

SESSION OF 2011

**CONFERENCE COMMITTEE REPORT BRIEF
HOUSE SUB. FOR SENATE BILL NO. 213**

As Agreed to March 28, 2011

Brief*

House Sub. for SB 213 would define a “lightweight roadable vehicle” as a vehicle that may be driven on public roadways and also is required to be registered with, and flown under the direction of, the Federal Aviation Administration. The bill would exclude this type of vehicle from the definition of “aircraft” in the statute that exempts business aircraft from property taxes.

Conference Committee Action

The Conference Committee adopted the language of SB 213 as it had been amended by the Senate Committee on Transportation. (Provisions included in House Sub. for SB 213, regarding speed limits and including seat belt law in the Uniform Act Regulating Traffic, were to be included in a separate conference committee report.)

Background

The bill was requested by the Division of Vehicles at the Department of Revenue, and a representative of the Division provided the only testimony. The vehicle in question is known as the “Transition.” According to testimony, the vehicle will meet National Highway Traffic Safety Administration safety

* Conference committee report briefs are prepared by the Legislative Research Department and do not express legislative intent. No summary is prepared when the report is an agreement to disagree. Conference committee report briefs may be accessed on the Internet at <http://www.kslegislature.org/kldr>

standards for highway vehicles, and it also will qualify as a light sport aircraft that must be registered with the Federal Aviation Administration. Production of such vehicles is under way, with first deliveries expected late in 2011. The Division had received an inquiry from a Kansan who plans to buy such a vehicle in early 2012. Without a definition such as that in the bill, such a vehicle could not be registered or legally driven on Kansas highways. Testimony indicated the initial purchase price of such a vehicle would be between \$200,000 and \$250,000.

Staff from the Department of Revenue's Property Valuation Division explained that, under current law, a lightweight roadable vehicle would be required to be registered and taxed as a motor vehicle. The Senate Committee on Transportation amended the bill to clarify that these vehicles could not qualify for the business aircraft property tax exemption in KSA 79-201k.

The fiscal note on SB 213 states that the bill would have no fiscal effect on the Department of Revenue.

The House Transportation Committee recommended a substitute bill. House Sub. for SB 213 would have increased the maximum lawful speed limit from 70 miles per hour (mph) to 75 mph on any separated multilane highway, as designated by the Secretary of Transportation (the contents of HB 2034 as amended by the House Committee of the Whole). It also would have included the Safety Belt Use Act in the Uniform Act Regulating Traffic (HB 2192).

Transportation; Lightweight Roadable Vehicles