

California Drought (and Flood) Update



For June 29, 2017

by Patrick Ruckert

Published weekly since July, 2014

<http://www.californiadroughtupdate.org>

<https://www.facebook.com/CaliforniaDroughtUpdate>

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The essential significance of these expressions of existentialist irrationalism for the predictability of the post-1960s U.S. population's trends in opinion, is that these mass developments, initially centered in the university student populations of the 1964-1972 interval, became "a march through the institutions," a virtual locust-plague of irrationalism, whose spreading influence prompted more and more among the general population, especially the younger generations, to make an open break with reason itself. The characteristic of this increasingly lunatic trend, was a militant aversion to the suggestion that there must be some efficient connection between the material means for producing human existence, and the goals of human existence.

Typical of this process, was the increase in the ration of the labor-force employed in those forms of "services" which are of doubtful value to the real economy and the real population, an increase coinciding with a collapse in the percentile of the labor-force employed in useful forms of employment. The break from the idea of producing, or assisting the production of useful physical goods, contributed to fostering a sense of a break away from a rational sense of the means by which a population acquires its income, from the production of the wealth on which that income depends.

How To Tell the Future by Lyndon H. LaRouche, Jr

Executive Intelligence Review, August 14, 1999

A Note To Readers

Today, just days after a subway derailment in New York City, which injured 34 people and did substantial damage to the tunnel, New York State Governor Andrew Cuomo signed an executive order declaring a state of emergency for the Metropolitan Transit System. The Oroville Dam spillway

collapse in February, that threatened a catastrophic flood forcing 180,000 people to flee for their lives, appears to have opened the floodgates (pun intended) of the moment of truth about the consequences of ignoring America's real physical economy for decades. As the saying goes, the chickens have come home to roost.

The quotation from Lyndon Larouche above says a lot about how we have arrived at this moment, and I urge you to study it.

This week's feature report follows the report on the New York City disaster and includes much more on both infrastructure generally, and the indispensable step required to really do anything about it: A national credit system.

A final thought for this introduction: During the Bush and Obama administrations the U.S. spent more than \$10 trillion (yes, trillion) on regime change wars and bailing out the parasitic banks of Wall Street. President Trump, during his Presidential campaign, also highlighted that crime. Now is the time for the President to act on that intent.

What Else Is In This Week's Report?

With record breaking temperatures last week, the record breaking snowpack is melting and sending record breaking amounts of water down the streams and rivers. So, we have some flooding and some real problems with at least part of the extensive levee system on the rivers.

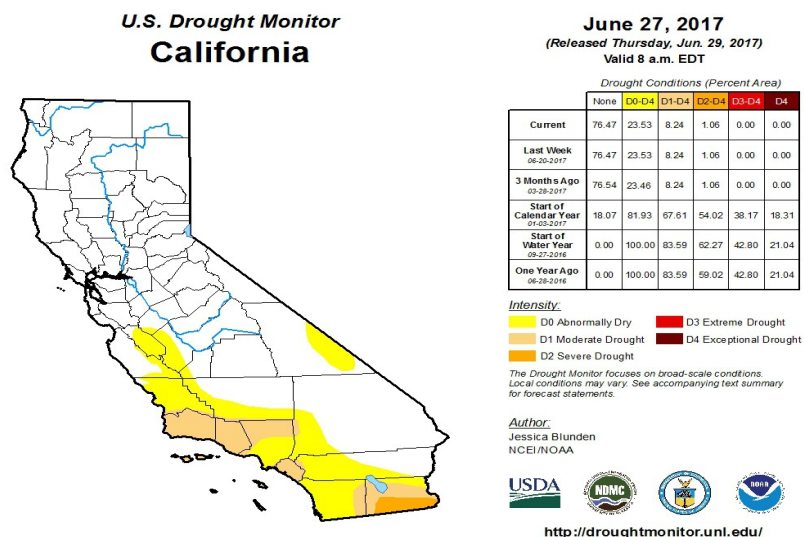
The Oroville Dam update section has a report on the progress of construction and an item on the federal government ordering more inspections of at least one other dam spillway.

Governor Brown's other pet project, beside the high-speed rail project, the Delta Tunnels, this week did clear a hurdle to move forward, but there are many more hurdles to be cleared, and among them the financing which appears to be even more precarious than even a few months ago.

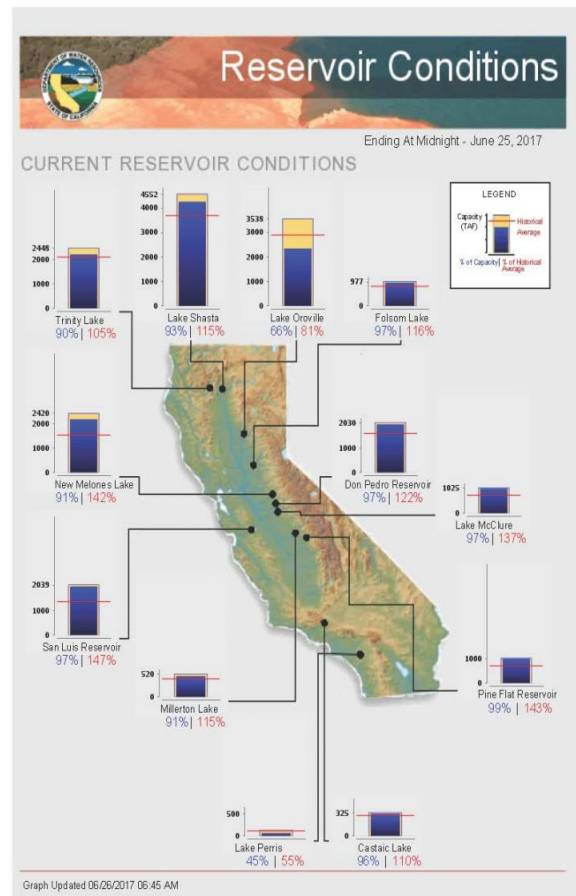
As we all know, drought shall return, sooner or later. An interesting report on the development of drought resistant crops is included in this week's report.

Finally, wildfire season has begun and some articles on the topic are included below.

U.S. Drought Monitor



Reservoir Conditions



The Snowpack, Flooding and the Levees

The Sierra snowpack is massive, and melting fast

By [Amy Graff](#), SFGATE

June 23, 2017

<http://www.sfgate.com/news/article/Sierra-snowpack-record-melting-fast-California-11236451.php>

The barrage of storms that pounded the [Sierra Nevada](#) this winter and spring added up to a snowpack that's massive.

Amid a major heat wave all of that snow is now melting — and fast.

How fast?

One way to quantify the speed of the melt is by measuring the runoff, the rate at which water is flowing down the mountain, along rivers and into reservoirs.

In recent days, [Dave Rizzardo](#) of the [California Department of Water Resources](#), says the runoff rate is heading unusually high, at 200 to 250 percent of average in many places.



Left: Sierra snowpack on March 1, 2017 at 184 percent of normal for this date. Middle: Sierra snowpack on June 6, 2017 at 177 percent of normal for this date. Right: Sierra snowpack on June 20, 2017 at 143 percent of normal for this date. (Photo: NASA Worldview EOSDIS)

The Sierra snowpack is one of California's most important water sources with its spring and summer runoff feeding rivers and reservoirs, watering crops, filling bathtubs and water glasses. State water managers and farmers are dependent upon knowing the amount of water the snowpack holds. Their plans for the year ahead are based on the results of a snowpack survey conducted around April 1, when snow levels usually peak.

This year's survey on March 30 found the snowpack's average statewide precipitation equivalent was 45.8 inches or 164 percent of average, a level that wasn't seen since 2011 when the snowpack was 165 percent of average.

The Sierra continued to receive snow through April and even into early June, and on June 1 the snowpack stood at 192 percent of normal. Its water content measured about 175 percent of normal last week, when temperatures remained relatively cool, and then this week a high-pressure system brought high temperatures to California, and the snow began to melt more rapidly.

On Tuesday, the snowpack was 150 percent of normal, on Tuesday 143 percent, and on Wednesday it dropped to 134 percent of normal. (You can see this melt in the [NASA](#) satellite images above.)

"Now with the heat wave fully engulfing us, we're dropping a couple percent a day," Rizzardo says. "It's a very rapid pace. It's hard for snow to melt more than three inches of water content a day. We're seeing that. We're at the max rate you'd expect given how hot it is."

To protect Pine Flat Dam from being overtopped, more water sent down Kings River

By Barbara Anderson and Robert Rodriguez

June 22, 2017 4:18 PM

<http://www.fresnobee.com/news/local/article157718174.html#storylink=cpy>

Water releases from Pine Flat Dam were ratcheted up Thursday as federal officials worked to prevent

the reservoir from overtopping the dam.

Water flows from the eastern Fresno County dam were expected to reach 14,640 cubic feet per second Thursday evening. Ramped-up releases in the Kings will take place over the next few days, said Tyler Stalker, spokesman for the U.S. Army Corps of Engineers, which operates the dam.

The facility can hold 1 million acre-feet of water, and on Thursday was at 98 percent of its capacity. Stalker said the releases are to make room for more water coming down from the rapidly melting snow in the Sierra. Farmers downstream of the Kings River have also said they can use the additional water.

The Kings was not the only area river to be full to the banks. The San Joaquin River was also moving swiftly. As a result, the National Weather Service issued flood advisories for both waterways.

Flooding a major concern as Pine Flat Lake water storage dwindles

By [Vanessa Vasconcelos](#)

June 23, 2017

<http://abc30.com/weather/flooding-a-major-concern-as-pine-flat-lake-water-storage-dwindles/2135942/>

FRESNO COUNTY, Calif. (KFSN) --

The hot weather is melting the snowpack in the high country and it continues to force the Army Corps of Engineers to release a tremendous amount of water from Pine Flat Dam.

Winter Runoff Straining Delta's Levees

June 28, 2017 11:49 AM

<http://sanfrancisco.cbslocal.com/2017/06/28/winter-runoff-straining-deltas-levees/>

*DISCOVERY BAY (CBS SF) — For engineer Christopher Neudeck, the levee reinforcement near Discovery Bay is just one small piece of a giant **challenge** left by an extraordinary winter.*

“If that levee were to fail, the lake, the golf course, the commercial area in here, that would all go under water” says Neudeck, pointing to a map of Discovery Bay in his Stockton office.

*The last time KPIX covered his **team** at work was mid-winter, repairing a delta levee that almost failed on Tyler Island. Now it's late June, and a new risk is flowing along California's levees*

The state is experiencing what Neudeck calls a “very unusual year. The snowpack has been really prolonged.”

Managing that melting snowpack means many of rivers are rising, falling, and rising again, putting a unique kind of stress on levees as they get soaked, dry out, and then get soaked again.

“That's a problem,” Neudeck explains, “you're re-wetting things that were starting to dry so we could see some erosion.”

So the winter keeps testing California, and as we close in on July, the engineers who maintain the state's levees are already worrying about the next round of storms.

“You really have to recognize these conditions. you're out there on earth and fill,” says Neudeck. “We are scouring these levels now, because we are afraid of next winter.”

Oroville Dam Update

The following is excerpted from an update from the California Department of Water Resources:

Oroville Spillways Work Continues, Heat-related Safety Measures in Place

June 21, 2017

http://www.water.ca.gov/news/newsreleases/2017/0621170roville_updates.pdf

SACRAMENTO – The following is a regular update from the California Department of Water Resources (DWR) regarding Lake Oroville Spillways Emergency Recovery Project activities.

Continued Recovery Work on the Main and Emergency Spillways

- Construction continues at the site by DWR's prime contractor, Kiewit Infrastructure West.
- Demolition continues on the bottom 600 feet of the upper chute of the main spillway.
- The final 1,000 feet of main spillway leading to the radial gates will be patched and reinforced, and will remain intact this year. This 1,000-foot section will be replaced and reconstructed in 2018.
- Demolition of the 1,400-foot lower chute of the main spillway is nearly complete, and crews are working on final cleanup of that area.
- Preparations are underway to construct the new foundation on the main spillway, which will begin in early July. Over the next two weeks, DWR will conduct test pours of concrete and build rebar forms to prepare for the spillway foundation.
- Crews are assembling forms and digging out trenches for the 1,450-foot secant pile cutoff wall that will be constructed 700 feet downhill of the emergency spillway.
- The roller-compacted concrete (RCC) plant has been up and running since June 17.
- Over the course of the project, crews will place approximately 800,000 cubic yards of RCC for both Spillways.
- The structural concrete plant (PCC), is expected to be operational by the beginning of next week. It is currently going through uniformity and mixer efficiency testing.
- Over the course of the project, crews will batch and place approximately 146,000 cubic yards of concrete from the PCC plant, which will also require the installation of 8.5 million pounds of reinforcing steel.

Heat-related safety measures

- Beginning Monday, June 19, Kiewit adjusted its 10-hour work shifts to start at 5 a.m. and 8 p.m. to avoid the hottest part of the day.

Installation of additional viewing cameras

- DWR is in the process of installing eight additional time-lapse cameras that will be located at various locations throughout the site.

Air quality control

- Because heavy equipment and controlled blasting at the Lake Oroville Spillways can cause dust plumes in the construction zone, DWR has measures in place to ensure compliance with all local and State air quality regulations.

Board of Consultants (BOC) Memo 7

- The seventh BOC memo was transmitted to the Federal Energy Regulatory Commission (FERC) on June 15.
- DWR reviewed the memo for Critical Energy Infrastructure Information (CEII), and no redactions

were made.

- *The seventh BOC memo and explanation of the role of the independent BOC will be posted to the DWR Oroville page on this week.*

Feds order spillway review at Camp Far West

By Harold Kruger

June 20, 2017

http://www.appeal-democrat.com/news/feds-order-spillway-review-at-camp-far-west/article_8e809c54-563e-11e7-ba5c-c3290c0ad428.html

“Recent events involving the operation of spillways for the Oroville Dam in California have brought renewed attention to potential failure modes associated with both concrete chute spillways and unlined spillways at dams,” the FERC letter said.

“As a result, FERC is requiring detailed assessments of similar spillways to be completed this year at high and significant hazard dams.”

The 170-foot-high Camp Far West Dam on the Bear River in Nevada, Yuba and Placer counties holds about 94,000 acre-feet of water. An acre-foot is about 326,000 gallons.

The Delta Tunnels

While the Delta Tunnels project may have moved forward slightly, as reported below, I think the big hurdle will be the funding, which must have the major water contractors agreement to provide the funds. The Westlands District, as reported in the following excerpted article, has still not committed to it, and they have announced that unless their water is guaranteed then there will be no deal.

Feds: Tunnels won’t jeopardize fish

By [Alex Breitler](#)

Record Staff Writer

June 26, 2017

<http://www.recordnet.com/news/20170626/feds-tunnels-wont-jeopardize-fish/1>

Federal wildlife agencies gave the controversial Delta tunnels a partial approval on Monday, announcing that the \$17 billion project to replumb the dying estuary will not jeopardize threatened and endangered fish.

Tunnels supporters called the decision a major milestone after more than a decade of debate. But it is not a blanket decision. More review by the wildlife agencies would be required if the project is ever to be built in full, leading tunnels opponents to call Monday’s action a rush to judgement as water agencies up and down the state look to decide in the coming months whether they will pay their share.

Monday’s action is not a formal decision to build the 40-foot-wide tunnels. Rather, it is the government’s determination that the project will not drive already imperiled species to extinction.

If state and federal officials do decide to move forward with the tunnels, a blessing from the wildlife agencies is one of the major hurdles they must clear.

Human Creativity and Scientific Discovery: It is What We Humans Do

New finding could help plants survive drastic droughts

Last updated on June 28th, 2017 at 3:34 pm by [Mihai Andrei](#)
<http://www.zmescience.com/science/agriculture-science/plants-droughts-27062017/>

A new finding could prove instrumental for future food security — Australian researchers have found a way to help plants survive for 50% longer during severe droughts.

The research team, led by Dr Wannarat Pornsiriwong, Dr Gonzalo Estavillo, Dr Kai Chan and Dr Barry Pogson from the Australian National University (ANU) Research School of Biology, found that chloroplasts, more known for their role in photosynthesis, play a role in regulating plant hormone during heat stress.

“This basic scientific research has the potential to be able to improve farming productivity not just in Australia, but potentially in other countries that suffer from drought stress,” Dr Pogson said. “If we can even alleviate drought stress a little it would have a significant impact on our farmers and the economy.”

A chloroplast is a type of organelle strongly influenced by light intensity. They are the agents that conduct photosynthesis, where the pigment chlorophyll captures the energy from sunlight and converts it and stores it in energy-storing molecules. But as researchers found, chloroplasts can sense drought stress, and activate a chemical that closes the plant’s pores (stomata) to conserve water.

“Chloroplasts are actually capable of sensing drought stress and telling the leaves to shut-up and prevent water from being lost during drought stress,” he said. “So the chloroplasts are actually helping the plants to prevent losing too much water.” We know how the drought alarm actually calls for help and we know how help comes in the form of closing pores on the leaves.”

“Boosting the levels of this chloroplast signal also restores tolerance in drought-sensitive plants and extended their drought survival by about 50 per cent,” Dr Chan added.

Boosting the activity of the chloroplasts or stimulating this chemical signal in another way, then plants could store water for a longer period and survive for longer. This could be accomplished through genetic or agronomic ways, and the team is now working on developing the best approach.

The Fires This Time

Wildfire Season Underway In Southern California Following Record Heat, Historic Drought

By [Oren Peleg](#) in [News](#) on Jun 27, 2017
http://laist.com/2017/06/27/wildfires_2017_summer.php

A historic drought ([which ended earlier this year](#)), and last week's record [heat wave](#) (almost sounds fake, doesn't it) have made conditions ripe for brushfires. Firefighters are now battling two major wildfires in Santa Clarita and Riverside County.

"It can always be a bad year for fires in Southern California," Marti Witter, a fire ecologist with the National Park Service, told LAist. "The biggest complicating factor this year is the preceding four years of drought, and all the dead standing wood—which are not trees." Witter added that, according to estimates, about 50% of vegetation in Ventura County are dead.

"Fires that start in these dieback years can spread more quickly and get out of control fast," Witter said, adding that most fires in the area are started by human causes. "In the Santa Monica Mountains [for example], fires are frequently associated with roadside edges."



(Screengrab via [ABC7](#))

The number of dead trees in California will shock you

June 27th, 2017

http://www.oc-breeze.com/2017/06/27/104383_number-dead-trees-california-will-shock/

California is now home to an estimated 102 million dead trees, a number shocking to even the most trained eyes.

"We've never experienced anything like this in California," said Jeffrey Moore, an 18 year veteran of the US Forest Service.

"I never thought there would be a drought to this extent," Moore said. "This drought has really pushed them over the edge and now the bark beetle population is taking advantage of trees that have been weakened by these multiple years of drought and just finishing them off."

Moore and his team from the US Forest Service are spending the Summer crisscrossing the state doing tree mortality surveys from the air. What they are seeing is large areas where dead trees outnumber live ones.

"Probably 70 to 80 percent of the whole mortality situation last year was mapped in areas of the Southern Sierra Nevada's," Moore explained.

"There's a lot of dangers with this many dead trees, fire being the top concern.

Another Infrastructure Emergency

As 180,000 people were evacuated from beneath Oroville Dam back in February, another key element of America's infrastructure was heading toward an emergency. That was, and is, the New York City subway system. With more than 70,000 train delays per month now normal, like the California water management system, the subway system of New York City was ready to break. And break it did this week.

Two articles are excerpted below. The first is the report on the declaration of a state of emergency in New York City. The second is from LaRouche PAC's Diane Sare on both the general breakdown of the system and what must be done. Her article especially demonstrates how the unfortunate limited vision most of even the qualified professional engineers and planners possess limits their thinking to smallness.

Cuomo Declares State Of Emergency For MTA, Calls Transit System's State Of Decline 'Unacceptable'

June 29, 2017 12:30 PM

<http://newyork.cbslocal.com/2017/06/29/fed-up-commuters-subway-issues/#.WVU4xJkHBKM.facebook>

NEW YORK (CBSNewYork) — Just days after a [subway derailment in Harlem](#), Gov. Andrew Cuomo says he will be signing an **executive** order declaring a state of emergency for the MTA.

The governor made the announcement Thursday at the Genius Transit Challenge **Conference**, an international competition with a \$1 million prize to come up with solutions to improve the transit system's reliability.

Cuomo said the state of emergency will allow the agency to expedite funding and repairs to what he described as a rapidly decaying and dysfunctional **system**.

The governor referenced many of the recent issues, including this week's [A train derailment](#) in Harlem that left dozens injured. Officials said it appeared to have been caused by an improperly stored piece of rail and [two track maintenance supervisors](#) have now suspended without pay.

There have also been [multiple breakdowns, delays and countless inconveniences](#) for those who rely on the trains. Earlier this month, riders were left sweltering underground [in a stuck F train](#).

Last week, Cuomo [reappointed Joe Lhota](#) as MTA chairman. Also speaking at the event Thursday, Lhota said "we need to listen" to **customers**, adding that "the customers are always right."

"For too long we've been looking at yesterday's infrastructure without looking to the future," he said. "We need to crest the solutions of tomorrow."

Gulliver Travels to Manhattan—Only LaRouche's Four Laws & China's BRI Can Solve Manhattan Infrastructure Crisis

by Diane Sare

<https://larouchepac.com/20170621/gulliver-travels-manhattan-only-larouches-four-laws-chinas-bri-can-solve-manhattan>

While admitting that the one-hundred-year-old rail, water, and other infrastructure is now being subjected to the stress of supporting many more people than it was originally built for and is reaching

the end of its reasonable life expectancy, no one spoke of the potential looming chaos coming as early as July 10 when Penn Station tracks will be undergoing urgently needed repairs. Nor did anyone say what everyone knows: Since the entire transportation grid is already over capacity, there is no redundancy to allow for rerouting the number of passengers who need to get into the city. New York Governor Andrew Cuomo is frantically trying to speed up needed repairs on the region's bridges and highways, in anticipation of a surge in automobile traffic resulting from closed rail lines, which could exacerbate the already hazardous condition of the crumbling roadways.



Construction under Grand Central Terminal. March 10, 2016. Photo: Metropolitan Transportation Authority / Patrick Cashin

Because about 1.5 million people travel into Manhattan to work every weekday, the disintegration of the transportation grid is merely the most obvious of the crises. Look deeper, and one will find water mains that are the same age, or older than the subway tunnels, rats scampering merrily across neighborhood streets, record numbers of homeless people being placed in substandard housing, literally killing them, and many other crises. New York City has been looted by Wall Street and London, literally to the breaking point, where closing anything for maintenance or repair threatens to collapse something else.

Feature: Infrastructure and How to Fund It

Why China Grows and the US Stagnates (21 minute video)

<https://www.youtube.com/watch?v=GD-nFNTSc7c&t=0s>

Published on Jun 26, 2017

EIR's Paul Gallagher compares China vs. US investment in infrastructure, the role of PPPs vs. a financial system organized by Glass-Steagall to finance US infrastructure investments, and the inside story of the fight for Glass-Steagall in the United States.

(This is an excerpt from our June 23, 2017 Friday LaRouche PAC Webcast.)

And here are excerpts from the transcript:

GALLAGHER: *Well, I'm going to come back to this. I wanted to just briefly sketch the fight around Glass-Steagall; but I'm going to come back to this in particular on the character of the PPPs -- public-private partnerships -- as actually "poison pill policy," which is really threatening this entire potential for collaboration, China-U.S. collaboration both on the Belt and Road, and also starting with the Bering Strait Tunnel. Also in regard to infrastructure in North America and infrastructure in the United States.*

But on Glass-Steagall, let me just indicate, you have a very stark comparison in terms of infrastructure investment between the United States and China. In the United States, about \$300 billion is invested in infrastructure every year, and that is, every school, every hospital, every road job, every subdivision's new sewer and water and optical fiber, and so forth -- that is absolutely everything, public, private, local, Federal, amounts to about that much investment.

In China, the four major state banks which provide the credit for the infrastructure breakthroughs that have been made in China, those four banks issue about \$140 billion worth of credit annually for high-speed rail in China alone. And just that form of advanced infrastructure and just that public investment by those four national banks: The Exim Bank, the China Development Bank, the other China policy banks, as they're called. That investment in just high-speed rail is half of the total investment made by the United States -- public, private, in every form, on every kind of infrastructure and every public band-aide that's put on, and claimed as infrastructure, every year.

In addition, those banks in China have invested and committed \$300 billion just in the three years since the Belt and Road Initiative of President Xi began to take off, and that \$300 billion invested and committed by those banks is outside China. So that's going on simultaneously with the large-scale investments in completely frontier, including things like maglev subways, in the major cities of China, and there are many, many, many major cities in China as people know.

So this is widely in the financial press in the United States and Europe, the old imperial liberal order defends itself by saying, "This credit issuance of China can't possibly be sustained. There will be a tremendous, earthshattering collapse of all of this infrastructure credit, because the banks -- it has dwarfed even what the Federal Reserve has done for the banks here, and for a good purpose, and it can be sustained; it'll all blow up." There is a very fundamental difference here, though, in that China, for the last 20 years has had bank separation; it has many shadow banks, it has a lot of investment companies involved in broker-dealers, but they are completely separated from the both private commercial banking system, which they want to build up further, and also from this kind of public banking.

So that these banks are not involved in the \$550 trillion derivatives exposure of the banks in London and New York. These banks are not involved in securities speculation. They are able to handle bankruptcies; they're able to handle non-performing loans when they appear in various sectors as the economy develops. So, Glass-Steagall, although they don't call that law "Glass-Steagall" in China, that bank separation is important to what they are able to do and the fact that they've been doing it now for 20 years on a level of spending nearly 9% of their GDP on new infrastructure every year, for more than 20 years. Compare that to the United States, which spends about 1.3% of its GDP now on infrastructure annually. They've been able to do that, and keep it up.

We have a threadbare public investment in infrastructure now. What President Trump has spoken about, the time has run out for him and for the Congress to implement it. They have to now create, immediately, a National Bank on the order of \$1-2 trillion in capital, in the way that Alexander Hamilton and his successors in the American System built such National Banks starting in 1790, through the 19th century. They have to create such a bank now, so that there is a credit institution here, to cooperate with the credit institutions like those in China that I was discussing earlier.

China says Trump is open for Silk Road cooperation

June 23, 2017

<https://www.bloomberg.com/news/articles/2017-06-23/china-says-u-s-is-willing-to-work-on-belt-and-road-initiative>

As Xinhua reports, President Donald Trump told China's State Councilor Yang Jiechi in a meeting that the U.S. is willing to cooperate on projects related to its Belt and Road infrastructure initiative, according to a statement from China's foreign ministry.

Since his April meeting with Xi in Florida, Trump has toned down the anti-China rhetoric he campaigned on, and sent Matt Pottinger, National Security Council senior director for East Asia, as the U.S. representative at China's first Belt and Road Forum in May. Engagement with President Xi Jinping's signature project to build new trade and investment links between Asia, Europe and Africa would mark a contrast to the Obama administration, which turned down the opportunity to be a founding member of the related Asian Infrastructure Investment Bank. Yang told Trump in a White House meeting Thursday that China highly appreciated the U.S. attendance at the gathering and would be willing to work with the U.S. on the initiative, the ministry said in the statement. The president responded that he would also be open to working together on related projects, according to the statement.

Trump told Yang that he's happy with the positive progress made in relations since meeting Xi and is looking forward to meeting him again in the Group of 20 nations summit next month in Hamburg, Germany, and visiting China within the year, according to the statement.

Chinese builders wanted in the US (excerpts)

By Lillian Liu in San Francisco | chinadaily.com.cn | Updated: 2017-06-23 09:40

http://www.chinadaily.com.cn/world/2017-06/23/content_29857830.htm

Chinese infrastructure techniques are urgently needed to rehabilitate America's poorly maintained and in some cases dilapidated bridges and road system, industry experts from both countries agree.

The fact that the US, the world's most economically and technologically powerful country, should import fast-train know-how from a developing China, reflects a new normal for China-US cooperation and communication.

That notion was stressed at the 2017 US-China Transportation Cooperation Forum, held in San Francisco yesterday.

"China and the US cooperation on the infrastructure front is posed to become the new highlight in the trade engagement between the two countries," Luo Linquan, China's consul general to San Francisco, said in a keynote speech at the forum.

"American infrastructure may be outdated, but the country has very high industry standards. Those high standards help Chinese companies learn and grow," Lee said at the forum, which had more than 200 Chinese and American government officials and infrastructure company delegates participating.