

**Holmes County-Washington County Joint Infrastructure Committee Meeting  
Log Cabin - Bonifay  
June 21, 2016; 10:00 a.m.**

**Participants:**

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**Impact Fees**

Jim Town believes that the use of impact fees may be difficult for the three entities to agree upon. Impact fees should be levied within the corridor whether or not the county and city want to have them outside of said corridor. When the authority is activated, the by-laws will specify everything the board is empowered to do and state all the land use provisions that relate to within the corridor, including the impact fee structure as well as how development orders will be approved and submitted for issue of building permits. Some of the rules will need to be adopted by each of the entities—one of which will be empowering the corridor to enact impact fees. The entity will receive 90% of the fees and the corridor will get 10%. Even should the entity decide not to have impact fees they would still receive those enacted within the corridor but would be unable to disburse them anywhere except within the corridor.

When the Interlocal agreement is adopted, all the annexes and changes to comprehensive plans and details of the fees will be included. The corridor will adopt impact fees from the beginning and the entities will receive the benefit of said fees.

In referring to his handout detailing impact fee structure, Town pointed out that if Washington County had adopted impact fees in 2004 instead of in 2007, they would have realized additional revenue of over \$350,000 in 2005, the largest year in Washington County history for new dwelling permits. The fees will add only a small amount to individual's purchasing expense but would add appreciably to county income. For a typical single-family home it adds about \$5.50 per month on a 30-year mortgage and \$4.54 per month for a mobile home on a 20-year loan.

Jim Town calculated possible income from businesses that might locate within the corridor. The model shows total impact fees of \$175,806 with the corridor receiving \$17,581 of that amount. There are several rules connected with the types of impact fees depending on their origin as well. For example, money collected for certain services must be used for those services in accordance with an adopted impact fee ordinance for the government entity. Money raised from transportation fees must be used for transportation and must be used in the district in which it is raised. A map should be created to show the transportation districts.

Both counties will need to do impact fee studies. Most of the corridor is within the city of Bonifay. It is possible to have waivers for economic development activity and for job creation but that is something else that will need to be included in the agreement. The fees will be calculated using a set formula; they will then be averaged out between the three entities so everyone will pay the same amount no matter in which of the three government entities the business is located. There are several rules governed by statute related to the fees and they must be updated every three years. The rules are fairly detailed regarding the use of the various impact fees.

State statute requires that if an impact fee is imposed, that it must be able to demonstrate that it is the lowest cost within the district. The total cost will be averaged out so it will be same across the board. The fees will need to be updated every three years to ensure it remains at the lowest cost.

The fees are based on a 3-5 year cost average and will then be tied to where the service comes from. It is important to decide whose emergency services you will study to get the numbers. The process is very complicated.

Another of the handouts included a possible breakdown of revenue that could be realized from the corridor fees.

A meeting of the three entities would be useful to decide the use of the grant and to understand how funding is to be used within the corridor as well as to decide how services will be deployed such as emergency responses.

Town included a summary with extracts of the Washington County ordinance in his handout as an example. The Washington County Transportation Impact Fee study is attached as well. The impact fee studies are important and it is essential that all the entities understand the agreements and fees completely.

Jim Town suggested that Jeff Goodman be involved in the study and education process. He may also be able to help find an agency that could do the studies.

*Susan Estes*  
*Opportunity Florida*

