



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. 4618	Introduced on January 11, 2022
Author:	Morgan	
Subject:	Vehicle Types Subject to Stopping at Railroad Crossings	
Requestor:	House Education and Public Works	
RFA Analyst(s):	Gardner	
Impact Date:	January 31, 2022	

Fiscal Impact Summary

This bill requires a bus, in addition to other types of vehicles, to stop before crossing railroad tracks.

This bill will have no expenditure impact, because it does not materially or fiscally alter the responsibilities of the Department of Motor Vehicles (DMV).

The Revenue and Fiscal Affairs Office (RFA) anticipates this bill will not increase local revenue, as any additional traffic fines or court fees will likely be minimal.

Explanation of Fiscal Impact

Introduced on January 11, 2022

State Expenditure

This bill requires all drivers or operators of buses transporting passengers, as well as other specified types of vehicles, to stop at railroad crossings. The term bus is defined, for purposes of §56-5-2720, as a motor vehicle designed or used to transport more than eight passengers for compensation or a motor vehicle designed or used to transport more than fifteen passengers without compensation. Currently, a driver of a school bus or a motor vehicle with a capacity of sixteen or more persons, among other specified vehicles, must stop at a railroad crossing. This bill modifies what vehicles that must stop at a railroad crossing.

This bill does not materially or fiscally alter the responsibilities of the DMV. Therefore, it will have no expenditure impact.

State Revenue

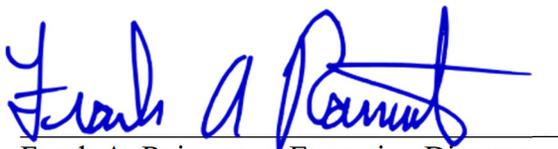
N/A

Local Expenditure

N/A

Local Revenue

This bill modifies what vehicles must stop at a railroad crossing. This may result in a change in the number of traffic tickets written due to the specified vehicles failing to stop at a railroad crossing. RFA anticipates that the potential change, if any, in the number of traffic tickets issued and processed in magistrates court will be minimal and would not generate additional revenue for local fines and fees. Therefore, RFA anticipates this bill will have no local revenue impact.



Frank A. Rainwater, Executive Director