



# SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE

## STATEMENT OF ESTIMATED FISCAL IMPACT

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<b>Bill Number:</b>	H. 5071	Introduced on January 29, 2026
<b>Subject:</b>	Department of Transportation	
<b>Requestor:</b>	House Ways and Means	
<b>RFA Analyst(s):</b>	Griffith, Daigle, and Miller	
<b>Impact Date:</b>	February 18, 2026	

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### Fiscal Impact Summary

This bill establishes the Coordinating Council for Transportation and Mobility (CCTM), which is responsible for developing coordinated transportation plans and policy for South Carolina, for approving the long-range Statewide Transportation Plan, and for reviewing and commenting on plans developed by the member agencies for the furtherance of coordinated transportation planning in the state, among other responsibilities. The bill also reduces the number of members of the Commission of the Department of Transportation (DOT), transfers certain responsibilities from the Commission to DOT, and designates the governing authority of DOT to the Secretary of Transportation, who will be appointed by the Governor.

The bill makes changes to DOT's authority to designate turnpike facilities (toll roads), changes the requirements and process for highway construction contracts and phased design-builds, and establishes a new process for transferring ownership for certain roads from state to local governments. To fund the transfer of nonessential roads to local governments, the bill creates the System Realignment Fund within DOT. The fund may receive monies from an appropriation or authorization of the General Assembly, and the Secretary of Transportation may transfer monies from the State Highway Fund (SHF). The bill also increases certain alternative fuel vehicle fees and adds a new fee on publicly-accessible electric vehicle (EV) charging stations.

DOT expects to manage any expenses associated with the requested public hearings for transportation projects, expanded audit and reporting responsibilities, the creation of the CCTM, and additional planning and oversight functions with existing staff and appropriations. Additionally, DOT indicates that it will need 9.0 FTEs, with salary and fringe of \$1,200,000, to manage the public-private partnerships and other administrative and operational functions related to the new responsibilities surrounding tolls. DOT indicates that they can manage the expenses with existing appropriations and revenues generated by the bill. Please note that over time, the expenditures are expected to be offset or fully recouped through toll revenues, user fees, and project financing mechanisms, subject to project performance and traffic volumes.

This bill will increase recurring expenditures of the Department of Motor Vehicles (DMV) by approximately \$154,000 beginning in FY 2026-27. Of this amount, \$136,000 is for 3.0 FTEs, who will be responsible for notifications to motor vehicle registrants whose registrations are pending suspension or suspended for toll violations. The remaining \$18,000 is for mailing costs. DMV will request a General Fund appropriation increase for these expenditures.

This bill will increase recurring expenditures of the Secretary of State's Office by approximately \$69,000 for 1.0 FTE (Administrative Assistant) to manage the processing of filed public-private partnership contracts. Additionally, Other Funds expenditures are expected to increase by a range of \$102,000 to \$252,000 in FY 2026-27 for technology required for the development, storage, indexing, certifying, and securing of documents related to public-private partnership contracts. Further, the Secretary of State's Office notes that additional office space will be needed to accommodate the new FTE and equipment since the Office is currently at full capacity. However, the cost is unknown at this time. The bill specifies that the Secretary of State's Office may charge a fee for each certification of filed public-private partnership documents. While the revenue from this fee may offset some of the Office's costs, the Office expects that expenditures will exceed revenue. The Office will request an increase in Other Funds authorization and a General Fund appropriation increase to cover the remaining expenses.

The bill adds the Secretary of DOT to the South Carolina Transportation Infrastructure Bank (SCTIB) Board of Directors. SCTIB expressed concerns that amending its board could fiscally impact SCTIB because it will change the current operating procedures but could not quantify the impact at this time.

The bill will have no fiscal impact on the Department of Public Safety (DPS), the Department of Commerce, the Office of Regulatory Staff (ORS), the Department of Natural Resources (DNR), the Department of Environmental Services (DES), the Governor's Office, the House of Representatives, the Senate, the Retirement System Investment Commission (RSIC), the State Fiscal Accountability Authority (SFAA), the Office of the State Auditor, the Office of the Attorney General, the Revenue and Fiscal Affairs Office (RFA), or the State Ethics Commission as this bill marginally affects current operations, and these agencies will manage the responsibilities with existing staff and resources. However, if the ORS Director's time served on the CCTM exceeds a de minimis amount, ORS may request an increase in Other Funds authorization to ensure utility ratepayers do not bear the costs.

The fiscal impact of the bill on the Ports Authority and the Aeronautics Commission is pending, contingent upon a response from each agency.

As this bill creates a new felony offense, the bill may impact the caseload and case progression in circuit court cases and potentially the number of incarcerations, which may increase the workload of the court system and the Commission of Indigent Defense, the Commission on Prosecution Coordination, the Department of Corrections, and the Department of Probation, Parole, and Pardon Services (PPP). The potential increase in expenses for Judicial and each agency will depend upon the increase in the number of cases and number of incarcerations. Judicial and these agencies indicate that if this bill results in a significant increase in the workload, then an increase in General Fund appropriations may be requested. 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.

Overall, Other Funds revenue of DOT will increase by an undetermined amount based on the new fees. DOT may receive additional funding from appropriations to the System Realignment Fund, turnpike facility revenue, alternative fuel fees, and electric vehicle charging fees.

Any appropriations to the System Realignment Fund are at the discretion of the General Assembly and are undetermined at this time.

This bill permits the funds derived from toll roads to be used to pay the operation and maintenance costs of a toll project. As it is unknown how many roads DOT will designate as toll roads and how soon turnpike facilities would begin generating revenue, the Other Funds revenue increase of DOT is undetermined. DOT will use the revenue to offset the administration costs of turnpike facilities but indicates that the revenue is expected to exceed the expenditures, with the excess revenue supporting project costs.

The bill increases the biennial alternative fuel fees for motor vehicles that are powered exclusively by electricity, hydrogen, or any fuel other than motor fuel and for motor vehicles who are powered by a combination of these and motor fuel subject to motor fuel user fees. Commercial motor vehicles powered by alternative fuels that participate in the international registration plan or international fuel tax agreement are exempt from the fees. The alternative fuel fees collected must be credited to the SHF. Currently, alternative fuel fees are credited to the Infrastructure Maintenance Fund (IMTF). RFA anticipates that alternative fuel fees will increase Other Funds revenue of DOT between \$26,343,000 biennially and \$27,705,000 biennially, depending on how the 10 percent increase in the fee for vehicles over 11,000 pounds for each weight range is implemented.

This bill imposes a user fee of four-and-one-half-cents per kilowatt-hour (KWh) on electricity consumed when using publicly accessible EV charging stations. Every four years, RFA must adjust the user-fee for inflation and report the new fee to the Department of Revenue (DOR), which will be applicable beginning January first of the next calendar year. User-fee collections must be credited to the SHF. RFA estimates that the new EV charging state fees will increase Other Funds revenue of DOT by approximately \$2,456,000 beginning in FY 2026-27.

The bill requires DOT to publish a list of nonessential roads and may transfer ownership to counties, municipalities, and other entities. The list must be approved by the CCTM. To fund the transfer of nonessential roads to local governments, the bill creates the System Realignment Fund within DOT. The fund may receive monies from an appropriation or authorization of the General Assembly, and the Secretary of Transportation may transfer monies from the SHF. Further, the bill permits any county in which all roads identified by DOT as non-essential to the State Highway System have been transferred to the local governments in the county may impose a local option transportation sales tax of 2 percent, compared to the 1 percent tax currently allowed. Any increase in local option transportation sales tax collections due to the authorized 2 percent sales tax is undetermined as the imposition of the additional tax is permissive in nature and will depend upon what roads are transferred from DOT to local government for maintenance and whether the tax is approved by referendum.

The bill allows local governments to impose additional millage to meet the funding requirements of maintaining the roads transferred from DOT. The initial additional millage is not subject to the millage rate increase limitation pursuant to Section 6-1-320. The increase in local property tax due to the increase in millage is undetermined as the imposition of additional millage is permissive in nature and will depend upon what roads are transferred from DOT to local government for maintenance and the millage the local government chooses to impose. For reference, as of tax year 2023, the value of mil by county ranges from \$32,080 to \$5,390,974.

As this bill creates a new offense, it may generate additional General Fund, Other Funds, and local fine revenue. However, as the number of such offenses that may occur in a given year and the resulting fines and fees that may be assessed are unknown, the revenue impact is undetermined.

RFA contacted all forty-six counties and the Municipal Association of South Carolina (MASC) regarding the potential fiscal impact of the bill. Lancaster County expects that the expenses related to the maintenance of transferred roads will outweigh the amount of “C” Funds that the County can now expend on these roads. MASC also anticipates that these changes could result in an increase in expenditures for municipalities, but the amount is unknown.

## **Explanation of Fiscal Impact**

### **Introduced on January 29, 2026**

#### **State Expenditure**

This bill establishes the CCTM, which is responsible for developing coordinated transportation plans and policy for South Carolina, for approving the long-range Statewide Transportation Plan, and for reviewing and commenting on plans developed by the member agencies for the furtherance of coordinated transportation planning in the state. The CCTM will consist of the Secretary of Transportation, the Director of DPS, the Executive Director of DMV, the Secretary of Commerce, the Executive Director of ORS, the Director of DNR, the Director of DES, the Executive Director of the State Ports Authority, the Chairman of the Aeronautics Commission, the Chairman of the SCTIB, and one municipal and one county representative, both appointed by the Governor.

The bill reduces the number of members of the Commission of DOT, transfers certain responsibilities from the Commission to DOT, and designates the governing authority of DOT to the Secretary of Transportation, who will be appointed by the Governor. Additionally, the bill provides that the Secretary of Transportation is a member of the board of directors of the SCTIB. Further, the bill creates within DOT the position of Deputy Secretary for Planning, who is responsible for developing statewide strategic transportation plans, coordinating statewide plans with federal and state-funded regional and local transportation planning organization, and serving as staff to the newly created CCTM.

This bill updates DOT’s authority to designate turnpike facilities and impose tolls to allow dynamic tolling, scheduled tolling, variable tolling, uniform tolling, or some combination thereof, and may take into account the weight and class of certain vehicles, real-time and planned

usage, and any other factors deemed appropriate by the department. The designation of a turnpike facility is subject to the provisions of Section 57-3-615 and must be ratified or approved by SFAA. The Commission may request the issuance of turnpike bonds by SFAA. Principal and interest are payable solely out of the turnpike facility revenues. The bill also allows all executors, administrators, guardians, and other fiduciaries and all sinking fund commissions, including RSIC in its capacity as a co-trustee of the funds of the SC Retirement System, to invest any monies in turnpike bonds.

DOT may utilize turnpike facility revenues and funds available for the maintenance of the state highway system for the maintenance and operation of any turnpike facility. DOT also may contract with any political subdivision desiring to assist the department with turnpike facilities. Revenues from these contracts may be included in turnpike facility revenues. It also allows DOT to enter into reciprocal agreements with other jurisdictions, including the federal government and any other state, to enforce toll violations.

The bill provides requirements for the selection of highway construction contracts and phased design-builds. Further, the bill permits DOT to enter into public-private partnership arrangements for planning, constructing, operating, and maintaining the roads, bridges, and other infrastructure under the jurisdiction of DOT. The determination of the type of contract to use for a given project must be reviewed by the Joint Bond Review Committee (JBRC), and DOT must update the JBRC annually on the status of all outstanding public-private partnership arrangements. DOT must also file a copy of public-private partnership contract documents with the Secretary of State, who must file and index the documents and is authorized to prepare and deliver certified copies of the documents as filed. For each certification, a reasonable fee may be charged. Lastly, SFAA may exempt from procurement code specific supplies, services, information technology, or construction.

DOT is required to publish a list of nonessential roads and may transfer ownership to counties, municipalities, and other entities. The list must be approved by the CCTM. To fund the transfer of nonessential roads to local governments, the bill creates the System Realignment Fund within DOT. The fund may receive monies from an appropriation or authorization of the General Assembly, and the Secretary of Transportation may transfer monies from the SHF.

This bill creates a felony for a member or employee of a county transportation committee who accepts, receives, or solicits money, contract or obligation, political appointment or influence, employment, or any other thing of value in exchange for influence. A person convicted of this felony must be imprisoned for not more than five years and is disqualified forever from holding any office of trust or profit under the Constitution or laws of this state. As this is a new offense, there are no data to determine the number of new cases that may be heard in circuit court. This bill may result in an increase in the number of circuit court cases and potentially the number of incarcerations, which may increase the workload of the court system and the Commission of Indigent Defense, the Commission on Prosecution Coordination, the Department of Corrections, and PPP. The potential increase in expenses for Judicial and each agency will depend upon the increase in the number of cases and number of incarcerations. Judicial and these agencies indicate that if this bill results in a significant increase in the workload, then an increase in

General Fund appropriations may be requested. 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.

**Department of Transportation.** This bill makes changes to the administration and operation of DOT, including governance restructuring, expanded planning and oversight requirements, authorization for tolling and project delivery methods, and the creation of new coordination and funding mechanisms. DOT indicates that requested public hearings for transportation projects, expanded audit and reporting responsibilities, the creation of the CCTM, and additional planning and oversight functions may result in minimal increases in expenditures. However, DOT expects to manage these expenditures with existing appropriations and staff.

This bill gives DOT the authority to collect tolls, impose administrative fees and penalties, and utilize electronic toll collection systems. Implementation of these responsibilities will require 2.0 FTEs related to procurement functions and 7.0 FTEs related to the management of public-private partnerships and other administrative and operational functions. Salary and fringe benefits for the FTEs will increase Other Funds expenditures by \$1,200,000 in FY 2026-27 and each year thereafter. Other major operating expenses related to the implementation of tolls include credit card transaction fees, call center contractual costs, InterAgency Group E-Z pass costs, and transponder issuance contractual costs. These expenses will increase Other Funds expenditures of DOT by at least \$50,000. DOT indicates that they can manage the expenses with existing appropriations and revenues generated by the bill. Please note that over time, the expenditures are expected to be offset or fully recouped through toll revenues, user fees, and project financing mechanisms, subject to project performance and traffic volumes.

**State Fiscal Accountability Authority.** This bill will have no fiscal impact on SFAA because the Authority will manage the provisions of the bill with existing staff and resources.

**Retirement System Investment Commission.** The duties in the bill related to RSIC will be performed in the normal course of business. Therefore, there is no fiscal impact to RSIC.

**Department of Public Safety.** This bill requires the Director of Public Safety to be a member of the CCTM. DPS will manage this responsibility with its existing appropriations. Therefore, there is no fiscal impact to DPS.

**Department of Motor Vehicles.** This bill requires the Executive Director of DMV to be a member of the CCTM. Additionally, the bill requires DMV to notify motor vehicle registrants of pending registration suspensions related to toll violations and to suspend vehicle registrations when such violations remain unpaid. DMV anticipates having to mail a high volume of notices of suspension related to toll violations. The agency indicates that it currently does not have the capacity to manage these duties with existing staff and resources. Therefore, the bill will increase recurring expenses of DMV by approximately \$154,000 beginning in FY 2026-27. Of this amount, \$136,000 is for 3.0 FTEs to manage the new responsibilities of the bill. The remaining \$18,000 is for annual mailing costs. The agency will request a General Fund appropriation increase for these expenses.

**Department of Commerce.** This bill requires the Secretary of Commerce to be a member of the CCTM. The Department of Commerce will manage this responsibility with its existing appropriations. Therefore, there is no fiscal impact to the Department of Commerce.

**Office of Regulatory Staff.** This bill requires the Executive Director of ORS to be a member of the CCTM. ORS anticipates that this responsibility will be managed with existing resources. However, if the Director's time served on the CCTM exceeds a de minimis amount, ORS may request an increase in Other Funds authorization to ensure utility ratepayers do not bear the costs.

**Department of Natural Resources.** This bill requires the Director of DNR to be a member of the CCTM. DNR will manage this responsibility with its existing appropriations. Therefore, there is no fiscal impact to DNR.

**Department of Environmental Services.** This bill requires the Director of DES to be a member of the CCTM. DES will manage this responsibility with its existing appropriations. Therefore, there is no fiscal impact to DES.

**South Carolina Ports Authority.** This bill requires the Chairman of the Ports Authority to be a member of the CCTM. The fiscal impact of the bill on the Ports Authority is pending, contingent upon a response from the agency.

**South Carolina Aeronautics Commission.** This bill requires the Chairman of the Aeronautics Commission to be a member of the CCTM. The fiscal impact of the bill on the Aeronautics Commission is pending, contingent upon a response from the agency.

**South Carolina Transportation Infrastructure Bank.** This bill requires the Chairman of the SCTIB to be a member of the CCTM and replaces the Chairman of the DOT Commission with DOT's Secretary of Transportation. SCTIB indicates that amending the SCTIB Board could fiscally impact SCTIB. However, the impact to SCTIB is undetermined since it is unclear as to how the bill will affect the SCTIB's operations.

**Governor's Office.** The duties in the bill related to the Governor's Office will be performed in the normal course of business. Therefore, there is no fiscal impact to the Governor's Office.

**Office of the State Auditor.** The bill expands who may be employed by the State Auditor as the chief internal auditor of DOT. Currently, the chief internal auditor of DOT must be a Certified Public Accountant. However, the bill expands the experience to include a Certified Internal Auditor or a Certified Fraud Examiner and specifies that the scope of internal audit services shall cover the entire department. This responsibility can be accomplished under the normal course of business for the office. Therefore, there is no fiscal impact to the Office of the State Auditor.

**The House of Representatives and the Senate.** This bill provides additional responsibilities of the JBRC, which consists of members of the House of Representatives and the Senate. These legislative bodies anticipate that any expenses due to the additional responsibilities can be

managed with existing appropriations. Therefore, there is no fiscal impact to the House or the Senate.

**Office of the Attorney General.** This bill requires the Attorney General to perform activities that will be conducted in the course of normal agency business. Therefore, there is no fiscal impact to the Office of the Attorney General.

**Revenue and Fiscal Affairs Office.** This bill requires RFA to calculate the inflation adjustment for the EV charging station fee, which can be accomplished with existing staff and resources. Therefore, there is no fiscal impact to RFA.

**Secretary of State's Office.** This bill requires DOT to file a copy of documents related to public-private partnerships with the Secretary of State's Office. The Secretary of State's Office must also prepare and send certified copies of the documents to interested parties. In order to manage the provisions of the bill, the Secretary of State's Office will need 1.0 FTE (Administrative Assistant), which will increase recurring expenditures by approximately \$69,000 including salary and fringe. Additionally, Other Funds expenditures are expected to increase by a range of \$102,000 to \$252,000 in FY 2026-27 for technology required for the development, storage, indexing, certifying, and securing of documents related to public-private partnership contracts. Further, the Secretary of State's Office notes that additional office space will be needed to accommodate the new FTE and equipment since the Office is currently at full capacity. However, the cost for the new space is unknown at this time. The bill specifies that the Secretary of State's Office may charge a fee for each certification of filed public-private partnership documents. While the revenue from this fee may offset some of the Office's costs, the Office expects that expenditures will exceed revenue. The Office will request both an increase in Other Funds authorization and a General Fund appropriation increase to cover the remaining expenses.

**State Ethics Commission.** This bill specifies that members or staff of a county transportation committee are subject to the provisions of the State Ethics Act. The State Ethics Commission will manage duties related to additional people being subject to the State Ethics Act with existing appropriations. Therefore, there is no fiscal impact to the State Ethics Commission.

## **State Revenue**

### Turnpike Facility Revenues

This bill permits the funds derived from toll roads to be used to pay the operation and maintenance costs of a toll project. As it is unknown how many roads DOT will designate as toll roads and how soon turnpike facilities would begin generating revenue, the revenue increase in Other Funds of DOT related to turnpike facilities is undetermined. DOT indicates that the department will use some of the revenue to offset the administration of turnpike facilities but anticipates that the revenue increase will exceed expenditures.

### Alternative Fuel Fees

The bill increases the biennial alternative fuel vehicle fees for motor vehicles that are powered exclusively by electricity, hydrogen, or any fuel other than motor fuel and for motor vehicles

who are powered by a combination of these and motor fuel subject to motor fuel user fees. The current biennial fees of \$120 and \$60, respectively, will be increased to \$400 and \$200, respectively, on July 1, 2027. Additionally, the owner of any motor vehicle not powered exclusively by motor fuel must pay an increased fee based on the gross weight of the registered vehicle. A motor vehicle with a declared gross weight of at least 11,001 pounds must have the fee increased by 10 percent. Further, for each gross vehicle weight range the motor vehicle exceeds the gross vehicle weight range set forth in Section 56-3-660(B)(9), the applicable alternative fuel fee must be increased by another 10 percent. Commercial motor vehicles powered by alternative fuels that participate in the International Registration Plan or International Fuel Tax Agreement are exempt from the fees. The bill specifies that the alternative fuel fees collected will be credited to the SHF. Currently, alternative fuel fees are credited to the IMTF.

DMV reports that as of January 2026, there are 30,916 registered vehicles that are powered exclusively by electricity, hydrogen, or any fuel other than motor fuel and 125,917 registered vehicles that are powered by a combination of these and motor fuel subject to motor fuel user fees. By multiplying the number of registered vehicles by the respective increases in alternative fuel fees, RFA estimates that the increase in alternative fuel vehicle fees will increase Other Funds revenue of DOT by \$26,285,000 biennially. This amount includes \$8,657,000 in increased fee revenue from fully alternative fuel vehicles and \$17,628,000 in increased fee revenue from hybrid alternative fuel vehicles. It is important to note that DMV registrations are collected biennially, and the timing of revenue streams will depend on when the vehicles in these categories are due for registration renewal.

In addition, vehicles powered in part or wholly by sources other than motor fuel weighing over 11,000 pounds are subject to additional increases based on gross vehicle weight. DMV reports that 43 registered vehicles are powered fully by sources other than motor fuel, and 52 registered vehicles are powered by a combination of motor fuel and sources other than motor fuel in the state. Based on their gross vehicle weights, RFA estimates that revenue for the SHF will increase by either \$58,000 biennially or \$1,420,000 biennially, depending on if the ten percent increase for each weight range is compounded or not.

In total, Other Funds revenue of DOT will increase by between \$26,343,000 biennially and \$27,705,000 biennially, depending on how the increases in the fee for vehicles over 11,000 pounds are implemented.

#### Electric Vehicle Charging User Fees

This bill imposes a user fee of 4.5 cents per kilowatt-hour (KWh) on electricity consumed when using publicly accessible EV charging stations. The entity that purchases the electricity from the electrical utility provider must remit the fee in accordance with the South Carolina Sales and Use Tax Act. Every four years, RFA must adjust the user fee in accordance with the average change in the CPI-U as published by the BLS of the United States Department of Labor from the most previous review to October first. RFA must report the new fee to DOR no later than October fifteenth of the appropriate year, and DOR must collect the revised fee amount beginning

January first of the next calendar year. User fee collections must be credited to the State Highway Fund.

Based on estimates of EV electric consumption and EV registrations in S.C. from 2018 through 2024 from the U.S. Bureau of Transportation Statistics, EV sales data in the state for 2024 from the Alliance for Automotive Innovation, and EV sales expectations by BloombergNEF for 2025 through 2030, RFA estimates that EVs registered in the state will utilize approximately 90,000 megawatt-hours (MWh) of electricity beginning in FY 2026-27.<sup>1,2,3</sup>

The International Energy Agency reports that approximately 83 percent of EV charging is done at a private home charging station, and therefore, RFA estimates that approximately 17 percent of charging is done outside of the home.<sup>4</sup> Furthermore, based on Alternative Fuel Station data for S.C. from the U.S. Department of Energy, which reports EV charging stations that are publicly available and those owned by businesses or government entities, RFA estimates that, other than home charging stations, approximately 89 percent of EV chargers are publicly available. In order to estimate S.C. resident EV energy consumption from chargers that are publicly available, 90,000 MWh is multiplied by 17.0 percent. The product is then multiplied by 89 percent, which yields approximately 14,000 MWh. Further, based on data from the U.S. Energy Information Administration on the estimated consumption of electricity by EVs and plug-in hybrids (PHEV), RFA estimates that on average, PHEVs use 40 percent of the electricity that EVs use.<sup>5</sup> Therefore, by multiplying 14,000 MWh by 40 percent, RFA estimates that S.C. resident PHEV electricity consumption from chargers that are publicly available will use approximately 5,490 MWh. In total, RFA estimates that approximately 19,000 MWh of electricity will be used by S.C. residents for EVs and PHEVs charging at publicly accessible charging stations. MWh were converted to KWh, which yields approximately 19,081,000 KWh of electricity consumption by S.C. residents for EV and PHEV charging at publicly available charging stations in FY 2026-27.

Furthermore, based on data reported in S.C. Parks, Recreation and Tourism's (PRT) Total Domestic Travel to South Carolina and In-State Leisure Travel to South Carolina reports, RFA estimates that approximately 10,640,000 domestic out-of-state visiting parties drive vehicles

<sup>1</sup> U.S. Bureau of Transportation Statistics, *Electric Vehicle Registrations and Consumption*, Retrieved January 20, 2026, <https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/electric-vehicle-registrations>.

<sup>2</sup> Alliance for Automotive Innovation, *Electric Vehicle Sales Dashboard*, Retrieved January 20, 2026, <https://www.autosinnovate.org/EVDashboard>.

<sup>3</sup> BloombergNEF, *Electric Vehicle Outlook 2025*, pg. 3, Retrieved January 20, 2026, <https://assets.bbhub.io/professional/sites/24/202506-EVO2025-Executive-Summary.pdf>.

<sup>4</sup> International Energy Agency, *Trends in Electric Vehicle Charging*, Retrieved January 20, 2026, [https://www.iea.org/reports/global-ev-outlook-2024/trends-in-electric-vehicle-charging?utm\\_source=web&utm\\_medium=article&utm\\_campaign=did\\_you\\_know](https://www.iea.org/reports/global-ev-outlook-2024/trends-in-electric-vehicle-charging?utm_source=web&utm_medium=article&utm_campaign=did_you_know).

<sup>5</sup> U.S. Energy Information Administration, *Electric Power Monthly: Table D.1. U.S. Estimated Consumption by Light-Duty Electric Vehicles Types, 2018 – October 2025*, Retrieved January 20, 2026, [https://www.eia.gov/electricity/monthly/epm\\_table\\_grapher.php?t=table\\_d\\_1](https://www.eia.gov/electricity/monthly/epm_table_grapher.php?t=table_d_1).

while visiting the state.<sup>6,7</sup> Based on EV and PHEV registrations in the U.S. from 2018 through 2024, EV sales data in the U.S. for 2024, and EV sales expectations from 2025 through 2030, RFA estimates that approximately 2.7 percent of registered vehicles in the U.S. will be EVs or PHEVs in FY 2026-27.<sup>8,9,10</sup> Therefore, by multiplying 2.7 percent by 10,640,000, RFA estimates that approximately 285,000 out-of-state visiting parties will drive an EV or PHEV during their stay. PRT's Total Domestic Travel to South Carolina report indicates that on average visitors stay in the state for 3.3 nights, and therefore, RFA anticipates that each visiting party would be required to fully charge their EV on average at least twice during their stay.<sup>11</sup> Based on the average KWh used by PHEVs and small, medium, and large EVs, RFA estimates that on average, out-of-state visitors that drive EVs would consume approximately 124.5 KWh in S.C. per trip.<sup>12,13,14</sup> Thus, RFA estimates that out-of-state visitors would consume approximately 35,500,000 KWh at publicly available EV charging stations in FY 2026-27.

Adding 19,081,000 KWh used by in-state residents and 35,500,000 KWh used by out-of-state visitors yields approximately 54,581,000 KWh used at publicly available chargers in FY 2026-27. Multiplying the estimated total KWh used by \$0.045 equates to approximately \$2,456,000 in EV charging user fee revenue in FY 2026-27. Therefore, this bill will increase the State Highway Fund by approximately \$2,456,000 beginning in FY 2026-27 due to the new EV charging station user fees.

### System Realignment Fund

To fund the transfer of nonessential roads to local governments, the bill creates the System Realignment Fund within DOT. The fund may receive monies from an appropriation or authorization of the General Assembly, and the Secretary of Transportation may transfer monies from the SHF. As this is a new fund and funds are at the discretion of the General Assembly and the Secretary of Transportation, the impact on Other Funds revenue of DOT is undetermined.

<sup>6</sup> SCPRT, *Total Domestic Travel to South Carolina*, Retrieved January 1, 2026, <https://scprt.widen.net/content/0co6xmffcs/pdf/Total-Report-2021.pdf?u=sgt8lu>.

<sup>7</sup> SCPRT, *In-State Leisure Travel in South Carolina*, Retrieved January 1, 2026, <https://scprt.widen.net/content/ym35sv7si1/pdf/IS-Report-2021.pdf?u=sgt8lu>.

<sup>8</sup> U.S. Bureau of Transportation Statistics, *Electric Vehicle Registrations and Consumption*, Retrieved January 20, 2026, <https://www.bts.gov/browse-statistical-products-and-data/state-transportation-statistics/electric-vehicle-registrations>.

<sup>9</sup> Alliance for Automotive Innovation, *Electric Vehicle Sales Dashboard*, Retrieved January 20, 2026, <https://www.autosinnovate.org/EVDashboard>.

<sup>10</sup> BloombergNEF, *Electric Vehicle Outlook 2025*, pg. 3, Retrieved January 20, 2026, <https://assets.bbhub.io/professional/sites/24/202506-EVO2025-Executive-Summary.pdf>.

<sup>11</sup> SCPRT, *Total Domestic Travel to South Carolina*, Retrieved January 1, 2026, <https://scprt.widen.net/content/0co6xmffcs/pdf/Total-Report-2021.pdf?u=sgt8lu>.

<sup>12</sup> The Battery Tips, *Hybrid Car Battery Size: Capacity, Performance, Differences, and Lifespan Explained*, Retrieved January 23, 2026, <https://thebatterytips.com/battery-specifications/how-big-is-a-hybrid-car-battery/>.

<sup>13</sup> ROAM, *Battery Sizes and Charging Times: What You Need to Know, Battery Sizes Explained*, Retrieved January 20, 2026, <https://www.roamcharging.com/help-and-advice/resources/battery-sizes-and-charging-times-what-you-need-to-know>.

<sup>14</sup> Edmunds, *How Much Electricity Does an Electric Car Use?*, Retrieved January 20, 2026, <https://www.edmunds.com/electric-car/articles/how-much-electricity-does-an-ev-use.html?msocid=218e569776ef649802bd400b77c465aa>.

### Secretary of State Certification Fee

This bill specifies that the Secretary of State's Office may charge a fee for each certification of filed public-private partnership documents. While the revenue from this fee may offset some of the Office's costs, the Office expects that expenditures will outweigh revenue.

### Court Fines and Fees

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 the General Fund and Other Funds revenue due to the change in fines and fees collections in court.

### **Local Expenditure**

This bill specifies that counties to which DOT has transferred all roads identified as nonessential are not required to expend 25 percent of its "C" Funds. In addition, the bill specifies that any costs incurred by DOT caused by an unreasonable delay in the review and approval of plans for a permanent improvement, construction, reconstruction, or alteration of a highway or highway facility within a municipality is the responsibility of the municipality.

RFA contacted all forty-six counties and MASC regarding the potential fiscal impact of the bill. Lancaster County expects that the expenses related to the maintenance of transferred roads will outweigh the amount of "C" Funds that the County can now expend on these roads. Similarly, MASC expressed concerns that municipalities may experience shortfalls in funds due to 1) the potential gap in available "C" Funds and actual costs associated with the maintenance of transferred roads and 2) increased legal costs associated with lawsuits arising from municipal road maintenance and ownership obligations. MASC indicates that the measures that would increase expenditures and decrease revenue may be greater than the increase in revenues from the permissive millage increases, which is discussed in the Local Revenue section of this fiscal impact statement. This would result in an undetermined net increase in expenditures for municipalities.

### **Local Revenue**

#### Millage Increase

Section 29 of this bill requires DOT to identify nonessential roads and may transfer ownership and maintenance responsibilities of these roads to the local government. The local government may impose additional millage to meet the funding requirements of maintaining these roads. The initial additional millage is not subject to the millage rate increase limitation pursuant to Section 6-1-320. For reference, as of tax year 2023 the value of mil by county ranges from \$32,080 to \$5,390,974.

The increase in local property tax due to the increase in millage is undetermined as the imposition of additional millage is permissive in nature and will depend upon what roads are transferred from DOT to local government for maintenance and the millage the local government chooses to impose.

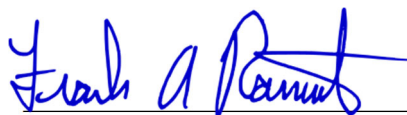
### Local Option Transportation Sales and Use Tax

This bill requires DOT to identify nonessential roads and allows for the transfer of ownership and maintenance responsibilities of these roads to the local government. In a county where DOT has transferred all nonessential roads, the county may impose a local option transportation sales and use tax of 2 percent. Currently, counties are authorized to impose a 1 percent local option transportation sales tax, subject to a referendum.

The increase in local option transportation sales tax collections due to the authorized 2 percent sales tax is undetermined as the imposition of the additional tax is permissive in nature and will depend upon what roads are transferred from DOT to local governments for maintenance and whether the tax is approved by referendum.

### Court Fines and Fees

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 the change in fines and fees collections in court.



Frank A. Rainwater, Executive Director