



Interlocal Agreement with Pinellas County for Multimodal Impact Fee Coordination

Madeira Beach Board of Commissioners Meeting
July 23, 2025

Overview

1. Background and Purpose of the Interlocal Agreement
 - Statutory requirements of CS/HB 479, as contained within F.S. § 163.3180
2. Overview of the Pinellas County Multimodal Impact Fee Ordinance
 - History
 - Fee payment and collection
 - Fee districts
 - Expenditure of the fee
3. Next Steps

Background and Purpose

- In July 2024, Pinellas County designated responsibility to Forward Pinellas to manage the update to the countywide Multimodal Impact Fee Ordinance (MIFO), as contained within [Chapter 150, Article II of the Pinellas County Land Development Code](#).
- A primary objective of the update is to bring the MIFO into compliance with recent statutory changes to the State's concurrency requirements ([Section 163.3180, Fla. Stat.](#)), as enacted by [CS/HB 479](#) in 2024.
- One of the new statutory requirements is that, where a county and municipality charge a mobility impact fee, they must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation impacts to ensure any new development or redevelopment is not charged twice for the same impacts.

New Statutory Requirements, as provided in F.S. § 163.3180(5)(j)

1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, **the county and municipality must create and execute an interlocal agreement** to coordinate the mitigation of their respective transportation capacity impacts.

New Statutory Requirements, as provided in F.S. § 163.3180(5)(j), continued

2. The interlocal agreement must, at a minimum:

- a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.
- b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.
- c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.
- d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

New Statutory Requirements, as provided in F.S. § 163.3180(5)(j), continued

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

- a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.
- b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.
- c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

Background and Purpose

- In Pinellas County, **all 25 local governments follow the process provided in Chapter 150, Article II** to assure new development/ redevelopment bears a proportionate share of the cost necessary to manage transportation impacts and meet mobility needs through the collection and expenditure of multimodal impact fees.
- The MIFO already addresses the requirements provided in F.S. § 163.3180(5)(j)2, but the County Attorney's Office (CAO) determined an interlocal agreement is necessary to ensure compliance with state law.
- **Therefore, the interlocal agreement simply memorializes the existing process the County and its 24 municipalities follow to mitigate their respective transportation impacts, as provided by the Multimodal Impact Fee Ordinance. It does not make any changes to how the County or municipalities collect or spend the fee.**



History of the Pinellas County MIFO

- **1986:** Pinellas County adopted a system for collecting transportation impact fees, pursuant to State concurrency requirements.
- **2011:** The Community Planning Act removed State requirements for local government transportation concurrency management systems.
- **2013:** The Pinellas County Metropolitan Planning Organization (MPO), now known as Forward Pinellas, approved the Pinellas County Mobility Plan, which detailed **a more flexible and efficient alternative to the traditional form of transportation concurrency management** and included the assessment of multimodal impact fees as a central element to its implementation.
- **2016:** The Board of County Commissioners adopted the existing **Multimodal Impact Fee Ordinance** to implement the Pinellas County Mobility Plan and **provide local governments with the means to mitigate transportation capacity impacts and fund multimodal improvements** through the collection of impact fees.



Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Who pays the fee?

- Developers/property owners who are seeking a permit for any land development activity which will generate additional traffic, including a change of use or expansion.
 - Any alteration, expansion, replacement, or new construction where no additional vehicular trips will be produced does not pay the fee. The construction of publicly-owned facilities for traditional government use are also exempt from fee payment. ([Section 150-45, Pinellas County LDC](#))

Who collects the fee?

- The municipality, as part of its normal building and permitting processes.
- No building permit, certificate of occupancy, local business tax receipt, land use permit, or municipal equivalent can be issued until the fee is paid. ([Sec. 150-39](#))

Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

How is the fee calculated?

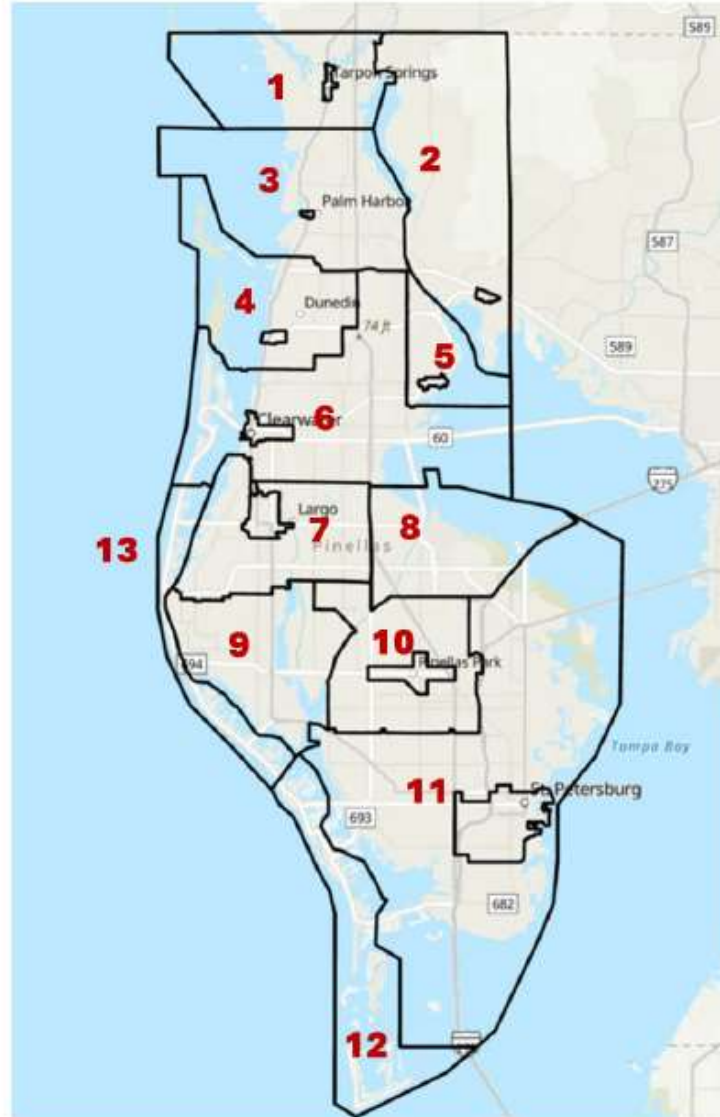
- Based on the formula and fee schedules contained within [Section 150-40](#).
 - Considers the proposed land uses, the size of the development, the trip rate and average trip length associated with those uses, cost to construct one-lane mile of roadway, and other factors.
- For a **change of use or redevelopment**, the impact fee is based on the **net increase** for the new use compared to the impact fee for the highest previous use.
- The feepayer may opt to have the fee calculated based on an independent fee calculation study.
- **The city administrator or designee has full discretion for approval of alternative methods for calculation** of impact fees on a case-by-case basis. They may also accept **the construction of a mobility improvement in-lieu of payment** for all or part of the required impact fee. ([Sec. 150-41](#))

Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

What happens to multimodal impact fees once they are collected?

- The municipality holds the fees collected until the end of the fiscal year.
- At the beginning of the new fiscal year, **the municipality keeps one-half of all fees collected** in the previous year, plus 4% for administrative costs.
- The remaining one-half, plus interest accrued, gets transferred to the County.
- The County deposits the funds received from each municipality into the trust account associated with **the fee district** in which the municipality is a part of. ([Section 150-43, Pinellas County LDC](#))

Fee Districts



- 1. Tarpon Springs**
- 2. East Lake Tarpon / Oldsmar**
- 3. Palm Harbor**
- 4. Dunedin**
- 5. Safety Harbor**
- 6. Clearwater**
- 7. Largo**
- 8. Highpoint**
- 9. Seminole**
- 10. Pinellas Park**
- 11. St. Petersburg**
- 12. South County Beaches**
- 13. Mid County Beaches**

Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

Where can the funds collected from multimodal impact fees be spent?

- **For the municipality's share:** Anywhere within the municipality
- **For the County's share:** Anywhere within the fee district, including portions of the state road network within the district
 - Funds can only be used outside of the fee district in which they were collected with approval from all local governments in the fee district. ([Sec. 150-43](#))

If a municipality identifies a mobility improvement project that will improve capacity for the overall transportation system, the City can ask the County to contribute a portion of the County's impact fee funds to that project.

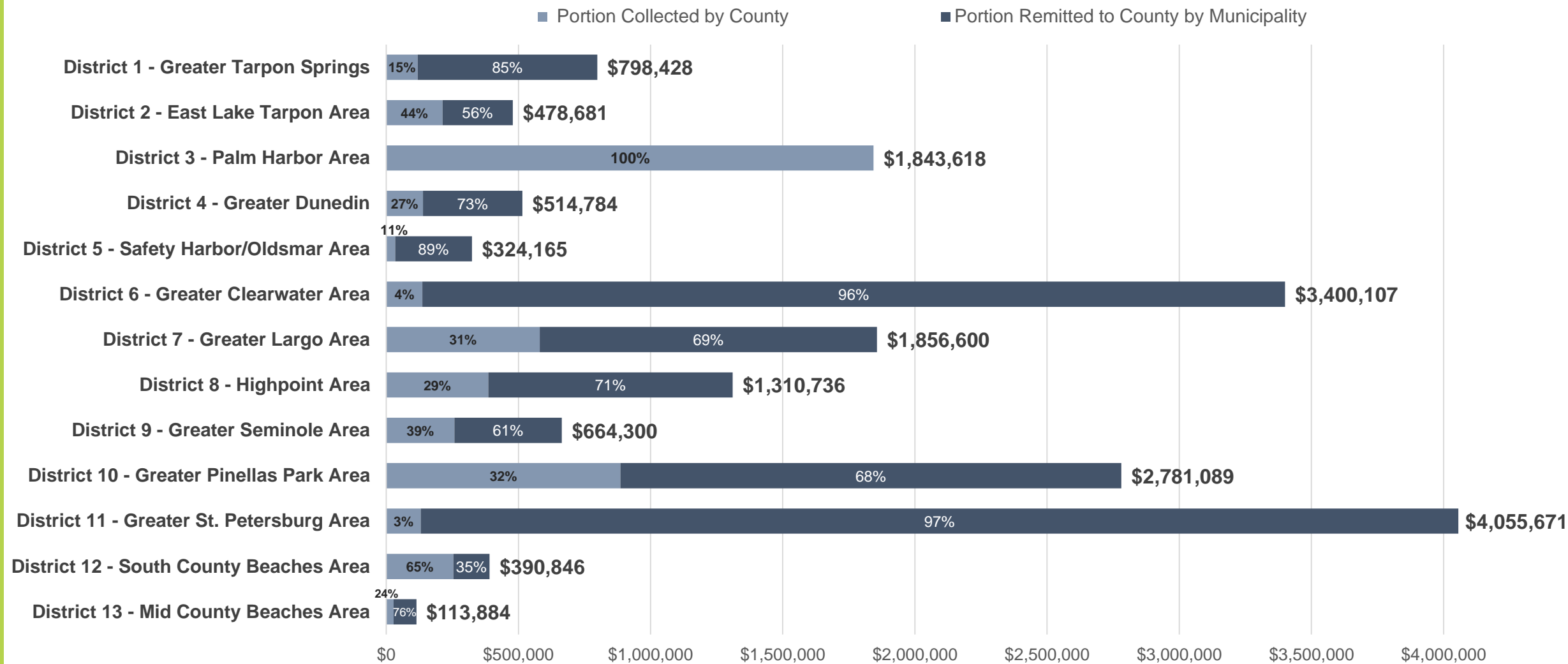
Overview of the Pinellas County Multimodal Impact Fee Ordinance (Chapter 150, Article II, Pinellas County LDC)

What can the funds collected from multimodal impact fees be spent on?

- To fund **transportation plans and projects** that will “**improve the capacity of the surrounding mobility system**” for any mode of travel. For example, funds can be spent on:
 - Bicycle and pedestrian facilities, public transportation infrastructure, roadway expansion or modification, or technologies that help optimize traffic flow (ATMS/ITS).
 - The preparation of local transportation plans to determine mobility improvement projects, as long as the plan identifies at least one project to be included in the Capital Improvement Program (CIP) within 3 years of the plan’s completion.
- Cannot be used for periodic maintenance or operating costs. ([Section 150-43](#))

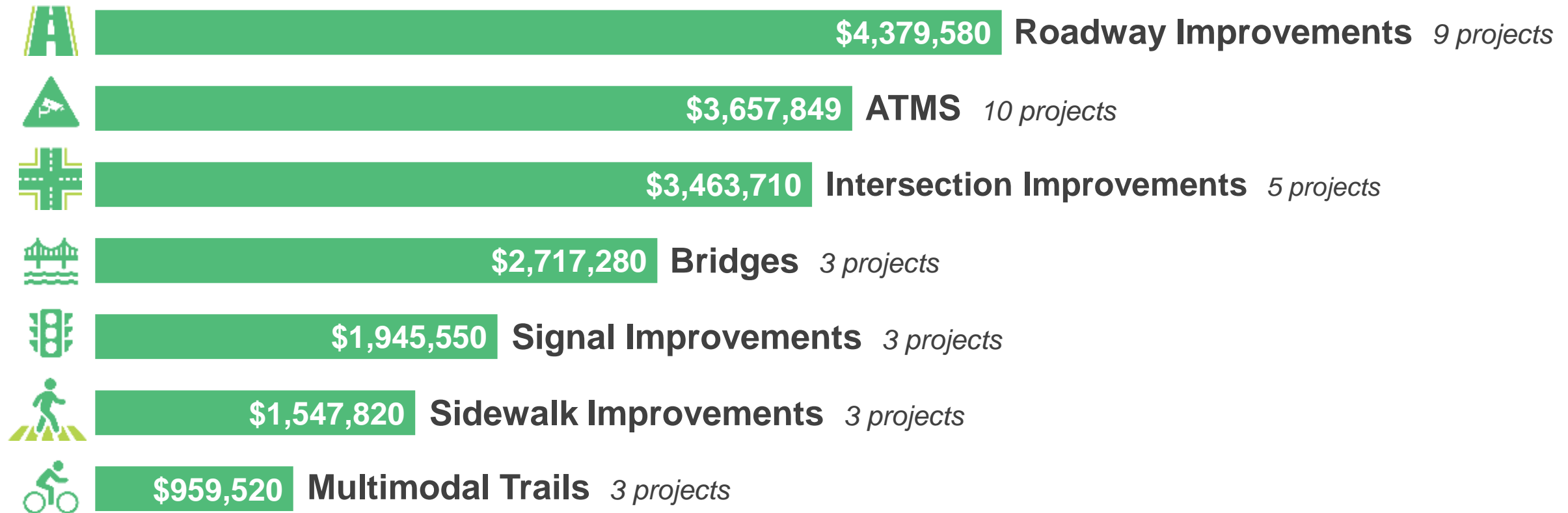
Total Multimodal Impact Fee (MMIF) Revenues by District

The County collected a total of \$18,532,909 in MMIF revenues from FY16 – FY24.



County MMIF Revenue Expenditures, FY18 – FY25

The County expended a total of \$18,671,309 in MMIF revenues across 36 projects from FY18 to FY 25.



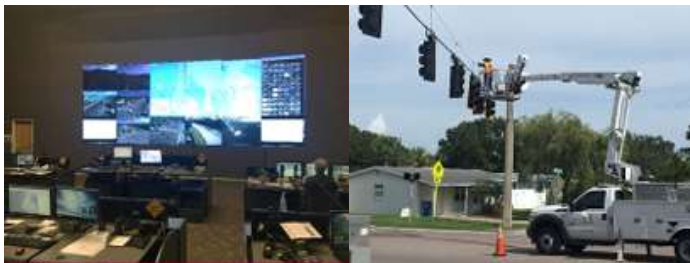
Multimodal Impact Fee Revenue Expenditures in District 13: Mid-County Beaches

District 13 includes the cities of Belleair Beach, Belleair Shore, Indian Rocks Beach, Indian Shores, Redington Shores, North Redington Beach, Redington Beach, and Madeira Beach.

- From FY16 – FY24, **the County collected \$113,884** in MMIF revenues in District 13 (0.6% of total across districts).
 - Of the \$113,884, \$27,760 was collected from development in Unincorporated County (25%) and \$86,124 (75%) was remitted to the County by the cities, pursuant to [Section 150-43, Pinellas County LDC](#).
- From FY 18 – FY25, **the County expended \$92,780** in MMIF revenues to close funding gaps for the following projects in District 13:

Gulf Blvd ATMS

Signal timing, video analytics, and message signs to improve traffic flow, safety, and disseminate information to drivers



West Bay Drive Complete Streets



Transfer to adjacent district for roadway improvements west of Indian Rocks Rd

Summary

- The purpose of the Interlocal Agreement for Multimodal Impact Fee Coordination is to comply with statutory requirements enacted by CS/HB 479 to ensure new development/redevelopment is not charged twice for the same transportation impacts.
- Pinellas County and its municipalities currently follow the procedures established by the Multimodal Impact Fee Ordinance for the imposition, collection, and expenditure of impact fees.
- The interlocal agreement does not make any changes to the existing system for collecting and expending multimodal impact fee revenues. The fees would still be collected by the City, shared with the County, and spent within the fee district where they are collected to fund transportation improvements.

Paths Forward

**Approve the ILA
Today (Goes to
BCC on August 5th)**

Continue the existing system
for collecting and expending
multimodal impact fees.

No adjustments to how the
fee is calculated, shared, or
spent.

**No ILA with
Pinellas County by
October 1, 2025**

Procedures for fee collection,
and revenue distribution
default to statutory
guidelines contained in
F.S. § 163.3180(5)(j)3.

Coordination with the County
needed to discuss new
procedures for fee calculation
and revenue sharing under
statutory guidelines.

**Neither option interferes with the City's ability to modify its transportation impact fee program or the County's update to the Multimodal Impact Fee Ordinance.*



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