



(USPS 317-200)
Lockhart, Caldwell County, Texas
78644

Entered as Second Class Matter
at the Lockhart Post Office
Under the Act of Congress,
March 3, 1872

Published each Thursday by
Garrett Publishing Company, Inc.
111 S. Church St.
Lockhart, Texas
Telephone
(512) 398-4886

SUBSCRIPTIONS PAYABLE IN
ADVANCE BY MAIL
In County and Including: Red
Rock, Rockne, Kyle Rts. 1:
\$32/Year - \$52/2 Years
ALL OTHER USA: \$42/Year
Serving the Citizens of Lockhart and
Caldwell County, Texas, since 1872.

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Lockhart Chamber of Commerce
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Letters to the Editor

The Lockhart Post-Register welcomes letters to the editor and guest columns concerning issues of local interest.

Letters must be signed and include a daytime phone number attached for verification purposes.

We reserve the right to edit letters for length, style and clarity, and to limit publication to one letter per author per 30-day period. Letters should focus on issues, rather than personalities.

The newspaper will make reasonable efforts to publish letters that express the opinions of our readers. However, letters that have been previously published in other area publications are considered redundant to our readership and will not be considered for publication.

The newspaper welcomes letters expressing viewpoints about candidates, politics and political issues. However, no such submission will be printed if received fewer than six weeks prior to an election in which that candidate or issue is scheduled to appear on the ballot.

The Editorial Board will make the final decision about whether letters are of general interest to our readers and appropriate for publication. Letters should be no longer than 500 words, and must be received by noon on the Monday prior to publication. Letters to the editor should be submitted in person or via US Mail to 111 S. Church St., Lockhart, or via email to editor@post-register.com. Anonymous letters, or those received without a verification telephone number, will not be considered for publication.

Editorial Policy

The opinions expressed on this page are not the opinions of the Lockhart Post-Register, nor its management, unless otherwise specified. The opinions expressed are those of the authors and submitters, and should be considered as such. As a matter of policy, the Lockhart Post-Register does not offer endorsements for political candidates or ballot issues in local, state or national elections.

Thinking things through wise, even at a Greased Pig Contest

With the Caldwell County Junior Livestock Show approaching, I noticed one of the items on the agenda was a “Pig Scramble” for first and second graders. I had to ask if there was grease involved. Let me explain.



Kyle Mooty
Moot Points

Sometime around the fifth grade, I was playing Pee Wee football in some south Alabama town where the half-time entertainment involved a “Greased Pig” contest. Now, as fifth graders, we were not truly tied to older athletic team rules, therefore our coaches -- as did those on the other team -- allowed us to participate in the contest, along with every kid in attendance from probably as old as 15 and as young as still needing parents’ help wiping their noses.

The pig, probably classified as a juvenile in the swine world, was not too big or dangerous for we Pee Wees. As I recall, it was released near midfield, which was precisely when the chaos commenced.

I was patient, biding my time to seize an opportunity to pounce

on the pig. I watched as the fully invested pig stormed past clumsy kids who obviously had no idea of how to wrangle said swine. No, I had never caught a pig, but I’d been around them. We had a few on our farm, so I assumed that feeding a penned-up fat one couldn’t be much different than grabbing a much trimmer young one. Hey, I was 10 or 11, so I was wrong... often.

(Incidentally, the last two hogs my friend raised to butcher were named Fajita and J.Lo, but I digress.)

Then it happened. The greasy pig had run up against a fence in the end zone. Slowed by the hands of many, I figured with all the animal chasing -- baby rabbits, recently hatched Killdeer (birds), stubborn livestock, and certainly running from older brothers when I acted, well, like a younger brother -- I had endured during my days, grabbing a pig and claiming it as mine would be no trouble.

I got my hands on the swine, but before I could grab its legs, pick it up or whatever signified I had caught it, I quickly realized

I hadn’t thought this through. The pig squirmed more than an unhappy toddler, and its determination won out over my kinda sorta determination. Besides, other kids wanted to try the same thing I had and promptly knocked me over. Just like that... the pig, fearing for its bacon, was off and running again. I didn’t have the heart to go after it again as I realized the task at hand was next to impossible with so many others trying to accomplish the same goal in what was now utter chaos.

I don’t even remember the outcome of the football game, only that some girl had captured the pig (after I had obviously tired it out).

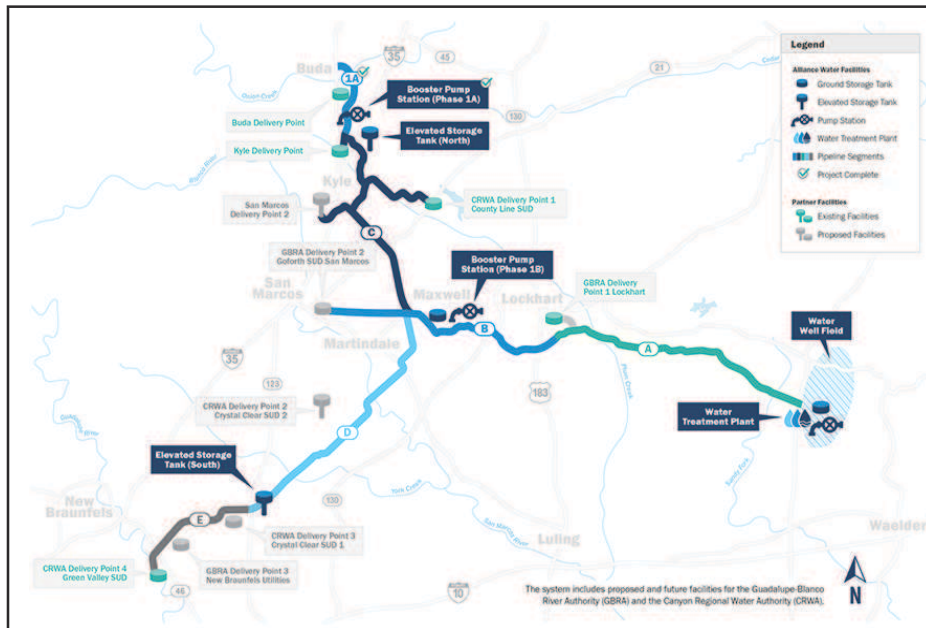
Our Pee Wee team didn’t ride a bus and no one had a van large enough, so most of us rode to and from the games with our parents. As I jumped in the Oldsmobile, ready for the hour-and-a-half ride home, I began chirping to my mother how I had been “cheated” out of winning the pig.

My mother looked at me, glanced around the car, then asked, “And just where were you going to put it?”

Seems I hadn’t thought that through, either.

Maxwell included in Alliance Water’s Phase 1B construction

From staff reports
SAN MARCOS – The second phase of the Carrizo-Wilcox Water Project which began nine years ago is underway, including nine different construction projects, 85 miles of pipeline, two elevated storage tanks, a booster pump station in Maxwell, and completion of a water treatment facility in Delhi. The effort is led by Alliance Water in partnership with the Guadalupe Blanco River Authority to provide sustainable, long-term water solutions to the rapidly growing areas in Central Texas.



Graham Moore, executive director for Alliance Regional Water Authority, dispelled some of the rumors regarding the project. Elon Musk is not involved in the project for a Tesla Village and although there is a Walton Development Group with possible development sites around the project, it has nothing to do with the Walton Family and Walmart Inc.

“Nothing could be further from the truth,” Moore said. “The Walton Development Group owns thousands of acres in the area and has been looking to develop some of it for a decade or so, but that’s very different from the Walmart group.”

Phase 1B will be the second and largest phase of construction for the project. Four Carrizo wells are among the milestones completed.

The booster pump station construction, which has already

begun, is expected to be completed in spring 2023. Moore expects construction to be “coming out of the ground in two or three months.”

“With each new milestone, we are one step closer to providing clean, sustainable water to our communities beginning in 2023,” Moore said. “No doubt 2022 will be one of the busiest and most exciting times since we started this effort.”

Once completed, the Carrizo-Wilcox Water Project will pump 27 million gallons of water per day serving 225,000 residents with 85 miles of pipeline. Residents within the service area are in San Marcos, Kyle, Buda and other locations.

Phase one, which was completed in March 2021, included the Phase 1A Booster Pump Station and pipeline installation to connect the City of Buda to the City of Kyle water system. As part of

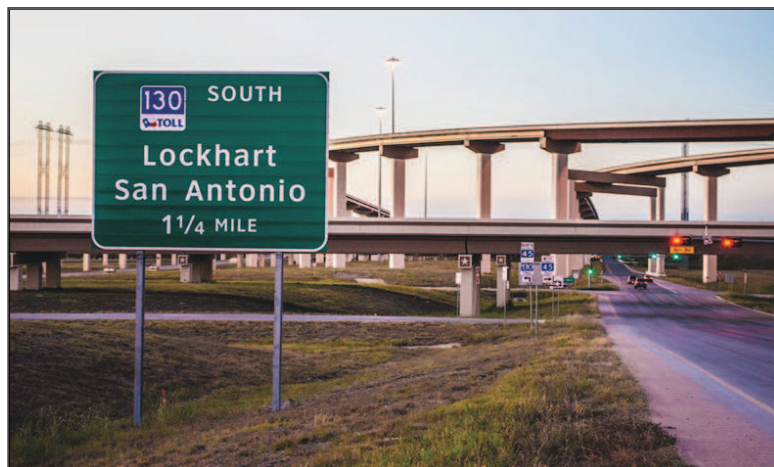
a water-sharing agreement, this connection allows the City of Buda to receive water from the cities of San Marcos and Kyle until the Carrizo Project is fully constructed.

Since then, Alliance Water has started construction on the water treatment facility in Delhi, which includes four 700-foot water wells and the highest quality water treatment capabilities. Based on initial water testing, all four of the new wells passed the Environmental Protection Agency’s (EPA) Primary Drinking Water Standards. In addition, construction has also started for Phase 1B Booster Pump Station Project and on Pipeline Segments A. Segment B will connect over 30 miles from San Marcos to Delhi, located 20 miles east of Lockhart. Construction remains on schedule to begin delivering water to select areas by 2023 with full operations completed by 2024.

SH 130 South had record traffic in 2021

SH 130 Public Affairs

Traffic along the 41-mile southern section of SH 130 surged 62 percent to reach an all-time-high in 2021. Fueled by a combination of the gradual recovery from the pandemic, population growth and increased development along the corridor, the company recorded more than 9.7 million transactions last year alone, a



3.7 million increase from 2020.

Other key findings in the report include:

Heavy truck traffic alone increased more than 57 percent, including a 70 percent jump

after the Texas winter storm in February.

The 2021 traffic exceeded pre-pandemic levels. Compared to 2019, traffic was up by 2 million transactions, or more than 25 percent, with heavy truck traffic up more than 33 percent.

Accidents decreased 13 percent in 2021 to an estimated 34 crashes per 100 million VMT, one of the strongest safety records in the state.

Accident rates are lower than the pre-pandemic period.