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From: "Tiffany Melvin" <tiffany@nascocorridor.com>
To: Blackwood', 'George; Henkel, Tim; Arnebeck, Rick; Larsen, Brad; Selness, Cecil; Tompkins, John
CC:
Date: 6/5/2007 11:24 AM
Subject: FW: TM RC: Minn. Under Scrutiny by Corsi FOI'ed actions
Attachments: [TEXT.htm](#) (37,976 bytes)
[image001.jpg](#) (3,986 bytes)

FYI.

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-----Original Message-----

From: Francisco Conde [mailto:frank@nascocorridor.com]
Sent: Tuesday, June 05, 2007 11:16 AM
To: 'Tiffany Melvin'
Cc: 'Rachel Connell'; frank@nascocorridor.com
Subject: TM RC: Minn. Under Scrutiny by Corsi FOI'ed actions

From: Stop the Security and Prosperity Partnership at StopSPP.com - <http://stopspp.com/stopspp> - Superhighway a 'crazy conspiracy theory'?
Posted By Lee On 31st May 2007 @ 06:12 In Dr. Corsi | No Comments

<http://stopspp.com/stopspp/?attachment_id=181> nascotex.jpg

By Jerome R. Corsi

Sen. Norm Coleman, R-Minn., has distanced himself from the North American Super-Corridor Coalition Inc. and from the claims NASCO makes that the I-35 NAFTA Superhighway is an "Internet conspiracy theory," following the recent release of NASCO internal e-mails under the Minnesota Data Practices Act that reveal the organization has taken steps to recruit Coleman's support.

Richard Arnebeck, a division director at the Minnesota Department of Transportation, wrote an e-mail Jan. 31, 2007, to Brad Larsen of MNDOT's Office of Government Relations in which Arnebeck asserted that Coleman could be influenced to support NASCO by Minnesota businessman Bob Koens, a real estate developer who lives on Lake Minnetonka.

Arnebeck wrote that Koens was a particularly good advance man to approach Coleman because Koens "has a development company currently working on a project in Manzanillo, Colima, Mexico."

According to the NASCO website, the I-35 super corridor is projected to connect to Lázaro Cárdenas and Manzanillo, two Mexican ports on the Pacific Ocean.

"Apparently, Bob has a lot of influential friends and contacts," Arnebeck wrote. "Bob's always looking out for NASCO and putting in a plug where he can."

Arnebeck commented that he sent Koens information about NASCO for Koens to give to Coleman.

"The senator responded that he'd heard about our organization and this giant superhighway, loss of American jobs, basically the crazy conspiracy theories that are swilling around right now," Arnebeck's memo informed his MNDOT colleagues. "Bob gave a brief synopsis of all the craziness and how it's untrue."

According to Arnebeck's report, "The senator was not opposed to becoming involved or being supportive, he just wanted more facts on NASCO, benefits for Minnesota and the U.S. in general, etc."

Coleman's office yesterday was careful to disagree, distancing Coleman from NASCO and from the claims made by Koens.

Yesterday, LeRoy Coleman, press secretary for the senator, wrote me an e-mail in which he explained, "Senator Coleman's office is aware that MNDOT has joined NASCO on a two-year trial basis, but has had no involvement in the relationship between MNDOT and NASCO, nor made any effort to advance their project."

"Senator Coleman has also been approached by supporters of NASCO, but has no position on the project," LeRoy Coleman explained.

In a return e-mail, I asked LeRoy Coleman if the senator agreed with the NASCO comment that criticisms of NASCO and of NAFTA superhighways represent "Internet conspiracy theories," as Arnebeck's e-mail would suggest.

"Senator Coleman respects and takes into account the views of those who have concerns about a project of this size," LeRoy Coleman responded.

“However, at this time he does not have a position on the subject.”

Koens has promoted designating St. Paul, Minn., and Manzanillo as “sister cities” and has sold Minnesotans some 541 acres of land in Colima on Santiago Bay, in a project valued at \$400 million.

Koens also has a history as a former assistant men’s basketball coach at the University of Minnesota.

The internal e-mails reveal that NASCO had courted MNDOT for months to join the trade association, offering MNDOT the opportunity to elect two members to the NASCO board if MNDOT would agree to become a NASCO member.

In a March 7, 2006, email, Robert Gale, a MNDOT planner expressed doubts that joining NASCO was a wise move.

“I do not see that MNDOT has much, if anything, to gain by giving these people \$50,000 or \$25,000, or anything for that matter,” Gale wrote.

Gale expressed concern that truck volume

[Message Truncated]