



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
(803)734-3780 • RFA.SC.GOV/IMPACTS

This fiscal impact statement is produced in compliance with the South Carolina Code of Laws and House and Senate rules. The focus of the analysis is on governmental expenditure and revenue impacts and may not provide a comprehensive summary of the legislation.

Bill Number:	S. 0363	Amended by Senate Transportation on January 19, 2023
Author:	Rankin	
Subject:	Carolina Squat	
Requestor:	Senate Transportation	
RFA Analyst(s):	Griffith and Wren	
Impact Date:	January 30, 2023	

Fiscal Impact Summary

This bill prohibits any person from driving a passenger motor vehicle on the highways of this state where the height of the front fender is raised or lowered four or more inches above or below the height of the rear fender. The bill further imposes fines ranging from \$100 to \$300 for any person who violates the provisions of the bill. In addition to the fines, the Department of Motor Vehicles (DMV) must suspend a driver's license for a third or subsequent offense.

This bill will have no expenditure impact on DMV since the agency can manage the responsibilities of the bill within existing appropriations.

This bill will have no expenditure impact on Judicial since any expenses due to an increase in the number of cases heard in court can be managed within existing General Fund appropriations.

This bill may result in an increase in the fines and fees collected in court. Court fines and fees are distributed to the General Fund, Other Funds, and local funds. However, data are unavailable to estimate the number of new offenses. Therefore, the Revenue and Fiscal Affairs Office (RFA) anticipates this bill may result in an undetermined impact to General Fund, Other Funds, and local revenue due to the increase in fines and fees collections in court.

Explanation of Fiscal Impact

Amended by Senate Transportation on January 19, 2023

State Expenditure

This bill prohibits any person from driving a passenger motor vehicle, including motor vehicles referred to as pickup trucks, on the highways of this State where the height of the front fender is raised or lowered four or more inches above or below the height of the rear fender by alteration of the suspension, frame, or chassis. A person who violates the provisions of this bill is guilty of a misdemeanor and upon conviction must be fined as follows:

- For a first offense, a fine of \$100;
- For a second offense, a fine of \$200; and
- For a third or subsequent offense, a fine of \$300 and have his license suspended by DMV for twelve months from the date of conviction.

Only offenses that occur within five years of each other will constitute a prior offense within the provisions of this bill.

Department of Motor Vehicles. DMV indicates that any expenses related to this bill can be managed within existing appropriations. Therefore, the bill will have no expenditure impact on the agency.

Judicial. This bill may increase the number of cases, or the duration of cases heard in court. Judicial intends to use existing General Fund resources to manage any modification in caseloads. Therefore, this bill will have no expenditure impact for Judicial.

State Revenue


This bill imposes new fines, which may result in an increase in the fines and fees collected in court. Court fines and fees are distributed to the General Fund, Other Funds, and local funds. However, data are unavailable to estimate the number of new offenses. Therefore, RFA anticipates this bill may result in an undetermined impact to General Fund and Other Funds revenue due to the increase in fines and fees collections in court.

Local Expenditure

N/A

Local Revenue

This bill imposes new fines, which may result in an increase in the fines and fees collected in court. Court fines and fees are distributed to the General Fund, Other Funds, and local funds. Therefore, RFA anticipates this bill may result in an undetermined impact to local revenue due to the increase in fines and fees collections in court.



Frank A. Rainwater, Executive Director