California Water and Infrastructure Report

Formerly, the "California Drought (and Flood) Update"

For November 16, 2017

by Patrick Ruckert

Published weekly since July, 2014

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Global Times Op-Ed: 'U.S. Participation in Belt and Road Inevitable'

Nov. 14 (EIRNS)—So reads the headline of an op-ed yesterday by Wang Yiwei, director of the Institute of International Affairs at China's Renmin University, writing in Global Times....

He recommends that the two countries could work together on infrastructure, perhaps first in developed countries, such as regional cooperation in the U.S. Midwest, and also on military resources; a challenging proposal. Defense Secretary Mattis has said that 19% of U.S. military facilities are idle, Wang reports. These facilities could be developed by Chinese enterprises, he suggests. Cooperation could also be strengthened in the Maritime Silk Road context, regarding navigation, logistics, and maritime industry.

The U.S. and China could establish a "global infrastructure investment bank," alongside global interconnection and global development programs. He concludes that such initiatives "will serve the two nations' interests and benefit the world. What's more, functional participation and constructional cooperation has always been what Trump aims for."

(The full article can be found below in the last section of this report, "Feature.")

A Note To Readers

For more than three years in these weekly reports I have stressed that California's water future will be determined by developments and policies that originate outside the state. For, it is the direction of the nation in returning, or not returning, to being what we once were: A nation that understood that the

future of us all is shaped by investments in science, technology, industry, agriculture and infrastructure. As we gave up that idea over the decades since the assassination of President Kennedy, the nation has been falling apart, young people are lost to drugs or a life of impoverished entertainment, and even the life expectancy of our citizens, for the first time in our history, is falling.

But, a new spirit has begun to grip the American people, but that spirit must be informed of what the policies required must be.

So, we begin this week's report with this:

On Tuesday, Pres. Donald Trump arrived back in Washington, D.C. from a five-nation Asian tour, including the formal ASEAN and APEC summits, characterized at every stop on the way, by his expressions of personal friendship, and good will on behalf of the American people. As he said in Manila in his remarks to the ASEAN plenary: "I'm honored to represent the United States of America at this U.S.-ASEAN Commemorative Summit. We gather today at a time of great promise and great challenge. I speak to you on behalf of 350 million Americans with a message of friendship and partnership..."

The Presidential address by Trump on Wednesday essentially announced that the United States has taken a big step toward restoring the American Credit System, as President Trump buried the neo-liberal/neo-con scam of "free trade" once and for all. Only fair trade will now, and forever more, be the policy of the U.S., the President said. Excellent, Mr. President, now let us restore the Glass-Steagall banking law and create that National Infrastructure Bank.

Here is a link to a good overview of the President's trip: "Mission Accomplished: Trump 'Friendship' Tour of Asia Completed; Now Spread the Momentum for a New Era."
https://larouchepac.com/20171114/mission-accomplished-trump-friendship-tour-asia-completed-now-spread-momentum-new-era

In This Week's Report

Here it comes, the first atmospheric River of the rainy season. Shall it be the first of many or not? She may decide; La Nina, that is.

The Oroville Dam update this week includes reports on the construction schedule going forward and an interesting perspective reported by *New Civil Engineer,* including this statement: *"Physical inspections, while necessary, are not sufficient to identify risks and manage safety. At Oroville Dam, more frequent physical inspections would not likely have uncovered the issues which led to the spillway incident," says the IFT report.*

The Delta tunnels have a long history, and a report from *Water Deeply* provides that history.

While temperatures in some parts of the world and some parts of the U.S. have been rising the past few years, local and regional affects do manifest themselves. That this is all due to "man-caused climate change," as I have stated repeatedly, is, to be blunt, bullshit. Nevertheless, the affects of warmer temperatures in the west are real. So, discounting the propaganda in reports on these affects, two reports are included in the section below titled, "Rising Temperatures in the West."

"What is money and what is credit in the real physical economy?" begins the final section of this report on the American Credit System-- How to Build Infrastructure

And Here Comes the Rain

Here comes La Nina, El Nino's flip side, but it will be weak

https://apnews.com/ffb41df9ee634da689bc33b2675d7532/Here-comes-La-Nina%2C-El-Nino%27s-flip-side%2C-but-it-will-be-weak

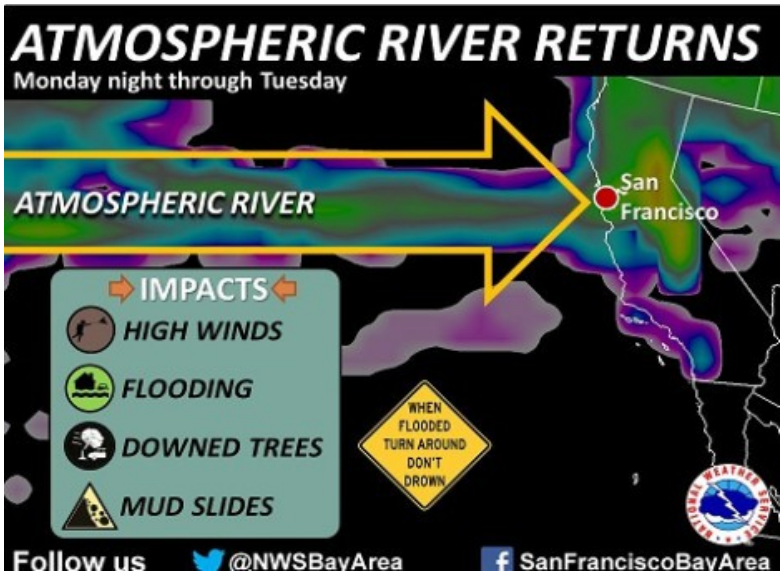
WASHINGTON (AP) — La Nina, the cool flip side to El Nino, has returned, forecasters said Thursday.

The National Oceanic and Atmospheric Administration said a weak La Nina has formed and is expected to stick around for several months. La Nina is a natural cooling of parts of the Pacific that alters weather patterns around the globe.

La Nina typically brings drier conditions to the U.S. South and wetter weather to the Pacific Northwest and western Canada. Indonesia, the Philippines, northeastern South America and South Africa often see more rain during December, January and February in La Nina years.

Last year's La Nina was unusually brief, forming in November and gone by February. This one should hang around through at least March. While it may last a bit longer than last year's La Nina, it should be just as weak, said Mike Halpert, deputy director of NOAA's Climate Prediction Center.

With the season's first "atmospheric river" expected this week, the Bay Area prepares to take a dip



By Patrick May
Bay Area News Group
November 13, 2017

http://www.eastbaytimes.com/2017/11/13/with-the-seasons-first-atmospheric-river-expected-this-week-the-bay-area-prepares-to-take-a-dip/

Last winter, it wasn't until January that Northern California saw that first ribbon of wetness known as an "atmospheric river" roll in from Hawaii, hitting the region like some super-sized dunking booth.

This year, the river's not waiting in the sidelines. On Wednesday, we're expected to receive the season's

inaugural atmospheric river and it could leave as many as three inches of rain on the Bay Area.

A typical year in the Golden State would see from 5 to 15 of these meteorological masterpieces, which tend to produce our biggest storms and floods. So as that first plume of moisture winds its waterlogged way here, you might want to learn more about what's coming our way.

Oroville Dam Update

The three articles immediately below are progress reports on the repairs to the spillway. The *Los Angeles Times* report is accompanied by many photos, most of which we have published in earlier updates.

But, first a couple of videos:

California DWR
Published on Nov 15, 2017
https://www.youtube.com/watch?v=DN8s-0VJeJ0
With Phase 1 of the main Oroville spillway complete, crews focus on the emergency spillway. Drilling continues for the cut-off wall, digging to depths of 35 to 80 feet.

Susan Wolding
Published on Nov 12, 2017
https://www.youtube.com/watch?v=64FkOyoxZ0M
Update on Repair work going on at the Oroville Dam. Nove 5 - 12th. Building the Secant Wall and preparing for Blasting under the Weir and removing the dirt to place the RCC shield.

DWR details next phase of Oroville Dam Spillway repairs

By Taylor Torregano

November 12, 2017

http://www.krcrtv.com/news/local/butte/dwr-details-next-phase-of-oroville-dam-spillway-repairs/655710871

OROVILLE, Calif. - There was nearly dead silence at the Oroville Dam Spillway, Sunday, for one of the first times since the erosion formed at the beginning of the year.

But the Department of Water Resources said that doesn't mean it's finished yet. The November 1 deadline to complete Phase 1 of repairs to the primary spillway was merely a milestone.

Now, crews have shifted their priority to the emergency spillway. This focus is on the completion of the underground secant pile wall, which would stop any potential erosion from forming in the future.

DWR began controlled blasting on November 7 in the area between the secant pile wall and the spillway. Blasting will prepare crews for rock excavation, then crews will clean the foundation and place roller-compacted concrete to stabilize the emergency spillway in 2018.

As planned, the blasting will continue every other day until the end of December.

The Oroville Dam spillway was wrecked months ago. Here's where the repairs stand as rain season looms

By Joseph Serna
Los Angeles Times
November 9, 2017
http://www.latimes.com/la-me-ln-oroville-spillway-repair-20171109-htmlstory.html

New images released by state water officials Thursday highlight the immensity of repairs made to the Oroville Dam spillway as seasonal rains begin to fall once again.

In a series of photographs released by the California Department of Water Resources, workers contracted by the state are shown drilling, blasting, and smoothing out portions of the damaged spillway and the earthen pool below it.

The construction giant Kiewit Corp. is fully rebuilding an 870-foot section of the middle spillway and a 350-foot section at the bottom with high-strength concrete. It is using a fast-setting pavement, known as roller compacted concrete, along an additional 1,050-foot section in the middle that will be upgraded next year. The upper 730 feet also will be repaired next year.

Learning from Failure | Oroville Dam spillway

By Fiona McIntyre

15 November, 2017

New Civil Engineer

https://www.newcivilengineer.com/tech-excellence/learning-from-failure-oroville-dam-spillway/10025311.article

On 7 February this year, engineers spotted a hole in the concrete spillway of the tallest dam in the United States.

Over the next few days Oroville Dam in California made international headlines as the damage spiralled out of control.

According to the IFT report, the spillway had endured much greater water flows in the past. So what went wrong this time?

Corrosion of the reinforcement across joints in the concrete had occurred, and new damage to previous repairs had gone unnoticed. In addition, anchors beneath the concrete slabs had not been properly encased in grout, leading to corrosion. Although the IFT does not believe a deep void had formed beneath the spillway chute, it is examining the possibility that existing shallow voids formed by erosion could have expanded, increasing the possibility of spillway collapse.

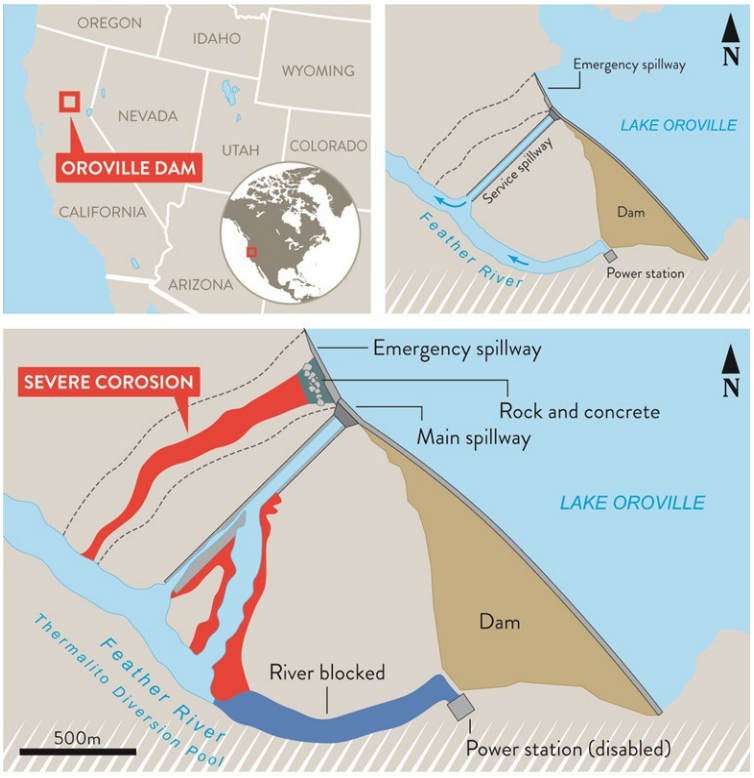
It would be easy to blame engineers and other officials for failing to pick up on the warning signs. But Kuttle does not believe more inspections would have made a difference in identifying the underlying causes of the spillway failure.

"Any maintenance or inspections that produced anything that required attention or repairs was done, and usually done pretty efficiently and expeditiously," she says.

"In this case, I think the factors that led up to the spillway failure on the seventh [of February] were undetectable from a visual standpoint or from a maintenance standpoint."

The IFT came to a similar conclusion in its report.

"Physical inspections, while necessary, are not sufficient to identify risks and manage safety. At Oroville Dam, more frequent physical inspections would not likely have uncovered the issues which led to the spillway incident," says the IFT report.



Dam inspection overhaul

Instead, it recommends an overhaul of the dam inspections process. While the dam itself was regularly inspected, the appurtenant structures — such as the spillways — were not included as part of the routine.

It says comprehensive reviews of the original design and construction details, conducted by professionals with a high level of technical expertise, should be carried out regularly to check existing structures against current best practice.

This is an issue in California, where much of the state's key infrastructure is 50 years old or more. At Oroville Dam, the IFT found that design and construction flaws made chute vulnerable to erosion damage.

Below spec foundation preparation and treatment

The IFT discovered that during construction of the chute slab, the foundation preparation and treatment failed to measure up to what was specified. In some areas, more than 50% of the foundations had not been properly treated. Poorly designed drains added to the troubles with insufficient collector drain capacity for the high flows and no filtering system.

Despite these failings, Kuttle thinks it is unfair to blame the designers.

"It would be the same as driving a 1950s' car and calling the designers of that vehicle flawed for not having seatbelts or airbags," she says.

"It's things that are developed with state of practice, so I think it's important to look at where we are today in history, and how things are done today independent of how things were done then."

In fact, the redesign of the main spillway – which will be fully constructed by April 2019 – does not deviate far from the original plans.

"The general concept of the design is very similar, so that means that the folks back then didn't get it completely wrong. We all make improvements in everything we do," says Kuttle.

No evidence of critical examination of spillway

According to the IFT, there is no evidence that a critical examination of the main spillway has ever been carried out. It believes a review would have most likely connected the dots and found risks including initial construction and design shortcomings, drain flows which were far higher than the intended design capacity and chute repairs which were not designed to withstand high velocity water flows.

Kuttle believes there was no fault or negligence on the part of the engineers currently working on the dam because the high level reviews recommended by the IFT are not common practice.

Oroville Dam Coalition, politicians say D.C. lobbying trip a success

By Risa Johnson

Chico Enterprise-Record

November 9, 2017

http://www.chicoer.com/general-news/20171109/oroville-dam-coalition-politicians-say-dc-lobbying-trip-a-success

Oroville >> Representatives for Oroville and downstream communities affected by the spillway crisis said they got the attention they were seeking in Washington this week.

Sen. Jim Nielsen, Assemblyman James Gallagher, and members of the Oroville Dam Coalition are seeking federal assistance on issues relating to the dam they say need to be resolved. They met with

commissioners of the Federal Energy Regulatory Commission and representatives for the U.S. Army Corps of Engineers, the U.S. Department of Transportation and the Federal Emergency Management Agency.

Nielsen, R-Red Bluff, said his goal was to inform the highest levels of government about the dam situation and bring attention to what he sees as some of the key issues: the buildup of sediment and branches putting pressure on levees and the ramifications of an inaccessible Beale Air Force Base during a massive evacuation like the one in February when nearly 200,000 people fled their homes.

The Delta Tunnels-- Not Much News This Week

Timeline: The Long History of California's Delta Tunnels Plan

By Tara Lohan

November 16, 2017

For more than 50 years, Californians have been considering new ways to move water around the Sacramento-San Joaquin Delta. Here's a graphic look at the important milestones.

https://www.newsdeeply.com/water/articles/2017/11/16/timeline-the-long-history-of-californias-delta-tunnels-plan

It's been more than half a century since Californians started talking seriously about building a new conveyance system – canals or tunnels – to divert water around the Sacramento-San Joaquin Bay Delta to south Delta pumps for export to farms and cities in the south.

California's Department of Water Resources' California Water Plan suggested a "Trans-Delta System" in 1957 to convey water around the Delta. And in the 1960s the idea of a "peripheral canal" emerged.

Over the decades the plan has changed, but public support or opposition remains largely decided by geography, with more opponents found in the northern part of the state. And the guiding force for such a project – in the 1980s and today – has been Gov. Jerry Brown.

The latest incarnation of the plan was proposed in 2015 as California WaterFix, which would involve three new intakes on the Sacramento River to divert water into two 40ft-wide tunnels sunk 150ft below ground.

A look back at the past 50 years shows how the project has evolved and how it's currently progressing.

Rising Temperatures in the West

While temperatures in some parts of the world and some parts of the U.S. have been rising the past few years, local and regional affects do manifest themselves. That this is all due to "man-caused climate change," as I have stated repeatedly, is, to be blunt, bullshit. Nevertheless, the affects of warmer temperatures in the west are real. So, discounting the propaganda in reports on these affects, two reports are included in the section below titled, "Rising Temperatures in the West."

Climate change sucks moisture from the West, adding to droughts, fires, federal study reveals

By Stuart Leavenworth

November 3, 2017

http://www.fresnobee.com/news/nation-world/article182632821.html

The Trump administration released a sweeping report Friday that pegged man-made climate change to droughts and wildfires in California and the West, but for reasons you may not expect.

Scientists have uncovered little evidence that climate change is a driver of reduced rainfall and snowfall in the region, including during the drought of 2001-2015. But studies have found strong links that higher temperatures, caused by climate change, have reduced soil moisture in California and other states. That in turn has affected farm operations and dried out vegetation, creating fuel for wildfires.

"Much evidence is found for a human influence on surface soil moisture deficits due to increased evapotranspiration caused by higher temperatures," said the congressionally mandated National Climate Assessment, an annual review of scientific literature on climate change affecting the United States.

> *Evapotranspiration is the process by which water transfers from the land to the atmosphere through soil evaporation and transpiration from plants. The National Climate Assessment said that man-made climate change has unequivocally increased the risk of high temperatures during the winters of 2013–2014 and especially 2014–2015, "further exacerbating the soil moisture deficit and the associated stress on irrigation systems."*

The report makes clear that greenhouse gas emissions and other human activities are the major cause of average global temperatures increasing 1.8 degrees over the last 115 years. There's "no convincing alternative explanation," the report states.

"Global climate is projected to continue to change over this century and beyond," it adds, offering projections on the melting of ice sheets, sea-level rise and other expected effects. "The magnitude of climate change beyond the next few decades will depend primarily on the amount of greenhouse (heat-trapping) gases emitted globally and on the remaining uncertainty in the sensitivity of Earth's climate to those emissions."

In separate chapters, the report evaluates where evidence is strong or inconclusive about human climate impact. For example, the report states there is only "medium confidence" that man-made climate change has contributed to warmer conditions in the Atlantic Ocean since the 1970s and these changes have contributed to an increase in hurricanes.

There is also only mid-range confidence that climate change will cause an increase in the frequency and severity of "atmospheric rivers" that can cause serious flooding in California and other western states.

By contrast, the report states there is high confidence that climate change has contributed to an increase in large forest fires in the West and Alaska since the 1980s, and that those fires are "projected to further increase in those regions as the climate warms." The report is based on peer-reviewed studies published well before the October wildfires in Northern California, which some scientists say show signs of being related to climate change.

Rising temperatures sucking water out of the Colorado River

Emily Guerin

October 31, 2017

https://www.scpr.org/news/2017/10/31/77194/rising-temperatures-sucking-water-out-of-the-color/

A new study by the US Geological Survey finds the river's flow has shrunk by about seven percent over the past 30 years. As air temperature rises due to increasing emissions of greenhouse gases, more water is sucked into the atmosphere from the snowpack and the river itself instead of flowing downstream. The amount that has evaporated is equal to approximately 24 percent of the total amount of California's annual Colorado River allocation.

"These are pretty significant amounts that are being lost as temperatures have gone up," said lead author Gregory McCabe, a climate scientist with USGS in Denver.

That is sobering news for Southern California, where Colorado River supplies were a lifeline during the recent five-year drought. During the driest year, 2014, the region's other main source of water, the Sierra Nevada snowpack, was nearly non-existent. The series of aqueducts and canals that carry water from Northern to Southern California delivered just five percent of its normal amount that year. The region relied heavily on Colorado River water to make up the gap.

For the Metropolitan Water District, which imports water to urban Southern California, the study was the latest in a series of troubling findings about Colorado River flows.

"There are so many different things that affect stream flow, and they all seem to be negative," said Bill Hansencamp, director of Colorado River Resources for MWD. Other studies have found increasing amounts of dust and other particulate matter are falling onto Rocky Mountain snowpacks, causing them to absorb more sunlight and melt faster. That means less water is available throughout the summer. And thirsty non-native species like tamarisk grow out of control along the the river and its tributaries, sucking up water.

Feature: The American Credit System-- How to Build Infrastructure

The President wants to build infrastructure; the American people want the same; China is offering funding and expertise. So, what are we waiting for? Simple, we have to fix the financial system, and as reported here last week, it is the Four Laws as presented by Lyndon LaRouche that is required.

Below is a short excerpt from a lengthy article by LaRouche on the nature of money and credit. That is followed by links to the LaRouche PAC economic class series. This week's class, Number 7, focused on infrastructure, and I urge readers to watch it.

Two articles are included below. The first on the growing demand for infrastructure funding in the U.S., and the second on the growing cooperation between the U.S. and China in trade and possibly China's investments in U.S. infrastructure.

What is money and what is credit in the real physical economy?

When we state that the United States must be investing $2-3 trillion per year in building a new platform of physical infrastructure, we often hear the question, "where will you get the money?

Below, Lyndon LaRouche puts the issue of money and credit in its proper context:

WHAT YOUR ACCOUNTANT NEVER UNDERSTOOD: The Secret Economy

by Lyndon H. LaRouche, Jr.

Executive Intelligence Review

May 28, 2010

http://www.larouchepub.com/eiw/public/2010/2010_20-29/2010-21/pdf/14-43_3721.pdf

In the real universe, money as such has no intrinsic value. Money is properly used, not as a standard of real economic value, but, as under our U.S. Federal Constitution, as a convenient medium of, not value, but, the conveying of a form of credit uttered by a sovereign republic, credit which is to be deployed to promote an effect which is intended to be identified as ***increased net physical value per capita and per square kilometer of territory for the economy as a whole.*** *Money, when so defined, performs its proper function only through promoting increasingly productive, capital-intensive investment, per capita and per square kilometer, in both basic economic infrastructure, and in methods of production for the long-term development of the more highly productive, more advanced technologies, as since the mid-Seventeenth-century Commonwealth of Massachusetts operating under its Charter. This means developments which both* ***(1.) must offset the effects of attrition, and (2.) which represent, in effect, a method of discovery expressed as a physical net increase in the human species' expanded power to continue to exist into an unbounded future, as per capita and per square kilometer of relevant territory.***

The LaRouche PAC economic class series:

Class No. 7: The True Meaning of Infrastructure: Physical Economic Platforms
https://www.youtube.com/watch?v=cWjGr62d9HQ

Welcome to the seventh class in our 2017 Economic Class series! Register for archive classes, homework and access to teachers at http://lpac.co/econ2017. Taking a long-term perspective of human development, the growth of Potential Relative Population Density isn't a smooth, continuous process, but has characteristic leaps associated with new infrastructure platforms. These infrastructure platforms define how productive the labor force can be. Currently mankind is embarking on the full development of the inland territories of the continents with high speed rail systems, and looking to the next great platform leap into nearby space

And here are the links to the first six classes:
Class No. 1: LaRouche's Science of Economics is the Basis for US Joining the New Paradigm
https://www.youtube.com/watch?v=WTXCAPwfSAw

Class No. 2: LaRouche's Physical Economic Metrics: Productive Powers of Labor
https://www.youtube.com/watch?v=sWcFDt3yfiA

Class No. 3: Physical Chemistry: Stages of Development
https://www.youtube.com/watch?time_continue=4&v=A_XCGAfNa2U

Class No.4: Qualitative Change: What Number Cannot Measure [*https://www.youtube.com/watch?time_continue=1&v=MHh8Ht5qShU*](https://www.youtube.com/watch?time_continue=1&v=MHh8Ht5qShU)

Class No. 5 Bernhard Riemann and the Shape of Economic Space
https://www.youtube.com/watch?v=r2mQuAze838

Class No. 6: LaRouche's Physical Economic Metrics, Part II: How to Define Value
[*https://action.larouchepac.com/2017-econ-class-series-sixth*](https://action.larouchepac.com/2017-econ-class-series-sixth)

Demands grow for infrastructure funding in the U.S.

In a Nov. 13 press conference at the offices of the National Governors Association in Washington, D.C. Puerto Rican Governor Ricardo Rossello said that the island needs $94.4 billion to rebuild, following the devastation wreaked by Hurricane Maria. "This is a conservative estimate," he said, "based on similar efforts that have been done in New York, New Jersey, and of course in Texas, most recently," Reuters reported.

In a letter to President Trump, Gov. Rossello said that funds needed for the island's rebuilding, exceeded the resources of the Federal Emergency Management Agency's (FEMA's) disaster relief fund, and associated programs. That underscores once again that without a new Hamiltonian credit institution, and a shift away from Wall Street's priorities, the necessary funding won't be made available.

The island government's top priority is $31.1 billion for housing, and $17.8 billion to rebuild a more resilient power grid. But Rossello enumerated "agriculture, infrastructure, social services, sanitation and education" as being in urgent need of funding. According to the Department of Energy, to date, power has been restored to 48.7% of the island.

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According to the Department of Energy, to date, power has been restored to 48.7% of the island. According to NBC News, on Capitol Hill, legislators have introduced a bill seeking changes to the Stafford Act, which, as now written, specifies that natural disaster financial assistance for critical infrastructure must be aimed only at restoring it to its "predisaster mode"—clearly untenable for the island's outmoded and destroyed power grid.

The bill by Resident Commissioner Jennifer Gonzalez and Rep. Jose Serrano (D-NY) would allow Stafford Act relief funds to be used to build a fully modernized power grid. Puerto Rican officials are also lobbying Congress to reject a provision in the GOP tax plan, which would impose a 20% import tax on products manufactured in Puerto Rico, on the absurd claim that the island is a "foreign jurisdiction" (only inhabited by 3.4 million American citizens!). Federico de Jesus, a former Deputy Director of the Puerto Rico Federal Affairs Administration, told NBC that if Congress doesn't make an exception for Puerto Rico and other U.S. territories, "they will be putting the final nail in the coffin of the Puerto Rican economy." Hector Ferrer, head of the Popular Democratic Party (PPD), told El Nuevo Dia that imposition of the 20% import tax "would be like a second hurricane" hitting the island.

It's not only from the disaster-hit areas, such as Puerto Rico, Florida, and Texas, that calls for massive infrastructure spending are coming. At the AFL-CIO meeting in St. Louis Oct. 23, leaders of the

building trades called for a $4 trillion infrastructurebuilding program, to meet needs such as collapsing urban water systems, decaying roads, and an inadequate electrical grid. Unfortunately, the call has been echoed by very few Congressmen, the exception being Rep. Joe Crowley on New York, who called for a plan with those dimensions in an interview on MSNBC at the end of July.

So far, the only attempt to fund massive infrastructure spending has come in the form of a call for raising the federal gasoline tax, which has remained the same for more than 20 years. The American Transportation Research Institute (ATRI) issued a report Nov. 9 dismissing all non-public and non-tax revenue sources for new transport infrastructure, and calling for a 20 cents/gallon increase in the Federal gasoline tax. This would roughly double the tax rate and likely cause the Highway Trust Fund to receive about $65 billion a year in funds.

The report, "A Framework for Infrastructure Funding," concluded that "the only meaningful mechanism for attaining the [Trump] administration's vision for a largescale infrastructure program is through a federal fuel tax increase."

The Federal contribution to all transportation and transit infrastructure spending in the United States has fallen to 20-25%; the rest is spent by states and municipalities, and the total is falling.

Among the report's other findings is that "Almost all privatized toll roads in the U.S. have filed bankruptcy."

The demand for an increase in the gas tax was also made at a Nov. 7 hearing in a subcommittee of the House Transportation and Infrastructure Committee, by the National Association of Manufacturers, the American Association of State Highway and Transportation Officials, and the Operating Engineers Union.

The ATRI in its report estimated the gas tax increase it was proposing would generate 500,000 jobs in constructing new transportation infrastructure. But if the tax revenue were leveraged through a national infrastructure bank, it could generate ten times as much new employment.

Global Times Op-Ed: 'U.S. Participation in Belt and Road Inevitable'

Nov. 14 (EIRNS)—So reads the headline of an op-ed yesterday by Wang Yiwei, director of the Institute of International Affairs at China's Renmin University, writing in Global Times. He says that the trade deals from President Trump's official visit to China "will enable the U.S. to better grasp the potential and prospects for economic cooperation. Against this background, it is time for the U.S. to reconsider joining the Belt and Road Initiative, which offers wider space for cooperation."

"Sino-U.S. cooperation on the Belt and Road Initiative will not only benefit economic and trade ties, but also shape the trajectory of a new mode of major-country relationship and the world in the next 50 years," he writes.

"Although the U.S. has not announced it will take part in the Belt and Road, it already has connections with it," he continues. This is the case in part because standards, rules, capital, technology, and personnel in projects are global, and also because U.S. companies are already involved.

He recommends that the two countries could work together on infrastructure, perhaps first in developed countries, such as regional cooperation in the U.S. Midwest, and also on military resources; a challenging proposal. Defense Secretary Mattis has said that 19% of U.S. military facilities are idle, Wang reports. These facilities could be developed by Chinese enterprises, he suggests. Cooperation could also be strengthened in the Maritime Silk Road context, regarding navigation, logistics, and maritime industry.

The U.S. and China could establish a "global infrastructure investment bank," alongside global interconnection and global development programs. He concludes that such initiatives "will serve the two nations' interests and benefit the world. What's more, functional participation and constructional cooperation has always been what Trump aims for."