



Fees/Privatization/Sponsorship Opportunities

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Appropriations, Transportation

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Statutory Requirement

Section 34.17 of Budget Bill:

- Board of Transportation to study fees, sponsorship, and privatization to reduce public funds used on services provided by DOT
- Board must report to NCGA JLTOC by Dec. 1, 2014.

Report Recommendations: Fees

Development Fees

- Traffic Impact Analysis Reviews
- Commercial Driveway Permits
- Encroachment Reviews
- Subdivisions: plan and plat reviews, and on-site inspections

Table
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TRAFFIC IMPACT ANALYSIS FEE SCHEDULE	
Description/Projected Average Trips Per Day of Site	Processing Fee
Category A – Uses with 10 - 3,000 TPD	\$250
Category B - Uses with 3,000- 10,000 TPD	\$1,000
Category C - Uses with 10,000-15,000 TPD	\$3,000
Category D - Uses with above 15,000 TPD	\$4,000

DRIVEWAY PERMIT APPLICATION FEE SCHEDULE				
Driveway Permit application fee (Includes inspection)	Trip Generation (Trips per day)			
	<1,500	1,500-3,000	3,000 - 15,000	> 15,000
	\$150	\$500	\$1,000	\$2,000
C/A Break	\$2,000			
Median Break	\$1,000			

FEE STRUCTURE FOR ENCROACHMENTS*				
Encroachment Type	Agreement	Project Scope		
Utility	16.1	Small	Medium	Large
		0-1,000'	1,000'-2 miles	>2 miles
		\$250	\$500	\$750
Non-Utility	16.1A	\$200		
Widening, Curb & Gutter, Storm Drainage, etc.	16.1B	\$500		
Piping Treated Effluent	16.1C	\$200		
Interstate & Other C/A Highways	16.2	0-1,000'	1,000'-2 miles	>2 miles
		\$250	\$500	\$1,000
Original Blanket Agreements	16.3, 16.4,16.5	\$100		
Blanket Encroachment Authorization Letters	NA	\$100		
Three-Party Agreements (Primary & Secondary Roadways)	16.6	0-500'	500'-1,000'	>1,000'
		\$250	\$500	\$750
Three-Party Agreements (Interstate & Other C/A Highways)	16.6A	\$250	\$500	\$1,000
Grading on ROW on Interstates & Other C/A Highways	16.7	0-1,000 CY Disturbed		\$500
		>1,000 CY Disturbed		\$1,000
		Material Removed From ROW		\$1/CY

* Encroachment Fees do not apply to encroachments for single family dwellings.

SUBDIVISION REVIEWS FEE SCHEDULE			
Activity	Processing Fee		
	Total Linear Feet of Roadway		
	< 5,000	5,000' - 15,000'	> 15,000'
Plan Review (Construction or As-Built)	\$2,000	\$3,500	\$5,000
Inspection for Built to Standards (basic letter issue)	\$500	\$1,000	\$1,500
Plat Review (Signed plat for Recordation)	\$200	\$275	\$350
Petition fee for Road Addition	\$150 flat fee		

Report Recommendations: Fees

Development Fees (Cost Recovery)

- Traffic Impact Analysis Reviews
 - New Fee Schedule – See Table F-1
 - Based on projected Trips Per Day generated by site
 - Ranges from \$250 to \$4,000
 - Existing fee: none
- Commercial Driveway Permits
 - New Fee Schedule – See Table F-1
 - Based on projected Trips per Day generated by site
 - Ranges from \$150 to \$2,000
 - Surcharges for Control of Access breaks or median breaks
 - Existing fee: \$50

Report Recommendations: Fees

Development Fees (Cost Recovery)

- Encroachment Reviews
 - New Fee Schedule – See Table F-1
 - Based on type of encroachment, and in some cases length
 - Ranges from \$100 to \$1,000
- Subdivisions: plan and plat reviews, and on-site inspections
 - New Fee Schedule – See Table F-1
 - Based on linear feet of roadway
 - Ranges from \$150 to \$5,000
 - Existing Fee: none

Report Recommendations: Fees

Residential Driveways and Driveway Pipe Installation

- No fee proposed (no change)

Surplus Right of Way (ROW) Disposal/Control of Access (C/A) Revision (Cost Recovery)

- New Administrative Fee: \$1,600
 - Retain Appraisal Fee: \$3,500 (approx)
- 45/yr → \$72,000

Courses Offered to Private Sector (Cost Recovery)

- Increase fees to approximate cost per student
 - Currently charge fees, but fees are too low
 - Expected cost recovery : \$90,000 annually
- 3,000/yr → \$90,000

Selective Vegetation Removal (Cost Recovery)

- Increase Fee to \$600 (from \$200) to cover costs
- 196/yr → \$78,400

Report Recommendations: Fees

Outdoor Advertising (Cost Recovery)

- Increase New Permit Fee to \$240 (from \$120)
 - Increase Annual Renewal Fee to \$120 (from \$60)
- 7,800/yr → \$235,000

Oversize/Overweight (OSOW) Loads (Cost Offset)

- Increase (from \$12) to \$17/dimension
 - Increase Superload (from \$3) to \$4 per 1,000 lbs over 350K lbs
- 180,000/yr → \$1,480,000

House Moves (Cost Recovery)

- Increase individual permit fee to \$100 (from \$20) when no signals are involved
 - Charge actual cost when signals are involved
- 322/yr → \$25,000

Crash Analysis Reports (Cost Recovery)

- New Flat Fee: \$200/report
 - Current Fee: none
- 1,500/yr → \$300,000

Report Recommendations: Sponsorships and Privatization

Sponsor-A-Highway (Litter Pickup) (Cost Avoidance)

- Expand to all Interstate/Primary
- Pilot for 7 Divisions now being expanded to 14 Divisions

Expand Sponsorship Program to Include Interchange Landscaping & Mowing (Cost Avoidance)

Advertise for Rest Area Sponsorships (Cost Offset)

Logo Signs/Tourist-Oriented Destination Signs (TODS) Program – Revenue Generation

- Convert to revenue-generating program (requires legislative change)
- Privatize

Report Recommendations: Other Cost Avoidance/Cost Recovery Opportunities

Subdivision Bridge Inspections – Cost Avoidance

- No fee proposed, but applicant must pay for inspection by a prequalified private engineering firm
- Current fee: none

Signals Required by Development – Cost Avoidance (existing program)

- Recover actual costs via agreement
- Same as existing process

Lease ROW for Encroachments – Revenue Generation

- Study GA model

Lease ROW to Telecommunication Companies – Revenue Generation

- Seek legislative change to authorize DOT to collect and retain revenue for use of ROW by telecommunication companies

Summary of Fee Recommendations – Table F-2

Service	Existing Fee	Proposed Fee	Financial Benefit	Estimated Net Annual Revenue Increase
Various Developer Fees		See Fee Schedule	Cost Recovery	\$5,000,000
Residential Driveways & Pipe Installation	\$0	\$0	N/A	N/A
ROW disposal, C/A revision	\$0 Admin fee Actual Cost Appraisal Fee	\$1,600 Admin Fee Actual Cost Appraisal Fee (no change)	Cost Recovery	\$72,000
Courses offered to private sector	\$0	Actual cost per student	Cost Recovery	\$90,000
Selective Vegetation Removal	\$200	\$600	Cost Recovery	\$78,000
Outdoor Advertising	\$120 new \$60 renewal	\$240 new \$120 renewal	Cost Recovery	\$235,000
Oversize/Overweight	\$12 per dimension; \$3/1,000 lbs for Superloads	\$17 per dimension; \$4/1,000 lbs for Superloads	Cost Offset	\$1,500,000
House moves	\$100 annual \$20 individual	\$100 annual (no change) \$100 individual (no signals involved); actual cost when signals are involved	Cost Recovery	\$25,000
Crash Analysis Reports	\$0	\$200	Cost Recovery	\$300,000

Summary of Other Recommendations – Table F-3

Item	Recommendation	Financial benefit	Estimated Net Annual Revenue Increase
Subdivision Bridge Inspections	Make applicant responsible for inspections	Cost avoidance	\$82,000
Signals Required by Developer	Keep current process (recover actual cost)	Cost avoidance	\$0
Lease ROW for Encroachments	Study GA Model	Revenue generation	\$10,000,000+
Lease ROW to Telecommunication companies	Seek legislative change to authorize DOT to collect and retain revenue	Revenue generation	\$4,000,000+
Sponsorships – highways	Expand Sponsor-a-Highway (Litter Pickup) to all Interstate/Primary	Cost avoidance	\$300,000
Sponsorships – interchanges	Expand Sponsorship Program to Include Interchange Landscaping & Mowing	Cost avoidance	\$10,000/ interchange
Sponsorships – rest areas	Advertise for Rest Area Sponsorships	Cost offset	\$1,000-\$5,000 /site
Privatization	Logo/TODS; also convert to revenue-generating program (requires legislative change)	Revenue generation	\$1,000,000-\$3,000,000 or more