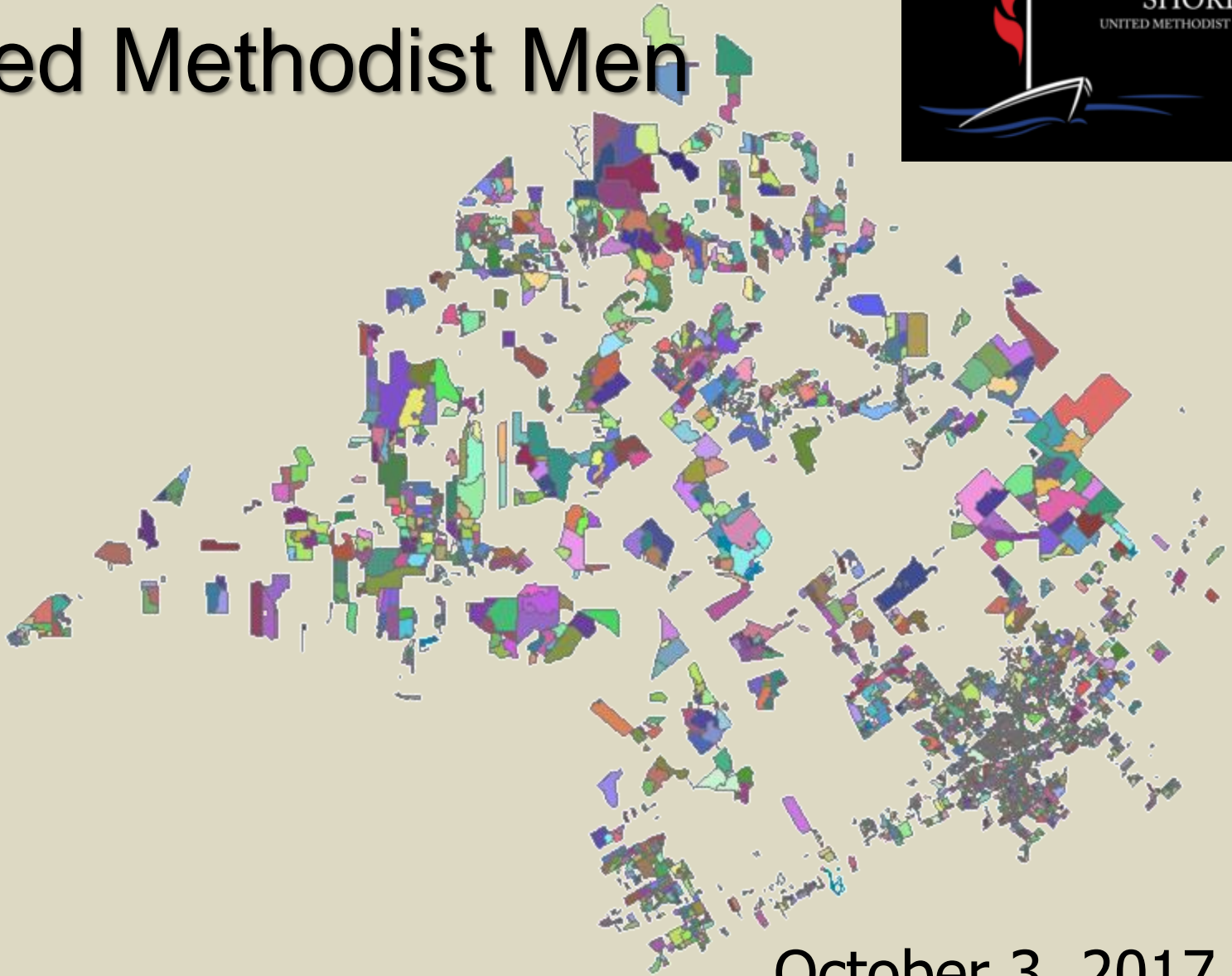
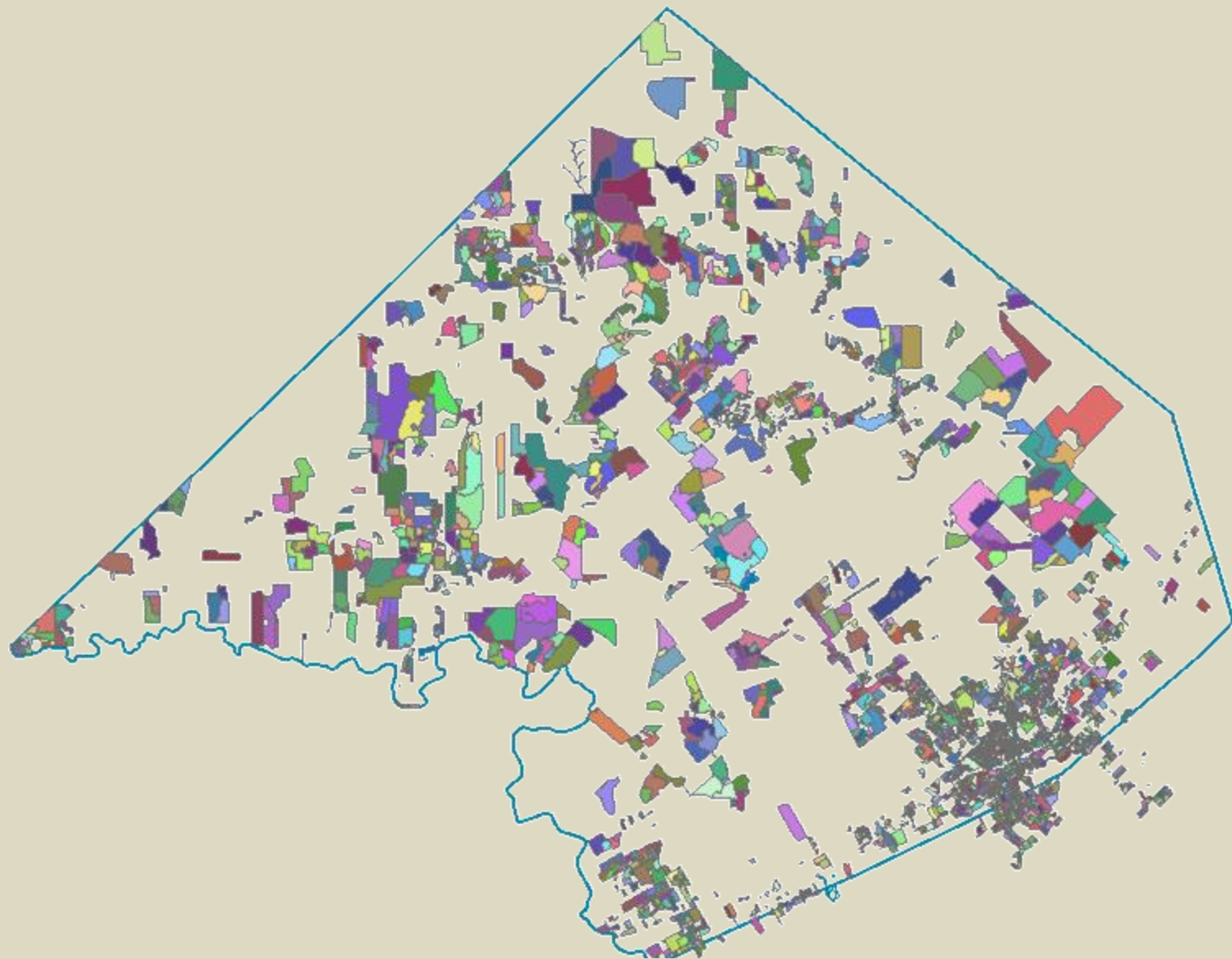


North Shore United Methodist Church United Methodist Men



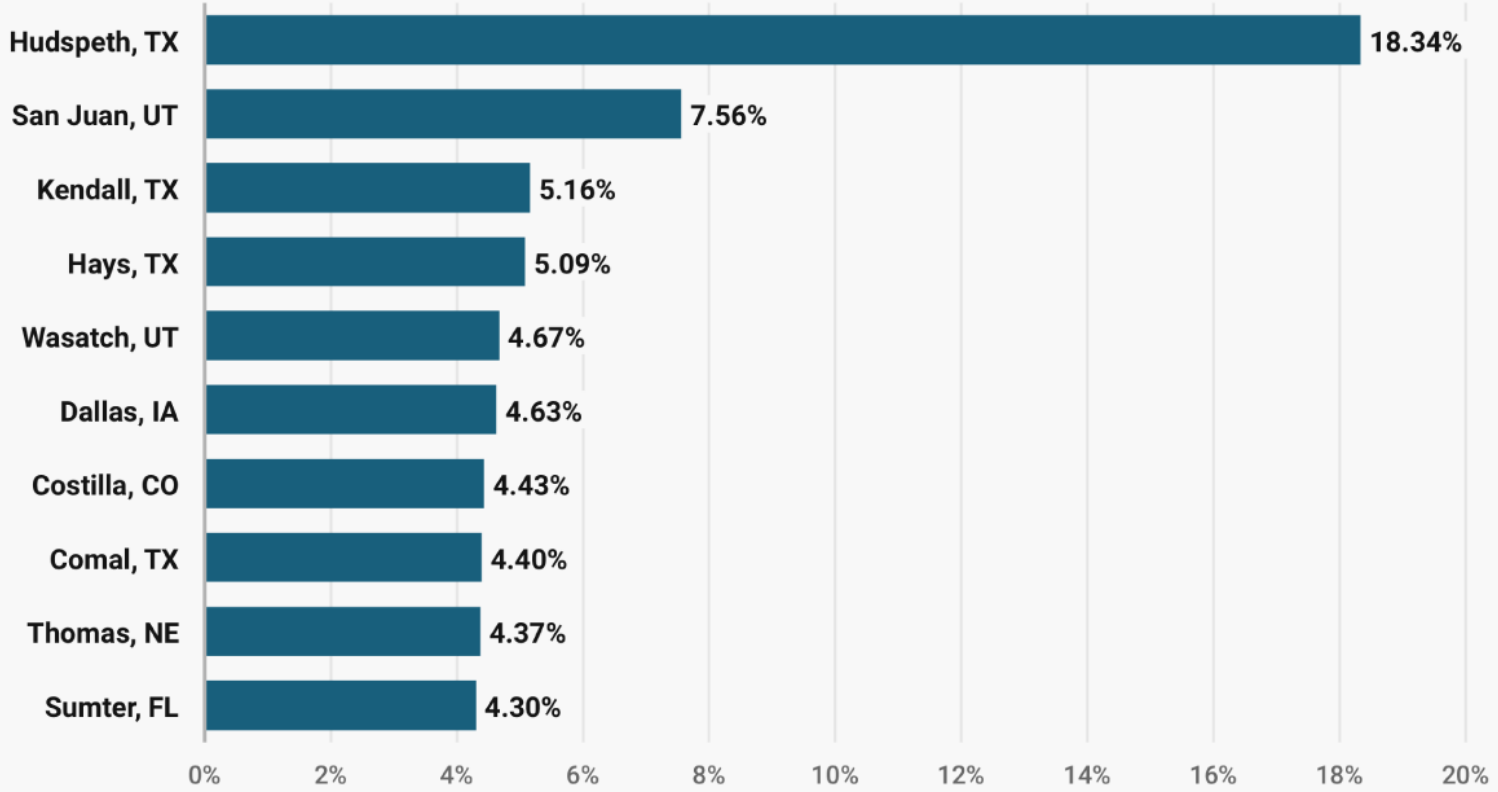
October 3, 2017





FASTEST GROWING COUNTIES

Percent change, July 1 2015-July 1, 2016



SOURCE: US Census Bureau

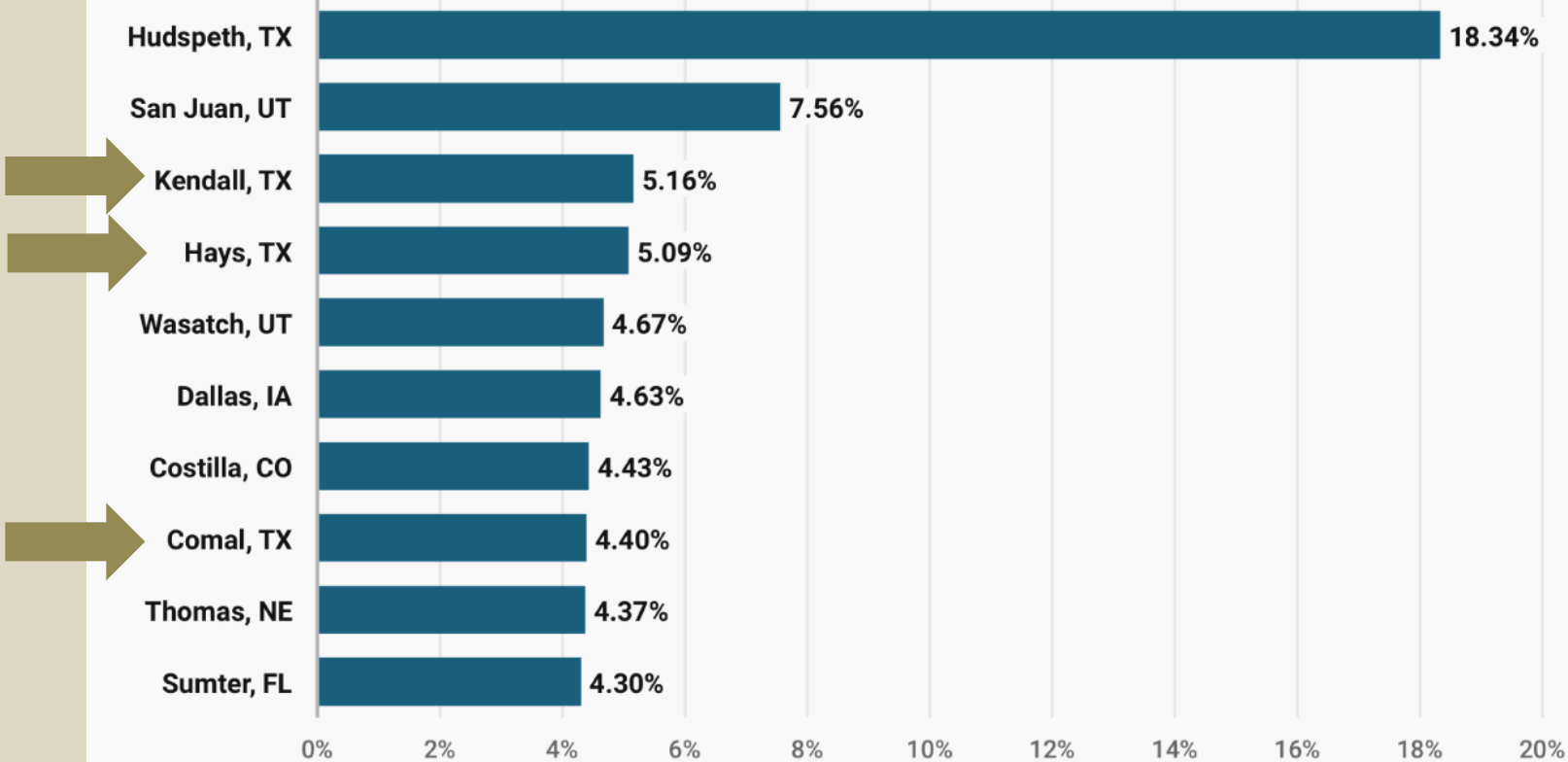
BUSINESS INSIDER





FASTEST GROWING COUNTIES

Percent change, July 1 2015-July 1, 2016

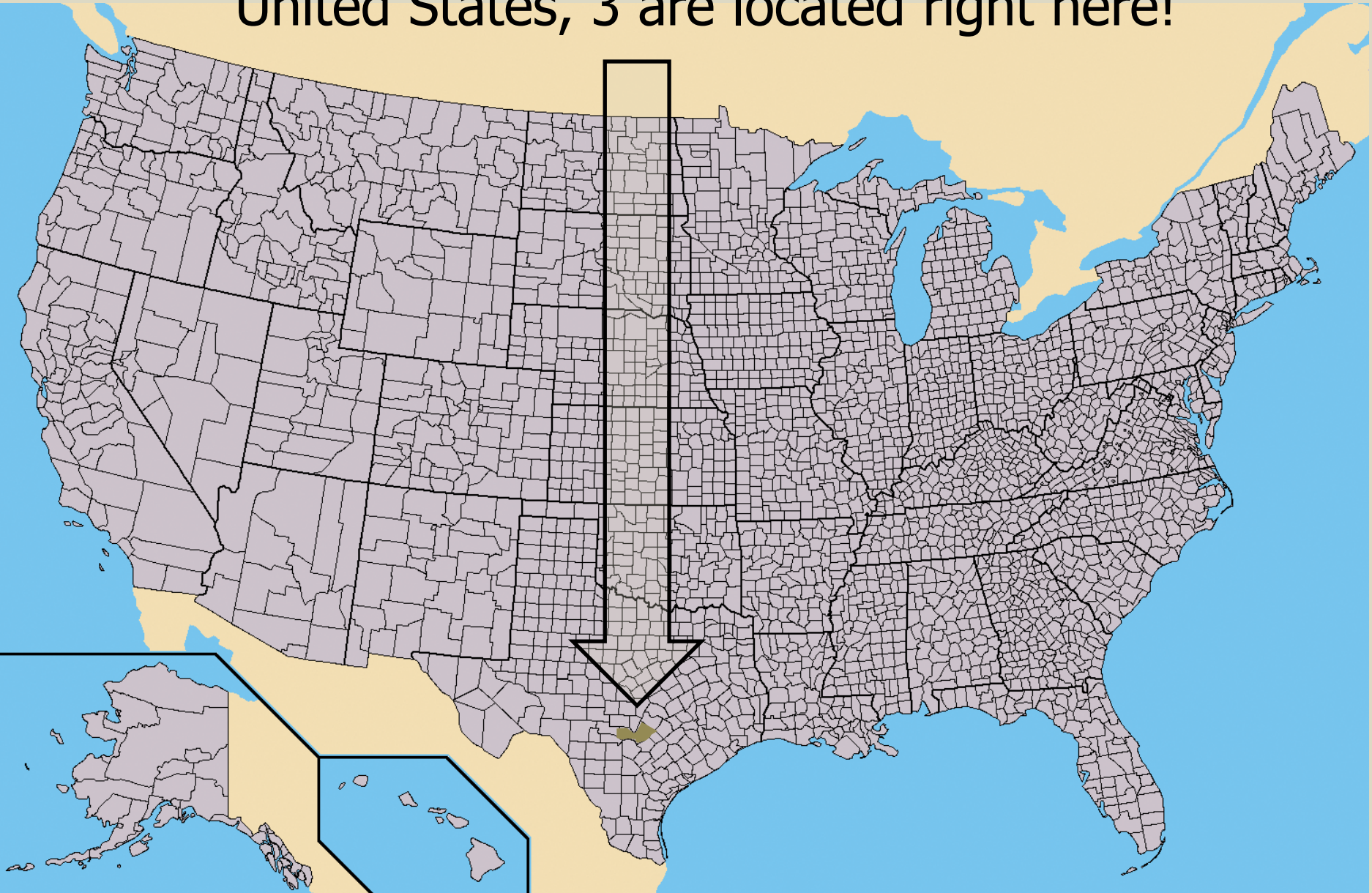


SOURCE: US Census Bureau

BUSINESS INSIDER



Of the 8 fastest growing counties in the United States, 3 are located right here!





Population growth in Comal County

2016 – 134,788

2010 – 108,472

2000 – 78,021

1990 – 51,832

1980 – 36,446

1970 – 24,165

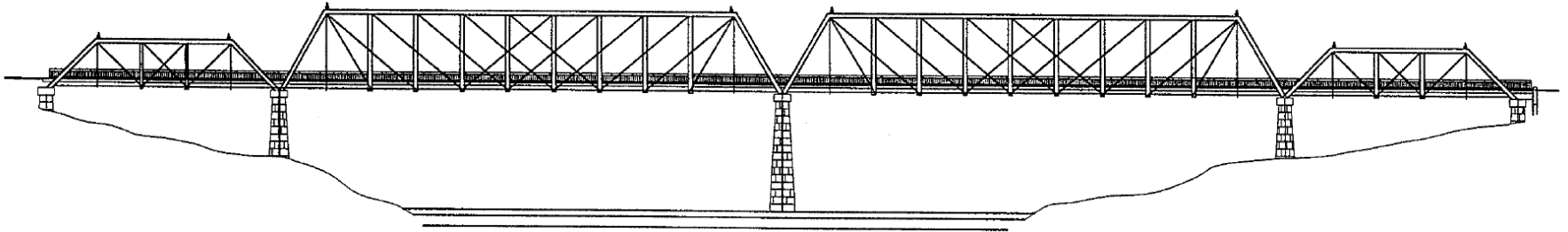
1960 – 19,844

Faust Street Bridge

Built
1887

New Braunfels
Comal County, Texas

Restored
1998







UP Railroad Bridge 1850?

West Point-Pepperell Lake

Faust St Bridge 1887

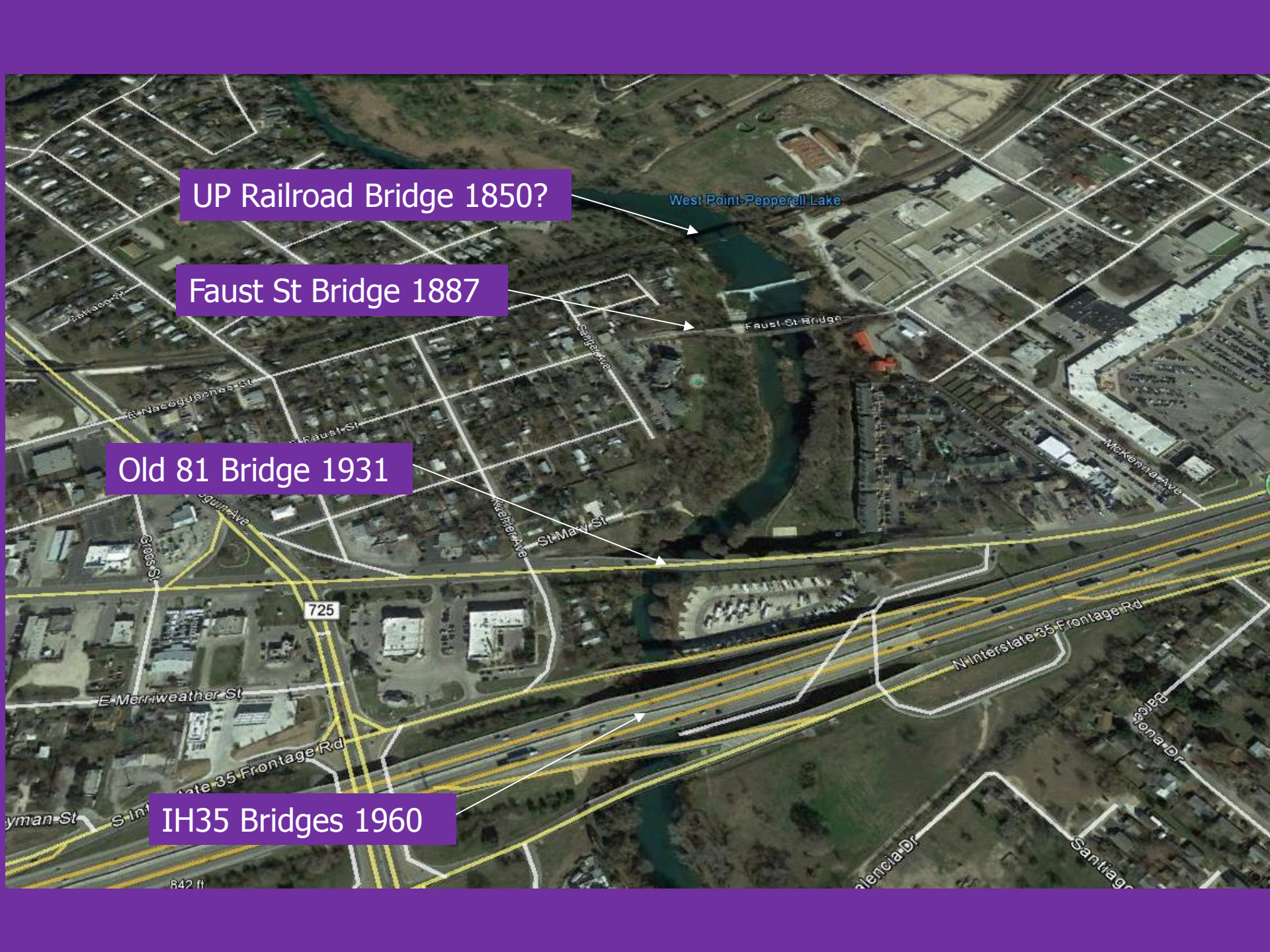
Faust-St Bridge

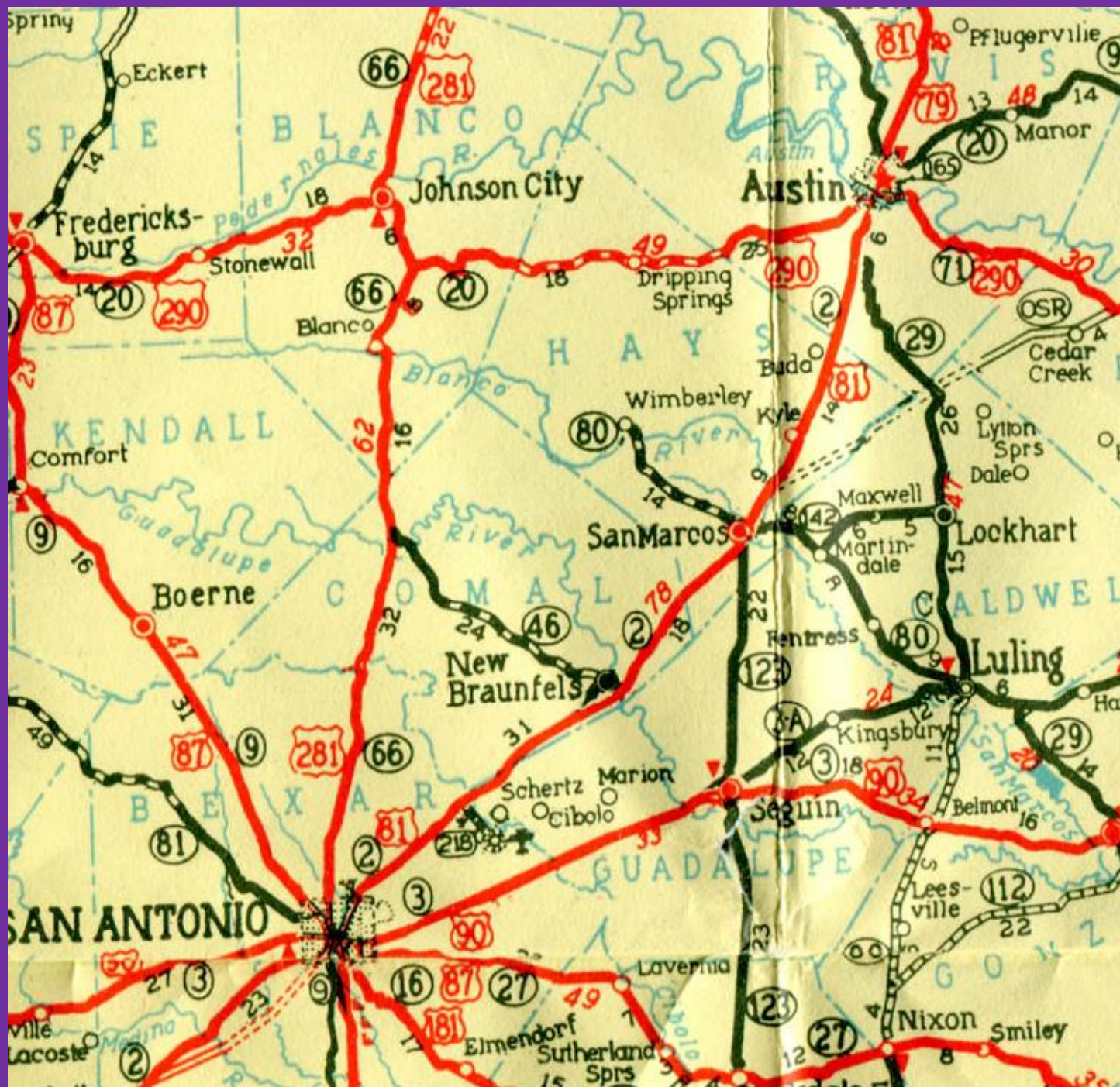
Old 81 Bridge 1931

725

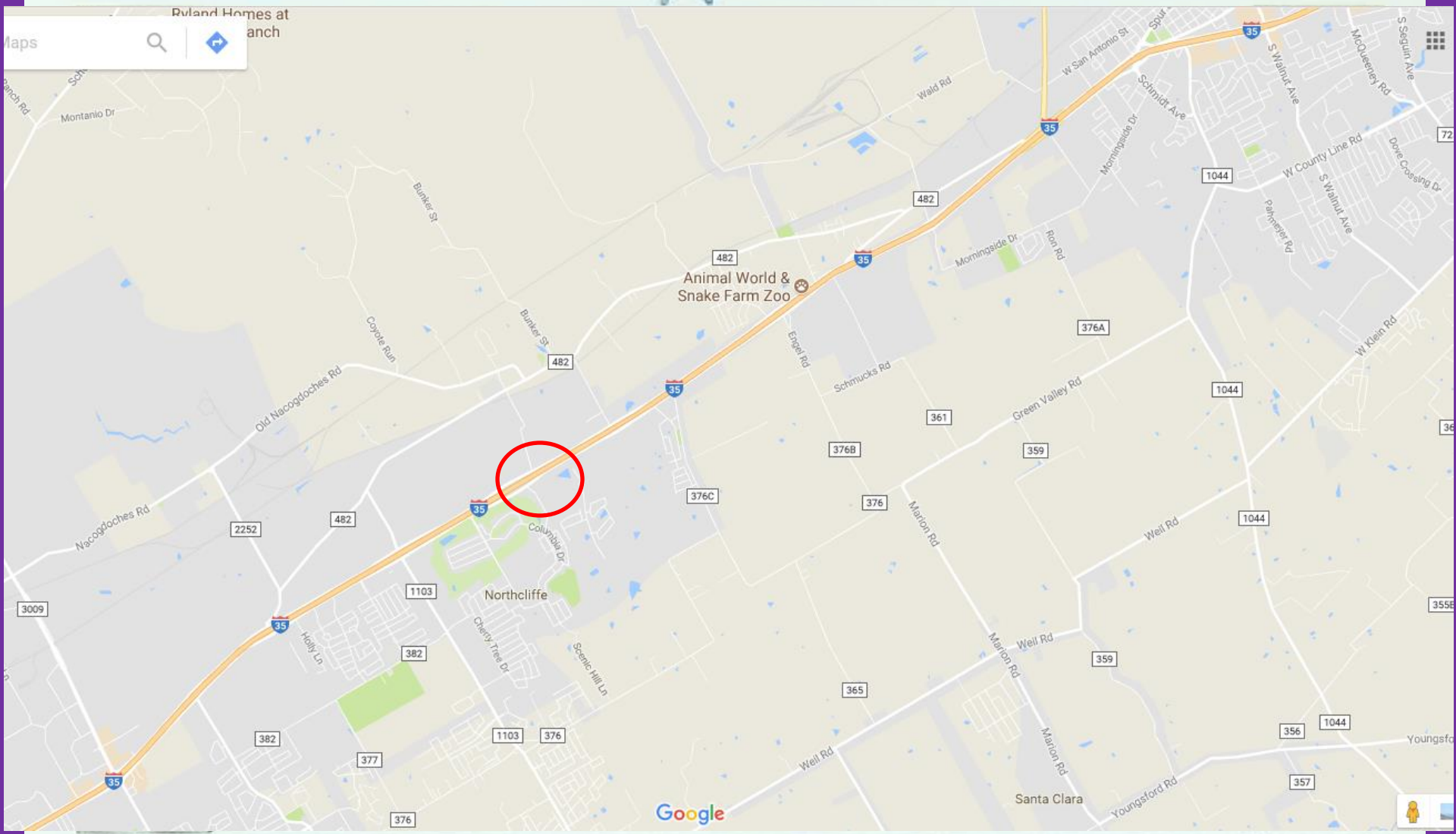
N Interstate 35 Frontage Rd

IH35 Bridges 1960





14



Looking north along Highway #2 at Freisenhahn Road 1933

14



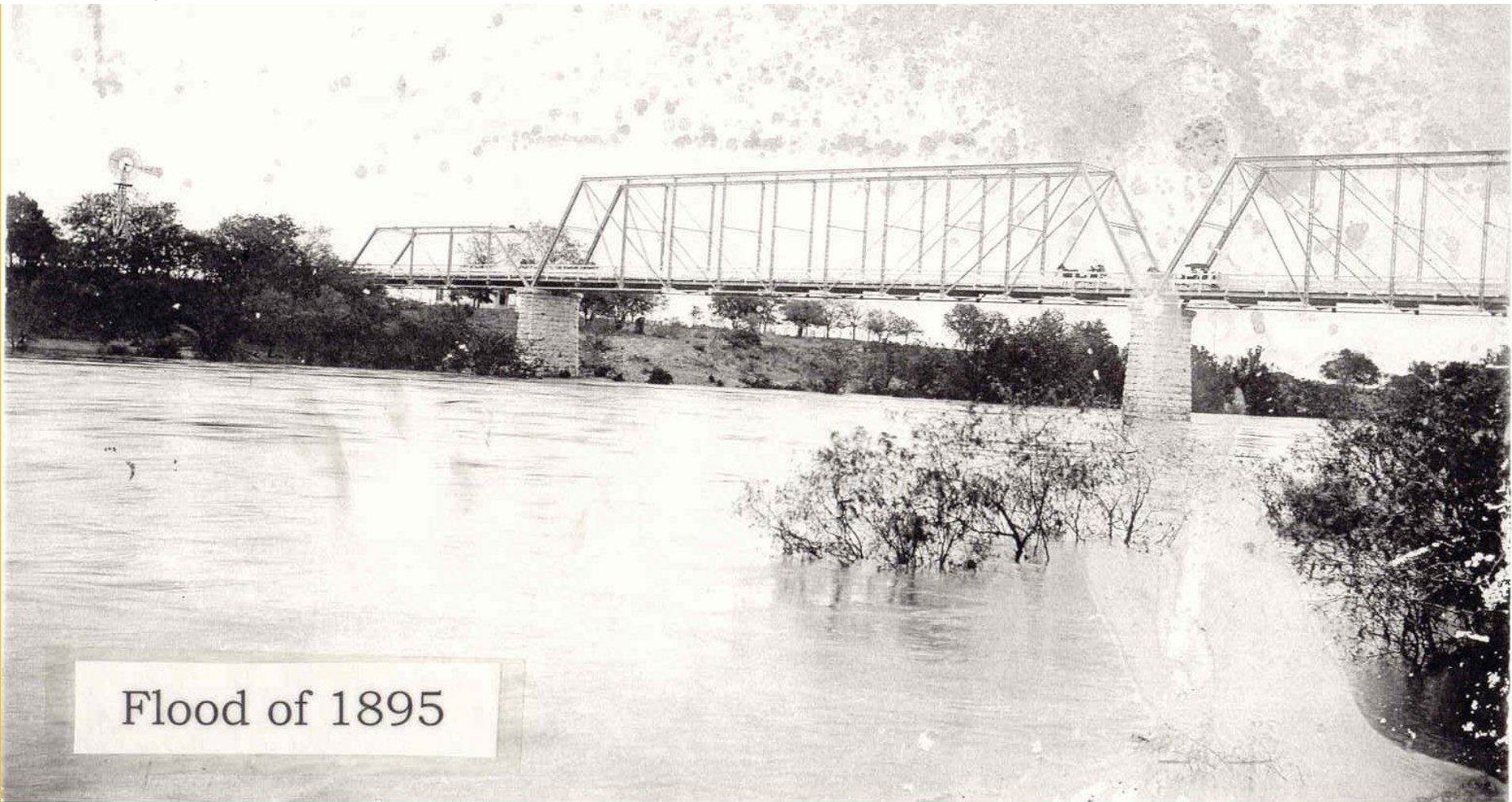
Looking north along Highway #2 at Freisenhahn Road 1933

The Faust Street bridge was constructed by King Iron and Bridge Company of Cleveland, Ohio in 1887. Comal County considered three proposals for the bridge at its April 5, 1887, commissioners court meeting. King Iron and Bridge Company submitted the low bid of \$25,600 and was awarded the contract. According to the Comal County Commissioners Court Minutes, the total cost of the bridge, including land for right-of-way, trusses, piers and engineering costs, came to \$33,269.



Newly Constructed Bridge in 1887

The county opened the bridge as a toll-free structure in late 1887. At the time of its opening, the Faust Street Bridge was one of the first permanent "toll-free" structures completed over a major waterway in Texas. Most major bridges built during the 1880s were built by privately-funded bridge corporations which charged tolls or fees to cover construction and maintenance expenses of the bridge. The county's \$33,269 investment in the opening of a "free bridge" across the Guadalupe was a testament to the county's prosperity and civic-mindedness at the time.



Flood of 1895

On December 27, 1887, the Commissioners Court opened the bridge and adopted the following rules regulating the traffic:

Rule 1. The driving of loose stock over the bridge is prohibited.

Rule 2. Teams and horsemen are required to cross the bridge in a walk.

Rule 3. In driving over the bridge, all teams must take the right hand side.

The bridge was built as a toll free structure. Most major bridges of the time were built by privately-funded entities which charged tolls. Comal County's investment in opening a "free bridge" was a testament to the County's prosperity and civic-mindedness.

The County built the bridge within feet of the Guadalupe River crossing of the Old San Antonio Road (El Camino Real).

In 1917, the Texas Highway Department designated the structure to serve as part of the State Highway 2, the predecessor route to US 81 and IH 35.

The bridge served as a major crossing for all traffic between Dallas/Austin to San Antonio from 1887 to 1934.

The County replaced the timber decking of the bridge in 1947 and added a pedestrian walkway on the upstream side. Sound timbers were salvaged from the original 1887 deck and used to build the walkway.

The Faust Street Bridge served local New Braunfels traffic until 1968 when, faced with significant repair costs of \$43,906, the County concluded it would be in the best interest of the public to close the bridge to vehicular traffic.

After suffering fire damage, the bridge was closed to pedestrian traffic in 1978.

The bridge remained dormant and unattended until Comal County ordered engineering to begin its restoration in 1994.

In 1998, the restored bridge was dedicated to the City of New Braunfels and re-opened to pedestrian traffic.



Automobile Accident in 1929

Technical Facts

The Faust Street Bridge is a 640-foot long, four-span truss bridge across the Guadalupe River within the City of New Braunfels in Comal County, Texas.

The bridge is made of wrought iron, a once common structural material. Wrought iron is nearly pure iron, containing very little carbon or alloying metals. It has a fibrous character like that of wood. This makes wrought iron less brittle than cast iron and early steels. Wrought iron also has superior corrosion resistance compared to steel.

The strong, reliable character of wrought iron made large truss bridges possible. Later, the economics of steel production replaced wrought iron as the bridge material of choice. Wrought-iron bridges were not built after about 1890.

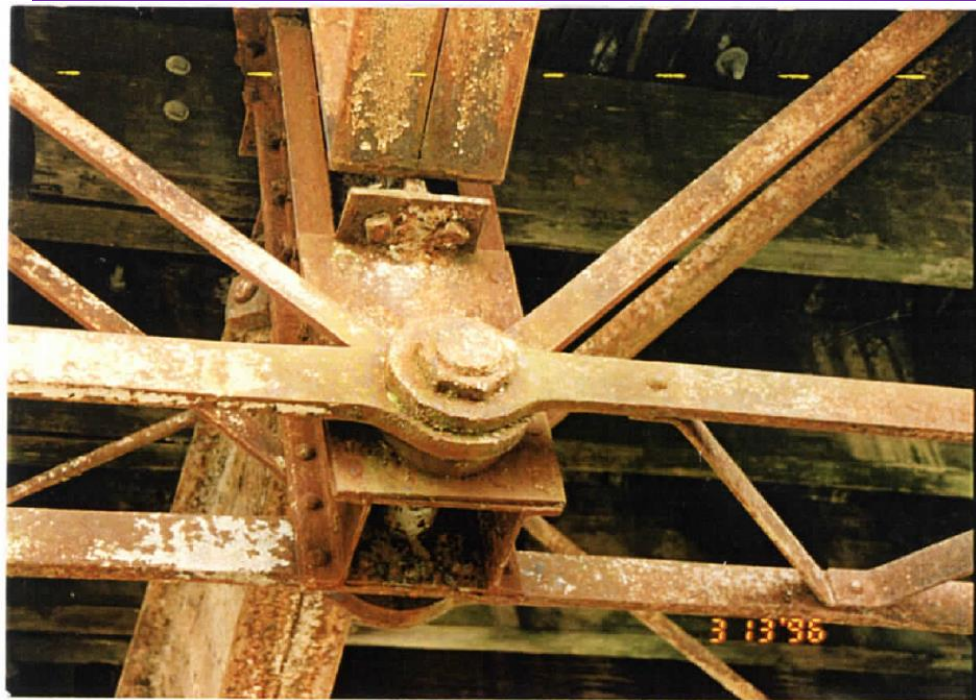
The Whipple truss was patented by Squire Whipple, an American inventor, in 1847 and became the preferred truss type for long spans.

Each of the 220-foot main spans is a double-intersection Pratt (or Whipple) through-truss. The two 100-foot approach spans are Pratt trusses. In these types of trusses the diagonal bars are in tension and the vertical posts are in compression.

Tension members, such as the diagonals and the bottom chord, consist of double or quadruple sets of eyebars. The eyebars have a flat, circular head with a 2-inch to 3-inch hole. The eyebars are held together by cylindrical pins. There are as many as 12 eyebars nested on a single pin. These are best observed from underneath the bridge.

The deck of the bridge is supported by 20-foot long 3" x 14" Douglas Fir and Pine stringers.

The bridge is supported by massive limestone piers. These large piers were designed to support the weight of the bridge and to resist the forces of a flooding river.

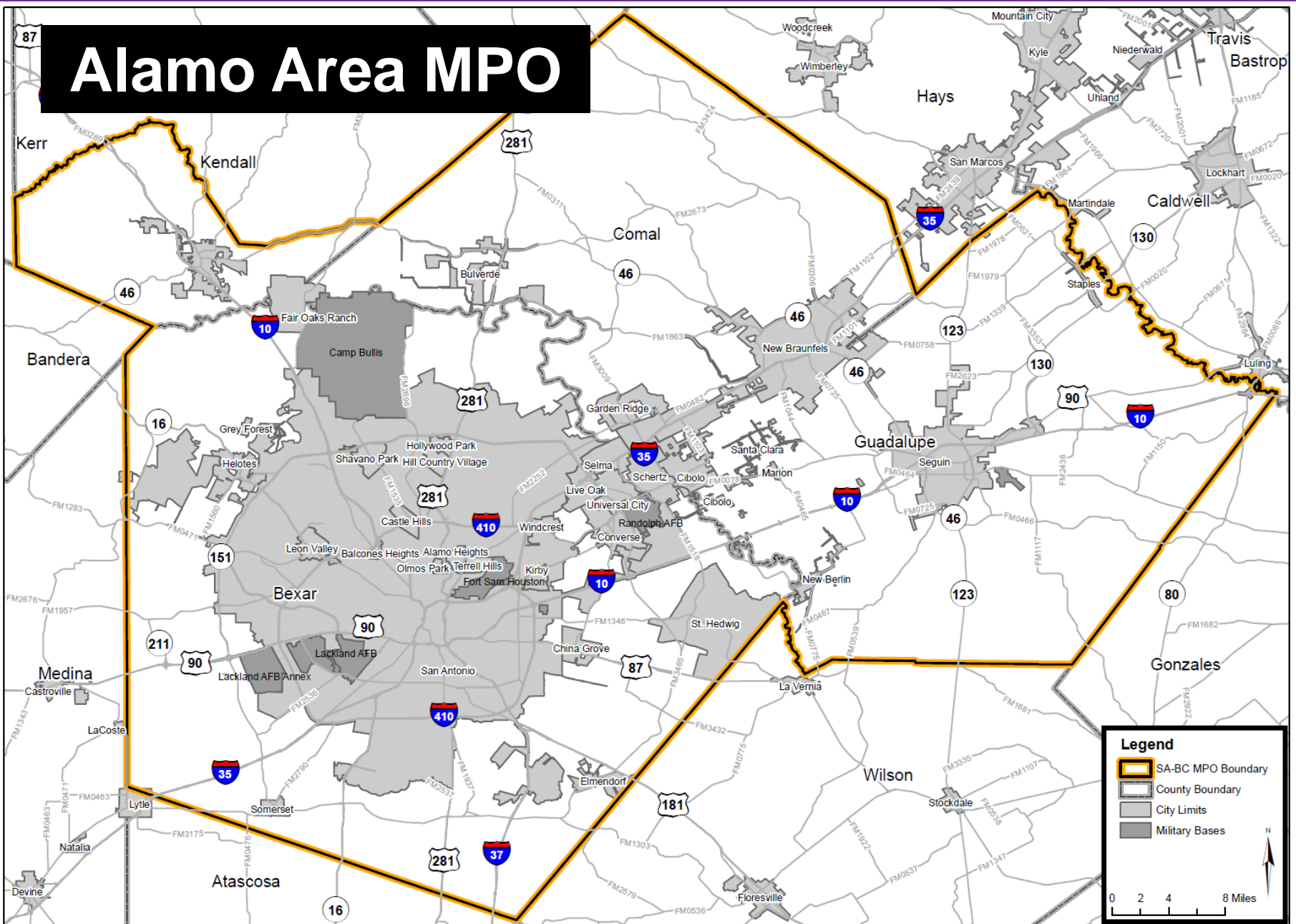








Alamo Area MPO



AAMPO's Major Funding Sources

Federal

Fixing America's Surface Transportation (FAST)

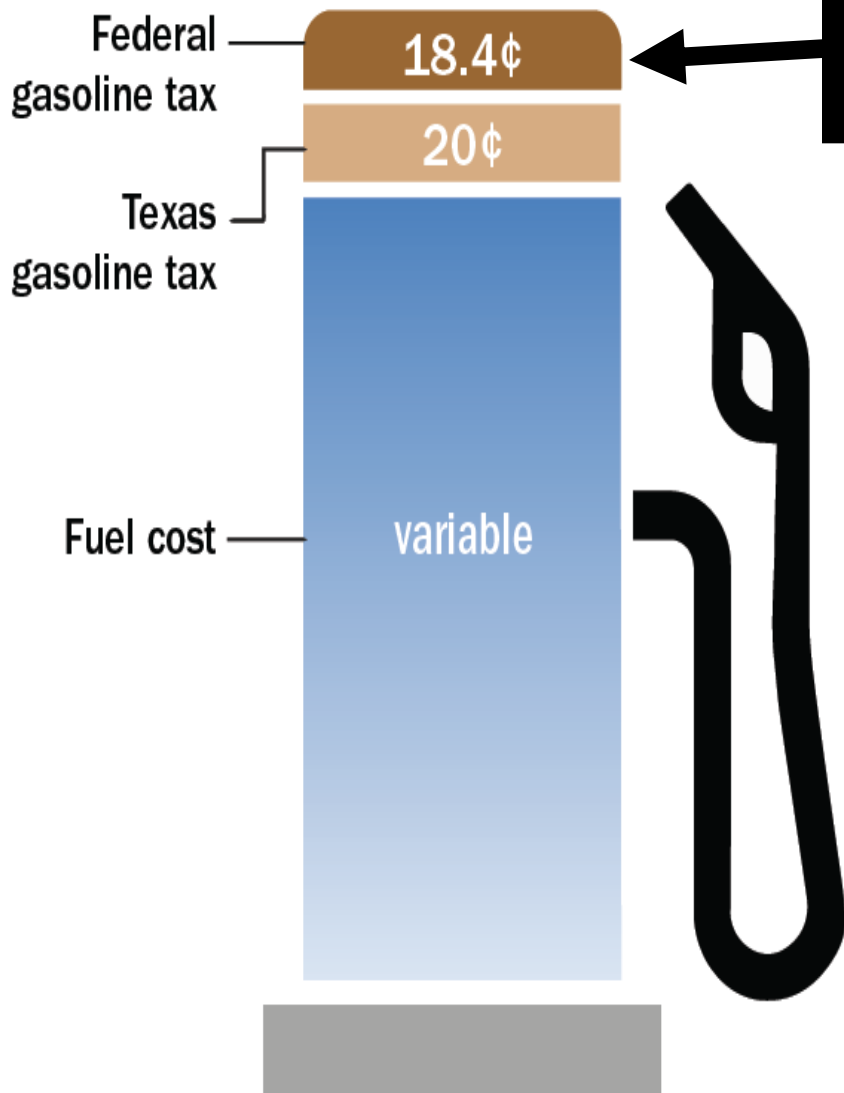
Federal Highway Trust Fund

State Highway Fund - SHF

Proposition 7 Funding – Beginning FY2018,
sales and use tax & elimination of diversions

Proposition 1 Funding - Voter approved 2014,
oil & gas revenues and “rainy day fund”





Federal gas tax placed in Highway Trust Fund

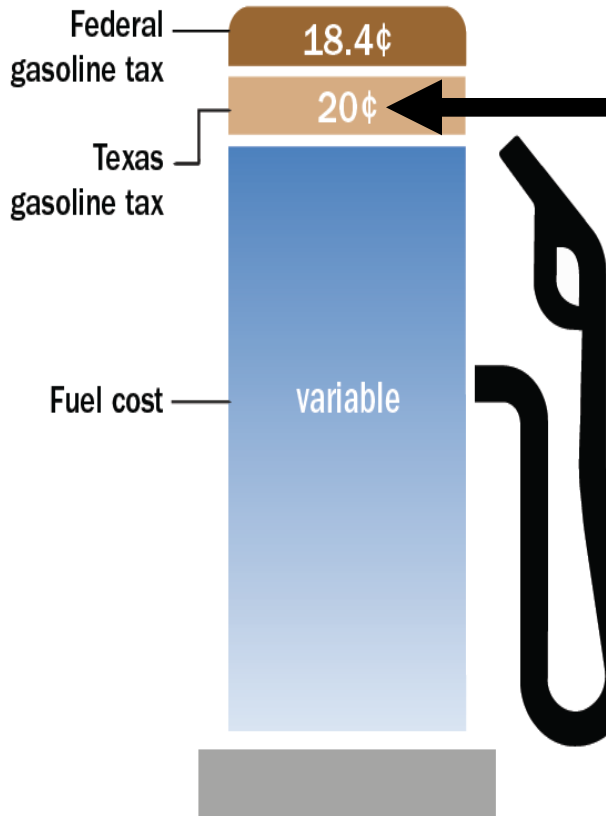
Unchanged since 1993

Texas is a “donor” state, only recoups 95%

The 5% exceeds \$700M

Components of gasoline prices per gallon in Texas

State Highway Fund - SHF



Components of gasoline prices per gallon in Texas

The SHF main account receives the following revenues:

- State Motor Fuels Tax*
- Vehicle Registration Fees*
- Other revenues, such as lubricant sales taxes*, permit fees for special vehicles, fees, and interest* on certain funds
- Local project participation funds

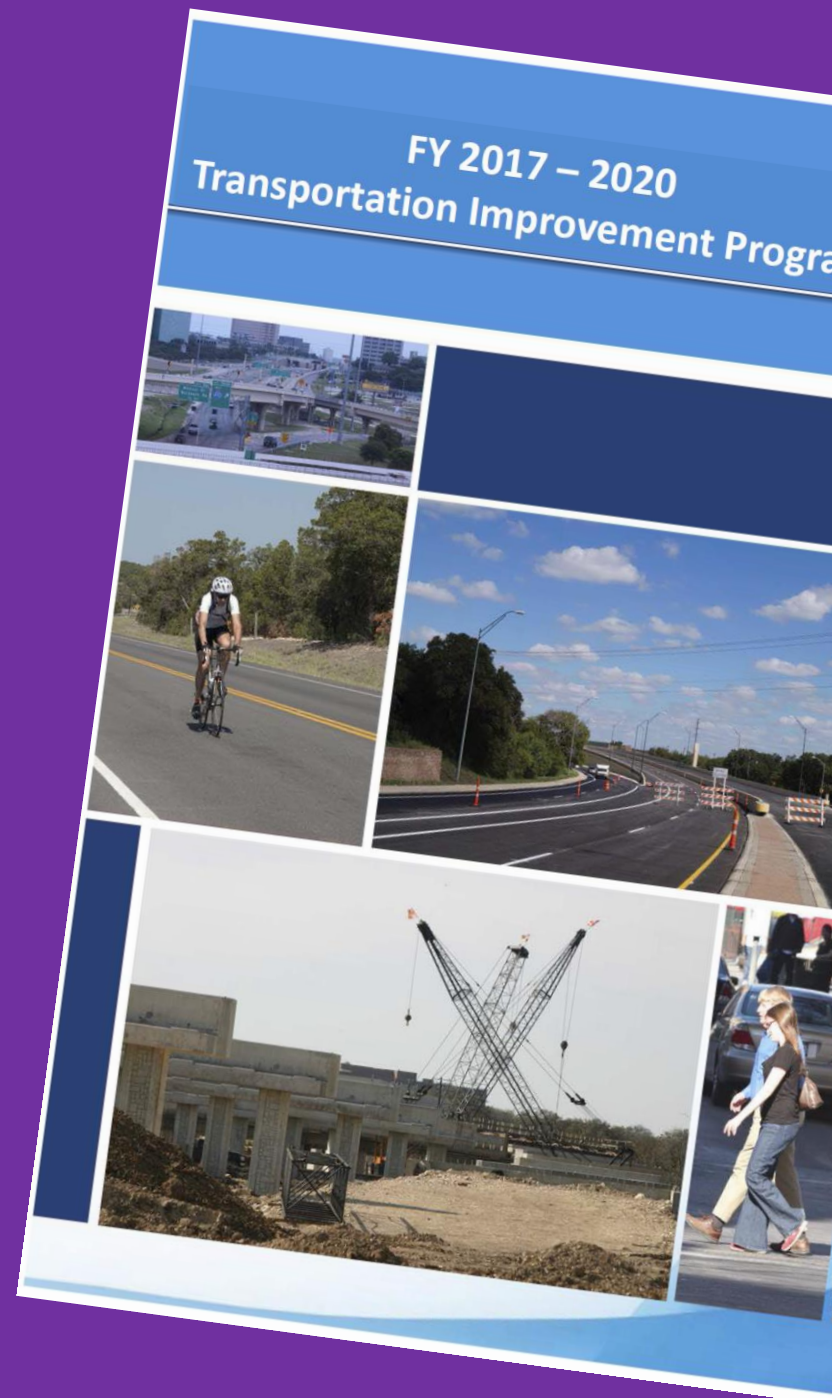
**Indicates revenues that are dedicated by the Texas Constitution to fund public roadway projects.*

Planning Documents

Transportation Improvement Program

.. the “TIP”

- Most important plan
- Constantly being adjusted
- Short range, 3-4 year
- “Funded”



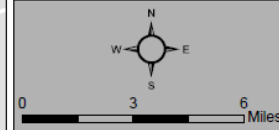
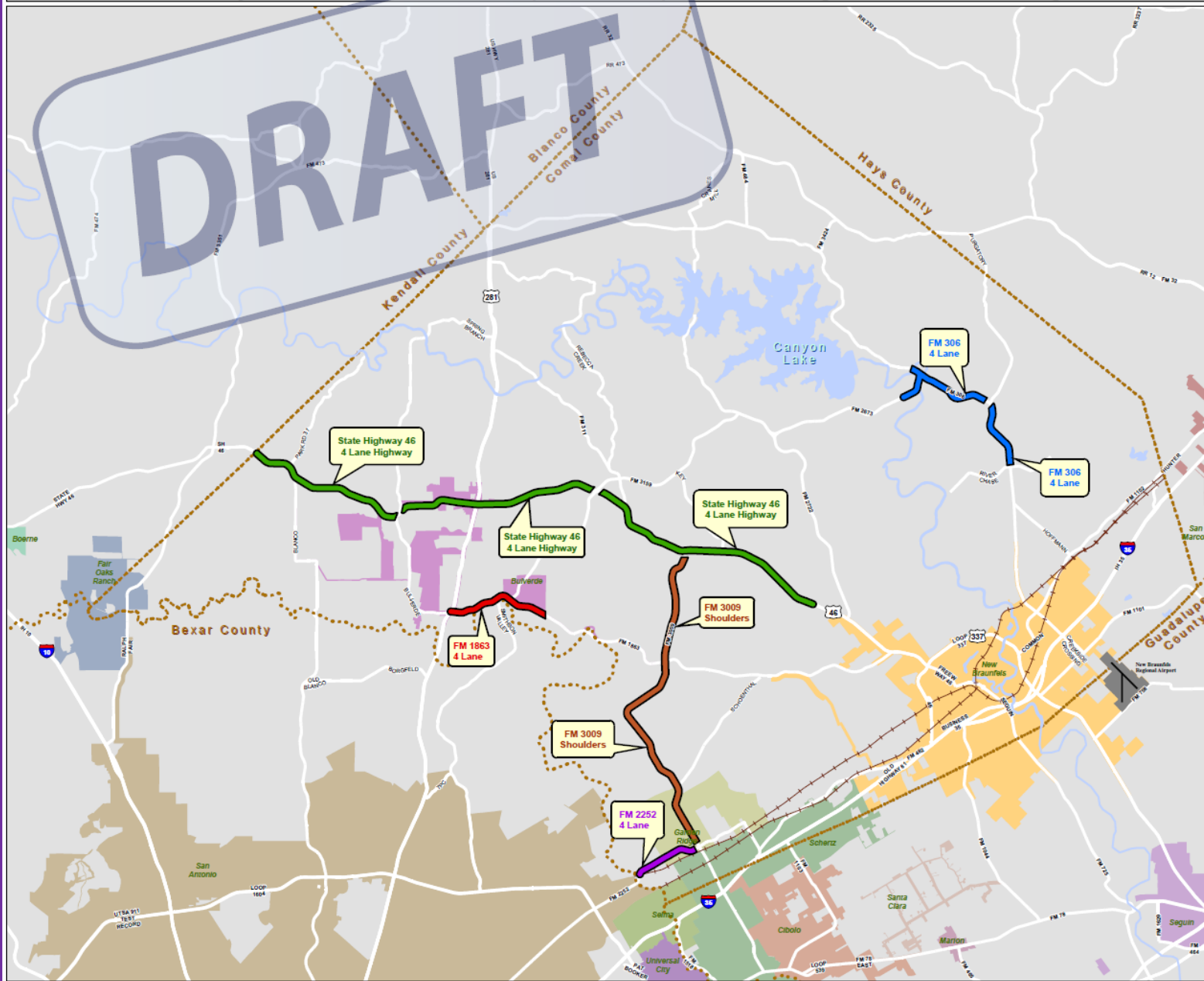
FY 2017 – 2020
Transportation Improvement Program

Comal County - Recommended Projects

AAMPO - Call for Projects - FY 2017 - 2020 Transportation Improvement Program STP-MM Funding



Comal County Engineer's Office
195 David Jonas Dr
New Braunfels, TX 78132
(830)608-2090



Prepared by: Comal County Engineer's Office
Date: 8/18/2015

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

For information concerning the source of the data, please contact:
Comal County Engineer's Office

The Technical Advisory Committee (TAC) met on Friday, March 14, 2014 to develop a recommendation which is provided below.

Available funding including FY 2019		\$110,000,000
Project Number	Brief Description	
1	Commute Solutions (3 years) (AACOG)	\$801,000
2	Stone Oak Pkwy Park & Ride (ATD)	\$15,000,000
4	Galm Road (Bexar Co)	\$7,323,351
6	Watson Road (Bexar Co)	\$4,886,116
21	Multi-modal Transportation Plan (CoSA)	\$2,400,000
22	Callaghan Road (CoSA)	\$1,707,426
23	US 90 Ramps (1/2) (CoSA)	\$9,000,000
24	Harry Wurzbach/Austin Hwy (CoSA)	\$7,177,000
25	Tor Drive (Seguin)	\$3,061,455
34	FM 306 (TxDOT/Comal Co)	\$15,000,000
36	Loop 337 North (TxDOT/New Braunfels)	\$8,500,000
42	IH 10/FO Ranch Pkwy (TxDOT/FO Ranch)	\$7,190,000
43	IH 10/Scenic Loop (TxDOT/Boerne)	\$8,900,000
48	IH 35 (Aux lane) (TxDOT)	\$13,500,000
50 - 53	FM 3009 (4 sidewalk projects) (TxDOT)	\$2,825,000
56	VIA Transit Amenities	\$2,000,000
Total		\$109,271,348
Balance		\$728,652

2015 – County acquires new Elections Office space



2016 – City agrees to let County use part of the old City Hall



2016 – County contracts with HDR to study feasibility of proposed Landa/Annex remodel

9. Discuss and consider approval of the following:
 - (A) April 2016;
 - (B) May 2016;
 - (C) June 2016;
 - (D) July 2016; and
 - (E) August 2016.
- 10. Discuss and consider Proposal for Review of Existing Conditions and Feasibility Study by HDR, Inc. and authorize County Judge to sign.
11. Discuss and consider purchase of MCC7500 Dispatch Console for the Comal County Sheriff's Office utilizing the Houston Galveston Area Council Cooperative and authorize Purchasing Director to execute all related documents.
12. Discuss and consider approval of a line-item transfer in Public Information Office Advertising, Notices and Printing, TO: Employee Recognition and authorize remainder of 2016.
13. Discuss and consider approval of a line-item transfer in Public Information Office Improvements and Medical Services, TO: Extradition and authorize Contract/Services to cover costs for the remainder of 2016.

Commissioners Court hires HDR to prepare an existing conditions and feasibility study on October 27, 2016

2017 – County begins remodeling of the old City Hall

Upon completion of remodel, CCAL#1, CCAL Clerk, and Civil DA will move in this summer



2017 – County remodels Elections Office space

Upon completion of remodeling, Elections will move in this summer



2017 – County can begin remodel of Landa













ADMINISTRATION
LOBBY



