

Questions for Perry on Trans-Texas Corridor



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One of the mainstays of Sen. Kay Bailey Hutchison's campaign to unseat Rick Perry is sure to be her criticism of the Trans-Texas Corridor, the much-maligned vision for a future transportation system that he unfurled seven years ago.

At every stop during her campaign rollout last week she repeated the phrase that the TTC has been "the biggest land grab in the history of Texas." She maintains that the TTC is not really dead, as TxDOT has suggested, but is merely rebranded. The TxDOT website explains that the TCC concept has had a "transformation" and is now called **Innovative Connectivity in Texas**.

The original TTC concept was a huge property-rights issue with the Texas Farm Bureau and the jumping-off point for **anti-toll groups downstate**. It touches on the issues of tolls and involving private equity -- including foreign companies -- in Texas road building. We don't yet know KBH's full position on these matters, but Perry has a record of embracing the use of money from private partners in building toll roads.

But KBH charges that on the specific subject of the TTC, Perry has failed to clarify his position. Is it alive, or is it dead? she asks. Will he push for parallel highways along interstates that look and act just like the TTC would have? Will that involve eminent domain? Will he invite foreign participation in bidding for intercity toll projects?

Perry critics have pointed to a recent interview he gave in South Texas to support their charge that Perry is waffling. See it [here](#).

Hutchison raises fair questions. We'll send them over to the governor's campaign.

See update with Perry response.