

Approved: _____

Date

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on February 22, 2011, in Room 152-S of the Capitol.

All members were present except:

Senator Les Donovan-excused

Senator Anthony Hensley-excused

Committee staff present:

Scott Wells, Office of the Revisor of Statutes

Daniel Yoza, Office of the Revisor of Statutes

Chris Courtwright, Kansas Legislative Research Department

Jill Shelley, Kansas Legislative Research Department

Toni Beck, Committee Assistant

Others attending:

See attached list.

SB213-relating to lightweight roadable vehicles

Chairperson Umbarger opened the hearing on **SB213**:

Daniel Yoza, Revisor, presented an overview on the bill language dealing with lightweight roadable vehicles in reference to adding a section to the uniform traffic code.

Michael J McLinn, Bureau of Titles and Registrations, Department of Revenue made a presentation on, The Transition, Driven To Fly. (Attachment 1) In order for the legal use of the vehicle; that turns from motor vehicle to airplane, a definition needs to be added to the traffic code enabling registration. The Transition sells for \$200,000 to \$250,000 in response to question by Senator Schmidt. An FFA sport pilot training of 20 hours is required for licensing, regulated by a motor vehicle license only. 24 states have orders from the two manufacturers in this new industry; with one order in Kansas, which will need to have a definition in place for the vehicle to be legal. It would be illegal for the roadable to take off or land on a highway, and airports are still mandatory. They would be tagged and taxed as vehicles, adding a section to the statute, so personal property tax would apply. Senator Schmidt and Petersen inquired as to the level of taxation. Chris Courtwright explained there could be a possible 30% tax for the aircraft at fair market value. If mid point value is used, the depreciation would be 15%. Value of taxation would be a matter of contention. An FFA flight number would be issued for the vehicle with a three day training session required by the manufacturer. Senator Huntington questioned the need for dual registration; which would be necessary. Scott Wells, Revisor, referenced Article 1, Chapter 8, in the statute would tax the roadable vehicle as other motor vehicles. Chairman Umbarger commented on the need for more information in regards to operation, taxation, registration and titling to move forward on this bill.

Jill Shelley, KLRD, presented Specifications of Alternative Vehicles summarized by legal definitions, safety equipment, and weight class. (Attachment 2)

Chairperson Umbarger closed the hearing on **SB213**.

Senator Reitz made a motion to approve the minutes as written. Senator Kultala seconded the motion. The motion carried.

The next meeting is scheduled for March 2, 2011.

The meeting was adjourned at 9:20 a.m.