



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number: H. 3247 Signed by Governor on May 19, 2017
Author: Crosby
Subject: Mopeds
Requestor: House of Representatives
RFA Analyst(s): Wren and Gable
Impact Date: December 21, 2017

Estimate of Fiscal Impact

	FY 2017-18	FY 2018-19
State Expenditure		
General Fund	See Below	\$0
Other and Federal	\$0	\$0
Full-Time Equivalent Position(s)	See Below	0.00
State Revenue		
General Fund	\$0	See Below
Other and Federal	\$0	See Below
Local Expenditure	\$0	\$0
Local Revenue	\$0	See Below

Fiscal Impact Summary

The bill would increase non-recurring General Fund expenses of the Department of Motor Vehicles (DMV) by \$117,000 in FY 2017-18 for IT expenses, programming, and development of a template for the moped license plate. Recurring expenses of DMV will increase by \$428,000 beginning in FY 2018-19 for materials and for personnel costs for two additional FTEs. The bill would have no local expenditure impact.

The revenue impact on the General Fund and Other Funds generated from fines, assessments, and surcharges imposed for convictions is undetermined since data is not available to estimate the number of convictions pertaining to the operation of mopeds. Other Funds revenue of the State Transportation Infrastructure Bank is expected to increase by \$120,000 in FY 2018-19 for the new moped biennial registration fee, but this estimate is dependent upon the actual number of biennial moped registrations issued. The increase in revenue for local governments from fines related to new misdemeanor offenses is undetermined.

Explanation of Fiscal Impact

Signed by Governor on May 19, 2017

State Expenditure

The bill requires a moped operated on a public road or highway to be registered and licensed with DMV. The bill expands the definition of motor vehicle to include mopeds for the purpose of uninsured and underinsured motorist insurance coverage. The bill authorizes DMV to charge a \$10 biennial registration fee for mopeds.

Department of Motor Vehicles. The agency indicates that expenses associated with this bill will total \$545,000. Of this amount, \$117,000 for IT expenses, system testing, and the design and production of a template is non-recurring and will occur in FY 2017-18. Recurring expenses for two additional employees and registration materials is estimated to be \$428,000, beginning in FY 2018-19.

State Transportation Infrastructure Bank. Based upon previous correspondence with the department, the bill will have no expenditure impact on the General Fund, Other Funds, or Federal Funds.

Department of Insurance. This bill expands the definition of motor vehicle to include mopeds for the purpose of uninsured and underinsured motorist coverage. Underinsured and uninsured motorist coverage is currently a requirement for the State's drivers. Therefore, the bill does not operationally affect the agency and will not have an expenditure impact on the General Fund, Other Funds, or Federal Funds.

State Revenue

The bill requires a moped operated on a public road or highway to be registered and licensed with DMV. The bill expands the definition of motor vehicle to include mopeds for the purpose of uninsured and underinsured motorist insurance coverage. The bill authorizes DMV to charge a \$10 biennial registration fee for mopeds.

Based upon data provided by DMV, there are approximately 12,000 moped operator licenses currently. Since mopeds are currently not required to be registered in South Carolina, we used the number of moped operator licenses as a proxy for the number of mopeds on South Carolina roads for this analysis. Therefore, it is estimated that revenue generated from the \$10 biennial registration fee for mopeds will total \$120,000 in FY 2018-19. Revenue derived from the moped biennial registration fee must be allocated to the State Transportation Infrastructure Bank. Please note that the number of mopeds on South Carolina roads is most likely greater than 12,000, since a moped may also be operated with a Class D driver's license. Therefore, the revenue generated by this section is likely to be higher than estimated.

The bill expands the definition of motor vehicle to include mopeds for the purpose of uninsured and underinsured motorist coverage. Since underinsured and uninsured motorist coverage is currently a requirement for the state's drivers, this bill would have no revenue impact on the General Fund.

This bill creates new misdemeanors punishable by fines up to \$200 or imprisonment for no more than 30 days for violations of the provisions pertaining to the operation of mopeds. Existing law distributes revenue generated from fines, assessments, and surcharges imposed for convictions among the General Fund, specified state agencies and programs, and local governments. Since this bill creates new criminal offenses, data is not available to estimate the number of convictions that may result from this bill. Therefore, the revenue impact on the General Fund and Other Funds is undetermined.

Local Expenditure

This bill creates new misdemeanors punishable by fines up to \$200 or imprisonment for no more than 30 days for violations of the provisions pertaining to the operation of mopeds. Since this bill creates new criminal offenses, data is not available to project a change in law enforcement activity, activity in local detention facilities, or proceedings in summary court. However, any increase resulting specifically from this bill is expected to be minimal and could be managed within existing resources.

Local Revenue

This bill creates new misdemeanors punishable by fines up to \$200 or imprisonment for no more than 30 days for violations of the provisions pertaining to the operation of mopeds. Existing law distributes revenue generated from fines, assessments, and surcharges imposed for convictions among the General Fund, specified state agencies and programs, and local governments. Since this bill creates new criminal offenses, data is not available to estimate the number of convictions that may result from this bill. Therefore, the revenue impact on local governments is undetermined.



Frank A. Rainwater, Executive Director