



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number: H. 4836 Introduced on February 6, 2018
Author: Ott
Subject: Dams
Requestor: House Agriculture, Natural Resources, and Environmental Affairs
RFA Analyst(s): Wren
Impact Date: February 14, 2018

Estimate of Fiscal Impact

	FY 2018-19	FY 2019-20
State Expenditure		
General Fund	\$0	\$0
Other and Federal	See Below	\$0
Full-Time Equivalent Position(s)	0.00	0.00
State Revenue		
General Fund	\$0	\$0
Other and Federal	\$0	\$0
Local Expenditure	\$0	\$0
Local Revenue	\$0	\$0

Fiscal Impact Summary

The Department of Transportation (DOT) estimates that this bill could increase nonrecurring Other Funds expenses by approximately \$4,500,000 in FY 2018-19 to repair the remaining thirteen roads and dams that were impacted by the 2015 flood. The estimate assumes that DOT will breach the aforementioned dams and will need to rebuild roads. However, expenses are dependent upon the scope of work associated with each affected road and dam. The thirteen roads and dams are currently not on DOT’s prioritized list. Therefore, funds used to repair these roads and dams would delay other prioritized projects.

Explanation of Fiscal Impact

Introduced on February 6, 2018

State Expenditure

This bill requires DOT to proceed immediately with the process of repairing the public road or highway running across the top of a dam that failed or suffered a breach between October 1, 2015, and October 15, 2015. This applies to public roads or highways in the state highway system if suitable rights of way or easements afford the state or DOT the right to do so without the necessity of saving or repairing the dam. If suitable rights of way or easements do not exist, DOT must begin the process of acquiring them by all available and lawful means.

DOT estimates that this bill could increase nonrecurring Other Funds expenses by approximately \$4,500,000 in FY 2018-19 to repair the remaining thirteen roads and dams that were impacted by the 2015 flood. This estimate assumes the worst-case scenario by which DOT will breach the dams and will need to rebuild roads. The estimate was based on previous road repairs made to

other dam locations that were impacted by the 2015 flood. However, expenses are dependent upon the scope of work associated with each affected road and dam. The thirteen roads and dams are currently not on DOT's prioritized list. Therefore, funds used to repair these roads and dams would delay other prioritized projects.

State Revenue

N/A

Local Expenditure

N/A

Local Revenue

N/A



Frank A. Rainwater, Executive Director