisis might occur. Changing the trajectory of federal tax and spending would reduce the chances of one occurring.

L1: Medical Innovation

WHO '22, 7-4-2022, Antimicrobial resistance, No Publication, https://www.who.int/health-topics/antimicrobial-resistance , accessed on 7-23-2022, //AS

Antimicrobial resistance (AMR) threatens the effective prevention and treatment of an ever-increasing range of infections caused by bacteria, parasites, viruses and fungi. AMR occurs when bacteria, viruses, fungi and parasites change over time and no longer respond to medicines making infections harder to treat and increasing the risk of disease spread, severe illness and death. As a result, the medicines become ineffective and infections persist in the body, increasing the risk of spread to others. Antimicrobials - including antibiotics, antivirals, antifungals and antiparasitics - are medicines used to prevent and treat infections in humans, animals and plants. Microorganisms that develop antimicrobial resistance are sometimes referred to as "superbugs".

luckily

Guizzetti '17, 5-9-2017, Rise of the Superbugs: How is Biotech Fighting Antibiotic Resistance?, Labiotech.eu, https://www.labiotech.eu/in-depth/antibiotic-resistance-review-biotech/ , accessed on 7-23-2022, //AS

"RedHill completed a first Phase III study with RHB-105 in the U.S. during 2016, which [Companies have] demonstrated approximately 90% eradication rate [of threatening AMR's] and a very good safety profile" explained Mr. Raday. The company is now in advanced preparations for a second, confirmatory Phase III study.

Till **Boluarte '22,** xx-xx-xxxx, The Case for a Subscription Model to Tackle Antimicrobial Resistance, BCG Global, https://www.bcg.com/publications/2022/model-for-tackling-antimicrobial-resistance , accessed on 7-23-2022, //AS

An unsustainable innovation ecosystem further enables AMR to flourish. Because of the decay of existing antibiotics, we need to replenish our pipeline of antibiotics continuously. But incremental changes in new

antibiotics fail to stop the development of resistance, and the pipeline of truly novel drugs in development or coming to market has dried up. **A 2016 report on how to effectively address AMR estimated that 15 new antibiotics would be needed over a decade**, of which at least four would be novel breakthrough products targeting the bacterial species of greatest concern.1 These are drugs that have new chemical scaffolds or differentiated mechanisms of action compared with current classes of antibiotic. The number of newly approved truly novel antimicrobial treatments has dwindled over time, and clinical development has lagged as well. (See Exhibits 4 and 5.) Only 16% of antibiotics (7 out of 43) now in the pipeline are classified as novel.

Unfortunately

Kenton 18

Reviewed Will Kenton. "Crowding Out Effect." Investopedia. 13 Dec. 2018. Web. 30 Dec. 2018. <https://www.investopedia.com/terms/c/crowdingouteffect.asp> // LY

The **crowding out effect** is an economic theory arguing **[explains] that rising public sector spending drives down or** even **eliminates private sector spending.** One of the most common forms of **crowding out takes place when a large government**, like that of **the United States, increases its borrowing**. The sheer scale of **this** borrowing **can lead to substantial rises in the real interest rate, which has the effect of absorbing the economy's lending capacity and of discouraging businesses from making capital investments**. Because **firms** often fund such projects in part or entirely through financing, they **are now discouraged from doing so because the opportunity cost of borrowing money has risen,** making traditionally profitable projects funded through loans cost-prohibitive. For example, suppose a firm has been planning a capital project that with an estimated cost of $5 million and return of $6 million, assuming the interest rate on its loans remains 3%. The firm anticipates earning $1 million in net income. Due to the shaky state of the economy, however, the government announces a stimulus package that will help businesses in need but will also raise the interest rate on the firm's new loans to 4%. Because the interest rate the firm had factored into its accounting has increased by 33.3%, its profit model shifts wildly and the firm estimates that it will now need to spend $5.75 million on the project in order to make the same $6 million in returns. Its projected earnings have have now dropped by 75% to $250,000, so the company decides that it would be better off pursuing other options.

CDC '22, 6-21-2022, The biggest antibiotic-resistant threats in the U.S., https://www.cdc.gov/drugresistance/biggest-threats.html , accessed on 7-23-2022, //AS

More than 2.8 million antimicrobial-resistant infections occur in the U.S. each year, and more than 35,000 people die as a result. When Clostridioides difficile—a bacterium that is not typically resistant but can cause deadly diarrhea and is associated with antibiotic use—is added to these, the U.S. toll of all the threats in the report exceeds 3 million infections and 48,000 deaths.

L2: Foreign Aid

Stewart M. **Patrick, '11**, 7-26-2011, How Does the Debt Debate Affect Foreign Aid?, Council on Foreign Relations, https://www.cfr.org/interview/how-does-debt-debate-affect-foreign-aid , accessed on 7-23-2022, //AS

The U.S. debt ceiling and deficit debate has led to challenges on foreign aid spending, but while aid could be leaner and more effective, CFR's Stewart Patrick argues Congress should look to consolidate programs rather than simply cut them.

People support cutting Foreign Aid

Alec **Sweet**, 12-27-20**17**, "Should Foreign Aid be Reduced?," Claremont Radius, http://claremontradius.com/foreign-aid/ //AC

American foreign aid has increased more than 100% since 2000. Not including aid, we give out through the United Nations, the United States now spends almost 50 billion dollars on foreign aid a year [11]. This increase in foreign aid comes as the United States is facing a deficit nearing 666 billion dollars for the fiscal year 2017 and a national debt of over 20 trillion dollars. Certainly, 50 billion dollars seems to be a drop in the

bucket compared to the deficit and the national debt, but foreign aid is a program that can be cut to help begin to reduce the deficit. Reducing foreign aid is certainly favorable than cutting popular or useful social programs that could otherwise see reductions if foreign aid is kept. **Over 60% of the United States population is in favor of cutting foreign aid**, 27% would like to see aid stay the same and only 10% want to see the amount increased [12]. Cutting foreign aid is a popular alternative to what could otherwise be devastating cuts to programs that would otherwise be eliminated.

Unfortunately Malaria aid is the first aid on the chopping block

Tom **Murphy '17**, 06-27-17, Threatened U.S. foreign aid program prevents malaria from killing kids in Africa, Humanosphere, https://www.humanosphere.org/science/2017/06/threatened-u-s-foreign-aid-program-prevents-malaria-from-killing-kids-in-africa/ , accessed on 7-25-2022, //AS

U.S. President Donald Trump wants to cut funding to one of the government's most effective global health programs. **Trump propose[d]**s **slashing funding for the President's Malaria Initiative** (PMI) by nearly half, 44 percent. The PMI was launched by the George W. Bush administration to reduce the spread of malaria around the world. Research published in the medical journal PLoS earlier this month shows that it has been a highly effective program.

THis would be catastrophic as

KFF '21, 3-2-2021, The President's Malaria Initiative and Other U.S. Government Global Malaria Efforts, KFF, https://www.kff.org/global-health-policy/fact-sheet/the-u-s-government-and-global-malaria/ , accessed on 7-25-2022, //AS

About half of the world's population is at risk of being infected with malaria. In 2019, there were approximately 229 million cases of malaria and 409,000 deaths from malaria worldwide. Sub-Saharan Africa is the hardest hit region in the world. Although gains have been made over the past two decades in increasing access to malaria prevention and treatment, many challenges, including drug and insecticide resistance, continue to complicate malaria control efforts in hard-hit areas, and more recently, progress against the disease has shown evidence of stalling in many countries. **The U.S. government** (U.S.) has been involved in global malaria activities since the 1950s and, today, **is the largest donor government to global malaria efforts.** U.S. malaria efforts include activities primarily through the U.S. President's Malaria Initiative (PMI) that is overseen by the U.S. Global Malaria Coordinator, as well as through other U.S. activities; collectively, the U.S. reaches approximately 30 countries. **U.S. funding for malaria control efforts and research activities was $979 million in** FY**[in] 2021**, up from $146 million in FY 2001. Additionally, the U.S. is the largest donor to the Global Fund to Fight AIDS, Tuberculosis, and Malaria (Global Fund), which in turn is the largest overall funder of malaria efforts in the world.

USAID 'xx, xx-xx-xxxx, Malaria, No Publication, https://www.usaid.gov/global-health/health-areas/malaria , accessed on 7-25-2022, //AS

Since 2000, **U.S. leadership** alongside a concerted global effort has **helped save** almost **7.6 million lives and prevent more than 1.5 billion malaria cases.** Yet nearly half the world's population lives in areas at risk of malaria transmission and malaria remains a leading cause of sickness and death in sub-Saharan Africa. Of the 409,000 estimated malaria deaths in 2019, almost 95 percent occurred in Africa, primarily in children under five years of age. Insecticide resistance and antimalarial drug resistance are also serious and growing threats to the steady prosgress made against malaria worldwide.

LAY NEG (UN-PARAPHRASED)

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At the same time, in the U.S., the State of **California** recently **committed significant funding to constructing a high speed line** between San Francisco and Los Angeles — the first high speed rail line to get this close to actual construction in the U.S. For financing, California is **relying** largely **on public debt** and has only preliminary plans for attracting private participation. Comparisons to the French high speed rail history suggest that California's approach may be viable only if the state is willing, as was France for the first 30 years of its high speed rail construction program, to assume most of the construction debt burden in both the short and long term. Thus, French rail history is directly useful in foreseeing consequences of different approaches to financing high speed trains. In sum, **cross national comparisons reveal that California will require both a high level of public borrowing as well as public guarantees on private borrowing if it is going to attract the private sector into** either **construction** and/or operation of high speed railways. **Even after the shift from privately owned and operated passenger railways to public systems in** both France and **the U.S., history suggests that public funding is the sine qua non of financing passenger railroads, including high speed trains.**

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Finally, **the cost of HSR is** outrageous. Current **estimate[d]**s for California's HSR system come in at $80 billion for 520 miles, or **[at] $154 million per mile.** Amtrak estimates that it would cost $500 million per mile to turn its Northeast Corridor route into a true high-speed system. **At these prices, it would cost at least $1 trillion to build a national HSR system,** and likely much more.

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ALLAN M. **ZAREMBSKI '01**, xx-xx-xxxx, No Publication, https://onlinepubs.trb.org/onlinepubs/trnews/trnews255rpo.pdf , accessed on 7-23-2022, //AS

Future **high-speed rail operations** most likely **will make use of track shared with freight trains. Because the experience in these corridors has been with freight-only traffic,** transportation planners must determine the **[there is an] increase in the maintenance-of-way costs** from the introduction of high-speed passenger traffic. **These added costs reflect the increased track class and the tighter track requirements for the higher speeds of the passenger trains**, as well as costs associated with the dynamic impacts of the higher-speed passenger trains and the increased traffic density, with correspondingly reduced opportunities for maintenance.

Wessel, David. “The Hutchins Center Explains: How Worried Should You Be ... - Brookings.” *Brookings*, Brookings, 4 Jan. 2019, https://www.brookings.edu/blog/up-front/2019/01/04/the-hutchins-center-explains-how-worried-should-you-be-about-the-federal-debt/.

Because **the federal debt cannot grow faster than the economy** forever. **At some point,** something will give. It could be the arrival of a financial crisis – often predicted, though it hasn’t shown up – in which investors abruptly decide that the U.S. government isn’t such a good credit. If that happens, the interest rates that investors demand to buy U.S. Treasury debt go up, pushing up the rates that households and businesses pay to borrow. Or foreigners, major **lenders** to the U.S. Treasury **will lose confidence in the U.S.** and put their money elsewhere, **provoking a plunge in the value of the U.S. dollar alongside a surge in interest rates.** No one knows if or when such a crisis might occur. Changing the trajectory of federal tax and spending would reduce the chances of one occurring.

L1: Medical Innovation

WHO '22, 7-4-2022, Antimicrobial resistance, No Publication, https://www.who.int/health-topics/antimicrobial-resistance , accessed on 7-23-2022, //AS

Antimicrobial resistance (AMR) threatens the effective prevention and treatment of an ever-increasing range of **infections** caused by bacteria, parasites, viruses and fungi. **AMR occurs when bacteria, viruses, fungi and parasites change over time and no longer respond to medicines making infections harder to treat** and increasing the risk of disease spread, severe illness and death. As a result, the medicines become ineffective and infections persist in the body, increasing the risk of spread to others. Antimicrobials - including antibiotics, antivirals, antifungals and antiparasitics - are medicines used to prevent and treat infections in humans, animals and plants. Microorganisms that develop antimicrobial resistance are sometimes referred to as “superbugs”.

luckily

Guizzetti '17, 5-9-2017, Rise of the Superbugs: How is Biotech Fighting Antibiotic Resistance?, Labiotech.eu, https://www.labiotech.eu/in-depth/antibiotic-resistance-review-biotech/ , accessed on 7-23-2022, //AS

“RedHill completed a first Phase III study with RHB-105 in the U.S. during 2016, which **[Companies have] demonstrated approximately 90% eradication rate [of threatening AMR’s]** and a very good safety profile” explained Mr. Raday. The company is now in advanced preparations for a second, confirmatory Phase III study.

Till **Boluarte '22,** xx-xx-xxxx, The Case for a Subscription Model to Tackle Antimicrobial Resistance, BCG Global, https://www.bcg.com/publications/2022/model-for-tackling-antimicrobial-resistance , accessed on 7-23-2022, //AS

An unsustainable innovation ecosystem further **enables AMR to flourish**. **Because of the decay of existing antibiotics, we need to replenish our pipeline of antibiotics continuously.** But incremental changes in new antibiotics fail to stop the development of resistance, and the pipeline of truly novel drugs in development or coming to market has dried up. **A 2016 report on how to effectively address AMR estimated that 15 new antibiotics would be needed over a decade**, of which at least four would be novel breakthrough products targeting the bacterial species of greatest concern.1 These are drugs that have new chemical scaffolds or differentiated mechanisms of action compared with current classes of antibiotic. The number of newly approved truly novel antimicrobial treatments has dwindled over time, and clinical development has lagged as well. (See Exhibits 4 and 5.) Only 16% of antibiotics (7 out of 43) now in the pipeline are classified as novel.

Unfortunately

Kenton 18

Reviewed Will Kenton. "Crowding Out Effect." Investopedia. 13 Dec. 2018. Web. 30 Dec. 2018. <https://www.investopedia.com/terms/c/crowdingouteffect.asp> // LY

The **crowding out effect** is an economic theory arguing **[explains] that rising public sector spending drives down or** even **eliminates private sector spending.** One of the most common forms of **crowding out takes place when a large government**, like that of **the United States, increases its borrowing**. The sheer scale of **this** borrowing **can lead to substantial rises in the real interest rate, which has the effect of absorbing the economy's lending capacity and of discouraging businesses from making capital investments**. Because **firms** often fund such projects in part or entirely through financing, they **are now discouraged from doing so because the opportunity cost of borrowing money has risen,** making traditionally profitable projects funded through loans cost-prohibitive. For example, suppose a firm has been planning a capital project that with an estimated cost of $5 million and return of $6 million, assuming the interest rate on its loans remains 3%. The firm anticipates earning $1 million in net income. Due to the shaky state of the economy, however, the government announces a stimulus package that will help businesses in need but will also raise the interest rate on the firm's new loans to 4%. Because the interest rate the firm had factored into its accounting has increased by 33.3%, its profit model shifts wildly and the firm estimates that it will now need to spend $5.75 million on the project in order to make the same $6 million in returns. Its projected earnings have have now dropped by 75% to $250,000, so the company decides that it would be better off pursuing other options.

CDC '22, 6-21-2022, The biggest antibiotic-resistant threats in the U.S., https://www.cdc.gov/drugresistance/biggest-threats.html , accessed on 7-23-2022, //AS

More than 2.8 million antimicrobial-resistant infections occur in the U.S. each year, and more than 35,000 people die as a result. When Clostridioides difficile—a bacterium that is not typically resistant but can cause deadly diarrhea and is associated with antibiotic use—is added to these, the U.S. toll of all the threats in the report exceeds 3 million infections and 48,000 deaths.

L2: Foreign Aid

Stewart M. **Patrick, '11**, 7-26-2011, How Does the Debt Debate Affect Foreign Aid?, Council on Foreign Relations, https://www.cfr.org/interview/how-does-debt-debate-affect-foreign-aid , accessed on 7-23-2022, //AS

The U.S. debt ceiling and deficit debate has led to challenges on foreign aid spending, but while aid could be leaner and more effective, CFR's Stewart Patrick argues Congress should look to consolidate programs rather than simply cut them.

People support cutting Foreign Aid

Alec **Sweet**, 12-27-20**17**, "Should Foreign Aid be Reduced?," Claremont Radius, http://claremontradius.com/foreign-aid/ //AC

American foreign aid has increased more than 100% since 2000. Not including aid, we give out through the United Nations, the United States now spends almost 50 billion dollars on foreign aid a year [11]. This increase in foreign aid comes as the United States is facing a deficit nearing 666 billion dollars for the fiscal year 2017 and a national debt of over 20 trillion dollars. Certainly, 50 billion dollars seems to be a drop in the bucket compared to the deficit and the national debt, but foreign aid is a program that can be cut to help begin to reduce the deficit. Reducing foreign aid is certainly favorable than cutting popular or useful social programs that could otherwise see reductions if foreign aid is kept. **Over 60% of the United States population is in favor of cutting foreign aid**, 27% would like to see aid stay the same and only 10% want to see the amount increased [12]. Cutting foreign aid is a popular alternative to what could otherwise be devastating cuts to programs that would otherwise be eliminated.

Unfortunately Malaria aid is the first aid on the chopping block

Tom **Murphy '17**, 06-27-17, Threatened U.S. foreign aid program prevents malaria from killing kids in Africa, Humanosphere, https://www.humanosphere.org/science/2017/06/threatened-u-s-foreign-aid-program-prevents-malaria-from-killing-kids-in-africa/ , accessed on 7-25-2022, //AS

U.S. President Donald Trump wants to cut funding to one of the government's most effective global health programs. **Trump propose[d]**s **slashing funding for the President's Malaria Initiative** (PMI) by nearly half, 44 percent. The PMI was launched by the George W. Bush administration to reduce the spread of malaria around the world. Research published in the medical journal PLoS earlier this month shows that it has been a highly effective program.

THis would be catastrophic as

KFF '21, 3-2-2021, The President's Malaria Initiative and Other U.S. Government Global Malaria Efforts, KFF, https://www.kff.org/global-health-policy/fact-sheet/the-u-s-government-and-global-malaria/ , accessed on 7-25-2022, //AS

About half of the world's population is at risk of being infected with malaria. In 2019, there were approximately 229 million cases of malaria and 409,000 deaths from malaria worldwide. Sub-Saharan Africa is the hardest hit region in the world. Although gains have been made over the past two decades in increasing access to malaria prevention and treatment, many challenges, including drug and insecticide resistance, continue to complicate malaria control efforts in hard-hit areas, and more recently, progress against the disease has shown evidence of stalling in many countries. **The U.S. government** (U.S.) has been involved in global malaria activities since the 1950s and, today, **is the largest donor government to global malaria efforts.** U.S. malaria efforts include activities primarily through the U.S. President's Malaria Initiative (PMI) that is overseen by the U.S. Global Malaria Coordinator, as well as through other U.S. activities; collectively, the U.S. reaches approximately 30 countries. **U.S. funding for malaria control efforts and research activities was $979 million in** FY**[in] 2021**, up from $146 million in FY 2001. Additionally, the U.S. is the largest donor to the Global Fund to Fight AIDS, Tuberculosis, and Malaria (Global Fund), which in turn is the largest overall funder of malaria efforts in the world.

USAID 'xx, xx-xx-xxxx, Malaria, No Publication, https://www.usaid.gov/global-health/health-areas/malaria , accessed on 7-25-2022, //AS

Since 2000, **U.S. leadership** alongside a concerted global effort has **helped save** almost **7.6 million lives and prevent more than 1.5 billion malaria cases.** Yet nearly half the world's population lives in areas at risk of malaria transmission and malaria remains a leading cause of sickness and death in sub-Saharan Africa. Of the 409,000 estimated malaria deaths in 2019, almost 95 percent occurred in Africa, primarily in children under five years of age. Insecticide resistance and antimalarial drug resistance are also serious and growing threats to the steady prosgress made against malaria worldwide.

C2: Pollution

Currently, the US is successful in its efforts to combat CO2 emissions,

US EPA, 21

"Inventory Of U.S. Greenhouse Gas Emissions And Sinks | US EPA". *US EPA*, 2021, https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed 25 July 2022.//MM

Emissions decreased from 2019 to 2020 by 11% (after accounting for sequestration from the land sector). The primary driver for the decrease was an 11% decrease in CO2 emissions from fossil fuel combustion. **This decrease was primarily due to a 13% decrease in transportation emissions** driven by decreased demand due to the ongoing COVID-19 pandemic.

Electric power sector emissions also decreased 10%, reflecting both a slight decrease in demand from the COVID-19 pandemic and a continued shift from coal to less carbon intensive natural gas and renewables.

Unfortunately, HSR could put this all at stake

Zhu, 22

Zhu, S., 2022. *Impact of High-Speed Rail Construction on the Environmental Sustainability of China's Three Major Urban Agglomerations*. [online] file. Available at: <http://file:///C:/Users/macke/Downloads/sustainability-14-02567.pdf> [Accessed 25 July 2022].//MM

However, some scholars believe that **the construction of high-speed rail will have a negative impact on the environment.** On the one hand, as the opening of high-speed rail greatly facilitates residents' travel, it will lead to more traffic demand to a certain extent, which will lead to an increase in carbon dioxide emissions [20–23]. Givoni and Dobruszkes [20] found that the opening of a high-speed railway leads to a 20% travel demand increase. On the other hand, the construction of high-speed rail will generate a large number of pollutants [2,24]. Yue [25] comprehensively considered the environmental effects during the construction of the Beijing–Shanghai railway line and pointed out that the process included greenhouse gas emissions and PM2.5 emissions, fossil resource consumption, surface water eutrophication, and other issues. **Kaewunruen [26] found that 64.86% of carbon dioxide emissions and 54.31% of energy consumption in the whole life cycle of high-speed rail construction come from the construction stage**

Jaffe, 11

Jaffe, Eric "How Green Is HIgh-Speed Rail?". *Bloomberg.Com*, 2011, https://www.bloomberg.com/news/articles/2011-11-15/how-green-is-high-speed-rail. Accessed 25 July 2022.//MM

A recent British study suggests that high-speed construction emissions may be significant enough to call entire projects into question, writes Eric Morris, who described the work a couple years back at the Freakonomics blog: **When the emissions spewed by all those earth movers, tunnel boring machines, bulldozers, trucks, cranes, etc. are taken into account, the carbon advantage for HSR vis a vis air travel largely evaporates.** Largely, but emerging work shows, not entirely. A new study by Swedish researchers Jonas Westina and Per Kagesona of the Royal Institute of Technology concludes that high-speed rail can offset the emissions created during construction if it attracts enough riders from air travel.

Bloomberg,%**2011**-15-2011,%20%22How%20Green%20Is%20High-Speed%20Rail?,%22%20https://www.bloomberg.com/news/articles/2011-11-15/how-green-is-high-speed-raild/19_fOPP4-AxGekKVGn-BFdwwuaHfnadq1uQk8T2wjt8c/edit //mw

goal was to find the point at which savings from these shifts balance out the environmental costs of constructing and operating the high-speed line. In the January 2012 issue of Transportation Research Part D: Transport and Environment, Westina and Kagesona conclude that to balance construction emissions, high-speed rail traffic volumes "need to be large, and the diverted traffic should primarily come from aviation." If high-speed rail were to attract a high rate of passengers who used to travel by airplane, Westina and Kagesona estimate that **a line needs to average 10 million annual one-way trips "to compensate for the annualized construction emissions."**

Collarossi, Jessica "How The US Can Cut Carbon Emissions In Half By 2030, With Or Without Congress". *Boston University*, **2021**, https://www.bu.edu/articles/2021/how-the-us-can-cut-carbon-emissions-in-half-by-2030-with-or-without-congress/. Accessed 25 July 2022.//MM

To move the US further along the carbon-free path, President Joe Biden has announced his administration's goals for reducing the country's greenhouse gas pollution by 50 percent below 2005 levels by the year 2030. **"[This] decade is a crucial window in which we need to cut emissions dramatically in order to have a chance of meeting the ultimate goal of being carbon neutral by 2050, which is what the science informs us our goal must be**," says Jacqueline Ashmore, clean energy researcher and executive director of BU's Institute for Sustainable Energy.

This is devastating as

United Nations, xx-xx-xxxx, "The Climate Crisis – A Race We Can Win," https://www.un.org/en/un75/climate-crisis-race-we-can-win

The last four years were the four hottest on record. According to a September 20**19** World Meteorological Organization (WMO) report, we are at least **one degree** Celsius above preindustrial levels and close to what scientists warn would be "an unacceptable risk". The 2015 Paris Agreement on climate change calls for holding eventual warming "well below" two degrees Celsius, and for the pursuit of efforts to limit the increase even further, to 1.5 degrees. But **if we don't slow global emissions, temperatures could rise to above three degrees Celsius by 2100, causing further irreversible damage to our ecosystems.**

Natasha **Geiling**, 3-21-**2018**, "New Study Gives 150 Million Reasons to Reduce Carbon Emissions," Resilience, https://www.resilience.org/stories/2018-03-21/new-study-gives-150-million-reasons-to-reduce-carbon-emissions//document/d/19_fOPP4-AxGekKVGn-BFdwwuaHfnadq1uQk8T2wjt8c/edit#

Taking serious action on climate change now could mean saving hundreds of millions of lives across the globe, according to a new study published in Nature Climate Change on Monday by researchers at Duke University. The study looked at the human health benefits of **holding global climate change to 1.5°** Celsius (2.7° Fahrenheit) — the aspirational goal set by the Paris climate agreement. It found that taking significant steps to reduce carbon emissions in line with this goal **would prevent more than 150 million premature deaths worldwide,** largely through a decrease in air pollution.

In conclusion High-Speed Rail is a High-Speed Fail, thus we proudly negate.**LAY NEG**

We negate the resolution: The United States Federal Government should substantially increase its investment in high-speed rail.

Our First and Sole Argument Concerns Debt

The United States' Debt has gotten severely out of control as the **Peterson Foundation '22** finds that the gross federal debt has surpassed $30 trillion.

HSR would be funded by debt as **Cohen '13** writes that California committed significant funding to constructing a high speed line relying on public debt. California will require both a high level of public borrowing as well as public guarantees on private borrowing if it is going to attract the private sector intor construction. Even after the shift from privately owned and operated passenger railways to public systems in the U.S History suggests that public funding is necessary for financing passenger railroads, including high speed trains.

HSR could make the debt substantially worse as **Millsap 21' of Forbes** estimated that the cost of HSR is $154 per mile, meaning it would cost at least $1 trillion to build a national HSR system.

Not only is HSR expensive to build, but it is also expensive to maintain as **Zarembski 01'** writes that high-speed rail operations will make use of track shared with freight trains. Because the experience in these corridors has been freight-only traffic, there is an increase in the maintenance-of-ways costs.

The U.S cannot afford to go deeper into debt right now as **Wessel '19 of Brookings** finds that the federal debt cannot grow faster than the economy. At some point, lenders will lose confidence in the U.S, provoking a plunge in the value of the U.S dollar alongside a surge of interest rates.

This has two implications.

First, Medical Innovation

AMR prevention is critical as the **World Health Organization '22** states that Antimicrobial resistance threatens the effective prevention and treatment of infections. AMR occurs when bacteria, viruses, fungi and parasites change over time and no longer respond to medicines making infections harder to treat. **Boluarte '22** continues that because of the decay of existing antibiotics, we need to replenish 15 new antibiotics over a decade.

Luckily, **Guizzetti '17** quantifies companies have demonstrated approximately 90% eradication rate of threatening AMR.

Unfortunately,

This could all be put at stake as **Kenton ‘18** writes that crowding out causes the rising public spending to drive down, which eliminates private sector spending. Crowding out takes place when a large government increases its borrowing. This can lead to substantial rises in the real interest rate, which has the effect of absorbing the economy’s lending capacity and of discouraging businesses from making capital investments. Firms are now discouraged from doing so because the opportunity cost of borrowing money has risen.

Without the U.S government’s private sector investment in AMR, AMR cannot be replenished.

This would be devastating as the **CDC ‘22** finds that more than 2.8 million AMR infections occur in the U.S each year, and more than 35,000 people die as a result.

Second, Foreign Aid

Debt would devastate HSR as **Patrick, '11** writes that the U.S. debt ceiling and deficit debate has led to challenges on foreign aid spending

People support cutting foreign aid as **Sweet ‘17** reports that over 60% of the U.S population is in favor of cutting foreign aid.

Unfortunately, Malaria aid is the first aid on the chopping block as **Murphy ‘22** finds that Trump proposed slashing funding for the President’s Malaria Initiative.

This would be catastrophic as

The **KFF ‘21** states that the U.S government is the largest donor government to global malaria efforts. U.S funding for malaria control efforts and research activities was $979 million in 2021, and **USAID ‘2000** continues that the U.S leadership helped save 7.6 million lives and prevent more than 1.5 billion malaria cases.

Thus, we proudly negate.

TECH NEG

We negate the resolution: The United States Federal Government should substantially increase its investment in high-speed rail.

Our First Contention is Debt

The United States' Debt has gotten severely out of control as the **Peterson Foundation '22** finds that the gross federal debt has surpassed $30 trillion.

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HSR could make the debt substantially worse as **Millsap 21' of Forbes** estimated that the cost of HSR is $154 per mile, meaning it would cost at least $1 trillion to build a national HSR system.

Not only is HSR expensive to build, but it is also expensive to maintain as **Zarembski 01'** writes that high-speed rail operations will make use of track shared with freight trains. Because the experience in these corridors has been freight-only traffic, there is an increase in the maintenance-of-ways costs.

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Our Second Contention is Pollution

Currently, the United States is successful in its efforts to combat CO2 emissions as the **US EPA ‘21** states that emissions decreased from 2019 to 2020 by 11%. This decrease was primarily due to a 13% decrease in transportation emissions.

Unfortunately, HSR could put this all at stake as **Zhu ‘22** finds that the construction of high-speed rail will have a negative impact on the environment due to 64.86% of carbon dioxide emissions and 54.31% of energy consumption in the whole life cycle of hsr construction come from the construction stage. **Jaffe ‘11 of Bloomberg** continues that when the emission spewed by all those earth movers, tunnel boring machines, bulldozers, trucks, cranes, etc. are taken into account, the carbon advantage for HSR versus air travel largely evaporates.

HSR is not the green transportation solution that it is made out to be as **Bloomberg ‘11** writes that a line needs to average 10 million one-way trips to compensate for the annualized construction emissions.

Cutting carbon emissions is essential right now as **Collarossi ‘21 of Boston University** states that this decade is a crucial window in which we need to cut emissions dramatically in order to have a chance of meeting the ultimate goal of being carbon neutral by 2050, which is what the science informs us our goal must be.

This is devastating as

The United Nations ‘19 states that if we don;t slow global emissions, temperatures could rise to above three degrees celsius by 2100, causing further irreversible damage to our ecosystems. In which **Geiling ‘18** furthers that taking serious action on climate change now could mean saving *hundreds of millions* of lives across the globe. Holding global climate change to 1.5° will prevent more than 150 premature deaths worldwide.

Thus, we proudly negate.

LAY NEG (UN-PARAPHRASED)

C1- Debt

Debt high right now

Peterson foundation '22, 2-1-2022, The National Debt Is Now More than $30 Trillion. What Does That Mean?, No Publication, https://www.pgpf.org/infographic/the-national-debt-is-now-more-than-30-trillion-what-does-that-mean, accessed on 7-23-2022, //AS

The gross federal debt of the United States has surpassed $30[trillion],000,000,000,000. Although the debt affects each of us, it may be difficult to put such a large number into perspective and fully understand its implications. The infographic below offers different ways of looking at the debt and its relationship to the economy, the budget, and American families.

Would be funded with debt

Cohen '13 James Cohen, Camille Kamga. April 2013, "Financing high speed rail in the United States and France: The evolution of public-private partnerships," Research in Transportation Business and Management, accessed 8-25-2022, https://www.researchgate.net/publication/257739976_Financing_high_speed_rail_in_the_United_States_and_France_The_evolution_of_public-private_partnerships //CW

At the same time, in the U.S., the State of **California** recently **committed significant funding to constructing a high speed line** between San Francisco and Los Angeles — the first high speed rail line to get this close to actual construction in the U.S. For financing, California is **relying** largely **on public debt** and has only preliminary plans for attracting private participation. Comparisons to the French high speed rail history suggest that California's approach may be viable only if the state is willing, as was France for the first 30 years of its high speed rail construction program, to assume most of the construction debt burden in both the short and long term. Thus, French rail history is directly useful in foreseeing consequences of different approaches to financing high speed trains. In sum, **cross national comparisons reveal that California will require both a high level of public borrowing as well as public guarantees on private borrowing if it is going to attract the private sector into** either **construction** and/or operation of high speed railways. **Even after the shift from privately owned and operated passenger railways to public systems in** both France and **the U.S., history suggests that public funding is the sine qua non of financing passenger railroads, including high speed trains.**

Unfortunately HSR is expensive

Adam A. **Millsap '21**, 4-15-2021, Biden's High-Speed Rail To N owhere, Forbes, https://www.forbes.com/sites/adammillsap/2021/04/15/bidens-high-speed-rail-to-nowhere/?sh=2a29d30e108c , accessed on 7-23-2022, //AS

Finally, **the cost of HSR is** outrageous. Current **estimate[d]**s for California's HSR system come in at $80 billion for 520 miles, or **[at] $154 million per mile.** Amtrak estimates that it would cost $500 million per mile to turn its Northeast Corridor route into a true high-speed system. **At these prices, it would cost at least $1 trillion to build a national HSR system,** and likely much more.

It is also expensive to maintain

ALLAN M. **ZAREMBSKI '01**, xx-xx-xxxx, No Publication, https://onlinepubs.trb.org/onlinepubs/trnews/trnews255rpo.pdf , accessed on 7-23-2022, //AS

Future **high-speed rail operations** most likely **will make use of track shared with freight trains. Because the experience in these corridors has been with freight-only traffic,** transportation planners must determine the **[there is an] increase in the maintenance-of-way costs** from the introduction of high-speed passenger traffic. **These added costs reflect the increased track class and the tighter track requirements for the higher speeds of the**

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> **Wessel**, David. “The Hutchins Center Explains: How Worried Should You Be ... - Brookings.” *Brookings*, Brookings, 4 Jan. 20**19**, https://www.brookings.edu/blog/up-front/2019/01/04/the-hutchins-center-explains-how-worried-should-you-be-about-the-federal-debt/.

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L1: Medical Innovation

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Guizzetti '17, 5-9-2017, Rise of the Superbugs: How is Biotech Fighting Antibiotic Resistance?, Labiotech.eu, https://www.labiotech.eu/in-depth/antibiotic-resistance-review-biotech/ , accessed on 7-23-2022, //AS

“RedHill completed a first Phase III study with RHB-105 in the U.S. during 2016, which **[Companies have] demonstrated approximately 90% eradication rate [of threatening AMR’s]** and a very good safety profile” explained Mr. Raday. The company is now in advanced preparations for a second, confirmatory Phase III study.

Till **Boluarte '22,** xx-xx-xxxx, The Case for a Subscription Model to Tackle Antimicrobial Resistance, BCG Global, https://www.bcg.com/publications/2022/model-for-tackling-antimicrobial-resistance , accessed on 7-23-2022, //AS

An unsustainable innovation ecosystem further **enables AMR to flourish**. **Because of the decay of existing antibiotics, we need to replenish our pipeline of antibiotics continuously.** But incremental changes in new antibiotics fail to stop the development of resistance, and the pipeline of truly novel drugs in development or coming to market has dried up. **A 2016 report on how to effectively address AMR estimated that 15 new antibiotics would be needed over a decade**, of which at least four would be novel breakthrough products targeting the bacterial species of greatest concern.1 These are drugs that have new chemical scaffolds or differentiated mechanisms of action compared with current classes of antibiotic. The number of

newly approved truly novel antimicrobial treatments has dwindled over time, and clinical development has lagged as well. (See Exhibits 4 and 5.) Only 16% of antibiotics (7 out of 43) now in the pipeline are classified as novel.

Unfortunately

Kenton 18

Reviewed Will Kenton. "Crowding Out Effect." Investopedia. 13 Dec. 2018. Web. 30 Dec. 2018. <https://www.investopedia.com/terms/c/crowdingouteffect.asp> // LY

The **crowding out effect** is an economic theory arguing **[explains] that rising public sector spending drives down or** even **eliminates private sector spending.** One of the most common forms of **crowding out takes place when a large government**, like that of **the United States, increases its borrowing**. The sheer scale of **this** borrowing **can lead to substantial rises in the real interest rate, which has the effect of absorbing the economy's lending capacity and of discouraging businesses from making capital investments**. Because **firms** often fund such projects in part or entirely through financing, they **are now discouraged from doing so because the opportunity cost of borrowing money has risen,** making traditionally profitable projects funded through loans cost-prohibitive. For example, suppose a firm has been planning a capital project that with an estimated cost of $5 million and return of $6 million, assuming the interest rate on its loans remains 3%. The firm anticipates earning $1 million in net income. Due to the shaky state of the economy, however, the government announces a stimulus package that will help businesses in need but will also raise the interest rate on the firm's new loans to 4%. Because the interest rate the firm had factored into its accounting has increased by 33.3%, its profit model shifts wildly and the firm estimates that it will now need to spend $5.75 million on the project in order to make the same $6 million in returns. Its projected earnings have have now dropped by 75% to $250,000, so the company decides that it would be better off pursuing other options.

CDC '22, 6-21-2022, The biggest antibiotic-resistant threats in the U.S., https://www.cdc.gov/drugresistance/biggest-threats.html , accessed on 7-23-2022, //AS

More than 2.8 million antimicrobial-resistant infections occur in the U.S. each year, and more than 35,000 people die as a result. When Clostridioides difficile—a bacterium that is not typically resistant but can cause deadly diarrhea and is associated with antibiotic use—is added to these, the U.S. toll of all the threats in the report exceeds 3 million infections and 48,000 deaths.

L2: Foreign Aid

Stewart M. **Patrick, '11**, 7-26-2011, How Does the Debt Debate Affect Foreign Aid?, Council on Foreign Relations, https://www.cfr.org/interview/how-does-debt-debate-affect-foreign-aid , accessed on 7-23-2022, //AS

The U.S. debt ceiling and deficit debate has led to challenges on foreign aid spending, but while aid could be leaner and more effective, CFR's Stewart Patrick argues Congress should look to consolidate programs rather than simply cut them.

People support cutting Foreign Aid

Alec **Sweet**, 12-27-20**17**, "Should Foreign Aid be Reduced?," Claremont Radius, http://claremontradius.com/foreign-aid/ //AC

American foreign aid has increased more than 100% since 2000. Not including aid, we give out through the United Nations, the United States now spends almost 50 billion dollars on foreign aid a year [11]. This increase in foreign aid comes as the United States is facing a deficit nearing 666 billion dollars for the fiscal year 2017 and a national debt of over 20 trillion dollars. Certainly, 50 billion dollars seems to be a drop in the bucket compared to the deficit and the national debt, but foreign aid is a program that can be cut to help begin to reduce the deficit. Reducing foreign aid is certainly favorable than cutting popular or useful social programs that could otherwise see reductions if foreign aid is kept. **Over 60% of the United States population is in favor of cutting foreign aid**, 27% would like to see aid stay the same and only 10% want to see the amount increased [12]. Cutting foreign aid is a popular alternative to what could otherwise be devastating cuts to programs that would otherwise be eliminated.

Unfortunately Malaria aid is the first aid on the chopping block

Tom **Murphy '17**, 06-27-17, Threatened U.S. foreign aid program prevents malaria from killing kids in Africa, Humanosphere, https://www.humanosphere.org/science/2017/06/threatened-u-s-foreign-aid-program-prevents-malaria-from-killing-kids-in-africa/ , accessed on 7-25-2022, //AS

U.S. President Donald Trump wants to cut funding to one of the government's most effective global health programs. **Trump propose[d]**s **slashing funding for the President's Malaria Initiative** (PMI) by nearly half, 44 percent. The PMI was launched by the George W. Bush administration to reduce the spread of malaria around the world. Research published in the medical journal PLoS earlier this month shows that it has been a highly effective program.

THis would be catastrophic as

KFF '21, 3-2-2021, The President's Malaria Initiative and Other U.S. Government Global Malaria Efforts, KFF, https://www.kff.org/global-health-policy/fact-sheet/the-u-s-government-and-global-malaria/ , accessed on 7-25-2022, //AS

About half of the world's population is at risk of being infected with malaria. In 2019, there were approximately 229 million cases of malaria and 409,000 deaths from malaria worldwide. Sub-Saharan Africa is the hardest hit region in the world. Although gains have been made over the past two decades in increasing access to malaria prevention and treatment, many challenges, including drug and insecticide resistance, continue to complicate malaria control efforts in hard-hit areas, and more recently, progress against the disease has shown evidence of stalling in many countries. **The U.S. government** (U.S.) has been involved in global malaria activities since the 1950s and, today, **is the largest donor government to global malaria efforts.** U.S. malaria efforts include activities primarily through the U.S. President's Malaria Initiative (PMI) that is overseen by the U.S. Global Malaria Coordinator, as well as through other U.S. activities; collectively, the U.S. reaches approximately 30 countries. **U.S. funding for malaria control efforts and research activities was $979 million in** FY**[in] 2021**, up from $146 million in FY 2001. Additionally, the U.S. is the largest donor to the Global Fund to Fight AIDS, Tuberculosis, and Malaria (Global Fund), which in turn is the largest overall funder of malaria efforts in the world.

USAID 'xx, xx-xx-xxxx, Malaria, No Publication, https://www.usaid.gov/global-health/health-areas/malaria , accessed on 7-25-2022, //AS

Since 2000, **U.S. leadership** alongside a concerted global effort has **helped save** almost **7.6 million lives and prevent more than 1.5 billion malaria cases.** Yet nearly half the world's population lives in areas at risk of malaria transmission and malaria remains a leading cause of sickness and death in sub-Saharan Africa. Of the 409,000 estimated malaria deaths in 2019, almost 95 percent occurred in Africa, primarily in children under five years of age. Insecticide resistance and antimalarial drug resistance are also serious and growing threats to the steady prosgress made against malaria worldwide.

LAY NEG (UN-PARAPHRASED)

C1- Debt

Debt high right now

Peterson foundation '22, 2-1-2022, The National Debt Is Now More than $30 Trillion. What Does That Mean?, No Publication, https://www.pgpf.org/infographic/the-national-debt-is-now-more-than-30-trillion-what-does-that-mean, accessed on 7-23-2022, //AS

The gross federal debt of the United States has surpassed $30[trillion],000,000,000,000. Although the debt affects each of us, it may be difficult to put such a large number into perspective and fully understand its implications. The infographic below offers different ways of looking at the debt and its relationship to the economy, the budget, and American families.

Would be funded with debt

Cohen '13 James Cohen, Camille Kamga. April 2013, "Financing high speed rail in the United States and France: The evolution of public-private partnerships," Research in Transportation Business and Management, accessed 8-25-2022, https://www.researchgate.net/publication/257739976_Financing_high_speed_rail_in_the_United_States_and_France_The_evolution_of_public-private_partnerships //CW

At the same time, in the U.S., the State of **California** recently **committed significant funding to constructing a high speed line** between San Francisco and Los Angeles — the first high speed rail line to get this close to actual construction in the U.S. For financing, California is **relying** largely **on public debt** and has only preliminary plans for attracting private participation. Comparisons to the French high speed rail history suggest that California's approach may be viable only if the state is willing, as was France for the first 30 years of its high speed rail construction program, to assume most of the construction debt burden in both the short and long term. Thus, French rail history is directly useful in foreseeing consequences of different approaches to financing high speed trains. In sum, **cross national comparisons reveal that California will require both a high level of public borrowing as well as public guarantees on private borrowing if it is going to attract the private sector into** either **construction** and/or operation of high speed railways. **Even after the shift from privately owned and operated passenger railways to public systems in** both France and **the U.S., history suggests that public funding is the sine qua non of financing passenger railroads, including high speed trains.**

Unfortunately HSR is expensive

Adam A. **Millsap '21**, 4-15-2021, Biden's High-Speed Rail To N owhere, Forbes, https://www.forbes.com/sites/adammillsap/2021/04/15/bidens-high-speed-rail-to-nowhere/?sh=2a29d30e108c , accessed on 7-23-2022, //AS

Finally, **the cost of HSR is** outrageous. Current **estimate[d]**s for California's HSR system come in at $80 billion for 520 miles, or **[at] $154 million per mile.** Amtrak estimates that it would cost $500 million per mile to turn its Northeast Corridor route into a true high-speed system. **At these prices, it would cost at least $1 trillion to build a national HSR system,** and likely much more.

It is also expensive to maintain

ALLAN M. **ZAREMBSKI '01**, xx-xx-xxxx, No Publication, https://onlinepubs.trb.org/onlinepubs/trnews/trnews255rpo.pdf , accessed on 7-23-2022, //AS

Future **high-speed rail operations** most likely **will make use of track shared with freight trains. Because the experience in these corridors has been with freight-only traffic,** transportation planners must determine the **[there is an] increase in the maintenance-of-way costs** from the introduction of high-speed passenger traffic. **These added costs reflect the increased track class and the tighter track requirements for the higher speeds of the passenger trains**, as well as costs associated with the dynamic impacts of the higher-speed passenger trains and the increased traffic density, with correspondingly reduced opportunities for maintenance.

Wessel, David. "The Hutchins Center Explains: How Worried Should You Be ... - Brookings." *Brookings*, Brookings, 4 Jan. 20**19**, https://www.brookings.edu/blog/up-front/2019/01/04/the-hutchins-center-explains-how-worried-should-you-be-about-the-federal-debt/.

Because **the federal debt cannot grow faster than the economy** forever. **At some point,** something will give. It could be the arrival of a financial crisis – often predicted, though it hasn't shown up – in which investors abruptly decide that the U.S. government isn't such a good credit. If that happens, the interest rates that investors demand to buy U.S. Treasury debt go up, pushing up the rates that households and businesses pay to borrow. Or foreigners, major **lenders** to the U.S. Treasury **will lose confidence in the U.S.** and put their money elsewhere, **provoking a plunge in the value of the U.S. dollar alongside a surge in interest rates.** No one knows if or when such a crisis might occur. Changing the trajectory of federal tax and spending would reduce the chances of one occurring.

L1: Medical Innovation

WHO '22, 7-4-2022, Antimicrobial resistance, No Publication, https://www.who.int/health-topics/antimicrobial-resistance , accessed on 7-23-2022, //AS

Antimicrobial resistance (AMR) threatens the effective prevention and treatment of an ever-increasing range of **infections** caused by bacteria, parasites, viruses and fungi. **AMR occurs when bacteria, viruses, fungi and parasites change over time and no longer respond to medicines making infections harder to treat** and increasing the risk of disease spread, severe illness and death. As a result, the medicines become ineffective and infections persist in the body, increasing the risk of spread to others. Antimicrobials - including antibiotics, antivirals, antifungals and antiparasitics - are medicines used to prevent and treat infections in humans, animals and plants. Microorganisms that develop antimicrobial resistance are sometimes referred to as "superbugs".

luckily

Guizzetti '17, 5-9-2017, Rise of the Superbugs: How is Biotech Fighting Antibiotic Resistance?, Labiotech.eu, https://www.labiotech.eu/in-depth/antibiotic-resistance-review-biotech/ , accessed on 7-23-2022, //AS

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L2: Foreign Aid

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George W. Bush administration to reduce the spread of malaria around the world. Research published in the medical journal PLoS earlier this month shows that it has been a highly effective program.

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Since 2000, **U.S. leadership** alongside a concerted global effort has **helped save** almost **7.6 million lives and prevent more than 1.5 billion malaria cases.** Yet nearly half the world's population lives in areas at risk of malaria transmission and malaria remains a leading cause of sickness and death in sub-Saharan Africa. Of the 409,000 estimated malaria deaths in 2019, almost 95 percent occurred in Africa, primarily in children under five years of age. Insecticide resistance and antimalarial drug resistance are also serious and growing threats to the steady prosgress made against malaria worldwide.

C2: Pollution

Currently, the US is successful in its efforts to combat CO2 emissions,

US EPA, 21

"Inventory Of U.S. Greenhouse Gas Emissions And Sinks | US EPA". *US EPA*, 2021, https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks. Accessed 25 July 2022.//MM

Emissions decreased from 2019 to 2020 by 11% (after accounting for sequestration from the land sector). The primary driver for the decrease was an 11% decrease in CO2 emissions from fossil fuel combustion. **This decrease was primarily due to a 13% decrease in transportation emissions** driven by decreased demand due to the ongoing COVID-19 pandemic. Electric power sector emissions also decreased 10%, reflecting both a slight decrease in demand from the COVID-19 pandemic and a continued shift from coal to less carbon intensive natural gas and renewables.

Unfortunately, HSR could put this all at stake

Zhu, 22

Zhu, S., 2022. *Impact of High-Speed Rail Construction on the Environmental Sustainability of China's Three Major Urban Agglomerations*. [online] file. Available at: <http://file:///C:/Users/macke/Downloads/sustainability-14-02567.pdf> [Accessed 25 July 2022].//MM

However, some scholars believe that **the construction of high-speed rail will have a negative impact on the environment.** On the one hand, as the opening of high-speed rail greatly facilitates residents' travel, it will lead to more traffic demand to a certain extent, which will lead to an increase in carbon dioxide emissions [20–23]. Givoni and Dobruszkes [20] found that the opening of a high-speed railway leads to a 20% travel demand increase. On the other hand, the construction of high-speed rail will generate a large number of pollutants [2,24]. Yue [25] comprehensively considered the environmental effects during the construction of the Beijing–Shanghai railway line and pointed out that the process included greenhouse gas emissions and PM2.5 emissions, fossil resource consumption, surface water eutrophication, and other issues. **Kaewunruen [26] found that 64.86% of carbon dioxide emissions and 54.31% of energy consumption in the whole life cycle of high-speed rail construction come from the construction stage**

Jaffe, 11

Jaffe, Eric "How Green Is HIgh-Speed Rail?". *Bloomberg.Com*, 2011, https://www.bloomberg.com/news/articles/2011-11-15/how-green-is-high-speed-rail. Accessed 25 July 2022.//MM

A recent British study suggests that high-speed construction emissions may be significant enough to call entire projects into question, writes Eric Morris, who described the work a couple years back at the Freakonomics blog: **When the emissions spewed by all those earth movers, tunnel boring machines, bulldozers, trucks, cranes, etc. are taken into account, the carbon advantage for HSR vis a vis air travel largely evaporates.** Largely, but emerging work shows, not entirely. A new study by Swedish researchers Jonas Westina and Per Kagesona of the Royal Institute of Technology concludes that high-speed rail can offset the emissions created during construction if it attracts enough riders from air travel.

Bloomberg,%**2011**-15-2011,%20%22How%20Green%20Is%20High-Speed%20Rail?,%22%20https://www.bloomberg.com/news/articles/2011-11-15/how-green-is-high-speed-raild/19_fOPP4-AxGekKVGn-BFdwwuaHfnadq1uQk8T2wjt8c/edit //mw

goal was to find the point at which savings from these shifts balance out the environmental costs of constructing and operating the high-speed line. In the January 2012 issue of Transportation Research Part D: Transport and Environment, Westina and Kagesona conclude that to balance construction emissions, high-speed rail traffic volumes "need to be large, and the diverted traffic should primarily come from aviation." If high-speed rail were to attract a high rate of passengers who used to travel by airplane, Westina and Kagesona estimate that **a line needs to average 10 million annual one-way trips "to compensate for the annualized construction emissions."**

Collarossi, Jessica "How The US Can Cut Carbon Emissions In Half By 2030, With Or Without Congress". *Boston University*, **2021**, https://www.bu.edu/articles/2021/how-the-us-can-cut-carbon-emissions-in-half-by-2030-with-or-without-congress/. Accessed 25 July 2022.//MM

To move the US further along the carbon-free path, President Joe Biden has announced his administration's goals for reducing the country's greenhouse gas pollution by 50 percent below 2005 levels by the year 2030. **"[This] decade is a crucial window in which we need to cut emissions dramatically in order to have a chance of meeting the ultimate goal of being carbon neutral by 2050, which is what the science informs us our goal must be**," says Jacqueline Ashmore, clean energy researcher and executive director of BU's Institute for Sustainable Energy.

This is devastating as

United Nations, xx-xx-xxxx, "The Climate Crisis – A Race We Can Win," https://www.un.org/en/un75/climate-crisis-race-we-can-win

The last four years were the four hottest on record. According to a September 20**19** World Meteorological Organization (WMO) report, we are at least **one degree** Celsius above preindustrial levels and close to what scientists warn would be "an unacceptable risk". The 2015 Paris Agreement on climate change calls for holding eventual warming "well below" two degrees Celsius, and for the pursuit of efforts to limit the increase even further, to 1.5 degrees. But **if we don't slow global emissions, temperatures could rise to above three degrees Celsius by 2100, causing further irreversible damage to our ecosystems.**

Natasha **Geiling**, 3-21-**2018**, "New Study Gives 150 Million Reasons to Reduce Carbon Emissions," Resilience, https://www.resilience.org/stories/2018-03-21/new-study-gives-150-million-reasons-to-reduce-carbon-emissions//document/d/19_fOPP4-AxGekKVGn-BFdwwuaHfnadq1uQk8T2wjt8c/edit#

Taking serious action on climate change now could mean saving hundreds of millions of lives across the globe, according to a new study published in Nature Climate Change on Monday by researchers at Duke University. The study looked at the human health benefits of **holding global climate change to 1.5°** Celsius (2.7° Fahrenheit) — the aspirational goal set by the Paris climate agreement. It found that taking significant steps to reduce carbon emissions in line with this goal **would prevent more than 150 million premature deaths worldwide,** largely through a decrease in air pollution.

In conclusion High-Speed Rail is a High-Speed Fail, thus we proudly negate.