

# Crisis Looms in Rural Texas with Threat from TXDOT

## *Uvalde Mayor Says TXDOT Putting Texas Ag at Risk*

**Uvalde, TX (Sept. 24, 2013)** – Uvalde Mayor J Allen Carnes today called on all Texans to reject the Texas Department of Transportation’s attempt to put its budget problems on the backs of rural Texas by turning paved farm to market roads into gravel roads.

“All Texans depend on paved farm to market roads to move food, fiber, oil and timber from rural Texas to the urban consumers,” says Carnes. “Without a viable infrastructure, Texas agriculture is threatened and when Texas agriculture takes a hit, so too will the Texas economy,” he adds.

Carnes is the only mayor and farmer in the race for Texas Agriculture Commissioner. Carnes, a Republican, says, “TXDOT is shirking its responsibility of maintaining farm to market roads by asking those of us outside its Austin bubble to pick up the tab,” says Carnes. “TXDOT needs to do a better job of managing the peoples’ money. Rural Texas and all Texans deserve better,” he says.

The mayor points to Uvalde as an example of government working within its means. Carnes says, “TXDOT needs to quit picking on the little guys in rural Texas who are actually balancing budgets without burdening the taxpayers.” He adds, “This year in Uvalde we’re in the black by about \$90,000 which is great, but not a lot of money if you’re talking about TXDOT asking us to fix its financial mess.” He believes TXDOT wants to turn its back on rural Texas with its Turn back Program.

Carnes believes taking oil and gas revenues from the rainy day fund and devoting it to roads is a workable solution to TXDOT’s inability to effectively manage its budget. He says sound conservative governance requires choices be made as to how we most effectively allocate resources entrusted to our state government. Infrastructure maintenance supports our economy, security and way of life, he adds.

The Texas road system has for decades been the envy of and model for the rest of the United States and, indeed, the world. Farm to market roads were built to bring valuable products out of rural areas to clothe, feed and house urban areas. Carnes believes Texans will not support turning the state’s first world road system into a third world network of gravel roads. “Businesses and economies grind to a halt without an efficient, well maintained road system and that includes paved farm to market roads,” he adds.

“It’s going to get real muddy in rural Texas thanks to TXDOT,” says Carnes. “Farm to market roads are becoming dilapidated because we have a fight going on in Texas,” he adds.

“Read your history and learn from Coolidge, Hoover, Lincoln, Eisenhower and so many leaders who recognized that a strong economy is paved with a well maintained infrastructure connecting a network of communities,” says Carnes.

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