**South Carolina General Assembly**

126th Session, 2025-2026

**H. 3292**

**STATUS INFORMATION**

General Bill

Sponsors: Reps. Hixon, Pedalino, W. Newton, Forrest, B.L. Cox, Erickson, Taylor, Hartz, Atkinson and Pace

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Introduced in the House on January 14, 2025

Introduced in the Senate on February 18, 2025

Currently residing in the Senate Committee on **Transportation**

Summary: Golf carts

**HISTORY OF LEGISLATIVE ACTIONS**

Date Body Action Description with journal page number

12/5/2024 House Prefiled

12/5/2024 House Referred to Committee on **Education and Public Works**

1/14/2025 House Introduced and read first time ([House Journal‑page 157](h:\hj\20250114.docx))

1/14/2025 House Referred to Committee on **Education and Public Works** ([House Journal‑page 157](h:\hj\20250114.docx))

1/16/2025 House Member(s) request name added as sponsor: B.L. Cox

2/4/2025 House Member(s) request name added as sponsor:
Erickson, Bradley

2/5/2025 House Member(s) request name removed as sponsor: Bradley

2/6/2025 House Committee report: Favorable **Education and Public Works** ([House Journal‑page 11](h:\hj\20250206.docx))

2/11/2025 House Member(s) request name added as sponsor: Taylor,
Hartz, Atkinson

2/11/2025 Scrivener's error corrected

2/12/2025 House Debate adjourned until Thur., 2-13-25 ([House Journal‑page 83](h:\hj\20250212.docx))

2/13/2025 House Member(s) request name added as sponsor: Pace

2/13/2025 House Read second time ([House Journal‑page 18](h:\hj\20250213.docx))

2/13/2025 House Roll call Yeas-98 Nays-1 ([House Journal‑page 18](h:\hj\20250213.docx))

2/13/2025 House Unanimous consent for third reading on next legislative day ([House Journal‑page 19](h:\hj\20250213.docx))

2/18/2025 Senate Introduced and read first time ([Senate Journal‑page 8](h:\sj\20250218.docx))

2/18/2025 Senate Referred to Committee on **Transportation** ([Senate Journal‑page 8](h:\sj\20250218.docx))

View the latest  [legislative information](https://www.scstatehouse.gov/billsearch.php?billnumbers=3292&session=126&summary=B)  at the website

**VERSIONS OF THIS BILL**

[12/05/2024](https://www.scstatehouse.gov/sess126_2025-2026/prever/3292_20241205.docx)

[02/06/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/3292_20250206.docx)

[02/11/2025](https://www.scstatehouse.gov/sess126_2025-2026/prever/3292_20250211.docx)

Indicates Matter Stricken

Indicates New Matter

Committee Report

February 6, 2025

H. 3292

Introduced by Reps. Hixon, Pedalino, W. Newton, Forrest, B. L. Cox and Erickson

S. Printed 2/6/25--H. [SEC 2/11/2025 4:41 PM]

Read the first time January 14, 2025

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The committee on House Education and Public Works

To whom was referred a Bill (H. 3292) to amend the South Carolina Code of Laws by amending Section 56‑2‑105, relating to golf cart permits and the operation of golf carts, so as to provide certain municipalities, etc., respectfully

Report:

That they have duly and carefully considered the same, and recommend that the same do pass:

SHANNON ERICKSON for Committee.

statement of estimated fiscal impact

Explanation of Fiscal Impact

Local Expenditure

This bill specifies that all municipalities in all counties may enact an ordinance to allow golf carts to operate in designated areas within their jurisdiction at night. Currently, only municipalities located in counties with a population between 150,000 and 250,000 persons and jurisdiction over a barrier island are authorized to enact such ordinances. Further, if the designated area is not within the jurisdiction of a municipality, the county in which the designated area is located may enact such an ordinance.

RFA contacted all county governments and MASC regarding the expenditure impact of this bill and received a response from five counties and MASC. Four of the responding counties indicate that the bill will have no expenditure impact. However, one county noted that allowing golf carts on the road at night may increase the number of accidents. The remaining county indicates that if the county were to enact such an ordinance, expenses may increase due to additional calls for service. MASC previously indicated on similar legislation that the bill may increase municipal expenses if a qualifying municipality decides to enact an ordinance to permit night driving of golf carts and experiences an increase in the number of golf-cart related calls requiring assistance from first responders. However, MASC notes that any municipality that enacts such an ordinance may choose to repeal the ordinance and prohibit or limit night driving as appropriate. Due to the permissive nature of the bill, the expenditure impact on local governments will vary by locality.

Frank A. Rainwater, Executive Director

Revenue and Fiscal Affairs Office

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A bill

TO AMEND THE SOUTH CAROLINA CODE OF LAWS BY AMENDING SECTION 56‑2‑105, RELATING TO GOLF CART PERMITS AND THE OPERATION OF GOLF CARTS, SO AS TO PROVIDE CERTAIN MUNICIPALITIES AND COUNTIES MAY ENACT ORDINANCES TO ALLOW GOLF CARTS TO OPERATE IN DESIGNATED AREAS WITHIN THEIR JURISDICTIONS AT NIGHT.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. Section 56‑2‑105(F) of the S.C. Code is amended to read:

(F)(1) A political subdivision may, on designated streets or roads within the political subdivision’s jurisdiction, reduce the area in which a permitted golf cart may operate from four miles to no less than two miles.

(2) A political subdivision may, on primary highways, secondary highways, streets, or roads within the political subdivision’s jurisdiction, create separate golf cart paths on the shoulder of its primary highways, secondary highways, streets, and roads for the purpose of golf cart transportation, if:

(a) the political subdivision obtains the necessary approvals, if any, to create the golf cart paths; and

(b) the golf cart path is:

(i) separated from the traffic lanes by a hard concrete curb;

(ii) separated from the traffic lanes by parking spaces; or

(iii) separated from the traffic lanes by a distance of four feet or more.

(3) In a county with a population of no less than one hundred fifty thousand and no more than two hundred fifty thousand personsall counties:

(a) if a municipality has jurisdiction over a barrier island, thea municipality may enact an ordinance allowing for the operation of a golf cart at night on in designated portions of the barrier island areas within the municipality, provided the golf cart is equipped with working headlights and rear lights; or

(b) if a barrier island or county is not within the jurisdiction of a municipality, the county in which the barrier island or county is located may enact an ordinance allowing for the operation of a golf cart at night on in designated portions of the county, provided the golf cart is equipped with working headlights and rear lights.

If a municipality or county enacts an ordinance allowing golf carts to operate at night, the ordinance shall contain a description of the boundary of the designated area on a barrier island, the requirements of subsection (C), other than operation in daylight hours only, shall still apply to all permitted golf carts.

(4) A political subdivision may not reduce or otherwise amend the other restrictions placed on the operation of a permitted golf cart contained in this section.

SECTION 2. This act takes effect upon approval by the Governor.

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