

NAFTA Superhighway Memory Hole

A review of NAFTA Superhighway history reveals that the marketing of this concept began well over a decade ago. In that time, a growing number of highways have been designated as "high priority corridors"— a rating that allows easier access to federal funds.

Lobbyist seeking to create an international infrastructure have referred to the U.S. National Highway System of "high priority corridors" as an *international NAFTA Superhighway system*.

The "NAFTA Superhighway" label surfaced shortly after the signing of the North American Free Trade Agreement (NAFTA). Concepts and activity connected to "NAFTA Superhighway" exist today under "NASCO SuperCorridor" — this includes:

- 1) establishing an international highway/ corridor that incorporates an Information Technology System (ITS)
- 2) privatizing U.S. infrastructure assets (which opens the door to foreign ownership/management of U.S. roads, bridges, ports. . .)
- 3) charging for use — taxes, tolls, and fees
- 4) increasing use of eminent domain to build or widen corridors to accommodate toll highways, rail, and/or utility corridors, etc.
- 5) promoting intermodal/multimodal concepts
- 6) using public-private partnerships (government + business partnering helps overcome obstacles like public dissent)
- 7) promoting "smart highways/corridors" — which *coincidentally* requires the *same* technologies as a continent-wide surveillance/monitoring system would use:

- **surveillance equipment** (electronic readers, sensors, scanners, cameras...)
- **technology for transmitting data** (fiber optic cable networks, wireless communications, etc.)
- **command and control centers** along corridors to collect, process, and share data

References to the above and other issues are contained in excerpts herein.

Entries are arranged in chronological order, generally according to publishing dates.

Most entries cite the NAFTA superhighway by name, but a few that do not are included for their relevance to the topic.

Note that all emphasis has been added.

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Acknowledgements:

Thank you to Vicky Davis, Amanda Teegarden, and Joan Masters for your invaluable help!

1992

[Ed note: While EO#12803 does not mention "superhighways," a brief description is included because this Order encourages the privatization of taxpayer-funded U.S. assets, including roads designated as a part of the international superhighway/supercorridor system.]

Executive Order #12803: "Infrastructure Privatization"

Signed by President George H.W. Bush on April 30, 1992, EO#12803 encourages privatization of U.S. infrastructure assets that are "financed in whole or in part by the Federal Government and needed for the functioning of the economy." The Order defines privatization to mean "disposition or transfer of an infrastructure asset, such as by sale or by long-term lease, from a State or local government to a private party." Asset examples cited include "roads, tunnels, bridges, electricity supply facilities, mass transit, rail transportation, airports, ports, waterways, water supply facilities, recycling and wastewater treatment facilities, solid waste disposal facilities, housing, schools, prisons, and hospitals."

<http://www.presidency.ucsb.edu/ws/index.php?pid=23625&st=&st1=>

1995

Legislation to Approve the National Highway System (NHS) and Ancillary Issues Relating to Highway and Transit Programs (H.R. 842 Trust Funds Off-budget)

U.S. House of Representatives, Subcommittee on Surface Transportation, Committee on Transportation and Infrastructure, Washington, DC., March 10, 1995

Excerpt from remarks by Mr. GEREN:

I think this NAFTA superhighway is a very important step in the right direction.

If you look at the map over there, I think it is self-evident what it means to the whole country, not just to Texas. And if you look at the NAFTA corridor as the trunk of a tree, one that hooks up Mexico and all those markets down there with the industrial heartland of our country, as well as the most important economic centers in Canada.

I urge this committee to give careful consideration to this concept. As this trade grows, the current I-35 won't be able to handle it. It will deteriorate. We won't take advantage of all the imaginative opportunities that this superhighway designation can give us. (p.687)

The designation of I-35 corridor as a superhighway under NAFTA is extraordinarily important to the successful implementation of that agreement. (p.690)

Excerpt from remarks by Mr. CORNELIUS:

I really believe that the intelligent vehicle highway system, the IVHS program, represents our best opportunity to accomplish those goals, and IH-35 represents not only the State's, but I believe the Nation's most viable candidate for becoming the first of these new generation of superhighways. (p.699)

http://commdocs.house.gov/committees/Trans/hpw104-15.000/hpw104-15_5.HTM

"NAFTA Super-highway Promoted"

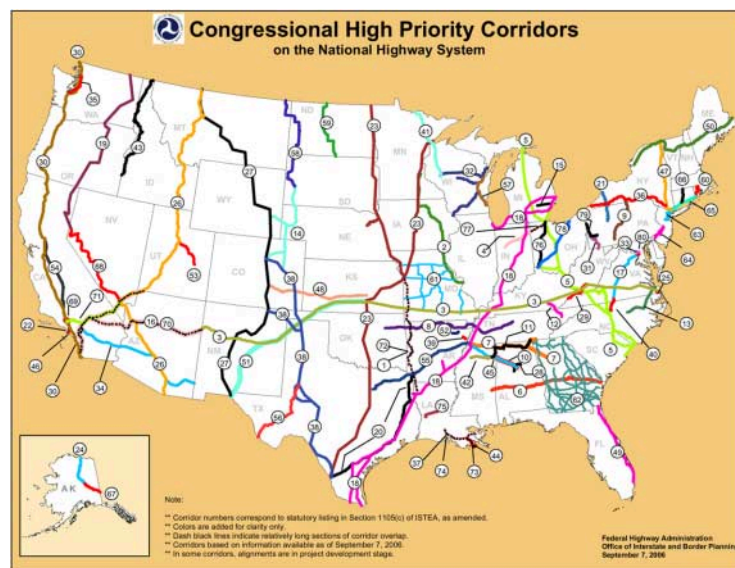
NAFTA & Inter-American Trade Monitor, Vol. 2, No. 13, April 28, 1995

Excerpt: A Texas coalition, the Interstate Highway 35 Corridor Coalition, is lobbying to get I-35, which runs from Minneapolis, MN to Laredo, TX extended into Mexico as the "NAFTA Superhighway." . . .

The group calls for major road improvements and new processes to speed up customs inspections, tax collection, and toll payments. David Dean, head of the Coalition, describes the plan:

"The idea is that a truck in Monterrey, bound for Chicago or Winnipeg or wherever, goes into the interior [customs] station in Monterrey. Customs officials from all three countries could inspect the

(Continues next page)



Credit: Federal Highway Administration. Office of Interstate and Border Planning, 9-7-2006 <http://www.fhwa.dot.gov/hep10/nhs/hipricorridors/hipri-big.pdf>

NAFTA Superhighway promotion started with the efforts of the Interstate Highway 35 Corridor Coalition (est. 1994) which became North America's Superhighway Coalition, Inc. (NASCO) in 1997.* Around 2005, the organization began using "SuperCorridor" in place of "Superhighway."

* Articles of Incorporation for North America's Superhighway Coalition were filed June 30, 1997 with the Office of the Secretary of State of Texas. (See entry on page 3 of this document).

cargo, seal the container, weigh the truck, check emissions controls, immigration papers, insurance, safety standards. The truck files a route plan, a bar code is affixed to its side or a **satellite transmitter** is put on top; all taxes, tariffs, duties, overweight charges of every description encountered along that route are pre-paid by the trucking concern. **A smart-card with a computer chip is encrypted into the vehicle** and the truck then enters the **Nafta superhighway system** in Mexico." . . .

<http://www.etext.org/Politics/NAFTA.Monitor/Volume.3/nm-03.013>

Congressional Record -- House

September 20, 1995

Re: National Highway System Designation Act of 1995

Excerpt from remarks by Mr. FROST:

. . . Running through the Nation's midsection, **I-35 links the entire United States with Canadian and Mexican markets through rail, air and truck links.**

It is the hope of the multistate I-35 Corridor Coalition that the designation of I-35 as a high priority corridor is just a first step toward the eventual designation of this vital transportation link as the **International NAFTA Superhighway**. . . I-35 is currently the only fully constructed north-south Interstate link between Mexico and Canada and its high priority designation will enhance efforts to improve the road to accommodate the increase in commercial traffic that has begun and promises only to grow. (p.H9258)

Excerpt from remarks by Mr. PETE GEREN of Texas:

In 1993, our country ratified the North American Free Trade Agreement. . . The responsibility of the Congress did not end with that historic vote. We must now act collectively to make the most of NAFTA by **developing an infrastructure** that maximizes the benefits of this agreement.

One of the ways that we can accomplish this is to create a **NAFTA Superhighway System**. . .

The system that I and a number of my colleagues envision as providing the greatest economic benefit is one that uses I-35, from Laredo, TX to Duluth, MN as the trunk of a **NAFTA superhighway system** tree. From this trunk, the system will reach out like branches to the North and South, East and West. This option would tie together the major economic centers of our Nation with Canada and Mexico . . . (p.H9272)

Excerpt from remarks by Mr. DeLAY:

As cochairman of the I-69 caucus, I believe that the development of the I-69 corridor will induce **regional development** and **begin a process of uniting States and counties into a trade/distribution market** . . . (p.H9273)

Excerpt from remarks by Ms. JACKSON-LEE:

. . . I am very pleased that this bill begins the process of funding Interstate Route 69, the Mid-Continent Highway. This **superhighway** . . . will run from Mexico to Michigan . . . With the increasing levels of commerce in North America due to the North American Free-Trade Agree-

ment, **a roadway that traverses the continent** would be essential to helping the agreement reach its full potential. . . . (p.H9273)

Excerpt from remarks by Ms. McCARTHY:

The National Highway System [NHS] bill we consider today . . . builds on the 90,000-mile Interstate System by adding an **additional 70,000 miles of roads to be included in the new highway system**. The idea behind the new NHS is to connect the interstate system and other roads of national significance with, **airports, sea and river ports, train depots, and commercial and downtown areas.**

. . . The measure includes the important designation of Interstate 35, a **superhighway** for trade connecting Canada, the United States, and Mexico. In addition, the NHS bill includes such roads as Jackson County Roadway, U.S. 50 and Missouri 291. (p.H9304)

"High-Tech Highways"

Fiscal Notes, October 1995; Contributing to this article: Sandra Martinez; Window on State Government, Susan Combs, Texas Comptroller of Public Accounts

Excerpt: Smart highways in Texas . . . [are] high-tech transportation guidance systems . . .

The new TransGuide system in San Antonio includes **road sensors embedded in the highway, 52 cameras and a high-speed computer**. Electronic equipment detects any highway incident . . . and relays an alarm via **fiber optic cable** to the **operations control center**. . .

Excerpt: Federal Highway Administration funds paid about 80 percent of TransGuide's \$32 million price tag; the state paid the remaining 20 percent. The first phase, covering 26 highway miles in downtown San Antonio, began operating July 26. Eventually the system will cover 191 miles of local freeways on Interstate Highways 10, 35 and 37 and on U.S. Highways 90 and 281. TransGuide technology will be capable of supporting '**smart vehicle**' features expected to come on line over the next decade, including in-vehicle computers and map displays.

Excerpt: The I-35 Corridor Coalition envisions I-35 as a **high-tech superhighway** from Mexico to Canada. Efforts to fund high-tech improvements to the highway are under way in Congress. Supporters in Texas propose that a fiber optic spine be installed along I-35 to track cargo from origin to destination . . . The **superhighway** would include international signs and would allow cargos to be precleared by U.S. Customs at inland ports. All **tolls, taxes and fees** could be prepaid and transferred to appropriate states. Border inspections could be cut to a minimum.

In May 1995, U.S. Transportation Secretary Federico Pena announced two pilot projects . . . The projects in Arizona and California are expected to electronically identify the vehicle and check the pertinent safety, customs and immigration data before the shipment's arrival. Tests on the project began in the spring of 1995 and

are expected to end in early 1997.

Pena also has announced a trilateral transportation science and technology agreement under which the U.S., Canada and Mexico will collaborate in advancing safe, economical, efficient and environmentally sound transportation systems. He said these efforts will smooth the **transition to full NAFTA implementation** by speeding cross-border clearance of commercial and private traffic.

<http://www.window.state.tx.us/comptrol/fnotes/oct95fn.html>

1996

"Smart Highway"

NAFTA & Inter-American Trade Monitor, Vol. 3, No. 6, March 22, 1996

Excerpt: ...the I-35 Coalition continues to push for development of a "**smart highway**" that would eliminate the need for most truck inspections at the border. . .

"**Smart highway**" planners, including **Interdex**, the U.S. Treasury Department's new **International Trade Data Exchange**, are exploring ways to use existing technology to speed traffic between Mexico City, Dallas, and Toronto. Railroads already use **electronically readable tags** attached to rail cars and read by trackside readers that **send the information along telephone or fiber-optic lines**. Similar technology could be applied to trucks. Inspections, including weighing and sealing of the contents, could take place at "**inland ports of compliance**," such as Kansas City or Toronto. A **fiber-optic network of sensors laid down the middle of the highway right-of-way** would assess **tolls and fees** along the way.

<http://www.newsbulletin.org/getbulletin.CFM?SID=>

"Cross-border Transportation Promoted, Delayed"

NAFTA & Inter-American Trade Monitor, Vol. 3, No. 1, Sept. 6, 1996

Excerpt: The former I-35 Corridor Coalition, now called **North America's Superhighway Coalition**, met in Monterrey, Mexico, in early August to promote designation of Interstate 35, which runs 1,500 miles from Duluth, Minnesota to Laredo, Texas, as the North American Free Trade Agreement's principal trade corridor. Texas, Kansas, Missouri, Oklahoma and Iowa back the designation, and a marketing drive to **locate or relocate companies along the superhighway** is expected. Craig Schoenfeld, a research analyst for Iowa House Republicans, called the coalition "a marketing tool for industry and business" . . .

U.S. Assistant Deputy Secretary of the Treasury John Simpson. . . urged Mexico to make full use of the **North American Trade Automation Prototype (NATAP)**, which will provide electronic pre-clearance for cargo, drivers, payment of duties and verification of transport requirements, beginning on a trial basis in September.

The Northern Plains I-29 Coalition is pushing for a network of **fiber optic cables** along this highway to track trucks and clear up congestion at U.S. borders with both Canada and Mexico. . .

<http://www.newsbulletin.org/getbulletin.CFM?SID=>

"Need for Speed: US-Mexico Trade Highway Sought"

James L. Tyson,
The Christian Science Monitor, Dec. 4, 1996

Excerpt: With federal support, Interstate 35 would become the "NAFTA Superhighway," named after the North American Free Trade Agreement, enacted in 1994 by Canada, Mexico, and the U.S. It would use technology like **satellites** or **fiber optics** to track and hasten goods through customs checkpoints.

<http://www.csmonitor.com/1996/1204/120496.econ.econ.2.html>

1997

About the NAFTA Superhighway Coalition

Excerpt: On July 23, 1997, The **NAFTA Superhighway Coalition** was formed. It is a not-for-profit corporation. Its mission is to team Federal and Provincial authorities with private business to promote a National Transportation Policy that will include improvements to Highway 401 and associated corridors for facilitating the movement of people and goods to and from Canada, the U.S. and Mexico under [NAFTA]. . . .

Excerpt: The Coalition is committed to making the 401 a state of the art, . . . automated **superhighway** . . . between Canada and the U.S. . . .

To make this goal . . . the **NAFTA Superhighway Coalition** will:

- Bring together - as stakeholders - the cities and communities along the 401 and associated corridors...
- Present a focused, persuasive, and compelling case to governments at all levels so that the proper legislation may be enacted and adequate funding allocated to the **superhighway** concept.
- Work closely with **NAFTA Superhighway** counterparts and allies in the U.S. and Mexico.

Excerpt: Much will be accomplished if we can work together as partners to enable communities along the 401 and associated corridors to impress upon the Federal and Provincial governments the importance of designating **Highway 401 and associated corridors** as the **NAFTA Superhighway**. . . .

http://www.ambassadorbridge.com/nafta_case.html

North America's Superhighway Coalition To Meet in Tulsa

For Immediate Release: Feb. 4, 1997
Oklahoma State Senate, Communications Division

Excerpt: Members of **North America's Superhighway Coalition** will meet with lawmakers and Coalition officials in Tulsa later this week as they prepare for the 1997 legislative sessions, both in Oklahoma and Washington D.C.

The Coalition was formed in 1994 to work for the designation of I-35 as a High Priority Corridor and make the states through which it runs eligible for a share of federal funding set aside under the Intermodal Surface Transportation Efficiency Act of 1991.

<http://www.oklahomacommonwealth.com/documentation/Senate%20Press%20Releases%201997%20NASCOC%20Hearing.pdf>

"The NAFTA Superhighway System Seen on Track to Gain Support from Congress"

The Conde Report on U.S.-Mexico Relations, Vol. 1, Issue 15,
May 2, 1997, Editor: Francisco J. Conde

Excerpt: WASHINGTON --(TCR)- The U.S. Congress is moving briskly toward action on the legislation to determine the spending of the \$175 billion in U.S. surface transportation spending for 1998-2004 and is paying increasing attention to the case being made by **The North America's Superhighway Coalition, (NASCO)**, which has been promoting creation of a **NAFTA Superhighway System** along **1,500 miles of Interstate Highway 35** from Texas to Minnesota.

The Dallas-based NASCO, founded in early 1994 and comprised of officials and citizens of cities, counties, states and private-sector backers along I.H. 35, is seeking to obtain up to \$3.5 billion in dedicated congressional funding for the I.H. 35 trade corridor project. The roadway plays a critical role in supporting growing bilateral U.S.-Mexico trade, the overwhelming majority of which is moved by truck over highway, approximately 40 percent over I.H. 35 at Laredo, Texas.

NASCO has developed a plan to create the first international, integrated, intermodal and electronically 'intelligent' superhighway system designed to employ advanced information technology systems . . . while streamlining the process of complying with local, state, federal and international administrative and safety regulations . . .

In 1995, Congress designated the 1,500 miles of I.H. 35 from Laredo, Texas to Duluth, Minnesota as a "High Priority Corridor" in the National Highways System (NHS) law, making I.H. 35 one of 29 such corridors in the U.S.. The **designation is Congress' highest rating for determining access to federal funding.**

. . . NASCO officials are preparing to receive a visit from U.S. House Transportation and Infrastructure Committee Chairman Thomas Shuster, . . . who is playing a critical role in shaping the debate and legislation on the reauthorization of the \$155 billion **Intermodal Surface Transportation and Efficiency Act (ISTEA) of 1991**, the U.S. main federal highway funding law set to expire on September 30, 1997. The Clinton Administration, . . . appears to be leaning favorably toward recognition of a need for dedicated funding to Highway **"Corridors of National and International Significance,"** the terminology developed to describe **highway corridors supporting trade with Canada and Mexico.**

. . . More than 80 mayors of cities and towns along I.H. 35 and its sister branch of Interstate Highway 29 from Kansas City to Winnipeg, Manitoba, Canada, attended the **NASCO Mayor's Summit** in Monterrey, Mexico from April 2-4....The Mayors signed an **Agreement of Intention** in which they committed to establishing **"a partner-**

ship of North American communities linked by an international trade corridor through a commitment of resources and communication for sustainable economic development." . . .

In recent weeks, the Coalition has received financial support and contributions from CB Commercial. . . The Laredo National Bank. . . Enserch; Frozen Food Express . . . Detroit Bridge Co. . . and Love's Country Stores, Inc. . . The Coalition is actively courting other potential financial supporters for the **final legislative push this summer and fall to lock in major Congressional support for the strategic infrastructure project.**

<http://web.archive.org/web/20060831194502/http://libserver.business.unisa.edu.au/cgi-bin/wa.exe?A2=ind0705&item=487=48P-62>



NORTH AMERICA'S SUPERHIGHWAY COALITION

Articles of Incorporation of North America's Superhighway Coalition

Filed in the Office of the Secretary of State of Texas
June 30, 1997

Excerpts:

ARTICLE I The name of the corporation is North America's Superhighway Coalition ("the Corporation")

ARTICLE II The Corporation is a non-profit corporation.

ARTICLE III The period of the corporation is perpetual.

ARTICLE IV The Corporation is organized as a business league within the meaning of section 501(c)(6) of the Internal Revenue Code of 1986, as amended (the "Code") for the purpose of preserving, protecting, enhancing, expanding, and improving Interstate Highway 35 ("I-35") as a national and international highway through:

1. engaging in civic activities that enhance the economic development of the states and provinces through which I-35, or any Canadian or Mexican highway connecting directly or indirectly to I-35, passes (the "Corridor States") by promoting the development of I-35 and other strategic roadways that are essential to establishing a network capable of supporting increased trade. . . ;
2. engaging in activities that promote the common interest of the Corporation's members in assuring the development of I-35 to enhance the development of interstate and international trade within the Corridor States;
3. disseminating educational information to the public . . . ;
4. serving as the communication link for I-35 development among federal, state governments and local governments and the private sector;
5. providing information and comments on the development of I-35 to the executive branches of federal and state government, federal and state legislative bodies and committees, and administrative agencies;
6. creating a central repository of data regarding I-35;
7. improving communications with Mexican and Canadian transportation officials;
8. studying and recommending specific actions; and

Subject to the foregoing, the Corporation is organized for all lawful purposes within the meaning of, and as permitted by, Article 1396-2.01 of the Texas Non-Profit Corporation Act, as amended. The assets of the Corporation are pledged to performing the functions and purposes of the Corporation set forth above.

Information obtained through public record request by OK-SAFE
<http://www.ok-safe.com/NASCO.html>

"Tour promotes Interstate 35 as 'freight-friendly' corridor"

Margaret Allen, *Dallas Business Journal*, Aug. 22, 1997

Excerpt: Backers of a **Nafta superhighway** were in the Metroplex this week to drum up support for dubbing U.S. Interstate 35 an official "river of trade."

North America's Superhighway Coalition (Nasco) launched a nine-city tour through Texas to promote federal funding for I-35...

<http://dallas.bizjournals.com/dallas/stories/1997/08/25/newscolumn5.html>

Trade and Transportation Corridor Receives Assistance from WDA

COMMUNIQUE, Dec. 12, 1997

Information Services, Winnipeg, Manitoba, Canada

Excerpt: A three-year strategy to promote a **multi-modal trade and transportation corridor** extending south to Mexico will be developed and implemented with \$600,000 in assistance from the Winnipeg Development Agreement (WDA).

Excerpt: The strategy will promote the Highway 75-Interstate 29-Interstate 35 link, beginning in Manitoba and ending in Mexico, as the **North American Superhighway**. It will also guide development of **multi-modal transportation routes, known as corridors**...

Excerpt: As a major component of the corridor strategy, the City of Winnipeg and the Province of Manitoba have joined **North America's Superhighway Coalition (NASCO)**, a private-public sector organization actively promoting the development of a North American Superhighway corridor linking all three NAFTA nations.

<http://www.gov.mb.ca/chc/press/top/1997/12/1997-12-12-01.html>

1998

"I-35: An Interstate Becomes a Global Corridor"

From Minnesota's tip to Mexico's northern edge, "the **NAFTA Superhighway**" has become a business expansion hotbed
Renee Haines *Site Selection Magazine*, Feb./Mar. 1998

Excerpt: NAFTA inspired the formation of **North America's Superhighway Coalition (NASCO)**, which aims to ease trade flows and attract more funding for I-35, dubbed by supporters "**the NAFTA Superhighway**."

... NASCO wants I-35 and connecting trade highways designated as an "International Trade Corridor," a more global and "**smarter**" superhighway.

NASCO is proposing **high-tech "international trade processing centers"** in major I-35 cities, says Tiffany Newsom, coalition executive director...

<http://www.conway.com/i35/9802/>

NASCO Coalition founded in Texas

By The Associated Press

The Shawnee News-Star, Web posted Sunday, Sept. 13, 1998

Excerpt: North America's Superhighway Coalition was founded in 1994 by Judge Jeff Moseley, the top official in Denton County, just north of Dallas.

Moseley and the judges of neighboring Texas

counties were looking at how to plan for an expected NAFTA-spawned increase in traffic on I-35 through Texas.

Moseley's **I-35 Coalition** became **North America's Superhighway Coalition**, or **NASCO**, when it grew to embrace other jurisdictions along both I-35 and Interstate 29, which runs from Kansas City to Winnipeg, Canada.

Excerpt: Chambers of commerce and trade-related businesses have also joined the effort, sending representatives to three summits so far of the mayors of NASCO member cities.

http://www.news-star.com/stories/091398/bus_%20asck.html

"NAFTA Transportation Update"

NAFTA & Inter-American Trade Monitor, Vol. 5, No. 19, Oct. 9, 1998

Excerpt: On September 22, Mexico took the final step in its trucking dispute with the United States, requesting appointment of a dispute resolution panel under the provisions of NAFTA. The request came after expiration of the 30-day period for consultations among senior NAFTA officials.

NAFTA provides for the United States, Canada and Mexico to open their borders to commercial truck traffic in border states, beginning December 18, 1995. The United States refused to open its border, citing truck safety concerns, and still has not agreed to comply with the NAFTA provision, despite a lengthy series of government to government meetings.

Though the border has not opened yet, **Texas is seeing growing truck traffic attributable to NAFTA, and is experiencing deteriorating roadways and bridges as a result.** U.S. Senators Phil Gramm and Kay Bailey Hutchinson from Texas have succeeded in including a \$700 million appropriation for states along the Mexican and Canadian borders and **high-priority trade corridors** in the Transportation Equity Act for the 21st century. The appropriation, spread over five years, will not compensate for all the increased traffic, since the Act would distribute \$140 million per year over the whole country. **The cost of a concrete four-lane highway in Texas is \$1.3 million per mile.**

http://www.newsbulletin.org/getbulletin.cfm?bulletin_ID=8&issue_ID=1157&browse=1&SID=

NASCO Email Correspondence

Subj: TEA-21 Highway \$200 Billion
Transportation Bill Signed Into Law
Date: 6/10/98 3:53:05 PM Central Daylight Time
[...]

Dear Fellow Former Colleagues at David A. Dean & Associates/Dean International, Inc.

Founding Consultants to the **North America's Superhighway Coalition**, formerly known as **The Interstate Highway 35 Corridor Coalition**

[List of names has been removed.--Ed]

...am writing to Club David A. Dean & Associates Alumni to give you some exciting news...

The Transportation Equity Act for the 21st Century (TEA 21) has been signed into law by President Clinton (in Washington, D.C. on June 9, 1998).

This bill contains FOR THE FIRST TIME IN

HISTORY a category and funding for trade corridors and border programs.

Specifically, the trade corridor program was funded with \$700 million in Contract Authority (these are "real dollars" as opposed to a simple authorization which must go through the appropriations process).

The I-35 corridor is the strongest and most organized of the corridor initiatives so, **if we play our cards right, we stand to get a part of the \$700 million.**

In addition to the \$700 million, \$350 million was authorized for "special projects" along the I-35 corridor.

None of this would have been possible without the "team" we had assembled at David A. Dean & Associates, P.C./Dean International, Inc. I want you to know that while North America's Superhighway Coalition, Inc. (NASCO) celebrates our victory, you are not forgotten.

[...]

... on behalf of the NASCO Board of Directors ... and myself, thank you all for making this happen. **You started this initiative - we just kept it going.**

Due to the great amount of support and success we have had over the past two years in **restructuring NASCO** and accomplishing our goals, and in response to our northern states members' requests for a more centrally located headquarters, I am moving to Kansas City, MO, at the end of this month.

This will be great for the project, as we **shift our focus from the intense lobbying effort to trade and transportation policy issues (harmonization), infrastructure development, environmental issues ("Clean Corridor" concept), intermodalism, technology (U.S. Customs North American Trade Automation Prototype), developing International Trade Processing Centers and promoting economic development, trade and tourism.**

[...]

Ms. Tiffany Newsom

Executive Director

North America's Superhighway Coalition

<http://lists.ufl.edu/cgi-bin/wa?A2=ind9806&L=cmlplaw-I&P=3099>

1999

"Trucking Under NAFTA"

NAFTA & Inter-American Trade Monitor,

Vol. 6, No. 6, June 11, 1999

Excerpt: As **NAFTA trade ministers approved 15 panelists for the roster hearing state-to-state dispute settlements**, sources indicated that the cross-border truck and bus dispute between the United States and Mexico could soon come before a panel...

U.S. House Representatives Merrill Cook (R-UT) and Collin Peterson (D-MN) recently introduced legislation in the U.S. Congress to **allow truck weights to increase from 80,000 to 97,000.** The amount of freight shipped by truck, by weight, within the United States has increased 45 percent since 1990.

http://www.newsbulletin.org/getbulletin.cfm?bulletin_ID=8&issue_ID=1495&browse=1&SID=

North American International Trade Corridor DEVELOPMENT PLAN

Comprehensive and Coordinated ITS/CVO Plan for the North American International Trade Corridor
 PHASE 3 REPORT [DECEMBER 2001]

Booz | Allen | Hamilton

In Association With ATA Foundation, TransCore, CTRE, Iowa State University, C.J. Petersen & Associates, Kentucky Transportation Center, University of Kentucky

Excerpt: Because of the Corridor's critical importance to the regional and national economies, the eight corridor states..., the Province of Manitoba, **North America's Superhighway Coalition (NASCO)**, and the Ambassador Bridge have established a formal agreement to support the integration of freight services to reduce regulatory and administrative burdens and support carriers operating along the corridor. (p.1)

Development of the NAITC Comprehensive and Coordinated **Intelligent Transportation Systems** for Commercial Vehicle Operations (ITS/CVO) Plan is a critical step toward achieving the trade corridor vision. (p.1)

Excerpt: The NAITC vision and strategy are based on operations improvements rather than on traditional capital investments in road infrastructure, allowing for rapid implementation and results. Instead of depending on a road infrastructure, these services and applications depend on an information infrastructure, or "infrastructure," to provide raw data and communication links. The infrastructure includes the technologies and systems for collecting data, as well as the devices for delivering information. Many infrastructure systems are already in place and collecting valuable data along the corridor. The challenge is in harnessing the information collected to create valuable user services. At present, data is collected through a series of disparate systems and processes. The NAITC strategy is to connect these systems and processes to enable data integration. . . . (p.2)

Excerpt: It is necessary to coordinate and **aggregate various CVO data** in order to achieve integrated corridor user services and business processes. **Data is currently being gathered by separate program centers that already exist in sections of the corridor, such as regional ATIS centers and regional service centers.** These existing data collection sources include credentialing, special permitting, international border screening, roadside screening, and other enforcement actions. **The sharing of corridor data to produce integrated services is the focus of the business processes** contained in this section. Collectively, they represent an information architecture for corridor user services. This architecture represents the "end state" for **corridor information sharing processes.** It is understood that the architecture will be implemented over time as governance and technology decisions are made and concepts are proven per the project plans and business models previously described. (p.59) http://www.channelingreality.com/Documents/NAITC_ITS-CVO_PlanPhase-3-Final.pdf

4.11 ITS NATIONAL ARCHITECTURE CONSISTENCY

The corridor information architecture described in this report encompasses a great deal of the scope of the ITS National Architecture. Figure 22 highlights the areas of the ITS National Architecture that correlate to the corridor architecture.

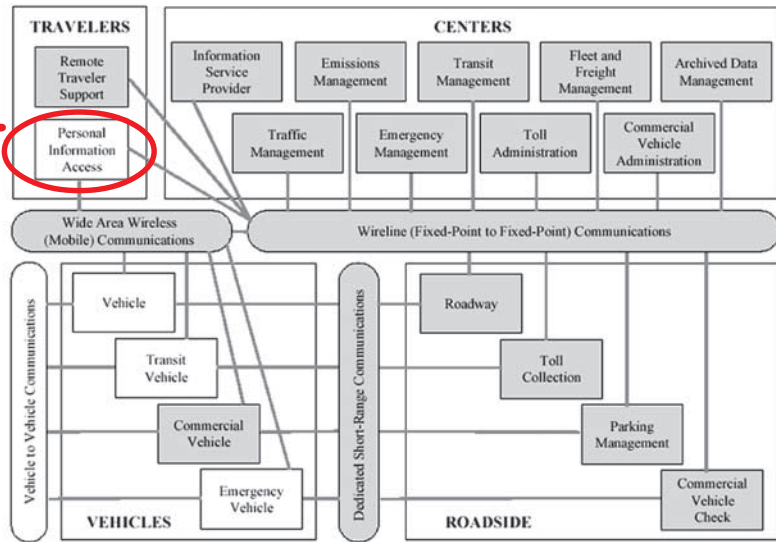
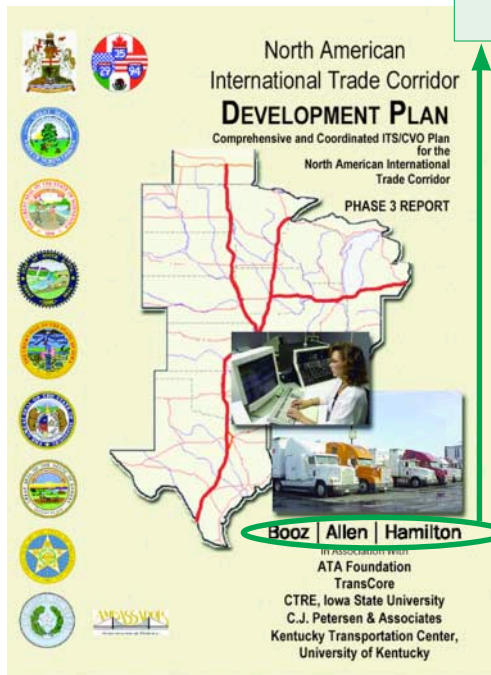


Figure 22: ITS National Architecture

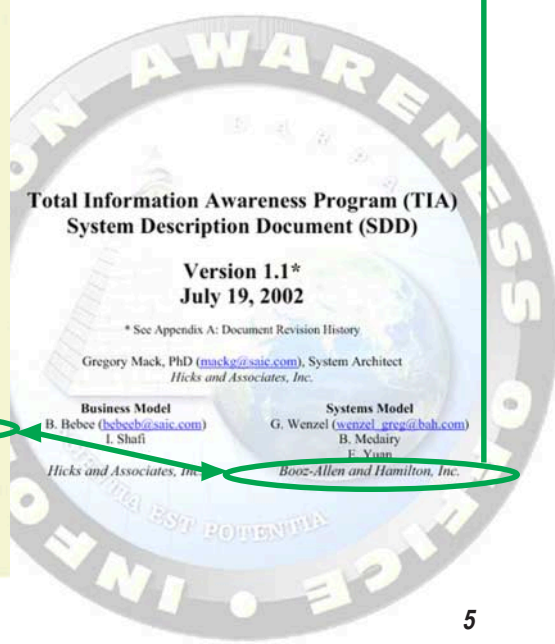
The implementation of the corridor ITS user services, identified in the Phase 2 Report, and their associated processes, described in this report, require considerable definition and guidance by a coalition of corridor stakeholders. The projects recommended in the Project Plan section include pilot projects to develop the corridor governance, stakeholder, and functional understanding necessary to move into integrated production systems. However, it is understood from the beginning that the development and deployment of these integrated user services will be guided by the National Architecture and its standards.

Booz Allen Hamilton

Mike McConnell was sworn in as the nation's second **Director of National Intelligence** on February 13, 2007. Before his nomination as DNI, McConnell served as Senior Vice President and Director of **Booz Allen Hamilton's** Infrastructure Assurance Center of Excellence. McConnell joined **Booz Allen Hamilton** in 1996. "McConnell advises commercial and government clients on global strategic security, cyber security, critical infrastructure assurance, information operations and information assurance." -V.L.D.
 References: http://www.dni.gov/aboutODNI/bios/mcconnell_bio.htm
<http://www.foxnews.com/story/0,2933,241844,00.html>



Below: From page 1 of the Total Information Awareness Program (TIA) System Description Document (SDD), Version 1.1, July 19, 2002



"NAFTA highway on hold"

By Kimberly Hefling, Associated Press Writer,
Dec. 1, 2002 | *Laredo Morning Times*

Excerpt: . . . It was dubbed the "NAFTA Superhighway," a new interstate that would span the United States, linking Canada to Mexico. . .

Yet five years after Congress authorized Interstate 69, little pavement has been laid on the project expected to cost at least \$8.5 billion. **Many road-blocks have occurred at the state level, where disputes have raged from Indiana to Texas about where to locate sections of the new highway. . .**

<http://mtonline.com/news/archive/120102/page1.pdf>

2003

"Indiana officials pick 'NAFTA Superhighway' route"

By Kimberly Hefling - Associated Press Writer,
Jan. 10, 2003 | *The Lawrence Journal-World*

Excerpt: Evansville, Ind. — An ambitious project approved by Congress five years ago to transform Interstate 69 into a link between Canada and Mexico may finally be on its way south.

After years of studies and debate, Gov. Frank O'Bannon announced Thursday plans to build a 140-mile route through southwest Indiana's farming communities that would allow the "NAFTA Superhighway" to extend beyond Indianapolis — where I-69's last leg was completed more than two decades ago.

The highway would go through Michigan, Indiana, Kentucky, Tennessee, Arkansas, Mississippi, Louisiana and Texas. . .

http://www2.ljworld.com/news/2003/jan/10/indiana_officials_pick/

2004



Nasco gears up for growth in 2004

Ken Miller, Executive Director of
North America's Superhighway Coalition;
Logistics Today, January 2004

Excerpt: NASCO is proposing a solution to direct more funding to **multi-state trade corridors with international termini**. The "Corridors of Economic Significance" proposal would redirect funding from the existing **National Corridor Planning and Development** program (which NASCO was instrumental in forming) to three to five key corridors with heavy domestic and international freight movement. NASCO is working with a newly created Congressional group — the **North American SuperCorridor Caucus** — to focus attention on this proposal as well as I-35, I-29, I-80 and I-94.

Excerpt: . . . the Coalition is making strides in **building a network of inland ports** . . .

Excerpt: Promoting **Intelligent Transportation**

System (ITS) applications along the Corridor is a top NASCO priority. . .

NASCO also played an integral role in securing more than \$400,000 from the U.S. Trade and Development Agency to study ITS applications in Mexico. Partnering with the Mexican Secretariat of Communications and Transportation as well as other non-profit organizations, NASCO provided a blueprint for this study through its 2001 **North American International Trade Corridor study**, which was led by the Missouri Department of Transportation and paid for, in part, by NASCO.

<http://www.logisticstoday.com/displayStory.asp?sNO=6310>

Remarks for The Honorable Norman Y. Mineta U.S. Secretary of Transportation

North America's Superhighway Coalition
Transportation Forum,
Fort Worth, Texas, April 30, 2004, 8:20 am

Excerpt: There are, . . . some things that we still need to do in the United States to fulfill our obligations under the NAFTA treaty. One of them is to finally open the market between Mexico and the United States for trucking and busing.

A lawsuit has blocked implementation of this country's commitment to allow truck travel across our borders, despite our commitment to safety and a level playing field.

Excerpt: . . . to our friends from Mexico who are here today, I say, "Welcome, and get ready." Opening the border is of mutual benefit. . .

Excerpt: . . . I want to congratulate NASCO President Sandy Jacobs and the Superhighway Coalition for your leadership. You recognized . . . that **the success of the NAFTA relationship depends on mobility – on the movement of people, of products, and of capital across borders.**

Excerpt: . . . The Bush Administration's reauthorization bill – the **Safe, Accountable, Flexible, and Efficient Transportation Equity Act (or SAFETEA)** – makes fundamental changes in the way America invests in its transportation infrastructure, changes that can **help you develop your corridor.**

We have strategic initiatives to develop and support **multi-state public and private partnerships** to improve freight flow, especially at international gateways and along multi-state trade transport corridors.

We split the Federal Highway Administration's **Corridors and Borders Program** and refocused the new programs on planning. **The Corridors program is designed to encourage multi-state and multi-modal planning. The Borders program will encourage bi-national planning to enhance improvements at our land border crossings.**

Excerpt: SAFETEA places new focus on the intermodal connections between our roads, ports, railways, and airports – critically important links in the international trade network.

Our bill will allow you to better leverage your transportation dollars by taking advantage of innovative financing and **public-private partnership** options.

<http://www.dot.gov/affairs/minetas0403004.htm>

Annual Report to the President

Executive Order 13274: Environmental Stewardship
and Transportation Infrastructure Project Reviews
Submitted by: Interagency Transportation Infrastructure
Streamlining Task Force, December 2004

Excerpt: . . . EPA regional staff increased their streamlining and environmental stewardship efforts for other critical transportation projects. State DOTs . . . [provided] funding for 10 positions . . . to supplement EPA's small NEPA review program. These personnel and their EPA-funded counterparts are streamlining projects that range from the **1,600-mile "NAFTA highway"** to updating the Merced County, California regional transportation plan.

<http://www.dot.gov/execorder/13274/annualreport04/index.htm>

2007

Statement of Michael Replogle,

Transportation Director for Environmental Defense
Before the Committee on Transportation and Infrastructure,
Subcommittee on Highways and Transit, May 24, 2007

Excerpt: In 2003, Texas enacted state legislation (HB 3588) authorizing the Trans-Texas Corridor (TTC) project. The TTC project is slated to be the largest public works project in Texas history, a **proposed 1,200-foot wide, 4,000-mile long network of planned and existing toll roads, railways and utility corridors**, to be developed over the next 50 years. **This network is designed not to connect any existing cities and towns, but to run almost entirely through what are now non-urban Texas counties.** To date, two TTC corridors are advancing through the environmental review process, the 560-mile TTC-35 running north-south across central Texas, and **TTC-69, a planned 1600-mile corridor running from Larado parallel to the Gulf Coast to northeast Texas.** (p.8)

Excerpt: **Without public notice or input, the Texas Department of Transportation (TxDOT) signed a pre-development agreement (or umbrella agreement) with the Cintra-Zachry consortium in 2005,** authorizing the preparation of a master plan, non-binding master financial plan, project management plan and quality management plan for TTC-35. Under the Special Experimental Program (SEP)-14 and the SEP-15 programs (under which U.S. DOT has asserted authority to waive provisions of federal transportation law), TxDOT selected a private partner prior to completing the NEPA review process and made this selection earlier in the planning process than is typically allowed under law. **Almost two years after the signing of the deal, more than 200 pages of the 300-page pre-development agreement remain secret** despite an order for their release by the Texas Attorney General that was blocked by a lawsuit filed by the concessionaire. (p.9)

<http://Republicans.transportation.house.gov/Media/File/Testimony/Highways/5-24-07-Replogle.pdf>

DOWNLOAD THIS 7-PG DOCUMENT FROM:

Vicky Davis' Channeling Reality website:

http://www.channelingreality.com/NWO_WTO/total_bs_awareness.htm

Oklahomans for Sovereignty and Free Enterprise (OK-SAFE)
website: <http://www.ok-safe.com>

Superhighways & Supercorridors: Supersurveillance

What do superhighways and supercorridors share in common?: surveillance, tracking, and information technology systems. These elements are a part of “*total domain awareness*” which has been described as “an umbrella spread over all government information architectures.”²

What’s the problem? The litany of high-tech gadgetry that surfaces will be part of an international information superhighway that is being built corridor by corridor — this grid will support the best Big Brother surveillance, data-mining, and information processing system that public dollars can buy. We help fund planning, construction, maintenance, and management of the system through taxes, fees, and tolls.

Those who do not value freedom will feel at home in this electronic police state. But for those who appreciate and cherish liberty, read on.

Total domain awareness is linked to the publicly scorned data-mining ideas that were in the “*Total Information Awareness (TIA) System*” program — a project overseen by the Pentagon’s Defense Advanced Research Project Agency (DARPA) (see inset by Vicky L. Davis).

Congress defunded TIA in 2003.³ However, “It is no secret that some parts of TIA lived on behind the veil of the classified intelligence budget,” wrote reporter Shane Harris in “TIA Lives On.”⁴

In a 2007 article, “NASCO, Lockheed Martin, & ‘Total Domain Awareness’: Lockheed Martin’s plan to tax and track all modes of transportation in North America,” the author Nathan M. Hansen answers the question: What is total domain awareness?:

“It is an Orwellian nightmare involving: the ability to [a]utomatically gather, correlate, and interpret fragments of multi-source (Radar, AIS, & GPS tracks, Open Source, Intelligence, Watch list & Law Enforcement Report, CCTV, Bioterrorism sensors) data together into one collaborative portal-based environment [sic].”⁵

“NASCO has developed a plan to create the first international, integrated, intermodal and electronically ‘intelligent’ superhighway system designed to employ advanced information technology systems . . .”

— From “The NAFTA Superhighway System Seen on Track to Gain Support from Congress,” May 2, 1997¹

The technology of sensors (including biometric), surveillance cameras, fiber optic cable networks, electronic readers, scanners, and more, will allow electronically tagged/detectable/readable items — goods, vehicles, student IDs, driver’s licenses, passports, animals, people — to be identified in the

detection vicinity of high-tech corridors and similarly equipped areas. But that’s not all . . .

There is a *technology integration and implementation component* — a global transportation network — that includes *command and control centers*. According to NASCO representative Rachel Connell who spoke to the Travis County Commissioners Court (Texas) on August 28, 2007: “. . . *command and control centers* are located along the corridor that are **able to know what’s going on . . . everywhere at all times**. We are hoping to have command and control centers eventually with this project along our corridor.”⁶

The NAFTA Superhighway (aka NASCO SuperCorridor) system will enable continent-wide surveillance that—in addition to invading privacy — defies country borders and national security by establishing a North American transportation infrastructure and security regulations. The United States, Canada, and Mexico would merely exist as pieces of a conglomerate that monitors all of its “resources,” including the human variety.

So-called free trade, security, and sustainable development are excuses for having a system that tracks, regulates, and collects data on the “flow of goods, people, services, and information.” Questions that must be asked: Do we continue allowing construction of this Big Brother system? Do we continue to give tax dollars to build it? Do we elect official who support it?

We must decide sooner than later. Once the boot is stomping on our faces, it will be more difficult to stop the machinery that blocks our ability to live and thrive as free people.

© D.K. Niwa, 12 Sept. 2007

Endnotes:

- ¹ “The NAFTA Superhighway System Seen on Track to Gain Support from Congress,” *The Conde Report on U.S.-Mexico Relations*, Vol. 1, Issue 15, May 2, 1997, Editor: Francisco J. Conde <http://web.archive.org/web/20060831194502/http://listserv.business.unisa.edu.au/cgi-bin/wa.exe?A2=ind9705&L=iern&F=i&P=62>
- ² Quote attributed to Adm. James M. Loy, USCG, commandant of the U.S. Coast Guard in the article “Warfare Changes Its Stripes, But not Its Name,” Robert K. Ackerman & Beverly P. Mowery, *Signal Magazine*, April 2001. http://www.afcea.org/signal/articles/templates/SIGNAL_Article_Template.asp?articleid=566&zoneid=115
- ³ Conference Report on H.R. 2658, Department of Defense Appropriations Act, 2004 (House Report 108-283), *Congressional Record*: September 24, 2003 (House), H8500-H8550. <http://www.fas.org/sgp/congress/2003/tia.html>
- ⁴ “TIA Lives On,” Shane Harris, *National Journal*. Feb. 23, 2006 <http://nationaljournal.com/about/njweekly/stories/2006/0223nj1.htm>
- ⁵ “NASCO, Lockheed Martin, & ‘Total Domain Awareness’: Lockheed Martin’s plan to tax and track all modes of transportation in North America,” Nathan M. Hansen, *JonesReport*, April 19, 2007. http://www.jonesreport.com/articles/190407_lockheed_total_domain_awareness.html
- ⁶ Quote by Rachel Connell, Director of Membership & Events, North America’s SuperCorridor Coalition, Inc. (NASCO). from a closed caption transcript log for the August 28, 2007 Travis County Commissioners Court Meeting. Item 3. http://www.co.travis.tx.us/commissioners_court/agendas/2007/08/text/vs070828_03.asp

Total BS Awareness

By Vicky L. Davis
10 September 2007

The DOD – Defense Advanced Research Project Agency (DARPA), Total Information Awareness (TIA) project came into public view about a year after 9-11. The idea was as the title suggests, to have full situational awareness of the battlefield. It wasn’t until around 2002 that people began to realize that the DOD battlefield was the continental United States including everyone and everything in it. In concept, ‘Total Information Awareness’ is the ultimate ‘Big Brother’ Surveillance system for a Police State.

In 2003, the Congress eliminated funding for the TIA project but that didn’t stop anything. DARPA’s project just metastasized. Part of the project moved deeper into the Intelligence agencies, part of it moved to the Homescam Security Department (DHS) under the name of ‘Homeland Security Advanced Research Project Agency (HSARPA). Part of it was already in the Transportation Department and was funded as “Smart Highways and Vehicles” with related systems in legislation as early as 1991.

It’s almost amusing to watch Congressional hearings with the professional Confidence Men of the IT industry embedded into our national security agencies discuss integrating computer systems to fight ‘terrorism’ and the poodles in Congress praise them for their efforts.

What Congress didn’t understand – and apparently still doesn’t understand – is that ‘Total Information Awareness’ is just a concept for the aggregation of access information for networked systems. More simply, it’s the component systems of TIA that comprise the Big Brother surveillance systems and they are still being funded, developed, implemented and networked.

The IT Confidence Men just aren’t calling it ‘Total Information Awareness’ anymore. Instead, they talk about breaking down barriers and stovepipes so that information can be shared.

Sharing and caring . . . makes you feel all warm and fuzzy doesn’t it?

Read more online:

http://www.channelingreality.com/NWO_WTO/total_bs_awareness.htm

Vicky L. Davis was a Computer Systems Analyst/Programmer who spent 20 years designing and writing computer systems for large corporations and state and local governments. For 15 of those years, she worked as a Contractor, which gave her exposure to a wide variety of different businesses and their internal applications and operations. She has traveled extensively and has lived in nine states in the course of her life’s adventure.