



**SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE**  
**STATEMENT OF ESTIMATED FISCAL IMPACT**  
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**Bill Number:** H. 4380 Signed by Governor on May 16, 2019  
**Author:** Rose  
**Subject:** Samantha L. Josephson Ridesharing Safety Act  
**Requestor:** House of Representatives  
**RFA Analyst(s):** Gardner  
**Impact Date:** June 4, 2019

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### **Fiscal Impact Summary**

This bill creates the Samantha L. Josephson Ridesharing Safety Act.

The Judicial Department reports the bill creates new offenses and there is no data with which to estimate the number of hearings or trials that may be initiated as a result of the bill. However, the department expects to manage any increase in general sessions court caseloads using existing General Fund resources.

The Commission on Prosecution Coordination and the Commission on Indigent Defense indicate the bill will not require the agencies to modify their current procedures. Therefore, the bill will have no expenditure impact on the commission's General Funds, Other Funds, or Federal Funds.

The Department of Corrections reports that it does not expect the bill to increase the prison population by a significant number. However, the lack of empirical data relating to the patterns of arrest, conviction, and sentencing for the new offenses created by the bill makes it impossible for the department to estimate any increases in expenditures. Therefore, the expenditure impact of this bill is undetermined.

Based on the responses received from Dorchester, Florence, and Lancaster counties, the expenditure impact of the bill on local governments is expected to be minimal. Therefore, the enforcement of this bill will not result in any local expenditure impact.

### **Explanation of Fiscal Impact**

#### **Signed by Governor on May 16, 2019**

#### **State Expenditure**

This bill creates the Samantha L. Josephson Ridesharing Safety Act, which establishes specific requirements for Transportation Network Company (TNC) vehicles. A printout of the vehicle's license plate number, which should be no less than 2 inches in height, must be displayed in the front of the TNC vehicle. Any person misrepresenting himself as an authorized TNC driver is guilty of a misdemeanor punishable by a fine of not more than \$500, imprisonment for not more than 30 days, or both. Any person who knowingly uses a TNC trade dress or TNC ridesharing application in the furtherance of criminal activity is guilty of a misdemeanor punishable by a fine of not more than \$1,000, imprisonment for not more than 2 years, or both.

**Judicial Department.** This bill creates new offenses for a person's unlawful representation as an authorized TNC driver and a person's unlawful use of a TNC trade dress or ridesharing application in the furtherance of criminal activity. Misrepresentation offenses would be heard in magistrate or municipal courts, while trade dress and ridesharing application offenses would be heard in general sessions courts. As these are both new offenses, there is no data with which to estimate the number of hearings or trials that may be initiated as a result of the bill. The department expects to manage any increase in general sessions court caseloads using existing General Fund resources.

**Commission on Prosecution Coordination.** The commission reports that the bill will not require the agency to modify its current procedures. Therefore, the bill will have no expenditure impact on the commission's General Funds, Other Funds, or Federal Funds.

**Commission on Indigent Defense.** The commission reports that the bill will not require the agency to modify its current procedures. Therefore, the bill will have no expenditure impact on the commission's General Funds, Other Funds, or Federal Funds.

**Department of Corrections.** The department reports that it does not expect the bill to increase the prison population by a significant number. However, the lack of empirical data relating to the patterns of arrest, conviction, and sentencing for the new offenses created by the bill makes it impossible for the department to estimate any increases in expenditures. Therefore, the fiscal impact of the bill on General Funds, Other Funds, and Federal Funds is undetermined.

**State Revenue**

N/A

**Local Expenditure**

The South Carolina Association of Counties and all South Carolina counties were surveyed to assess the estimated expenditure impact of the bill. Responses were received from Florence, Dorchester, and Lancaster Counties. Florence County indicates that while it does not expect to see a significant expenditure impact from the bill, the daily cost to house an offender in the county jail is \$60. Lancaster County and Dorchester County indicate that they do not currently require a business license for the operation of a ridesharing service and thus anticipate a minimal expenditure impact. Based on the responses received from the noted counties, the expenditure impact of the bill on local governments is expected to be minimal. Therefore, the enforcement of this bill will not result in any local expenditure impact.

**Local Revenue**

N/A



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Frank A. Rainwater, Executive Director