

Exhibit G: Modifications Following April 11, 2025, Release of Draft 2024 Comprehensive Plan Update

Section	Modification	Proposed By	Notes
Multiple	Punctuation and grammar	PED Staff	Not tracked, as considered non- substantive
Transportation Functional Plan		Council Member Eckert	
Section 1.5 Implementation	<p>The recommended plan would be implemented gradually, as growth occurs. The actual timing of needs may take more or less than the 20 years assumed in this study. The overall cost of the listed needs would be approximately \$65.5 million in 2024 dollars. (Table 7-1.)</p> <p>A conservative estimate of available public resources of all kinds over 20+ years is \$65.5 \$62.3 million (Table 7-2). The remaining \$29 million would need to be raised through Traffic Impact Fees (TIF's) <u>fund a portion of the costs of transportation facilities needed to accommodate growth.</u> The anticipated new development over the 20-year planning horizon is estimated to generate 19,213 new daily trips from residential land uses and 44,950 new daily trips from commercial land uses. After discounting 25% of the commercial trips to avoid double-counting by-pass trips, there would be a total of 52,925 new daily trips on which the TIF would be based. This equates to a TIF of \$548 per new daily trip.</p>		
Section 3.1 Existing Mode Split	<p>Vehicular travel for commuting to work, which generally occurs during the morning and evening peaks when traffic volumes are highest, is the primary choice for many travelers in and around Poulso, as shown in the Census journey-to-work data (see Figure 3-1 2-1). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during various times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrian and vehicle volumes during these times.</p>		
Section 7.2.1 Grants and Other Agency Funding	<p>The funding program identifies approximately \$24.5 million in funding from grants or contributions by other agencies. This represents 37% 26.8% of the City's estimated capital transportation improvement program costs. Grant revenue is expected to help fund complete street, safety, and active transportation improvements in addition to local street improvements as identified in the Transportation Functional Plan. A summary of potential project funding sources is included in Appendix D.</p>		
Section 7.2.2 Transportation Impact Fees	<p>The TIFs are estimated to account for almost \$29 million (2024 dollars) in revenues. This represents approximately 44% 31.7% of the total City transportation funding program.</p>		