

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**.

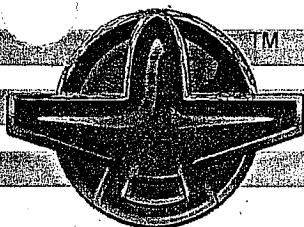
Senator Reitz made a motion to approve the minutes as written. Senator Kultala seconded the motion. The motion carried.

The next meeting is scheduled for March 2, 2011.

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

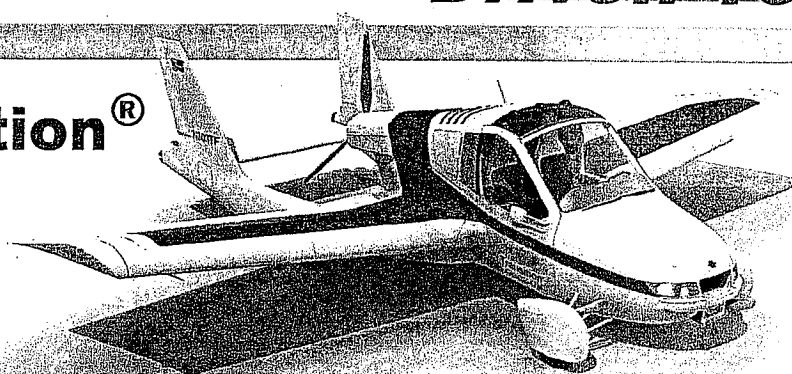
DATE: 2-22-11
Tuesday

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Driven To Fly™

The Transition®



Performance

Max, Vh:	100 kts (115 mph, 185 km/h)
Cruise, Vc:	93 kts (105 mph, 172 km/h)
Stall, Vs:	45 kts (51 mph, 83 km/h)
Range:	425 nmi (490 mi, 787 km)
Takeoff:	1700' (518 m), over 50' obstacle

Gross Takeoff Weight:	1430 lbs (650 kg)
Empty Weight:	970 lbs (440 kg)
Useful Load:	460 lbs (210 kg)

Fuel Burn:	5 gph (at cruise)
On Road:	35 mpg, 65 mph (105 km/h)
Useable Fuel:	23 gal (87L)

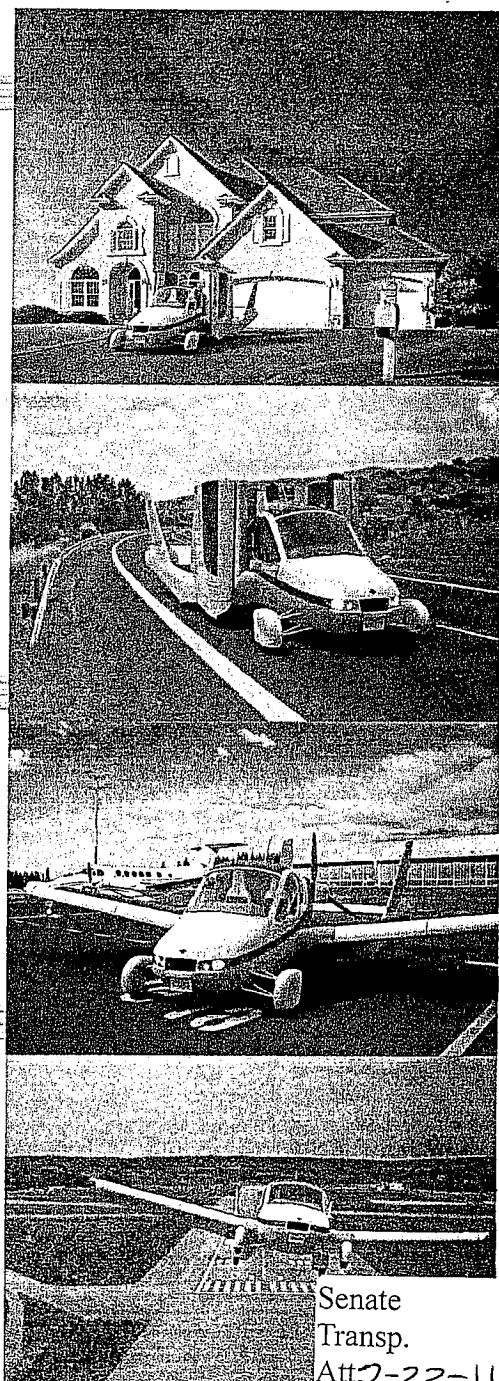
Safety

Drive in case of inclement weather
 Proven 100 hp Rotax 912S engine
 Full vehicle parachute
 Modern glass avionics
 Safety cage, crumple zone, airbags
 Factory built Light Sport Aircraft (S-LSA)

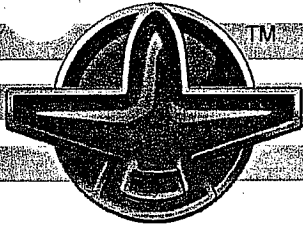
Convenience

Rear wheel drive on the road
 Automotive-style entry and exit
 Automated electromechanical folding wing
 No trailer or hangar needed
 Continuously variable automatic transmission
 Touch-screen cockpit user interface

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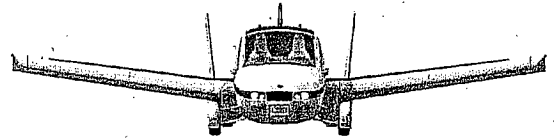
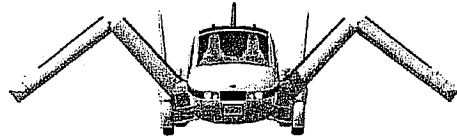
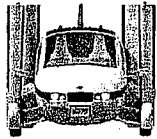


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Driven To Fly™

The Transition® Roadable Light Sport Aircraft



Dimensions

Driving:

80" (2 m) tall
90" (2.3 m) wide
19' 6" (6 m) long

Flying:

78" (2 m) tall
26' 6" (8 m) wingspan
19' 9" (6 m) long

Cockpit:

48" at shoulder
Carry-on luggage
Golf clubs
Two place, side-by-side

Training

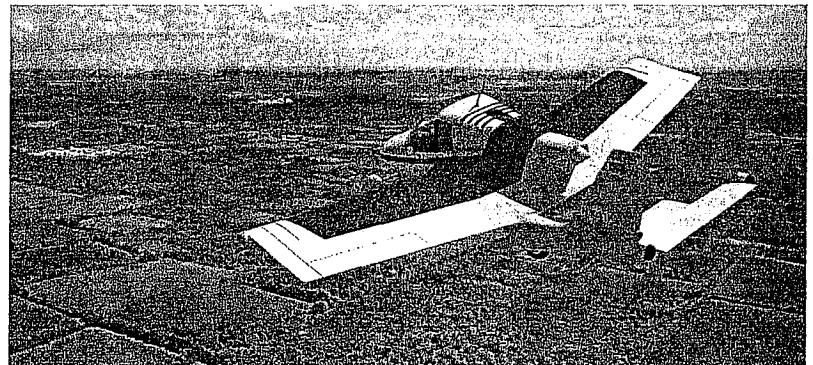
Become a Sport Pilot in as little as 20 hours of flight time.

Transition®-specific courses will be available.

For existing pilots, get comfortable quickly with the familiarization training included with every Transition® delivery.

Order Today

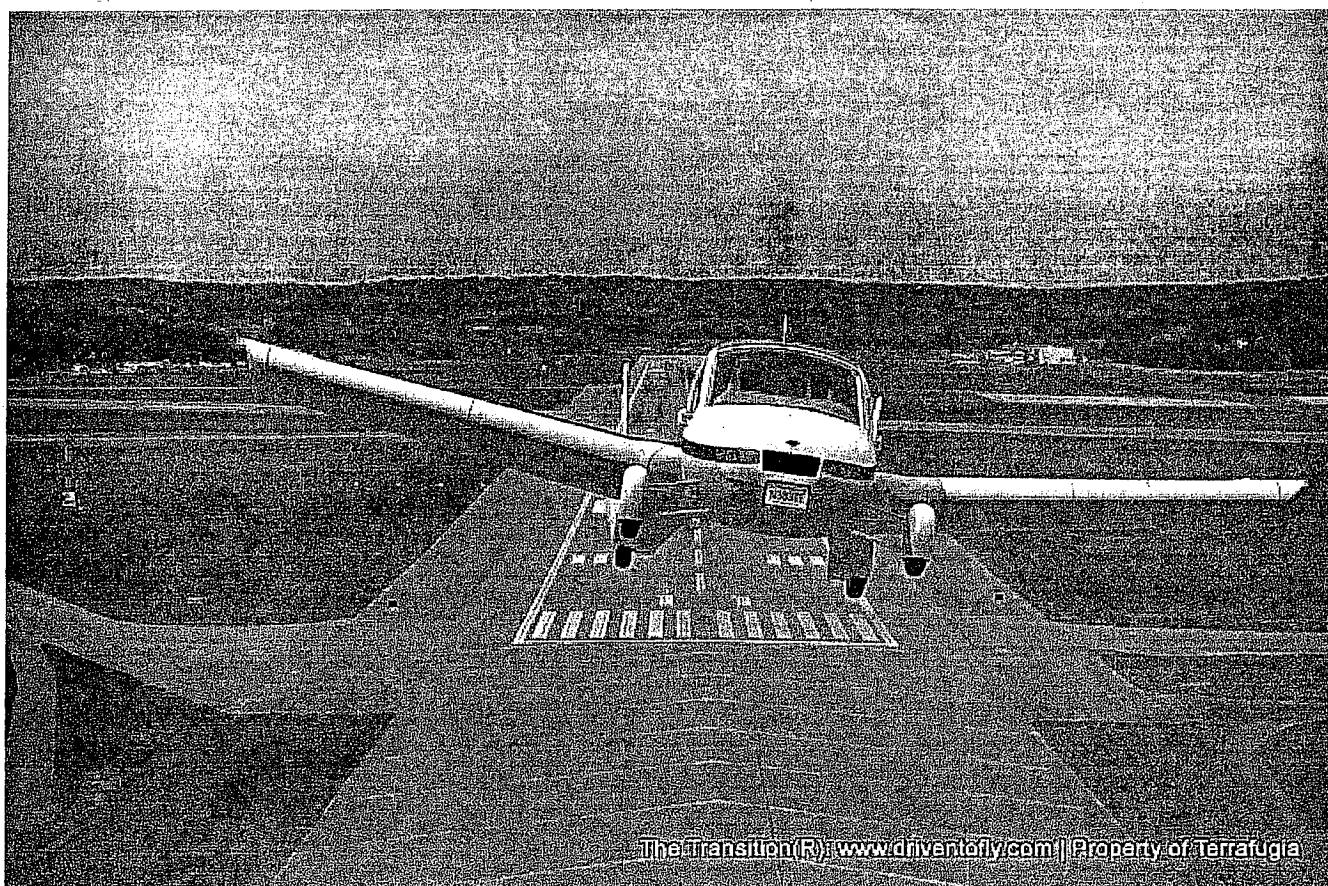
Place your refundable \$10,000 reservation deposit today.



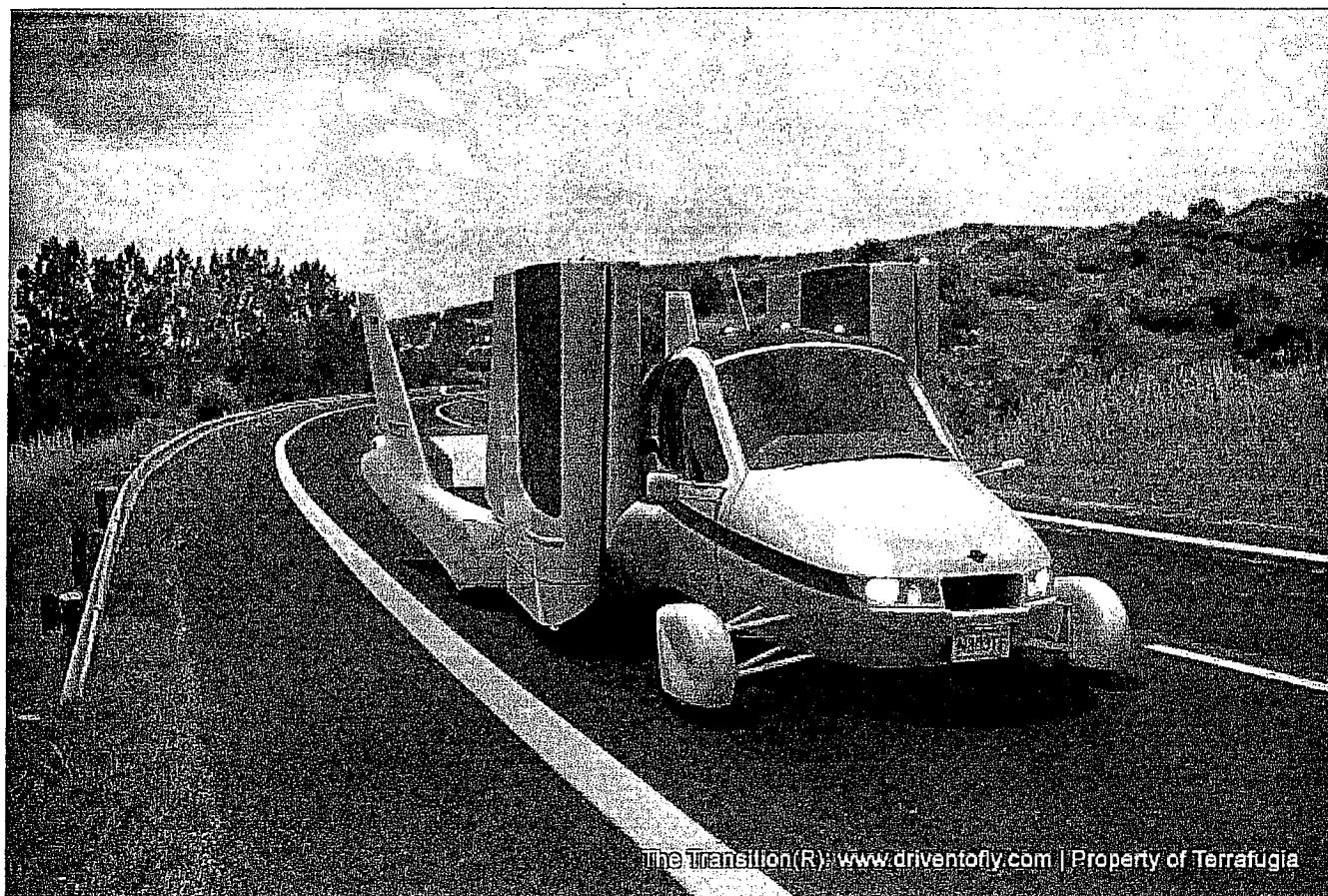
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info@terrafugia.com
T: +1-781-491-0812
F: +1-781-491-0282

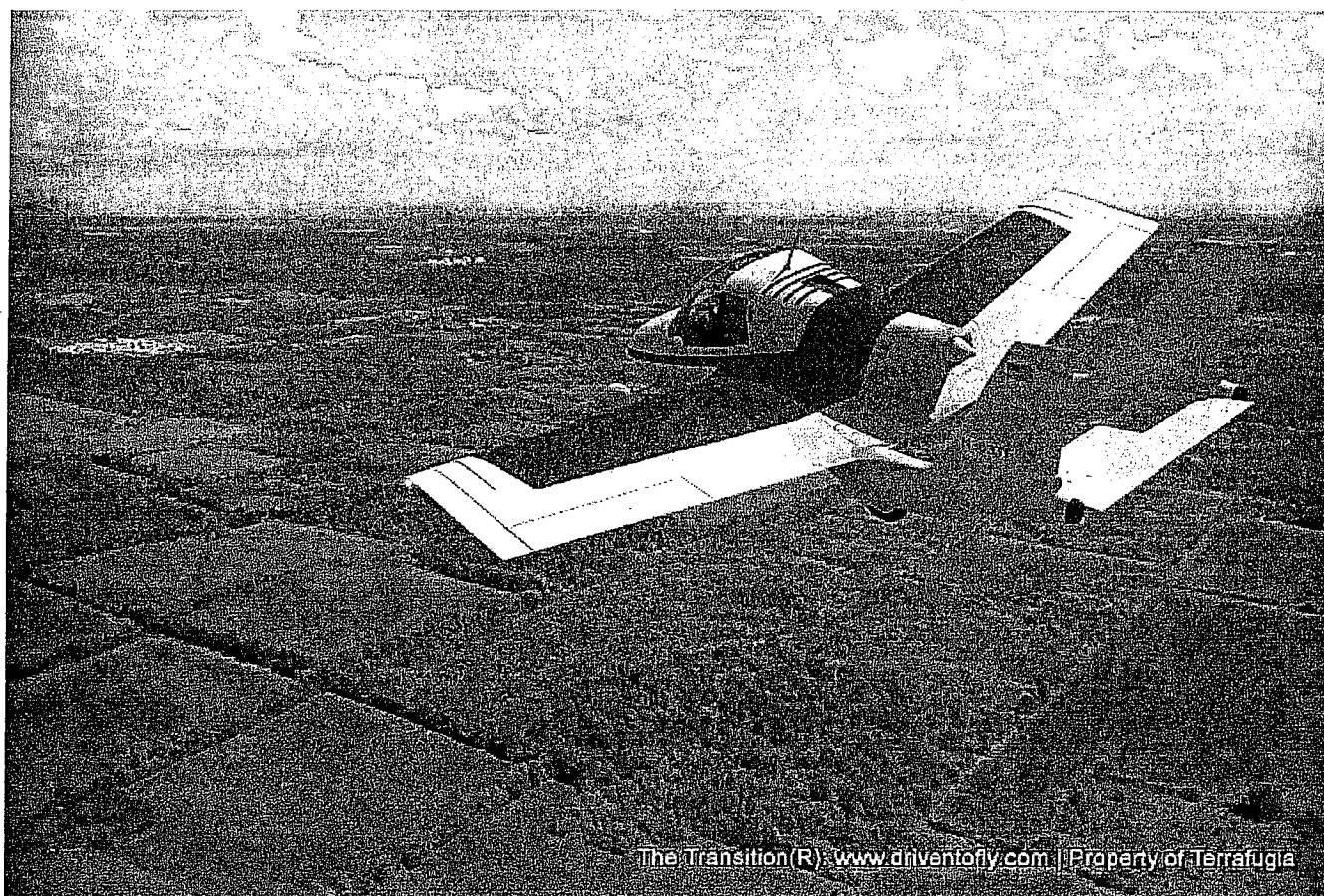
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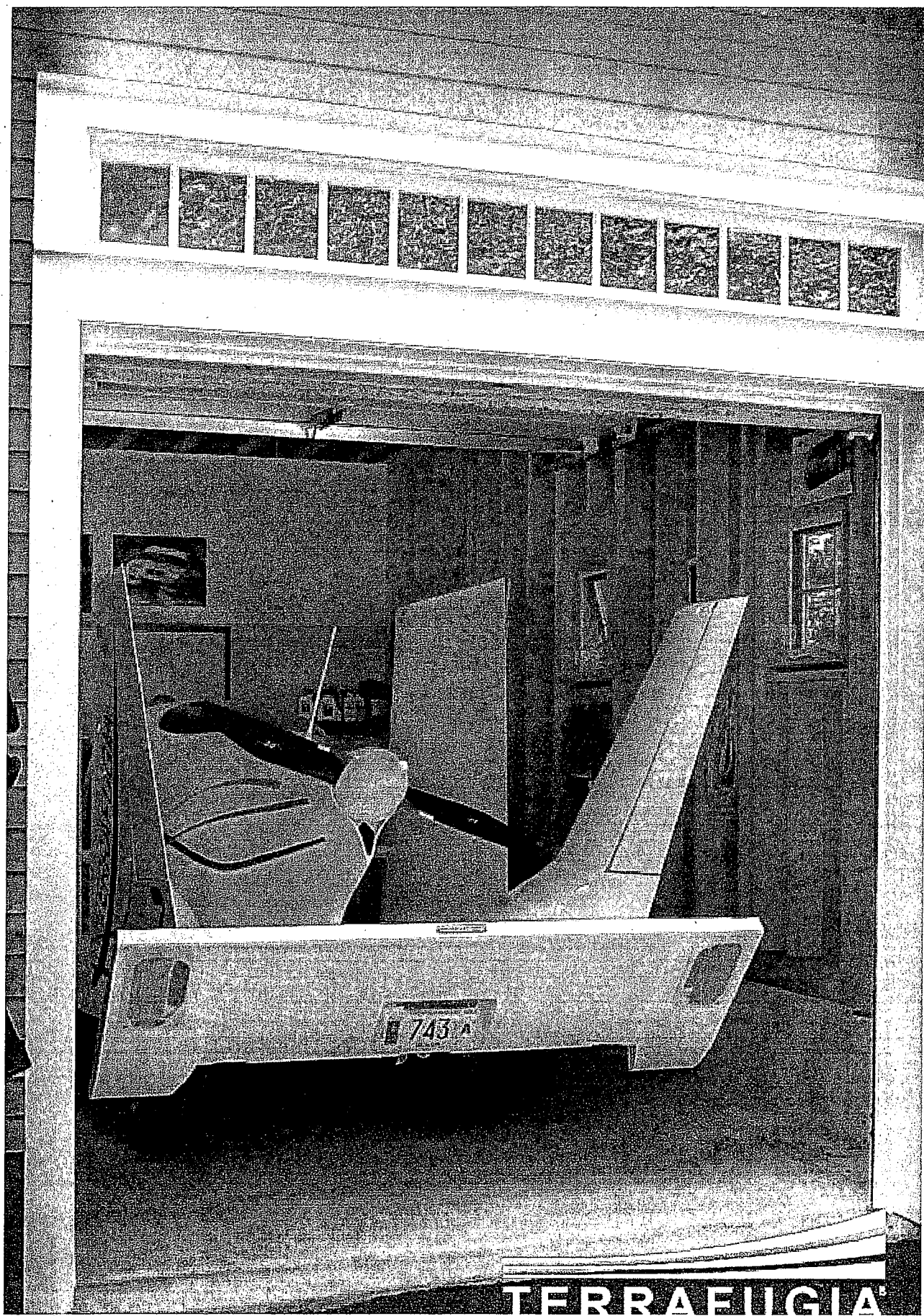
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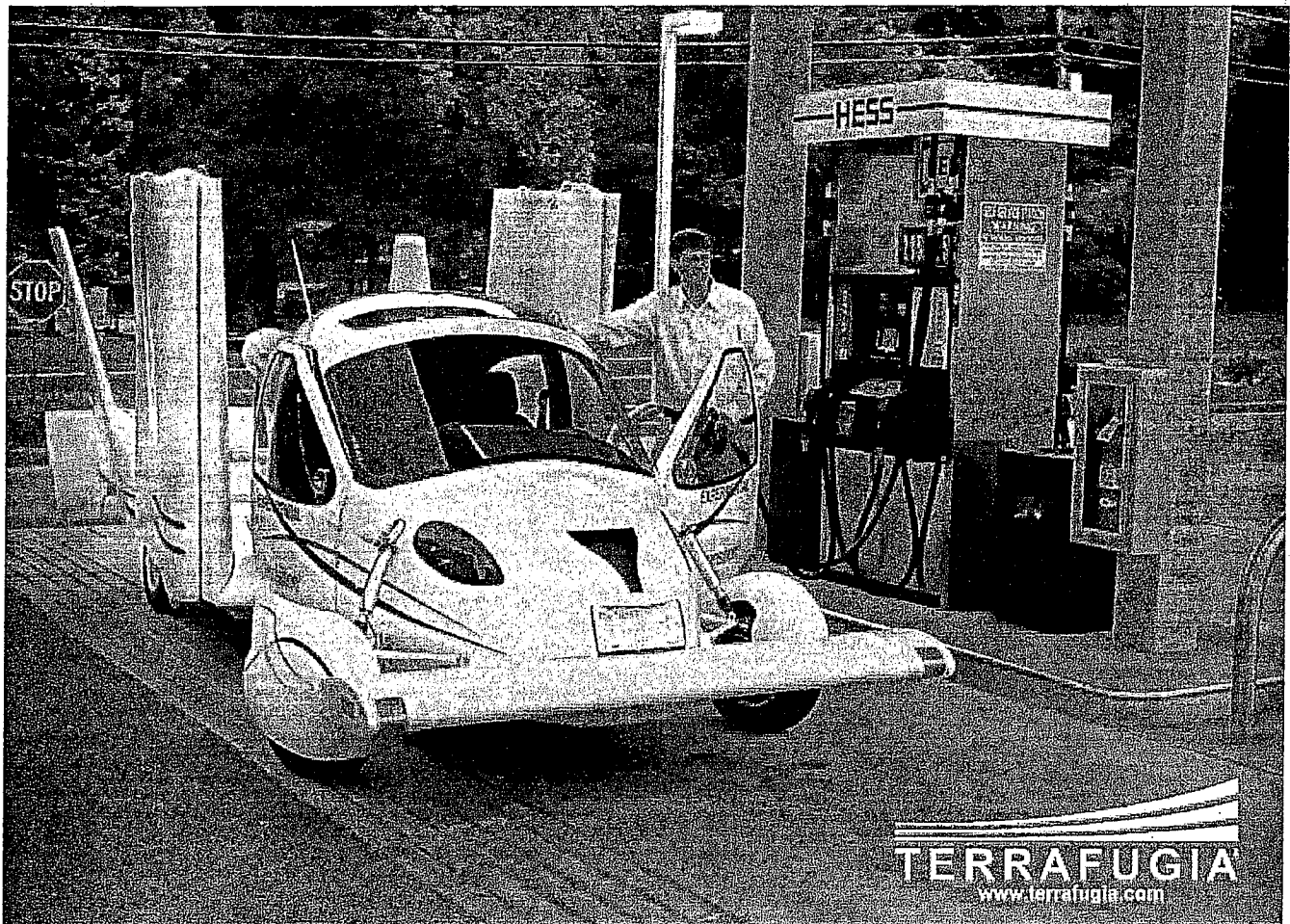


The Transition(R) www.drivenotfly.com || Property of Terrafugia









Specifications of Alternative Vehicles (summarized from legal definitions)							
	Width	Length	Weight	Tires	Seat	Design Speed	Safety Equipment
All-terrain vehicle:	50 inches (maximum)	NS	1,500 lbs (maximum)	3 (minimum), nonhighway (6 inches in width minimum, wheel rim diameter 14 inches maximum)	straddle	NS	NS
Low speed vehicle	NS	NS	3,000 lbs (maximum)	NS	NS except seat belts required	20-25 mph maximum	head lamps, turn signals, tail lamps, stop lamps, reflectors, mirrors, parking brake, windshield, seat belts
Micro utility truck	48 inches (minimum)	160 inches (maximum)	1,500 lbs (minimum)	NS	NS except cab required	40 mph minimum	cab
Work site utility vehicle	NS	NS	800 lbs (minimum)	4 (minimum), low pressure	bench or bucket-type for 2 or more people	NS	steering wheel
Golf cart	NS	NS	1,800 lbs (maximum)	3 (minimum)	NS except designed for 4 or fewer including the driver	25 mph maximum	NS
Recreational off-highway vehicle:	64 inches (maximum)	NS	2,000 lbs (maximum)	4 (minimum), nonhighway	nonstraddle	NS	steering wheel
NS = not specified							
Legal definitions:							Statutory citations
All-terrain vehicle:	any motorized nonhighway vehicle 50 inches or less in width, having a dry weight of 1,500 pounds or less, traveling on three or more nonhighway tires, having a seat designed to be straddled by the operator. As used in this subsection, nonhighway tire means any pneumatic tire six inches or more in width, designed for use on wheels with rim diameter of 14 inches or less.						8-126(bb), 8-1402a
Low speed vehicle:	any four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour and is manufactured in compliance with the national highway and traffic safety administration standards for low-speed vehicles in 49 C.F.R. 571.500. Note: In 49 CFR 571.500(b), the following safety equipment is required: "(1) Headlamps, (2) Front and rear turn signal lamps, (3) Taillamps, (4) Stop lamps, (5) Reflex reflectors: one red on each side as far to the rear as practicable, and one red on the rear, (6) An exterior mirror mounted on the driver's side of the vehicle and either an exterior mirror mounted on the passenger's side of the vehicle or an interior mirror, (7) A parking brake, (8) A windshield of AS-1 or AS-5 composition, that conforms to the American National Standard Institute's 'Safety Code for Safety Glazing Materials for Glazing Motor Vehicles Operating on Land Highways,' . . . , (9) A VIN that conforms to the requirements of part 565 Vehicle Identification Number of this chapter, and (10) A Type 1 or Type 2 seat belt assembly conforming to Sec. 571.209 of this part, Federal Motor Vehicle Safety Standard No. 209, Seat belt assemblies, installed at each designated seating position." 49 CFR 571.3 definition: "Low-speed vehicle (LSV) means a motor vehicle, (1) That is 4-wheeled, (2) Whose speed attainable in 1.6 km (1 mile) is more than 32 kilometers per hour (20 miles per hour) and not more than 40 kilometers per hour (25 miles per hour) on a paved level surface, and (3) Whose GVWR is less than 1,361 kilograms (3,000 pounds)."						8-1488
Micro utility truck:	any motor vehicle which is not less than 48 inches in width, has an overall length, including the bumper, of not more than 160 inches, has an unladen weight, including fuel and fluids, of more than 1,500 pounds, can exceed 40 miles per hour as originally manufactured and is manufactured with a metal cab. "Micro utility truck" does not include a work-site utility vehicle or recreational off-highway vehicle.						8-126(ii), 8-1494
Work site utility vehicle:	any motor vehicle which is not less than 48 inches in width, has an overall length, including the bumper, of not more than 135 inches, has an unladen weight, including fuel and fluids, of more than 800 pounds and is equipped with four or more low pressure tires, a steering wheel and bench or bucket-type seating allowing at least two people to sit side-by-side, and may be equipped with a bed or cargo box for hauling materials. "Work-site utility vehicle" does not include a micro utility truck or recreational off-highway vehicle.						8-126(hh), 8-1493
Golf cart:	a motor vehicle that has not less than three wheels in contact with the ground, an unladen weight of not more than 1,800 pounds, is designed to be and is operated at not more than 25 miles per hour and is designed to carry not more than four persons including the driver.						8-126(jj), 8-1495
Recreational off-highway vehicle:	any motor vehicle 64 inches or less in width, having a dry weight of 2,000 pounds or less, traveling on four or more nonhighway tires, having a nonstraddle seat and steering wheel for steering control.						8-126(kk)

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Operating Restrictions for Alternative Vehicles								
Type of vehicle	Year first defined in Kansas law	Is it a nonhighway vehicle?	Title required?	Must be registered?	May be operated on a highway?	May be operated within city limits?	Additional operating restrictions	Fine for unlawful operation
All-terrain vehicle	1996	Yes	NS	No	No	only if city has approved	No operation sunset to sunrise unless equipped with lights as required for motorcycles	\$60
Low speed vehicle	2000	No	NS	Yes	Yes	Yes	No operation on any street or highway with a posted speed limit greater than 40 mph	\$60
Micro utility truck	2008	Yes	NS	No	No	only if city has approved	No operation on any street or highway unless the truck meets all safety equipment requirements in Article 17 (8-17XX)	\$60
Work site utility vehicle	2009	Yes	NS	No	No	only if city has approved	No operation sunset to sunrise unless equipped with lights as required for motorcycles	\$60
Golf cart	2009	No	NS	No	No	only if city has approved	No operation on any street or highway with a posted speed limit greater than 30 mph; may be operated only between sunrise and sunset	\$60
Recreational off-highway vehicle	2010	Yes	yes, non-highway title	NS	NS	NS	NS	NS
NS = not specified								
Statutory citations:	Definition of the vehicle	Nonhighway vehicle list	Operating restrictions	Registration not required	Fine			
All-terrain vehicle	8-126(bb), 8-1402a	8-197(b)(1)(A)(iii)	8-15,100	8-128(a)(2)	8-2118(c)			
Low speed vehicle	8-1488	NS	8-15,101	NS	8-2118(c)			
Micro utility truck	8-126(ii), 8-1494	8-197(b)(1)(A)(v)	8-15,106	8-128(a)(3)	8-2118(c)			
Work site utility vehicle	8-126(hh), 8-1493	8-197(b)(1)(A)(iv)	8-15,109	8-128(a)(5)	8-2118(c)			
Golf cart	8-126(jjj), 8-1495	NS	8-15,108	8-128(a)(4)	8-2118(c)			
Recreational off-highway vehicle:	8-126(kk)	8-197(b)(1)(A)(vi)	NS	NS	NS			
Note: 8-14XX, 8-15XX, and 8-21XX statutes are part of the Uniform Act Regulating Traffic								
NS = not specified								