



Inside C2

# Southern DAILY

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## Authorities plea to suspected ‘serial bomber’ after fourth attack this month

By Samantha Ketterer, Andrea Zelinski, Alejandra Matos, and Alyson Ward

Authorities have issued a plea to the state capital's suspected "serial bomber," asking the person or people them to contact police after a fourth explosion this month went off in a southwest Austin neighborhood late Sunday, injuring two young men. Authorities also extended a lockdown for residents in the neighborhood until 2 p.m today after the bomb, possibly triggered by a tripwire, detonated there. The explosion sent two men, 22 and 23, to the hospital with non-life threatening injuries, according to Austin police. The blast was reported just after 8:30 p.m. in the Travis Country neighborhood southwest of the Barton Creek Greenbelt and Barton Creek Wilderness Park. Police have taken the unconventional approach of directly appealing to the bomber.

"We've opened ourselves up for a message," Austin Police Chief Brian Manley said at a Monday morning news briefing. "That's why we asked him to contact us and give him phone numbers to contact us at. We won't understand what the motive might be behind this or the reason behind this until we have an opportunity to talk to the suspect or the suspects that are involved." Law enforcement have chased hundreds of tips in the last week and had several people of interest in the case, but "we have run those leads to the ground," said Manley.

A fourth explosion in Austin Texas that injured two men Sunday may have been set off by a tripwire, marking the fourth blast in just over two weeks. For more on the story here is Zachary Devita. Police have found similarities between the bombing Sunday and the three previous bombs that went off in areas of East Austin earlier this month, Manley said. The latest bombing does differ in that it's possible it contained a trip wire, a device that causes a bomb to detonate whenever someone comes in contact with it, while the other three were package bombs. If a trip wire was used, it shows that the suspect is now using a "higher level of sophistication," Manley said.

"We've definitely seen a change in the method that this suspect is using," the chief said. The explosion hit two white men, but police have not confirmed whether they

were believed to be the intended targets. The previous explosions killed two black residents and injured an elderly Latina woman, and authorities still haven't ruled out the possibility of racially-motivated attacks. The men injured on Sunday are in the hospital in stable condition, but have significant injuries, Manley said late Monday morning. He also said officials consider the area safe, but continued a lockdown in the community out of an abundance of caution. News of Sunday's explosion ricocheted through Austin, where residents are shaky already, and quickly made national news.

"We all want answers just as quickly as we can get. We want this stopped," said Austin Mayor Steve Adler. "I think that people of this community are afraid and there's anxiousness in this community, and I feel that."

Authorities are working under the belief that the four explosions this month are connected, Manley said. Police haven't eliminated the possibility that the explosion differed from the earlier package bombs, however, and that it could have been activated by someone handling, kicking or coming in contact with a tripwire. "That changes things in that our safety message to this point has been involving the handling of packages," Manley said at a predawn news conference. "We now need the community to have an extra level of vigilance and pay attention to any suspicious device, whether it be a package, a bag, a backpack, anything that looks out of place, and do not approach it."

The two men were walking with bikes when some sort of suspicious device, likely a bomb, exploded on the side of the road, Manley said. The incident happened after dark, making it difficult for the men to notice the trip wire.

A trip wire usually protrudes from a bomb, and could be anything from a fishing line to a metal wire, ATF Special Agent in Charge Fred Milanowski said. If any pressure is put on the wire, then it triggers the bomb to explode, he said.

"We have more concern now that if people see something suspicious, that you just stay away from it altogether and contact law enforcement," Milanowski said. "If they move that

package or step on that trip wire, it's likely to detonate." The bomb included some sort of shrapnel, he said, but declined to go into further detail. "The really concerning part of it is that it's so random," Milanowski said. "The other ones seemed to be a little more targeted, the ones that are being put on somebody's front porch. We're really concerned about a child accidentally coming upon that package and tripping that wire."

The Austin Police Department earlier warned residents of the neighborhood to not venture out until 10 a.m. Monday. If someone has an emergency and needs to leave their home, they have been asked to call 911. Because buses were not able to enter the neighborhood due to the investigation, Austin ISD will also excuse tardies or absences for students who live there.

"Stay inside your homes until we have had a chance to deem this neighborhood safe," Manley said. "Give us time to work through this." University of Texas at Austin students, many of whom just returned to school from spring break, aren't in any immediate danger but have been warned to stay far away from unattended, suspicious packages, according to a UT Police Department statement. "We have no evidence of any immediate threats to campus," UTPD Chief David Carter said. "But we must all remain vigilant in keeping each other safe and are sharing the following information with you so you can be aware and alert of your surroundings."

Some people have reported on social media that they're receiving alerts to stay inside their homes, but Austin police have since clarified that the alerts are only meant for people who live in the Travis Country neighborhood. Manley said that in addition to the initial explosion scene late Sunday,



authorities were investigating a backpack to ensure it was not an explosive device.

"It's still an active scene," he said. Shonda Mace, 38, lives just one block from where the explosion was reported. She was in bed watching TV when the incident first happened, she said, but soon her phone "started blowing up" with text from friends who had heard the news. Mace recorded a Facebook Live video as she explored the scene on her street, but she went home when her phone battery started to die. "When I left there were at least 30 FBI agents there, plus the bomb units - multiple bomb units," she said. "Light, sirens, everywhere - they're all over the place. The neighborhood's going to be shut down for awhile, for sure." Earlier Sunday, Austin police added \$50,000 to the reward for information that leads to an arrest in the month's three package bomb cases. The first package bomb exploded early March 2, when a man opened a package that was left on his doorstep. Anthony Stephan House later died of his injuries. On March 12, two packages exploded in Austin: One killed a 17-year-old boy and injured a 40-year-old woman. The second package, which exploded at a house across town, injured the 75-year-old woman who received it. Police said that the first three bombings could have been racially motivated, in part because each victim was a person of color, with the blasts killing two black males and seriously

injuring an elderly Latina woman. The latest victims were two white men, but the possibility of the attacks being racially motivated has not been removed as an option, Manley said. "We are clearly dealing with what we expect to be a serial bomber at this point," Manley said. "As we look at this individual and the pattern and what we're looking at here, we will have to determine if we see a specific ideology behind this." If a tripwire was used, that means police are looking for someone with "a different level of skill above what we were already concerned that the suspect or suspects may possess," the chief said. FBI Special Agent in Charge Christopher Combs issued another call for residents to stay away from all suspicious packages. "With this trip wire, this changes things," Combs said. "It's very important that here in Austin, if anyone sees anything suspicious you do not go near that package." Austin Mayor Adler said on Good Morning America Monday morning that while the state capital is known for being one of the safest cities in the country, it is now "dealing with pretty horrific events." He assured residents that the city, state, and federal officials were working hard to put a stop to the bombings. "We have some of the best law enforcement folks around dealing with this," Adler said on the morning news program. "There's an army of federal agents; we have state resources. We're putting every resource available. This is the highest priority."

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# Houston ice pick killer and serial rapist gets June execution date

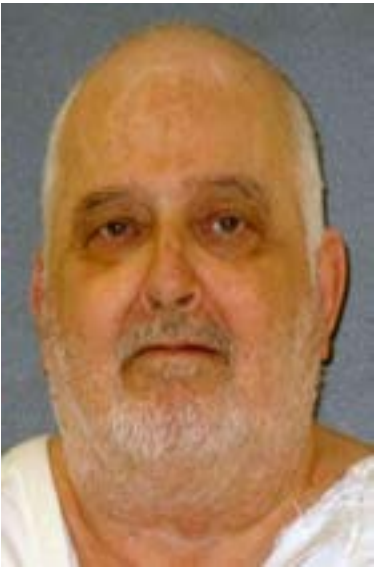
By Keri Blakinger

Everywhere he went, Danny Bible left behind chaos and carnage. Slayings in North Texas. Kidnapping in Montana. Robbery in Houston. Rape in Louisiana. Once, he took an axe to his girlfriend's car because he didn't like her haircut. Another time he set a woman's car on fire. But now - almost 40 years after the gruesome crime that landed him on death row - Bible is set to meet the state's harshest punishment. In a court hearing early Monday, a Harris County judge signed a June 27 death warrant for the 66-year-old quadruple killer who is now in a wheelchair. "Some criminals' actions are so heinous, they earn the label 'worst of the worst,'" Harris County District Attorney Kim Ogg said in a statement Monday. "The jury who listened to the facts and saw the evidence of the crimes Danny Bible committed clearly reached that conclusion by sentencing him to death." His attorney, Margaret Schmucker said the death date has been a long time coming. "It was not an unexpected event today," she said. "I do think it's unfortunate that the state of Texas is going to execute someone who is so little future danger that he can't even get out of a wheelchair."

A former drifter, Bible's lengthy string of violence dates back to at least 1979. That May, a passerby found the bloodied, half-naked body of Inez Deaton along the slope of a Houston bayou. The 20-year-old was covered in bruises and had been stabbed 11 times with an ice pick before her killer posed her corpse by the water, according to court records. The married mother of a 2-year-old had disappeared days earlier, when she stopped next door at Bible's home to use the phone. No one ever saw her alive again. For nearly two decades, Deaton's slaying went unsolved. In the meantime, Bible crisscrossed the country in a chain of violence. Immediately after the Houston killing, Bible fled to Wyoming and Montana. While there, he terrorized his new girlfriend, once punching her face so hard she needed stitches, and another time dousing her car with gasoline before setting it ablaze. After that relationship, he came back to Texas, where he landed a job in the town of Weatherford, west of Fort Worth. There, in 1983, he murdered his sister-in-law Tracy Powers and her infant son Justin. Then, he killed Powers' roommate, Pam Hudgins, and left her body hanging from a roadside fence.

Following the slayings, he fled to Montana where he kidnapped a woman and raped an 11-year-old girl. Eventually, he was caught and in 1984 he pleaded guilty to Hudgins' murder. He was sentenced to 25 years for the killing and 20 years for a Harris County robbery, according to court records. He was released on parole after just 8 years. While still under supervision he repeatedly raped and molested five younger relatives, including a 5-year-old. He sexually assaulted the girls in the back of a converted bus, they later testified, and even offered to pay a 12-year-old to have his baby. Then he moved to Louisiana and in 1998 forced his way into Tera Robinson's motel room, then tore off her clothes and raped her. When he couldn't maintain an erection, he became enraged, binding and gagging the woman before stuffing her in a duffel bag. She managed to break free and call for help. Bible fled to Florida, where he was later arrested and brought back to Louisiana. In a series of tape-recorded interrogations, Bible freely admitted to a slew of crimes - though authorities at the time suspected there could be more.

"There's no telling what we've got here," West Baton Rouge Parish detective Randall Walker said. "A serial killer can't kill three or four people and then just quit." Bible was sentenced in life without parole in Louisiana and in 2003 a Harris County jury sentenced him to death after just three hours of deliberation. "I think it's wonderful," his cousin Wynona Bible - Deaton's best friend - said after the sentencing. "Justice was done for Inez today." Weeks after his loss in court, Bible narrowly escaped death during a head-on collision as prison guards drove him to death row in July 2003. The officer behind the wheel, 40-year-old John Bennett, died after the wreck on U.S. Highway 190 near Polunsky Unit. Although Bible survived, he spent months in the hospital, requiring multiple surgeries and ultimately ending up in a wheelchair due to lasting nerve damage in his left leg, according to appellate court filings. The extent of his injuries formed a key part of his later appeals, when his attorney argued that he couldn't be a future danger in his deteriorating condition. Over the course of his nearly 20 years of appeals, Bible also challenged the constitutionality of Texas' death penalty, raised claims about alleged bias in jury selection and argued that bad lawyering



earlier in the case failed to object when prosecutors reenacted a rape in the courtroom. The U.S. Supreme Court turned down his appeals in 2016. On Monday, Bible was appeared in the 351st State District Court in Harris County for a short hearing, according to the Harris County District Attorney's Office. A judge signed off on the execution order and issued a death warrant. There are no other pending appeals, according to his attorney. "There's nothing more I can do in the courts for him - but obviously there's a clemency process," she said. "That's really all there is." The Lone Star State has already seen three execution this year, including another Houston serial killer, Anthony Shore. Aside from Bible's, there are three more death dates on the calendar in Texas.

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A Snapshot Of The World



A fire breaks at a New York recycling plant next to the tracks of the Long Island Rail Road in New York City, New York



Chinese President Xi Jinping shakes hands with newly elected Chinese Vice President Wang Qishan at the fifth plenary session of the National People's Congress (NPC) at the Great Hall of the People in Beijing



NCAA Basketball: NCAA Tournament-First Round-North Carolina vs Lipscomb



FILE PHOTO: Acting FBI Director Andrew McCabe arrives to testify before the U.S. Senate Select Committee on Intelligence on Capitol Hill in Washington



A damaged car is seen partially trapped as workers remove debris from a collapsed pedestrian bridge at Florida International University in Miami



A Palestinian runs from tear gas fired by Israeli troops during clashes at a protest against U.S. President Donald Trump's decision on Jerusalem, near Ramallah, in the occupied West Bank



A couple takes a phone selfie at an amusement center



Horse Racing - Cheltenham Festival



Britain's Foreign Secretary Boris Johnson and the Polish Foreign Minister Jacek Czaputowicz visit a Battle of Britain bunker at RAF Northolt in Uxbridge



Career and Recovery Resources, Inc. (CRR), a local nonprofit organization, is pleased to announce that on November 20, 2017 the agency received a \$250,000.00 grant from the Greater Houston Community Foundation to serve a minimum of 100 families who reside in Harris and Ft. Bend County. These funds will support the Hurricane Harvey Relief Assistance program. As of this week, the agency has served over 100 families and are ready to assist more families in the recovery stages after Hurricane Harvey.

**GHCF Oversees Hurricane Harvey Relief Funds From The Offices Of Mayor Sylvester Turner And Harris County Judge Ed Emmett**

**Career And Recovery Resources, Inc. Receives \$250,000 Grant From The Greater Houston Community Foundation**

Compiled And Edited By John T. Robbins, Southern Daily Editor



Career and Recovery Resources, Inc. (CRR) Main Campus, in Midtown Houston, 2525 San Jacinto St. @ McGowen Houston, Texas, 77002

The program goals are to provide immediate/short-term relief assistance to aid victims effected by Hurricane Harvey. CRR assist through disaster case management, finding and maintaining jobs, rent/mortgage/hotel and utility assistance, gift cards to Walmart and for gasoline and access to resources for their unmet needs. Potential clients are encouraged to call 713-754-7054 in order to set an appointment to receive assistance. The agency is located at 2525 San Jacinto St. at McGowen St. in Midtown Houston. In order to better serve you they ask that you call in to schedule an appointment.



"Since receiving the funds, we have served more than 100 disaster relief Clients with post Hurricane Harvey Employment and Case Management Services, without the support of the Disaster Relief Funds, this would not have been possible! We are most appreciative of this vital support!" --Dr. Vernus C. Swisher, Chief Exec-

utive Officer at Career and Recovery Resources, Inc.

CRR is a nonprofit, multi-service, United Way of Greater Houston agency established in 1945 by B'nai B'rith as the Jewish Vocational Guidance Services. The mission of this 73-year-old non-profit is to help people identify and overcome barriers to employment.

CRR provides workforce development, career and drug/alcohol counseling, case management, and job readiness services to the multi-faceted populations that they serve. In addition to the above activities, the agency offers a variety of employment related support services such as enrichment classes including GED exam preparation and American Sign Language for persons who are deaf or hearing-impaired.

Additionally, CRR provides adult outpatient substance abuse treatment and aftercare, and HIV/STD/HepC testing, risk reduction counseling, and medical referrals.

**With this grant assistance, CRR will be able to assist in the following manners:**

1. Employment Placement Assistance.
2. Emergency Disaster Relief Financial Assistance to persons impacted by the disaster event and assistance to vulnerable populations (such as elderly, individuals with disabilities, non-FEMA qualified individuals, LGBTQ, and undocumented individuals). CRR will provide help with very minor auto repairs, getting a Transportation Worker Identification Credential, also known as

a TWIC card, help with utilizing mainstream benefits, and help in replacing lost or damaged documents. Other disaster relief services include tools required for work, work clothing, and educational assistance.



3. Career and Recovery Resources, Inc. also provides behavioral support groups and individual counseling for drug abuse users through our outpatient treatment program, if needed. Emergency Temporary Financial Assistance will be provided for other types of disaster-caused expenses such as: Other transportation-related costs, a one-time payment, covering up to four cumulative weeks of child care expenses, for a household's financial burden to care for children aged 13 and under; and/or children 14 to 18 with a disability as defined by federal law. CRR can provide gift cards for big box stores such as Walmart, Lowe's and automobile gasoline. Costs for deposits and utility expenses will be made available as well.

3) Financial Housing Assistance: Temporary rental/mortgage assistance to secure temporary housing while repairs are being made to the pre-disaster residence or while transitioning to permanent housing. Rental assistance may be used to rent a house, apartment, manufactured home, recreational vehicle, or other readily fabricated dwelling. Lodging Expense temporary assistance for hotels, motels, or other short-term lodging while an applicant is displaced from their primary residence.



About Career & Recovery Resources, Inc.



**Career and Recovery Resources, Inc.**

Established in 1945, Career and Recovery Resources, Inc. (CRR), is dedicated to helping people identify and overcome barriers to employment. The agency offers computer training, literacy education, career counseling and testing, job placement assistance, housing support for veterans, youth outreach, and substance abuse treatment and prevention education services. In 2017, the agency served nearly 14,000 individuals.



To learn more about the Disaster Relief Program at CRR please visit the website at [www.careerandrecovery.org](http://www.careerandrecovery.org) or call 713-754-7054. If their Intake Specialists are with clients, please leave a voice message with your name and contact information and someone will return your call within 24 hours.

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The next planned item on Congress’s and the Administration’s agenda will likely be a sweeping infrastructure plan. The Administration has promised that it will rebuild and repair an American infrastructure in desperate need of just that. CED’s 2017 policy brief, “Fixing America’s Roads & Bridges: The Path Forward,” outlined the problems facing the nation’s roads and bridges and proposed solutions for fixing them. Now is as good a time as any to revisit the issues and solutions that CED put forward in its 2017 brief.

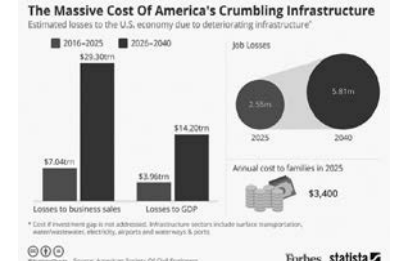
Issues Now Being Faced

America’s roads and bridges cause issues that range from the small daily inconveniences of longer commutes to safety concerns and economic burdens. Below, CED has highlighted US infrastructure’s most pressing problems.

1. In 2014, traffic congestion wasted 6.9 billion hours of motorists’ travel time and almost 3.1 billion gallons of fuel.

2. Driving on poor roads cost motorists roughly \$112 billion in additional repair and operating costs annually.

3. If the average daily delay for a UPS truck is five minutes due to bad road conditions or congestion and capacity issues, that translates to \$105 million in additional annual costs to UPS alone.



4. Americans take over 200 million trips daily across deficient bridges in the 102 largest metropolitan regions

5. U.S. roads infrastructure received a D rating in the most recent American Society of Civil Engineers report; poor infrastructure has led to an increase in traffic fatalities by 7% from 2014 to 2015.

Possible Solutions:

1. Form public-private partnerships – not only private investment in public capital but also public investment in private technology.

From early investment in technology to the building and maintaining of roads, the private and public sectors have countless opportunities to work together.

The private sector often comes armed with the tools to make sweeping changes that the public sector neither has the budget nor the expertise to enact. Consequently, CED has highlighted the potential for public/private partnerships throughout the road building process. CED believes that the new program should facilitate extensive partnerships that take the form of de-

**Commentary**  
**The Glaring Issue Of America's Decaying Infrastructure**

Compiled And Edited By John T. Robbins, Southern Daily Editor



sign-build-finance-operate-maintain contracts, in which private corporations are involved in every step.



These partnerships should extend beyond just the building and maintenance of roads; local, state, and federal governments can improve the state of American infrastructure by investing in private organizations that research and develop improvements in all areas related to transportation. Driverless vehicles, better construction materials that prolong the lives of roads and bridges, real-time traffic and weather alerts, and more should be universal in the 21st century and could have an enormous impact on the health of American infrastructure. With public-private partnerships, these technological developments are not far off.

2. Transition from a fossil fuel tax to a mileage-based user fee or managed traffic lanes to fund bridges and roads.

New sources of funding are needed to keep our roads and bridges safe and reliable. CED has recommended transitioning to mileage-based user fees or MBUFs to meet this need. Drivers would pay a distance-based fee to use the roads with the price per mile depending on the demand for road space at that time of day. Such change would not only increase funds for road upkeep but would also decongest roads as people may opt to drive at a “cheaper” time.

Like mileage-based user fees, managed lanes would be an additional source of rev-

enue that can go towards maintenance and creation of new roads and bridges. In this system, unlike with MBUFs, people would opt in to pay a fee or a premium to use uncongested lanes, thus achieving a more reliable commute or travel experience. Managed traffic lanes would ultimately have the same effect as MBUFs, with less congestion and more funds to go towards future infrastructure improvement.



Too often road and bridge projects are driven by politics rather than system needs, wasting both time and money. Instead, CED urges governments to employ a more data-driven approach that emphasizes engineering reviews in their infrastructure project selection.

4. Streamline the regulatory review process

CED prioritizes smart regulation when it comes to our financial and monetary systems—and this also holds for infrastructure as well. In 2011, the average time to secure approvals for a major infrastructure project in the US was between six and eight years. The federal government could help improve our roads and bridges by easing the onerous burden of regulatory approval.

5. Alert the public of the need for infrastructure improvements

Though it may sound trite, our government leaders respond to the demands of their constituents. Americans must urge that their tax dollars are spent efficiently and effectively. Ultimately, the state of our roads and bridges affects every American

daily and should be a high priority. The public return on infrastructure merits public dollars of investment, including careful planning and innovation.



As a candidate for President, Trump promised to spend \$1 trillion on infrastructure: Internet link: <https://www.cnbc.com/2017/02/27/trump-pledges-to-spend-big-on-infrastructure.html>

It should be noted that while infrastructure is a broad term, CED’s research focuses exclusively on roads and bridges. We have chosen to dedicate our time and resources on those two aspects of infrastructure specifically as they account for 88 percent of person miles of travel as compared to 8 percent of PMT through air travel and 1 percent by buses and trains. Ultimately, these numbers indicate that the economic cost of poor road and bridge maintenance and the potential gains from improvement are the greatest in roads and bridges.

America has many infrastructure problems. It’s useful to cut America’s infrastructure needs into three categories: existing infrastructure, future infrastructure, and, overlapping with both categories, how America builds infrastructure. Let’s take them in turn.

When people talk about “crumbling” infrastructure, they’re talking about existing infrastructure — bridges that have already been built, roads that have already been laid, airports that are already in operation. The need here is maintenance, and maintenance is difficult for a few reasons. First, politicians don’t prioritize maintenance, because while you can put your name on a bridge or attend a ribbon-cutting ceremony for a road, few cheer for the beams you quietly reinforce or the potholes you fill.

Second, the federal government gives states a lot of money to build new highways but is not quite so excited about funding their long-term maintenance. (Not to mention the Highway Trust Fund is going broke, which Trump’s budget simply accepts.)

Third, maintenance disrupts traffic and flights and subway schedules and water delivery, so constituents are often actively angry at you while it’s happening. But

if you want to fortify America’s “crumbling” infrastructure, you have to solve the unsexy problem of maintaining the infrastructure we have.

Future infrastructure is what politicians like to talk about: high-speed rail, new highways, smart electrical grids, rural broadband, gleaming airports. Everyone gets dewy-eyed imagining the infrastructure of tomorrow.

One problem here is big infrastructure investments are costly and require long-term funding commitments. The other problem is that Congress’s main legislative vehicle for improving infrastructure is surface transportation bills that push investment toward building more highways that we usually don’t need. This is the kind of challenge that makes people’s eyes glaze over when you talk about it, but Congress looks at infrastructure through a decades-old lens designed around the need for a national highway system, and that distorts the decisions they make today.



Then there’s the question of how we decide what infrastructure to build, and how much it costs to build it. Infrastructure investment is often used to pay off constituencies rather than meet national needs. Trump’s plan, for instance, sets 25 percent of its funding aside for rural infrastructure, even though far less than 25 percent of the population lives in rural areas.

But this is a problem that reaches far beyond Trump. New York’s Second Avenue Subway looks like it will be the most expensive subway project in the world per kilometer of track. (The New York Times has had a great series showing why.) Transportation analyst Alon Levy has surveyed the cost of modern subway projects across Europe and found that, far from the \$1 billion-plus New York is paying per kilometer, \$100 million to \$300 million per kilometer is standard. And it’s not as if France doesn’t have unions, or London doesn’t have density, or Italy doesn’t have political corruption.

How Trump’s plan stacks up There is much within the purview of the presidency that Trump is clearly not interested in. But Trump spent much of his life in the building trades, and whatever else you want to say about his career, it was marked by a genuine ambition, an audacity in the projects he chose and the quantities of (often other people’s) money he threw at them.

When Trump speaks of America’s infrastructure problems, he does so with real passion; and you can hear the disappointment in his voice. (Courtesy <https://www.vox.com/policy-and-politics>)

**15.3 美南國際電視15.3頻道**

- 免費高清頻道
- 免費數位頻道
- 免費中英文頻道



Southern Television 15.3								2018年3月份 电视频道节目表		3/19/2018 - 3/25/2018	
美东时间	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.				
	19	20	21	22	23	24	25				
00:00-00:30	中國文藝 (重播)	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						地理・中國 (重播)			
00:30-01:00								明星加油站(重播)			
01:00-01:30	生活魔法師 (首播)						少年中國 (重播)	味道(重播)			
01:30-02:00	經典電影 (重播)	動物傳奇(重播) (English)	Story China 故事在中國 (重播)	防務新觀察 (重播)	中國大舞臺 (重播)						
02:00-02:30		中國功夫(首播)									
02:30-03:00		今日關注(重播)									
03:00-03:30		地理・中國 (重播)	中國功夫(重播)				經典電影(重播)				
03:30-04:00	English 900 (首播)						司馬白話(重播)				
04:00-04:30	特別呈現 (重播)	電視劇《人到四十》(重播) (English Subtitles)						武林風 (重播)			
04:30-05:00	空姐新發現(重播)										
05:00-05:30	Story China 故事在中國 (重播)	電視劇《大瓷商》(重播) (English Subtitles)						中國大舞臺 (重播)			
05:30-06:00	國際新聞 / 大陸新聞 / 台灣新聞	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						國際新聞 / 大陸新聞 / 台灣新聞			
06:00-06:30	防務新觀察 (重播)							誰才舞起來 (重播)			
06:30-07:00		海峽兩岸(重播)									
07:00-07:30	謝謝我的家 (重播)	健康之路 (重播)				男左女右 (首播)	檔案 (首播)				
07:30-08:00											
08:00-08:30	文明之旅 (重播)	Story China 故事在中國(首播)	快樂童年(重播)	中國大舞臺 (首播)	空姐新發現(首播)	地理・中國 (首播)	經典電影(首播)				
08:30-09:00		粵語天地 (重播)	明星加油站(首播)	洋言洋語(重播)		電影藏密 (首播 )					
09:00-09:30	今日關注(首播)										
09:30-10:00	國際新聞 / 大陸新聞 / 台灣新聞	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						國際新聞 / 大陸新聞 / 台灣新聞			
10:00-10:30	台灣心動線 (重播)	美食風味 (重播)	光鹽健康園地 (重播)	城市一對一 (重播 )	科技與生活(重播)	Howdy Philippines! (首播)	謝謝我的家 (首播)				
10:30-11:00	生活 (重播)						動物傳奇(首播) (English)				
11:00-11:30	電視劇《人到四十》(首播) (English Subtitles)						特別呈現 (首播)				
11:30-12:00	卡通片《鞠萍姐姐講故事》(首播)						洋言洋語(首播) 粵語天地(首播)				
12:00-12:30	特別呈現 (重播)	綠水青山看中國 (重播)	武林風 (重播)	中國民歌大會第一 季 (重播)	武林風 (首播)	地理・中國 (重播)	中華文化遺產 (首播)				
12:30-13:00	中國文藝 (重播)	中華文化遺產 (重播)	地理・中國 (重播)	幸福來敲門 (首播1)	幸福來敲門 (首播2)	中國民歌大會第一 季 (首播)	真情部落格(首播)				
13:00-13:30	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						國際新聞 / 大陸新聞 / 台灣新聞	Howdy Philippines! (重播)			
13:30-14:00	美食風味	光鹽健康園地	城市一對一	科技與生活	台灣心動線	生活(首播)	防務新觀察 (首播)				
14:00-14:30	生活 (重播)					快樂童年(首播)	綠水青山看中國 (首播)				
14:30-15:00	電視劇《大瓷商》(首播) (English Subtitles)						中國文藝(首播)				
15:00-15:30	海峽兩岸(首播)						味道(首播)	謝謝我的家 (重播)			
15:30-16:00	健康之路 (首播)				真情部落格 (重播)	司馬白話(重播)	檔案 (重播)	文明之旅 (首播)			
16:00-16:30					明星加油站 (重播)						
16:30-17:00	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						幸福來敲門 (重播1)	幸福來敲門(重播2)			
17:00-17:30	特別呈現 (重播)	綠水青山看中國 (重播)	武林風 (重播)	中國民歌大會第一 季 (重播)	武林風 (首播)	地理・中國 (重播)	中華文化遺產 (首播)				
17:30-18:00	中國文藝 (重播)	中華文化遺產 (重播)	地理・中國 (重播)	幸福來敲門 (首播1)	幸福來敲門 (首播2)	中國民歌大會第一 季 (首播)	真情部落格(首播)				
18:00-18:30	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						國際新聞 / 大陸新聞 / 台灣新聞	Howdy Philippines! (重播)			
18:30-19:00	美食風味	光鹽健康園地	城市一對一	科技與生活	台灣心動線	生活(首播)	防務新觀察 (首播)				
19:00-19:30	生活 (重播)					快樂童年(首播)	綠水青山看中國 (首播)				
19:30-20:00	電視劇《大瓷商》(首播) (English Subtitles)						中國文藝(首播)				
20:00-20:30	海峽兩岸(首播)						味道(首播)	謝謝我的家 (重播)			
20:30-21:00	健康之路 (首播)				真情部落格 (重播)	司馬白話(重播)	檔案 (重播)	文明之旅 (首播)			
21:00-21:30					明星加油站 (重播)						
21:30-22:00	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						幸福來敲門 (重播1)	幸福來敲門(重播2)			
22:00-22:30	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						幸福來敲門 (重播1)	幸福來敲門(重播2)			
22:30-23:00	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						幸福來敲門 (重播1)	幸福來敲門(重播2)			
23:00-23:30	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						幸福來敲門 (重播1)	幸福來敲門(重播2)			
23:30-00:00	美南新聞 / 台灣新聞 / 國際新聞 / 大陸新聞						幸福來敲門 (重播1)	幸福來敲門(重播2)			

本節目表如有變更請以電視台公佈為準

Updated on: 3/15/2018