



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. 4292	Introduced on April 3, 2025
Subject:	Roadway Protection and Safety Act	
Requestor:	House Judiciary	
RFA Analyst(s):	Gardner	
Impact Date:	March 9, 2026	

Fiscal Impact Summary

This bill creates the Roadway Protection and Safety Act and establishes penalties for participating in, organizing, and spectating, aiding, or abetting a “street takeover,” defined as the deliberate and coordinated obstruction of a public roadway, highway, intersection, or parking lot for illegal vehicle exhibitions including, but not limited to, burnouts, drifting, doughnuts, speed contests, or other reckless driving maneuvers.

This bill may result in an increase in the number of cases in circuit court and potentially the number of incarcerations, due to the newly created offenses, which may increase the workload of the court system and the Commission of Indigent Defense (CID), the Department of Probation, Parole and Pardon Services (PPP), the Commission on Prosecution Coordination (CPC), and the Department of Corrections (Corrections). The potential increase in expenses for Judicial and each agency will depend upon the increase in the number of cases and number of incarcerations. The agencies anticipate that the potential increase in caseload can be managed within existing appropriations. Judicial anticipates that the potential impact of the caseload in court can be managed within existing appropriations. However, if the bill has an unanticipated impact on caseloads or downstream expenses, Judicial and these agencies will request an increase in General Fund appropriations. For information, according to Corrections, in FY 2024-25, the annual total cost per inmate was \$37,503, of which \$35,696 was state funded.

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

Explanation of Fiscal Impact

Introduced on April 3, 2025

State Expenditure

This bill creates the Roadway Protection and Safety Act and establishes penalties for participating in, organizing, and spectating, aiding, or abetting a “street takeover,” defined as the deliberate and coordinated obstruction of a public roadway, highway, intersection, or parking lot for illegal vehicle exhibitions including, but not limited to, burnouts, drifting, doughnuts, speed

contests, or other reckless driving maneuvers. Participating in a street takeover constitutes a felony punishable by a fine, a term of imprisonment, and driver's license suspension. Organizing a street takeover constitutes, for a first offense, a misdemeanor punishable by a fine and a term of imprisonment; a second or subsequent offense constitutes a felony punishable by a fine and a term of imprisonment. Spectating, aiding, or abetting a street takeover is a misdemeanor offense punishable by a fine, a term of imprisonment, and driver's license suspension. The bill also provides for enhanced penalties for participating in or organizing a street takeover when the offender was fleeing law enforcement or endangered, inflicted bodily injury upon, or caused the death of another person. The bill provides that vehicles used in a street takeover are subject to impoundment or permanent forfeiture. Forfeited vehicles may be auctioned to fund public safety initiatives. The penalties established by the bill may not be reduced.

This bill may result in an increase in the number of cases in circuit court and potentially the number of incarcerations, due to the newly created offenses, which may increase the workload of the court system and CID, PPP, CPC, and Corrections. The potential increase in expenses for Judicial and each agency will depend upon the increase in the number of cases and number of incarcerations. The agencies anticipate that the potential increase in caseload can be managed within existing appropriations. Judicial anticipates that the potential impact of the caseload in circuit court can be managed within existing appropriations. However, if the bill has an unanticipated impact on caseloads or downstream expenses, Judicial and these agencies will request an increase in General Fund appropriations. For information, according to Corrections, in FY 2024- 25, the annual total cost per inmate was \$37,503, of which \$35,696 was state funded.

State Revenue


This bill may result in a change in the fines and fees collected in court due to an increase in the caseload 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 the 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 due to an increase in the caseload 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 the change in fines and fees collections in court.



Frank A. Rainwater, Executive Director