

Nafta Superhighway Returns From The Dead

Rick Perry set to push revamped agenda to sell freeways to foreign-owned private companies and convert them to toll roads

By [Paul Joseph Watson](#)

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The Trans-Texas Corridor, part of the NAFTA Superhighway projected to link the United States with Canada and Mexico as an integral cog of the North American Union, is back on the agenda after Texas Governor Rick Perry lied in claiming that the proposal was dead earlier this year.

The open plan to merge the US with Mexico and Canada and create a Pan-American Union networked by a NAFTA Superhighway has long been a Globalist brainchild, but fierce opposition to the plan from activists across the country has stalled the plan at least temporarily.

A key component of the NAU transport system was the proposed Trans Texas Corridor, a massive 4,000 mile network of highways that were to be sold to the Spanish company Cintra and operated as toll roads – creating a huge new tax on the American people which would be paid directly to a foreign-owned private company.

Texas Governor and Bilderberg invitee Rick Perry launched a PR stunt in January when he claimed that the Trans Texas Corridor was dead, when in reality as [Jerome Corsi and others pointed out](#), the project was merely to have its name changed and its design slightly altered.

“Close examination shows Perry’s declaration from Iraq involves yet more public relations efforts by the governor and TxDOT to defuse criticism from voters and reposition a hugely unpopular initiative by dropping the designation ‘Trans-Texas Corridor,’ or ‘TTC,’ while still allowing TxDOT to proceed with the components of the original TTC plan that had been scheduled for implementation now,” wrote Corsi.

Corsi’s warning that the TTC was still very much in the pipeline has proven accurate with the news that the authority of the Texas Department of Transportation, TxDOT, will run for at least 2 more years with a fresh injection of \$2 billion in state funds that will be allocated to new transport projects.

Using the cover of a special session of the legislature, Perry will push “a measure that allows private companies to build more toll roads across the state,” [according to the Houston Chronicle](#).

“Gov. Perry wants to get the legislature to reauthorize through 2013 the ability of Texas to enter into Comprehensive Development Agreements, or CDAs, with foreign developers to

develop Texas highways under public-private partnerships,” Hank Gilbert, a board member with TexasTurf.org, or Texans Uniting for Reform and Freedom, [told World Net Daily](#).

“We are fighting to defeat any attempt by Gov. Perry to extend CDAs,” he said. “Without CDAs, TxDOT will have a difficult time getting foreign development companies to come into Texas to convert our freeways to toll roads.”

Perry’s attempt to force through toll roads owned and operated by foreign companies as part of the wider agenda for a NAFTA Superhighway and a North American Union is a perfect example of how those in power try to neutralize dissent by pulling dirty tricks – claiming a project is dead and then simply renaming it and continuing with the same agenda.

However, the many activist groups opposed to the Trans Texas Corridor were well prepared for this bait and switch. The resistance to the agenda for a NAFTA Superhighway will now rally to fight Perry’s move to sell off key infrastructure to foreign corporations, and in turn create a huge new tax for already financially battered Americans.

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