Division of Community Planning

Community Planning Act Summaries

Frequently Asked Questions about the Community Planning Act

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What is eliminated?

1. Rules 9J-5 and 9J-11.023, Florida Administrative Code, were repealed. However, portions of both rules are incorporated into statutes through CS/HB 7207ER. Rule 9J-11, Florida Administrative Code, was not repealed in its entirety. Rules 9J-11, 9J-33, and 9J-42, Florida Administrative Code, will be repealed by the Department. The new processing guidelines are now on the web site.
2. The State Comprehensive Plan is removed from the definition of "in compliance" in Section 163.3184(1)(b), Florida Statutes, and therefore is no longer a basis for the state land planning agency's compliance determination.
3. Evaluation and Appraisal Report (EAR) sufficiency review and mandatory plan updates.
4. Concurrency for transportation, schools, and parks and recreation facilities - optional for local governments.
5. Financial feasibility for capital improvement plans - back to pre-2005 status.
6. Twice per year plan amendment limitation.
7. Energy efficiency / greenhouse gas reduction provisions.
8. Public school element.
9. Mining, industrial, hotel and motel and multi-screen movie development are not required to undergo Developments of Regional Impact review.

What is revised?

1. Sector Plan Program.
2. Rural Land Stewardship Area Program.
3. Urban service areas definition.
4. Allowance for additional planning periods for portions of jurisdiction.

5. Comprehensive plan amendment process - Expedited Review and State Coordinated Review.
6. Small scale amendment process. (Section 163.3187, Florida Statutes)
7. EAR-based amendments - a notification letter submitted to the State Land Planning Agency every seven years only to incorporate new state requirements if determined by a local government to be necessary. Local governments are encouraged to update plan to reflect changes in local conditions.
8. Developments of Regional Impact substantial deviation criteria and essentially builtout criteria.
9. Additional extension of Developments of Regional Impact buildout and mitigation dates.
10. Transportation proportionate share requirements.
11. New time frame for requesting permit extensions.
12. New criteria for urban sprawl analysis.
13. Land use need.

What is prohibited?

1. Local referenda on plan amendments. (Section 163.3177(8), Florida Statutes)

Rules

1. ***What is the status of Rule 9J-5, Florida Administrative Code?***
   - Response: Rule 9J-5, Florida Administrative Code, has been repealed in its entirety; however, portions of Rule 9J-5, Florida Administrative Code, have been incorporated into Chapter 163, Part II, Florida Statutes.
2. ***What is the status of Rule 9J-11, Florida Administrative Code, with respect to the process for submission of amendment packages?***
1. Response: The Department is in the process of repealing Rule 9J-11, Florida Administrative Code.
3. ***What is the process the Division will use to process the comprehensive plan amendments?***
0. Response: The new processes are posted on the Department's website:Comprehensive Plan Amendment Submittal and Processing Guidelines, which outlines Expedited State Review, State Coordinated Review and small scale.

Types of Comprehensive Plan Amendments

Section 163.3184, Florida Statutes, provides the procedure for large scale amendments to comprehensive plans and creates two different kinds of reviews.

A. Comprehensive Plans and Plan Amendments Submitted Under the Expedited State Review Process, Section 163.3184(3), Florida Statutes: This process applies to all amendments except:
   - Small scale development amendments which will follow the small scale review process in Section 163.3187, Florida Statutes, or;
   - Plan amendments that are in an area of critical state concern; propose a rural land stewardship area; propose a sector plan; update a comprehensive plan based on an evaluation and appraisal; or are new plans for a newly incorporated municipality which will follow the state coordinated review process in Section 163.3184(4), Florida Statutes

- Questions and Responses:
    1. ***What is the timeframe for transmitting and adopting comprehensive plan amendments under the Expedited Review Process?***
        - Response: For details, please visit Comprehensive Plan Amendment Submittal and Processing Guidelines.
    2. ***What is the challenge period on an adopted amendment for an affected 3rd party under the Expedited Review Process?***
        - Response: An affected person may file a petition with the Division of Administrative Hearings within 30 days after the local government adopts the amendment.
    3. ***What is the challenge period on an adopted amendment for the state land planning agency under the Expedited Review Process?***
        - Response: The State Land Planning Agency may file a challenge with the Division of Administrative Hearings within 30 days of receipt of the complete adopted plan amendment.

B. Comprehensive Plans and Plan Amendments Submitted Under the State Coordinated Review Process, Section 163.3184(4), Florida Statutes: This process applies to all of the following amendments:
    - Plan amendments that are in an area of critical state concern; propose a rural land stewardship area; propose a sector plan; update a comprehensive plan based on an evaluation and appraisal; or are new plans for a newly incorporated municipality which will follows the state coordinated review process in s. 163.3184(4), Florida Statutes.
    - Questions and Responses:
        1. ***What is the timeframe for transmitting and adopting comprehensive plan amendments under the State Coordinated Review Process?***
            - Response: For details, please visit Comprehensive Plan Amendment Submittal and Processing Guidelines.
        2. ***What is the challenge period on an adopted amendment for an affected 3rd party under the State Coordinated Review Process?***
            - Response: An affected person may file a petition with Division of Administrative Hearings within 30 days after the local government adopts the amendment.
        3. ***What is the challenge period on an adopted amendment for the state land planning agency under the State Coordinated Review Process?***
            - Response: The State Land Planning Agency, within 45 days of receipt of a complete adopted plan amendment issues a NOTICE OF INTENT to find the amendment in compliance or not in compliance. The State Land Planning Agency shall post a copy of the Notice of Intent on the Internet Site.

Comprehensive Plan Amendment Related Questions

1. ***Who is the state land planning agency?***
- Response: Currently, it is the Department of Community Affairs (DCA). By October 1, 2011, DCA will transition into the new Department of Economic Opportunity (DEO). When the transition is complete, the Division of Community Development within DEO will be the State land planning agency.

2. ***Who are the reviewing agencies?***
    - The state land planning agency;
    - The appropriate regional planning council;
    - The appropriate water management district;

- The Department of Environmental Protection;
- The Department of State;
- The Department of Transportation;
- In the case of plan amendments relating to public schools, the Department of Education;
- In the case of plans or plan amendments that affect a military installation listed in s. 163.3175, the commanding officer of the affected military installation;
- In the case of county plans and plan amendments, the Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Affairs;
- In the case of municipal plans, the county in which the municipality is located.

3. ***What are the "optional elements" of a comprehensive plan mentioned in s163.3177, Florida Statutes?***

- Response: As amended, Section 163.3177, Florida Statutes, no longer sets forth any additional elements, or portions or phases thereof that a local government may include in its comprehensive plan. Although optional elements are no longer listed in the statute, examples of the elements a local government may choose to include in its comprehensive plan are an economic development element and/or a transit, port, and aviation sub-elements of its transportation element.

4. ***May a local government or the regional planning council request a review and Objections, Recommendations and Comments (ORC) as it could under the old process?***

- Response: No. Language which would have allowed a local government to request a review has been deleted from Section 163.3184(4)(b), Florida Statutes, in CS/HB 7207ER.

5. ***How will a new comprehensive plan or plan amendment that is currently in the process of being adopted be handled?***

- Response: As of June 2, 2011, the date the bill was signed by the Governor, all plans and plan amendments will be processed under the new law.

6. ***What if the plan amendment(s) have not been transmitted yet?***

- Response: As of June 2, 2011, the date the bill was signed by the Governor, all plan amendments will be processed under the new law. Local governments should use the applicable process (Expedited State Review or State Coordinated Review) as outlined on the Department's web site.

7. ***What if the plan amendment(s) have been transmitted, but the local government has not received an Objections, Recommendations, and Comments (ORC) Report from the Department?***

- Response: The Department will attempt to meet the new review guidelines and issue either an ORC report for amendments that qualify for the State Coordinated Review Process or a comment letter for amendments that qualify for the Expedited State Review Process.

8. ***What if the ORC Report has been received by the local government, but the amendments have not been adopted?***

- Response: Local governments are required to adopt amendments within 180 days of receiving the ORC report from the Department.

9. ***If an ORC report was received, does the local government need to prepare an ORC response?***

- Response: Yes, ORC responses are still applicable for those amendments which qualify for the State Coordinated Review Process as identified in s.163.3184(4), Florida Statutes If amendment qualifies for the Expedited State Review Process as identified in Section 163.3184(3), Florida Statutes, an ORC response is not required; however, the

Department recommends the local government indicate how it has responded to the comments.

10. ***How many times per year may a comprehensive plan be amended?***
   - Response: You may amend your comprehensive plan as many times as necessary during the year, there is no limit to submissions, however, a local government must now adopt proposed amendments within 180 days of receiving comments from reviewing agencies.
11. ***Which comprehensive plan process will amendments currently under review by the Department use after the new legislation is in effect?***
   - Response: The Department will review the amendment under the process in which the amendment qualifies pursuant to s. 163.3184, Florida Statutes.
12. ***How will amendments be reviewed that were transmitted prior to the new legislation being enacted?***
   - Response: The Department will use the new review guidelines and issue either an ORC report for amendments that qualify for the State Coordinated Review Process or a comment letter for amendments that qualify for the Expedited State Review Process.
13. ***How does a local government handle a split package - that is, an amendment package that contains amendments subject to review both under the Expedited Review Process and the State Coordinated Review Process?***
   - Response: Local governments will not be able to submit packages that contain both Expedited State Review and State Coordinated Review amendments. The packages must be separated to contain only one type of amendment review process.
14. ***What happens if the local government does not adopt within the 180 day timeframe?***
   - Response: If a local government fails, within 180 days after receipt of agency comments, to hold a second public hearing and adopt the amendments, the amendments shall be deemed withdrawn unless extended by agreement and notice to the State Land Planning Agency and any affected party that provided comments on the amendment.
15. ***Do DULA exemptions still continue under the new legislation?***
   - Response: The DULA definition was removed from Chapter 163, Florida Statutes, as related to comprehensive plan amendments and is now only applicable for projects under Chapter 380, Florida Statutes.

Evaluation and Appraisal Reports

1. ***How does HB 7207 affect EAR preparation and submittal requirements and DCA's review of EARs?***
   - Response: There are no longer any requirements for preparing and submitting an evaluation and appraisal report to the state land planning agency for sufficiency review.
2. ***What is the due date for submitting the notification letter to the State Land Planning Agency informing them of the local government determination on whether to update the comprehensive plan to incorporate new state requirements?***
   - Response: The new evaluation schedule is posted on the Department web site:Evaluation and Appraisal Notification Schedule 2012 - 2018 (pdf)
3. ***How should a local government notify the Department on its finding regarding updating its comprehensive plan (letter to whom and where) and does the amendment need to be transmitted within one year of this notification?***
   - Response: The evaluation and appraisal notification letter should be sent to Ray Eubanks in the Plan Processing Section. If the local government determines that amendments must be submitted based on their evaluation, the amendments must be adopted within one year of notification. The evaluation based amendments should be submitted under the State Coordinated Review process.

4. ***Where can a local government find the requirements to review for determining whether to incorporate new state requirements into their comprehensive plan?***
   - Response: The Department has created a table outlining the statutory changes by year to help local governments with their evaluation process. The table will be posted on the agency's web site.
5. ***What happens if the local government does not adopt its update to the comprehensive plan? Can the local government still amend its comprehensive plan?***
   - Response: A local government may not amend its plan if the local government fails to timely adopt its comprehensive plan within one year of notification until the evaluation based amendments are adopted.

Transportation

1. ***Deficient Roadways: How will deficient roadways, for purposes of exemption from development impacts, be managed? Will there be some standard means of determining, projecting, and tracking which roads will be deficient in a given jurisdiction such that they will be applied uniformly for each development application? Who will make those determinations?***
   1. Response: The determination of deficient roadways is made by the local government. A "transportation deficiency," as defined in Section 163.3180(5)(h)3.e., Florida Statutes, means a facility or facilities on which the adopted level of service standard is exceeded by existing committed and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.
   2. It is the responsibility of the local government to establish a standard means of determining, projecting, and monitoring transportation deficient facilities. The system should be uniform throughout the jurisdiction, and pursuant to Section163.3180(5)(g), Florida Statutes, the methodologies used for measuring impacts should be coordinated with adjacent local governments.
2. ***If a local government chooses to eliminate concurrency, what would provide the basis for a deficient roadway?***
   1. Response: The definition of a transportation deficiency is not relevant for the area within which transportation concurrency is eliminated. However, the concept would continue to be applicable to Developments of Regional Impacts and the basis for determining a deficiency would be the level of service standards adopted in the comprehensive plan. All local governments must maintain a transportation element in the comprehensive plan, even if they elect to eliminate transportation concurrency, and the element must establish level of service standards for the jurisdiction's major thoroughfares and transportation routes and identify capital improvements (funded and unfunded) that are needed.
3. ***Strategic Intermodal System Level of Service Standard - Paragraph163.3180(5)(h)1 states that local governments must consult with the Florida Department of Transportation regarding impacts on the Strategic Intermodal System. Does this mean that while local governments must consult with the Florida Department of Transportation, it is not mandatory they adopt the standards established by the Florida Department of Transportation?***
   1. Response: While local governments must consult with the Florida Department of Transportation regarding impacts to the Strategic Intermodal System, local governments

are not required to adopt the level-of-service standard adopted by the Florida Department of Transportation for Strategic Intermodal System facilities.

4. ***Binding Agreement - Paragraph* 163.3180(5*)(h)3.a states that the applicant must enter into a binding agreement to pay for or construct its proportionate share of required improvements, but it doesn't say with whom. Which entity must the agreement be with?***
1. Response: The binding agreement should at a minimum include the developer and the local government. Where the roadway improvement lies within the jurisdiction of another entity, the agency with jurisdiction must agree to the improvement and be a party to the binding agreement.
5. ***Sufficiency of Proportionate Share - Paragraph* 163.3180(5*)(h)3.b states that the proportionate share contribution or construction must be sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. Suppose the proportionate share amount is not sufficient to complete the entire improvement at the time the developer pays, but that the local government's and/or the Florida Department of Transportation's strategy is to pool the proportionate share amounts collected over time until sufficient funding exists, can the developer pay his share and proceed with the development?***
1. Response: Yes, the developer may pay his proportionate share and proceed with the development under the following conditions:
    1. The developer enters into a binding agreement to pay for or construct its proportionate share of the required improvements; and
    2. The proportionate share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility.
2. The parties will need to agree that the mobility improvement benefits a regionally significant facility and that the funding is sufficient to accomplish the mobility improvement. Nothing in the statute specifies the timing for when the mobility improvement must be accomplished. Additionally, should the contribution not be sufficient to accomplish the improvement, the local government may need to provide other options for funding the mobility improvement (for example, by supplementing the proportionate share amount with its own funds or funds from other sources). The schedule of capital improvements should be amended to include any publically funded projects and may include privately funded projects for which the local government has no fiscal responsibility.
(Section 163.3177(3)a.4., Florida Statutes)
3. Given the treatment of deficient roadways in the revised formula of proportionate share, it appears that the pooling of proportionate share contributions may not be permissible under the statutory framework. Once the facility becomes deficient, the improvement to correct the deficiency is assumed to be in place and only that amount greater than the assumed improvement needed to correct the deficiency can be collected through additional proportionate share payments.
6. ***Significance Test - Paragraph* 163.3180(5*)(h)3.c.(II)(B) says that the proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. Significant impacts are not defined in the Chapter 163, but are defined in 9J-2 as being at least 5% of the service volume of the roadway at the adopted level of service standard. Does the same definition of significance apply here, or must local government define it in their comprehensive plan?***
1. Response: Chapter 163, Florida Statutes, does not define significant impact. For review of Development of Regional Impact projects, the Rule 9J-2, Florida Administrative Code, 5% significance test should be used. However, for non-Development of Regional Impact

project reviews, the local government has discretion over the percentage of significance, or the definition of what constitutes a significant impact, which should be adopted into the comprehensive plan or land development regulations. In cases where the local government has not yet defined a significant impact, one approach would be for the local government to consider a significant impact to be any impact which results in the adopted level of service standard being exceeded.

7. ***Paragraph 163.3180(5)(h)3.c.(II)(B) also states that "if any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate share calculation." Does this passage mean that any improvements needed to achieve the level of service standard must be assumed to be in place, and that the test of significance is measured against the additional capacity those assumed improvements would provide?***
   1. Response: For the purpose of calculating the proportionate share amount, improvements needed to achieve the level of service standard should be assumed to be in place before project traffic is added, whether they are funded or not. However, for the purpose of determining whether a project has a significant impact, only existing and funded improvements should be considered to be in place.
8. ***If the project traffic has a significant impact, would the developer be responsible only for any improvements needed beyond the assumed additional capacity?***
   1. Response: Yes, if the project traffic has a significant impact, the developer will be responsible only for those improvements needed beyond the assumed additional capacity.
9. ***Cumulative analysis - How does paragraph 163.3180(5)(h)3.c.(II)(C), Florida Statutes, affect cumulative analysis of project trips? For purposes of calculating the mitigation amount, are trips from an earlier phase excluded from project traffic (i.e., excluded from the numerator) if they have already been mitigated, but for purposes of determining significance (i.e., whether the trips constitute 5% of service volume) should all trips be included from earlier phases whether mitigated or not?***
   1. Response: Yes, for purposes of calculating the mitigation amount, the mitigated trips from an earlier phase are excluded. However, for purposes of determining significance, all trips are counted in the analysis whether mitigated or not.
10. ***What does the phrase "required and provided" in paragraph 163.3180(5)(h)3.c.(II)(C), Florida Statutes, mean? Does 'provided' mean the mitigation must actually be accomplished, or is it sufficient that it will be provided in accordance with a schedule or terms included in the Development Order?***
    1. Response: A binding agreement or Development Order condition requiring the improvement to be provided in accordance with a schedule or defined condition is considered to constitute "required and provided."
11. ***Credits - Paragraph 163.3180(5)(h)3.c.(II)(E), Florida Statutes, says that the proportionate share credit shall be reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit. How should this be interpreted?***
    1. Response: Once the proportionate share calculation has been performed and the contribution amount determined, the applicant shall receive credit for any transportation impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future. However, that credit shall be reduced by up to 20 percent, or by the amount specified in local ordinance, whichever yields the greater credit, by the

percentage share that the project's trips consume of the selected improvement. For example, if a project's trips represent 5% of the added capacity of the improvement, the amount of the credit is reduced by 5%.

12. ***What do you believe is the effective date of the new traffic concurrency provision? We are discussing whether we would have to amend our Comprehensive Plan and our Land Development Regulations prior to it becoming effective vs. the opinion that the law is in effect now and we must allow a developer that is starting now through our processes to use the proportionate share to meet traffic concurrency as put forth in the law.***

1. Response: The new law went into effect on June 2, 2011, and local governments must begin implementing it now. However, they are not required to amend the comprehensive plan to reflect the new provisions until the evaluation and appraisal process in accordance with the schedule published on the Department's web site, unless the law specifies otherwise. In the interim, a local government that continues to implement optional transportation concurrency must apply the provisions of the new law, whether the plan and land development regulations are updated or not. There are three specific requirements that local governments that implement transportation concurrency must apply. They are:
    1. Consult with the Florida Department of Transportation on impacts to the Strategic Intermodal System;
    2. Exempt public transit facilities from transportation concurrency; and
    3. Allow an applicant for a Development of Regional Impact, rezoning, or other land use development permit to satisfy transportation concurrency and Section 380.06, when applicable, through proportionate share mitigation consistent with the provisions of Section 163.3180(5)(h)3, Florida Statutes.
2. A local government choosing not to implement transportation concurrency in all or a portion of its jurisdiction must rescind the application of concurrency by means of a plan amendment, which is not subject to state review.
3. A number of local governments have adopted alternative mobility approaches to concurrency in their comprehensive plans that are in compliance with state law. These alternative approaches replace traditional transportation concurrency and therefore proportionate share mitigation is not required under such programs. For example, in 8 of Broward County's 10 concurrency districts, transit oriented fees are required in lieu of traditional transportation concurrency; Alachua County provides for a payment of multimodal transportation fees in lieu of traditional transportation concurrency; and Jacksonville Duval County has adopted a mobility fee approach to replace traditional transportation concurrency. If traditional transportation concurrency is retained in a portion of a local government's jurisdiction, the local government must allow developers the option to satisfy concurrency through proportionate share mitigation in that portion.

13. ***Referencing 163.3180 (5)(h)(3)(c)(II)(B) - How do we interpret when Proportionate Share is to be applied to a given roadway? First example: We understand that we have to require/allow the first developer that will take a "sufficient" road to a "deficient" road to use prop share. Question: Once the first developer receives approval and makes his payment, the next developer impacting that road will be impacting a "deficient" road (since we have to include the first developer's traffic). Under one reading of the language, the second developer cannot be made to contribute a prop share â€“ since "the costs of correcting that deficiency shall be removed from the project's proportionate share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation." Second example: The two lane road is 5% over capacity when a developer submits his study. Question: Can he ignore the road for purposes of calculating proportionate share, since***

government would have to build two lanes (can't build 5% of a lane) as the "necessary transportation improvements . . ."?

1. Response: First example: To the extent that the assumed improvements to correct the deficiency created by the first developer would accommodate the second developer's impacts, then the second developer would not be responsible for making a proportionate share contribution for that facility. Second example: Even if the road is only 5% deficient, the necessary improvements to correct the deficiency must be assumed to be in place, even if those improvements add more capacity than is actually needed to accommodate the development's impacts. And again, to the extent that the additional capacity will accommodate the development's traffic, then proportionate share would not be required.

14. ***There is specific language in Section 163.3180 (5)(h)(3)(b), Florida Statutes, that states "The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility." What is the intent of this provision? Example: Current two-lane road is right at capacity (even calculating "background). If there is a 2% impact (we will assume that 2% is significant) on future needed capacity - and in this example let's say it is a one-mile stretch of two lane road that is projected to cost $3m to provide an additional two lanes - the prop share is $3m x .02 = $60,000. Do I read the legislation to read that it is our (government's) choice on how to spend the money, and on what? And/or does the developer have to also agree since we have to enter into a "binding agreement" as per the language in the immediately preceding section of the law? Given the language it looks like I could take the money and extend a turn lane on a road 10 miles away, or I could maybe run an extra bus during the day until the money runs out on a road 15 miles away â€“ or any other of an almost limitless things that "will benefit a regionally significant transportation facility." The developer is only responsible for giving me a check. So even though $60,000 when applied to the original two-lane road would probably not be sufficient to provide a "benefit", the developer could not be expected to contribute more since the law limits his prop share contribution and he would argue that those dollars spent elsewhere would "benefit" some facility.***

1. Response: A local government does not have open-ended discretion to use the proportionate share contribution anywhere. Settled case law requires that there be a connection between where the money is generated and the impacts from the development. Furthermore, the developer must be a part of the process of determining on what and where the money will be spent, since an agreement between him, the local government, and the Florida Department of Transportation (for facilities within their jurisdiction) is required. However, the proportionate share contribution must be sufficient to accomplish one or more capital improvements that will benefit a regionally significant facility.

15. ***Since the law, 163.3180 (5)(h)(3)(c)(II)(E), says that prop share payment is creditable against impact fees, does that limit the use of prop share to those uses that can be paid for by road impact fees (typically capital improvements, and definitely not operation or maintenance of mass transit in our county)?***

1. Response: The statute does not limit the use of the proportionate share contribution to only those improvements that are eligible for funding through impact fees. It requires only that the proportionate share contribution be sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. It does not require that the improvement be directly to a regional facility, only that it benefit a regionally significant facility (for example, a parallel reliever, or a transit-oriented improvement). However, the improvement must be a capital improvement, and operational and maintenance improvements are not eligible proportionate share expenditures.

Additional Information

- Community Planning Team Assignments - Contact the planner assigned to your region
- Media Contact