



Fiscal Impact Statement for Proposed Legislation

Virginia Criminal Sentencing Commission

House Bill 269 (Patron—Reid)

LD#: 26101310D

Date: 01/08/2026

Topic: Motorized mobility vehicles

Fiscal Impact Summary:

- **State Adult Correctional Facilities:**
\$50,000 *
- **Local Adult Correctional Facilities:**
Cannot be determined
- **Adult Community Corrections Programs:**
Cannot be determined

- **Juvenile Correctional Centers:**
None (\$0) **
- **Juvenile Detention Facilities:**
None (\$0) **

** Provided by the Department of Juvenile Justice

* The estimated amount of the necessary appropriation cannot be determined for periods of imprisonment in state adult correctional facilities; therefore, Chapter 725 of the Acts of Assembly of 2025 requires the Virginia Criminal Sentencing Commission to assign a minimum fiscal impact of \$50,000.

Pursuant to § 30-19.1:4, fiscal impact statements prepared by the Virginia Criminal Sentencing Commission only include the estimated increase in operating costs associated with additional state-responsible prison beds and do not reflect any other costs or savings that may be associated with the proposed legislation.

Summary of Proposed Legislation:

The proposal establishes a new class of vehicle, the motorized mobility vehicle, and creates requirements for the sale, operation, registration, and titling of such vehicles by amending multiple statutes in and adding Article 24 (Motorized Mobility Vehicles) to the *Code of Virginia*. The proposal specifies that a Class B motorized mobility vehicle, except as otherwise provided, shall be deemed a motor vehicle. The proposal requires the Department of Motor Vehicles (DMV) to establish regulations governing motorized mobility vehicle safety training courses and to implement an educational outreach program to inform the public about the requirements of the proposal. The proposal, other than the educational outreach program, has a delayed effective date of July 1, 2027.

The proposal, if enacted, has several crime ramifications. For instance, the proposal may expand the applicability of the criminal penalties defined under §§ 46.2-112 (odometer tampering), 18.2-102 (unauthorized use of animal, auto, boat), and 18.2-109 (receiving or transfer of stolen vehicle, aircraft, or boat).

Analysis:

A review of Fiscal Year (FY) 2020 through FY2025 General District Court Case Management System (CMS) data revealed that two offenders were convicted of a misdemeanor under §46.2-112 for odometer tampering (first offense). Neither offender received an active term of incarceration.

Circuit Court CMS data for the same six-year period revealed that no offender was convicted of a felony under § 46.2-112 for the second or subsequent odometer tampering.

According to Sentencing Guidelines data from FY2024 through FY2025, there were 300 offenders convicted of a Class 6 felony under §§ 18.2-109 (receipt or transfer of stolen vehicle, aircraft, or boat) or 18.2-102 (unauthorized use of animal, auto, boat, worth \$1,000 or more) as the primary (most serious) offense at sentencing. Of these defendants, 44.7% did not receive any active term of incarceration, 44.3% received a local-responsible (jail) sentence with a median sentence of 3.0 months, and remaining 11.0% received a state-responsible (prison) sentence with a median sentence of 1.5 years.

Impact of Proposed Legislation:

State adult correctional facilities. By establishing a new type of vehicle and defining it as a motor vehicle, the proposal may increase the future state-responsible (prison) bed space needs of the Commonwealth. However, existing databases do not provide sufficient detail to estimate the number of additional felony convictions that may result from enactment of the proposal.

Local adult correctional facilities. Similarly, the proposal may increase the local-responsible (jail) bed space needs, but the magnitude of the impact cannot be determined.

Adult community corrections programs. Because the proposal could result in felony convictions and subsequent supervision requirements for an additional number of offenders, the proposal may increase the need for adult community corrections resources. Since the number of cases that may be affected cannot be determined, the potential impact on community corrections resources cannot be quantified.

Virginia's Sentencing Guidelines. The Sentencing Guidelines currently cover a Class 6 felony under §§ 18.2-109 (receipt or transfer of stolen vehicle, aircraft, or boat) or 18.2-102 (unauthorized use of animal, auto, boat, worth \$1,000 or more) when such a felony is the primary (or most serious) offense. Furthermore, the Guidelines do not apply if the most serious offense at sentencing is a misdemeanor. However, such convictions may augment the Guidelines recommendation (as additional offenses) if the most serious offense at sentencing is covered by the Guidelines. No adjustment to the Guidelines would be necessary under the proposal.

Juvenile correctional centers. According to the Department of Juvenile Justice (DJJ), the proposal is not expected to increase direct care (juvenile correctional center or alternative commitment placement) bed space needs.

Juvenile detention facilities. The Department of Juvenile Justice (DJJ) reports that the proposal will not increase the bed space needs of juvenile detention facilities.

Pursuant to § 30-19.1:4, the estimated amount of the necessary appropriation cannot be determined for periods of imprisonment in state adult correctional facilities; therefore, Chapter 725 of the Acts of Assembly of 2025 requires the Virginia Criminal Sentencing Commission to assign a minimum fiscal impact of \$50,000.

Pursuant to § 30-19.1:4, the estimated amount of the necessary appropriation is \$0 for periods of commitment to the custody of the Department of Juvenile Justice.