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Subject: Follow-Up Requests

Hi Wendy and Mark,

I know you're still pulling a handful of things together for us, but based on our initial review of the materials you provided a week or so ago, we had a couple of additional questions...

Each of the following would be compared to current law and using the estimates/assumptions you're using for the 2040 report. Assume level (nominal) annual payments over the 10-year window.

What would it cost to cut the number of structurally deficient bridges in half in the next 10 years?

What would it cost to get the entire interstate system to good in 10 years?

What would it cost to have no interstate miles in the poor category in 10 years?

What would it cost to double the number of primary system lane miles rated as good in 10 years?
Bonus points if you can express this as a % increase in VMT traveled on good roads (of those miles traveled in the primary system).

A few other related questions:

What are the projected values for the Service Life charts (Exhibits 5 and 6) in the "State of the Pavement Report" for 2014 and for the next several years (assuming they're modeled that way into the future...I suspect they may not be)?

- How much more money would it take to get to break-even service life in 2015 for the interstates and separately for the primary roads?
- I'm looking at Figure 2-1 on page 9 of the technical memorandum on revenue forecasts and the gap between the solid and dotted red lines. If we were to convert next year from a cents-per-gallon tax to a percentage-based gas tax at a rate that is revenue-neutral in the changeover year, does that completely close the gap between those two lines, or are there other factors causing it? Also, how much would that conversion close the gap between anticipated needs and available revenues between now and the planning horizon?

Thanks – let me know if you have any questions.

CLS

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