



Fees/Privatization/Sponsorship Opportunities

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Joint Transportation Legislative Oversight Committee
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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 1

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 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 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 1
 - Based on type of encroachment, and in some cases length
 - Ranges from \$100 to \$1,000
 - Existing Fee: \$500 only for grading on control of access, & \$0.75/cubic yard of dirt removed
- Subdivisions: plan and plat reviews, and on-site inspections
 - New Fee Schedule – See Table 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)

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

Selective Vegetation Removal (Cost Recovery)

- Increase Fee to \$600 (from \$200) to cover costs

Report Recommendations: Fees

Outdoor Advertising (Cost Recovery)

- Increase New Permit Fee to \$240 (from \$120)
- Increase Annual Renewal Fee to \$120 (from \$60)

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

House Moves (Cost Recovery)

- Increase individual permit fee to \$100 (from \$20) when no signals are involved
- Charge actual cost when signals are involved

Crash Analysis Reports (Cost Recovery)

- New Flat Fee: \$200/report
- Current Fee: none

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

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

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