



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE

STATEMENT OF ESTIMATED FISCAL IMPACT

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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:	H. 3127	Signed by Governor on May 12, 2025
Subject:	Failure to Stop a Motor Vehicle	
Requestor:	House of Representatives	
RFA Analyst(s):	Griffith	
Impact Date:	June 24, 2025	

Fiscal Impact Summary

This bill provides that when a motor vehicle driver fails to stop after being signaled by a law enforcement vehicle and is found to have led law enforcement upon a high-speed pursuit, the offender is guilty of a felony. Upon conviction, the offender must be imprisoned not more than ten years and have his driver's license suspended by the Department of Motor Vehicles (DMV) for one year from the date of conviction. Additionally, the bill amends the imprisonment sentences of drivers who fail to stop for law enforcement. The bill takes effect one year after approval of the Governor.

The bill charges DMV with additional responsibilities that the agency will accomplish with existing staff and resources. Therefore, there is no expenditure impact to DMV.

This bill changes the offense of failing to stop after being signaled by a law enforcement vehicle from a misdemeanor to a felony when certain aggravating circumstances occur. As this is an existing offense with more severe penalties in certain circumstances, this bill may result in an increase in caseload in General Sessions court and potentially the number of incarcerations, which may increase the workload of the court system and the Commission on Indigent Defense, the Commission for Prosecution Coordination, the Department of Corrections, and the Department of Probation, Parole, and Pardon Services (PPP). The potential increase in expenses for each agency will depend upon the increase in the number of cases and number of incarcerations. These agencies anticipate that the potential increase in work can be managed within existing appropriations.

This bill may result in a change in the fines and fees collected in court. Court fines and fees are distributed to the General Fund, Other Funds, and local funds. Therefore, the Revenue and Fiscal Affairs Office (RFA) anticipates this bill may result in a change to General Fund, Other Funds, and local revenue due to any change in fines and fees collections in court.

Explanation of Fiscal Impact

Signed by Governor on May 12, 2025

State Expenditure

This bill provides that when a motor vehicle driver fails to stop after being signaled by a law enforcement vehicle and is found to have led law enforcement upon a high-speed pursuit, the

offender is guilty of a felony. Upon conviction, the offender must be imprisoned not more than ten years and have his driver's license suspended by DMV for one year from the date of conviction. Additionally, the bill amends the imprisonment sentences of drivers who fail to stop for law enforcement. In the case of a first offense where no great bodily injury or death resulted from the violation, the bill removes the minimum prison sentence of not less than ninety days. For a second or subsequent offense where no great bodily injury or death resulted from the violation, the bill increases the imprisonment sentence from not more than five years to not more than ten years.

This bill changes the offense of failing to stop after being signaled by a law enforcement vehicle from a misdemeanor to a felony when certain circumstances occur. As this is an existing offense with more severe penalties in certain circumstances, this bill may result in an increase caseload in General Sessions court and potentially the number of incarcerations, which may increase the workload of the court system and the Commission on Indigent Defense, the Commission for Prosecution Coordination, the Department of Corrections, and PPP. The potential increase in expenses for each agency will depend upon the increase in the number of cases and number of incarcerations. These agencies anticipate that the potential increase in work can be managed within existing appropriations. For information, according to Corrections, in FY 2023-24, the annual total cost per inmate was \$40,429, of which \$36,553 was state funded.

The bill charges DMV with additional responsibilities that the agency will accomplish with existing staff and resources. Therefore, the bill will have no expenditure impact on DMV.

State Revenue

This bill may result in a change 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 a change to General Fund and Other Funds revenue due to any change in fines and fees collections in court.

Local Expenditure

N/A

Local Revenue

This bill may result in a change 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 a change to local revenue due to any change in fines and fees collections in court.



Frank A. Rainwater, Executive Director