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2014 Personal Property Valuation Guide

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Introduction

Kansas law states that all real property and personal property in this state, not expressly exempt, is subject to taxation. All tangible personal property owned as of January 1st must be listed in the name of the owner, with the county appraiser each year for taxation purposes. The statutory definition of personal property is "... every tangible thing which is the subject of ownership, not forming part or parcel of real property..." [K.S.A. 79-101, 79-102, 79-301, 79-303]

The *Personal Property Valuation Guide* is written by the Property Valuation Division in the Kansas Department of Revenue. It is intended to be used by county appraisers as the actual personal property valuation guide for the purposes of P.V.D. Directive 98-036, K.S.A. 79-505, 79-1412a Sixth and K.S.A. 79-1456. This publication is not all-inclusive and refers to valuation information contained in statutes, directives and guidelines. Whenever personal property is required to be valued at fair market value, the county appraiser may deviate from the procedures shown in this guide, on an individual piece of property, for just cause shown and in a manner consistent with achieving fair market value. [K.S.A. 79-1456]

The *Personal Property Valuation Guide* outlines procedures for valuing each subclass of personal property set forth in the Kansas Constitution. For an overview of laws and procedures pertaining to the assessment and taxation of personal property, other than valuation information, refer to the *Kansas Personal Property Summary* publication available on the P.V.D. web site.

Personal property guides, directives, memorandums, forms and other related information can be accessed through the Division's web site at www.ksrevenue.org/pvd.html . Kansas statutes and other information can be accessed through the Kansas Department of Revenue Policy Library link.

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Refer to the *Personal Property Summary* (available on the PVD website)

Real Property v. Personal Property

When valuing property for ad valorem taxation purposes, the appraiser must determine if it should be classified as personal property or real property. Depending on the circumstances and the type of property, the classification may not always be easy to determine. First, the appraiser should be aware of the definitions outlined in state law. K.S.A. 79-102 defines real property and personal property in the following manner:

“That the terms “real property,” “real estate,” and “land” ... shall include not only the land itself, but all buildings, fixtures, improvements, mines, minerals, quarries, mineral springs and wells, rights and privileges appertaining thereto.”

“The term “personal property” shall include every tangible thing which is the subject of ownership, not forming part or parcel of real property...”

The statute defines personal property by exception, and is not always helpful in making a precise determination. For practical purposes, the county appraiser can refer to the *Kansas Reappraisal Manual* for more precise information. The “Kansas Real and Personal Property Reference” section is a guideline for classifying property in the state of Kansas. If we all follow it in general, we will promote uniformity. It lists many types of properties and the classification for each one.

It is possible that the county appraiser will be faced with a unique situation or property that is not addressed in the Kansas Reappraisal Manual. In that case, the county appraiser shall utilize the 3-pronged fixture law test set forth in Directive 92-011 to determine whether the property is real or personal. However, if the property is a mobile home or a manufactured home, then the special 2-pronged test set forth in K.S.A. 79-340 must be used to determine whether the property is real or personal. See Section I in this guide for information on the 2-pronged test used to determine whether a mobile home is real or personal.

The Kansas Court of Appeals has applied the 3-pronged fixture law test in a case pertaining to the value of property for ad valorem taxation purposes. *In re: Equalization Appeals of Total Petroleum, Inc.*, 28 Kan. App. 2d 295, 16 P.3d 981 (2000). This case also illustrates a unique situation where the 3-pronged fixture law test was applied to determine that massive oil tanks and oil refinery towers were real property (contrast the Kansas Reappraisal Manual). In *Total Petroleum*, the court concluded that the tanks and refinery towers were real property after reviewing (1) annexation, (2) adaptability and (3) intent.

The key factors influencing the *Total Petroleum* court decision included:

1. The massive size of the tanks and towers, and how they were affixed to the land:
 - ◆ The tanks were built on-site by transporting huge pieces of sheet metal by semi-trucks and welding the metal into place until 3” thick.

- ◆ The towers were 120' tall and weighed 175,000 lbs. empty, without trays. They were installed 20' below ground in concrete and rebar with 1 ½" anchor pedestals, and were built to withstand 100 mph winds.
2. The tanks and towers were not portable and were never moved.
 3. The land on which the tanks and towers were affixed was devoted to the placement of an oil refinery. Some of the property associated therewith, including the towers and tanks at issue, were specifically constructed for placement on that particular piece of land.
 4. Much of the property (including the tanks and towers) would have to be cut into pieces in order to be removed from the land. Furthermore, the removal would result in environmental contamination of the land, which would have to be treated.

Three-Pronged Fixture Law Test

The determination of whether property is real or personal must be made on a case-by-case basis. The three tests that comprise the three-pronged fixture law test are: (1) annexation; (2) adaptability; and (3) intent. All three tests must be considered.

Annexation to the realty: How is the item under consideration physically annexed to the real property? Would removing the item cause a reduction in the fair market value of the realty? If so, the item may tend to be viewed as part of the real property. Would the item, once removed, require a significant amount of time or cost to restore the realty to its original condition? If so, the item may tend to be viewed as part of the real property.

Adaptation to the realty: In the adaptability test, the focus is on whether the property at issue serves the real estate or a production process. For example, a boiler that heats a building is considered real property, but a boiler that is used in the manufacturing process is considered personal property.

Intent of owner: Intent is not determined simply by what a person verbally expresses. Rather, the courts have stated that *it is inferred from the nature of the item affixed; the relation and situation of the party making the annexation; the structure and mode of annexation; and the purpose or use for which the annexation was made.* In other words, the courts will look back at the objective data garnered from the first two tests, or from independent documents (documents prepared for purposes other than for a hearing on the issue of whether the property is real or personal). For example, a lease agreement may reveal intent. The courts look for objective data to determine whether the owner of the property at issue intended for it to become part of the real property.

When classifying property for assessment purposes, the appraiser should examine all relevant factors and criteria. The information source, its applicability to the Kansas property tax laws and whether it can be used as a credible authority on appeal are all relevant factors to consider.

EXCERPT FROM THE KANSAS REAPPRAISAL MANUAL

KANSAS REAL AND PERSONAL PROPERTY REFERENCE

The basic factor for classifying items as real or personal property, are their designed use and purpose. Normally, the land and all permanent structures on the land, all mechanical and other features within the structure with a designed use for the safety and comfort of the occupants, and all permanent land improvements added for the utilization of the land are considered real estate.

Items directly used for and whose primary purpose is for a, manufacturing process are normally considered personal property. Personal property, by definition, includes all machinery and equipment, furniture, and inventory.

Other factors which must be given consideration in classifying items as real or personal property are the manner in which they are affixed and the intention of the party who affixed them.

The following is a standard reference for the State of Kansas. It should be recognized that this is a general guideline and that specific listed items may vary under certain condition. When questions or uncertainties arise, contact the Division of Property Valuation for clarification.

IMPROVEMENTS TO LAND NORMALLY CONSIDERED REAL PROPERTY

Ordinarily include:

Retaining walls, piling and mats for general improvement of the site, private roads, paved areas, culverts, bridges, viaducts, subways, tunnels, fencing, reservoirs, dikes, dams, ditches, canals, private storm and sanitary sewers, private water lines for drinking, sanitary and fire protection, fixed wharves and docks, permanent standard gauge railroad tracks, and yard lighting.

BULDING COMPONENTS NORMALLY CONSIDERED REAL PROPERTY

Structural and other improvements to buildings, including:

Foundation, walls, floors, roof, insulation, stairways, catwalks, partitions, loading and unloading platforms and canopies, systems designed for occupant comfort such as heating, lighting, air conditioning, ventilating, sanitation, fixed fire protection, plumbing and drinking water, elevators and escalators.

MISCELLANEOUS

Category

Item

Building Components

| | |
|--|----------|
| Air Conditioning-Central | Real |
| Air Conditioning-Package with Duct Work | Real |
| Air Conditioning-Wall/Window Unit | Personal |
| Cold Storage-Built-In | Real |
| (where they are the primary function of the structure) | |
| Cold Storage-Movable (knock down type) | Personal |
| Cold Storage-Display Type | Personal |
| Cold Storage-Free Standing | Personal |
| Refrigeration Equipment | Personal |
| Door-Automatic (Magic Carpet) | Real |
| Elevator | Real |
| Escalator | Real |
| Dumbwaiter | Real |
| Man Lift | Real |
| Sidewalk Lift | Real |
| Franklin Stove | Personal |
| Free Standing Fireplace | Personal |
| Sprinkler System | Real |
| Boiler (used primarily to supply heat for bldg.) | Real |
| Boiler (used primarily to supply power for mfg.) | Personal |
| Machinery and Equipment Covers | Personal |
| Generator | Personal |
| Hopper Scales | Personal |
| Loading-Unloading Systems | Personal |

Yard Items

| | |
|--|----------|
| Parking Lot Lighting | Real |
| Scale-Platform | Personal |
| Scale-Houses | Real |
| Scale-Axle Drive-On | Real |
| Sign-Business (attached to building) | Personal |
| Sign (free standing) | Personal |
| Sign-Advertising (billboard) | Personal |
| Tower-Radio Station | Personal |
| Tower-Television Station | Personal |
| Tower-Communication (citizens band) | Personal |
| Tower-Cable TV | Personal |
| Docks and Bulkheads | Real |
| Fencing (security or privacy) | Real |
| Trackage | Real |
| Tunnel (pedestrian) | Real |

Category

Item

Building Components (continued)

| | |
|--|----------|
| Incinerator | Personal |
| Overhead Walkway | Real |
| Utility Shed (affixed to slab or foundation) | Real |
| Satellite Dish | Personal |

Special Items

| | |
|--|----------|
| Batch Plant-Structure | Real |
| Batch Plant-Equipment | Personal |
| Portable Standing Building & Yard Item | Personal |
| Silo | Real |
| Tank-Storage | Personal |
| Tank-Used in Processing | Personal |
| Grain Elevator | Real |
| Wind Generator | Personal |
| Solar Energy Panel | Real |
| Windmill | Personal |

Automotive Services

| | |
|-------------------------------------|----------|
| Pump | Personal |
| Tank-Above Ground, Vertical | Personal |
| Tank-Above Ground, Horizontal | Personal |
| Tank-Underground | Personal |
| Lift | Personal |
| Compressor | Personal |
| Service Station Yard Lighting | Real |

Banks

| | |
|----------------------------------|----------|
| Vault | Real |
| Vault Door | Real |
| Safe Deposit Box | Personal |
| Counter | Personal |
| Night Depository | Real |
| Window-Drive-In | Real |
| Window-Walk-Up | Real |
| Window-Tellervue | Personal |
| Surveillance System | Personal |
| Safe-Built-In | Real |
| Safe-Moveable | Personal |
| Money Machine or Mini Bank | Personal |

| Category | Item | |
|----------------------------------|--|----------|
| Beauty & Barber Shops | | |
| | Basins & Sinks (used in conjunction w/ business) ... | Real |
| | Toilet Room Facility | Real |
| Bowling Lanes | | |
| | Lane and Return | Personal |
| | Pinspotter | Personal |
| Car Washes | | |
| | Equipment | Personal |
| | Related Plumbing, Piping & Wiring | Real |
| Dry Cleaners | | |
| | Permanent Type Heating | Real |
| Restaurants and Bars | | |
| | Sink (used in conjunction w/ business) | Real |
| | Equipment | Personal |
| Indoor Theatres | | |
| | Equipment | Personal |
| | Seats | Personal |
| Outdoor Theaters | | |
| | Screen | Real |
| | Speaker, Post, Underground Wiring | Personal |
| | Concession Stand & Other Permanent Bldgs. | Real |
| Trailers | | |
| | Recreational Vehicle | Personal |
| | Mobile Home | Personal |
| | (in mobile home park or on leased or rented land) | |
| | Mobile Home | Real |
| | (on permanent foundation on private lot) | |
| Trailer Parks | | |
| | Laundry Building, Bath House, Swimming Pool | Real |
| | Sewer Systems, Water Piping | Real |
| | Poles and Lighting | Real |
| | Walk, Driveway and Parking Areas | Real |
| Swimming Pools | | |
| | Inground | Real |
| | Above Ground, Prefabricated | Personal |

| Category | Item | |
|----------------------------|---|----------|
| Commercial Greenhouses | | |
| | Plastic on Framing | Real |
| | Heating System | Real |
| Apartments | | |
| | Carpeting (installed and attached) | Real |
| | Built-Ins (ranges, dishwashers, garbage disposals) .. | Real |
| Photo Booths | | |
| | Photomat, Shutterbug, etc. (portable kiosk) | Personal |
| Docks | | |
| | Leveler | Real |
| Oil Bulk & Refining Plants | | |
| | Oil Storage Tanks | Personal |
| | Piping (above ground) | Personal |
| | Loading Rack (frame and canopy)..... | Real |
| Craneways | | |
| | Integrated with Building Structure | Real |
| | Independent of Building Structure | Personal |
| | Crane Motor and Mechanism | Personal |

Personal Property Classification and Assessment

Kansas property tax law requires that all property be taxed uniformly and equally as to class, and unless otherwise specified, be valued at its fair market value as of January 1st. Article 11, Section 1 of the Kansas Constitution places real property and personal property into separate classes. Class 2 is tangible personal property. Tangible personal property is further classified into six subclasses and assessed at the following percentages of value.

| Class/Subclass | Property Type | Assessment % |
|---|---|---|
| 2.01 | Mobile Homes used for residential purposes | 11.5% |
| 2.02 | Mineral leasehold interests , <i>except</i> oil leasehold interests the average daily production from which is five barrels or less, and natural gas leasehold interests the average daily production from which is 100 mcf or less. | 30%, 25% |
| 2.03 | Public Utility tangible personal property including inventories thereof, <i>except</i> railroad personal property, including inventories thereof, which shall be assessed at the average rate all other commercial and industrial property is assessed. | 33% |
| 2.04 | All categories of Motor Vehicles not defined and specifically valued and taxed pursuant to law enacted prior to *January 1, 1985. (*motor vehicles valued under K.S.A. 79-5100 Series) | 30% |
| 2.05 | Commercial and industrial machinery and equipment , which, if its economic life is seven years or more, shall be valued at its retail cost when new less seven-year straight-line depreciation. Or which, if its economic life is less than seven years shall be valued at its retail cost when new less straight-line depreciation over its economic life, <i>except</i> that the value so obtained for such property, notwithstanding its economic life and as long as such property is being used, shall not be less than 20% of the retail cost when new of such property. | 25% |
| 2.06 | All other tangible personal property not otherwise specifically classified. | 30% |
| Watercraft – New Beginning January 1, 2014, property in this category is not in the constitutional subclasses above. | Defined as; any vessel requiring numbering and mechanically (gasoline, diesel, electric) propelled, pursuant to K.S.A. 32-1110, amendments thereto. And; each watercraft may include one trailer which is designed to launch, retrieve, transport and store such watercraft and any nonelectric motor or motors which are necessary to operate such watercraft on the water. | 11.5% for tax year 2014 5% for tax year 2015 and all years after. |

Listing Personal Property: Due Date and Location (Situs)

Every person, association, company or corporation who owns, holds or controls any tangible personal property, is required by law to list their property for assessment with the county appraiser on or before March 15th of each year. When the due date falls on a day other than a regular business day, the listing is considered timely filed if it is filed on the next following business day. Oil and gas property must be filed on or before April 1st of each year. As a general rule, all tangible personal property is listed in the taxing district where the property is located on the first day of January, *except for*: [K.S.A 79-301, 79-303, 79-306, 79-332a]

- (a) Tangible personal property owned by a Kansas resident that is stationed, located or stored on any municipal airport or airfield is listed and taxed in the taxing district where the owner resides. If the owner is not a resident of Kansas or of the county in which the property is located, then the property is listed where it is located.
- (b) Motor vehicles being used by a student attending a university or college and owned by such student or another person, are listed in the taxing district where the owner resided on January 1st.
- (c) The tangible personal property of banks, bankers, brokers, merchants, insurance or other companies (except mutual fire insurance companies) is listed in the taxing district where their business is usually done.
- (d) The tangible personal property of manufactories or mines is listed in the taxing district where the manufactories or mines are located.
- (e) Personal property in transit is listed in the taxing district where the owner resides unless it is intended for a particular business and then it is listed in the taxing district where the business is to be transacted.

[K.S.A. 79-304]

On or before January 1, the county appraiser will provide assessment forms for the general public to list their personal property for assessment. The county appraiser may grant the property owner an extension to file if the owner submits a request in writing on or before the March 15th deadline, stating just and adequate reasons for the extension.

[K.S.A. 79-1457]

When personal property is not filed with the county appraiser by the filing deadline (or the extended deadline if applicable), a filing penalty is applied to the assessed value of the property. Refer to the “Personal Property Filing Penalties” section in this guide for more information about filing penalties.

[KSA 79-1422]

2.01 Mobile and Manufactured Homes

Personal property appraisers follow the same sequence of activities that real property appraisers follow. They must locate the property, inspect it, identify its use for taxation purposes, determine whether the property qualifies for any exemptions and value the property. In addition to discovering and valuing manufactured homes, the county appraiser must also determine the ownership of the home.

A **mobile home** is defined as a structure that is transportable in one or more sections which, in its traveling mode, is at least 8 feet wide and at least 36 feet long; is built on a permanent chassis; designed to be used as a dwelling with or without a permanent foundation; connected to utilities; and includes plumbing, heating, air conditioning and electrical systems. Mobile homes built in 1976 or prior were not subject to federal manufactured home construction and safety standards.

[K.S.A. 58-4202]

A **manufactured home** is defined as a structure that is transportable in one or more sections, which, in its traveling mode, is at least 8 feet wide and at least 40 feet long; is built on a permanent chassis; designed to be used as a dwelling with or without a permanent foundation; connected to utilities; and includes plumbing, heating, air conditioning and electrical systems. Manufactured homes built after 1976 are subject to federal manufactured home construction and safety standards.

[K.S.A. 58-4202]

The homes being built today fall under the definition of a “manufactured home”. However, for purposes of this guide the term “manufactured home” shall include mobile homes. Manufactured homes discussed in this guide should **not be confused with modular homes** which are also built in modules (sections) in an environmentally controlled factory but are not built on a permanent chassis.

Owners of manufactured homes are required by law to furnish a listing of each manufactured home they own or have in their possession, to the county appraiser in the county where the home is located. In addition to the owner listing the home, any owner, lessee or operator of any manufactured home park, or the owner of any land in which one or more manufactured homes are located on, is required to furnish a listing of all manufactured homes located in the park or on the land, as of January 1st to the county appraiser.

[K.S.A. 79-335, 79-336]

In order to value the home accurately, the appraiser should physically inspect the property. It will be necessary to measure the outside of the home, determine the CDU, physical condition and the quality rating. Also make note of any special features of the home; such as: porches, carports, or other buildings (sheds/garages), the type of foundation (if any), etc. When possible the appraiser should also confirm the year, make and model of the home with the owner. Like stick built dwellings, manufactured homes will have components and they will be entered on the residential component page located under the manufactured home tab on the Orion CAMA tree. The counties can find the guidelines for listing residential manufactured homes in the *Orion Residential/Agricultural Data Collection* manual. (PVD course 110421) The Orion CAMA program is designed to list and value both real and personal property manufactured homes. There is a discussion on determining if a manufactured home is real or personal property under the “Classifying of Manufactured Homes” section of this guide.

Discovery of Manufactured Homes

The county appraiser has the duty to list and appraise all tangible personal property within the county. When the appraiser discovers, lists, and values personal property in a timely manner, it 1) promotes accurate reporting by the taxpayer thus avoiding penalties; 2) assures uniform and equal treatment of property owners and 3) also assures that all taxable personal property is placed on the tax roll to fulfill the statutory duties imposed upon the county appraiser. The discovery of personal property can be difficult for the appraiser because the property is movable. Since many personal property owners are not aware of the reporting requirements or choose not to obey them, the appraiser must rely on other methods for the discovery of personal property located in the county. [K.S.A. 79-1411b]

Below is a list of primary sources used for the discovery of manufactured homes. County appraisers may be aware of other sources of information that can be used to supplement this list. Several sources are necessary to cross check and update information since personal property information becomes outdated quickly and no single source provides flawless information.

- **Title and registration applications** - available through the county treasurer's office for newly acquired manufactured homes.
- **Manufactured/Mobile home listings** - furnished by the park owner or operator. Kansas law requires park owners or operators to furnish the county appraiser with a list of all manufactured homes located in their parks each year. [K.S.A. 79-336, 79-337]
- **Taxpayer renditions** - required to be filed each year with the county appraiser by March 15th. This is a list of all personal property owned by, leased, or in the possession of a taxpayer as of January 1 of the year. [K.S.A. 79-301, 79-306]
- **Building permits** - required to locate or relocate manufactured homes within the county.
- **Data collection records** - provided by real property appraisers that contain information about manufactured homes located on privately owned county parcels.
- **Annual canvass** - one of the best ways to discover manufactured homes. An annual canvass allows the appraiser to inspect the property in order to verify the accuracy of the information the owner submits on the rendition. This on-site inspection also allows the appraiser to gather information on porches, decks, carports, sheds, or any other personal property that should be valued with the home.
- **Communication with other counties** - allows the appraiser to verify situs dates and to ensure that a manufactured home has been listed on the proper appraisal roll.
- **Video Imaging** – allows the county appraiser to retain an electronic inventory of property within the county, which can be produced for review in an appeal process.

Classifying Manufactured Homes

Kansas law states that all manufactured homes are considered to be personal property *unless*:

- 1) The title to the home is in the same name of the person (or spouse of the person) who holds title to the land the home is located on,

and
- 2) The home is on a permanent foundation, the type not removable intact from the real property.

[K.S.A. 79-340]

If the manufactured home is determined to be real property, it should be valued in the Orion Computer Assisted Mass Appraisal (CAMA) program. If it is determined to be personal property, it should be classed into one of the following subclasses of personal property as outlined in the Kansas Constitution, and valued accordingly.

- Subclass 2.01 – Manufactured homes used for residential purposes. Homes in this subclass are valued at market value and assessed at 11.5%. Residentially classed manufactured homes are listed / valued on schedule 1 of the rendition. The value can be adjusted in a manner that is consistent with achieving market value. Also included as residential “all land and improvements whether or not contiguous to the land accommodating a dwelling or home used to store household goods and personal effects not used for the production of income.” (K.S.A. 79-1459(e)) Residential personal property manufactured homes will be valued in the Orion CAMA program or other personal property programs that use or replicate the values from the Marshall & Swift residential cost estimator.
- Subclass 2.05 – Manufactured homes used for commercial purposes. Homes in this subclass are valued at their retail cost when new less a straight-line depreciation (the same as machinery and equipment) and assessed at 25%. Commercially classed manufactured homes are listed / valued on schedule 5 of the rendition. The value cannot be adjusted for condition or obsolescence. Refer to the “Commercial/Industrial Machinery and Equipment” Section of this guide for valuation procedures.
- Subclass 2.06 – Manufactured homes not elsewhere classified (“Other”). Homes in this subclass are valued at market value and assessed at 30%. Manufactured homes not elsewhere classified (“Other”) are listed/valued on schedule 6 of the rendition. The value can be adjusted in a manner that is consistent with achieving market value. Refer to the “Other Personal Property Not Elsewhere Classified” Section of this guide for valuation procedures.

Valuing Residential Manufactured Homes

Manufactured homes that are classified as personal property and used for residential purposes are to be valued in the same manner as real property manufactured homes. All manufactured homes used for residential purposes are valued at market value and assessed at 11.5%. Typically, market value of manufactured homes is achieved by determining the Replacement Cost New Less Depreciation (RCNLD). As stated before, residential personal property manufactured homes will be valued in the Orion CAMA program or other personal property programs that use or replicate the values from the Marshall & Swift residential cost estimator. However, other appraisal methods commonly used to determine the market value of residential homes can also be used to determine market value of manufactured homes. Manually valuing manufactured homes is no longer an option.

[K.S.A. 79-340, 79-1439]

- **Depreciation Options in Orion**

To ensure accurate values using RCNLD, the county must apply accrued depreciation which measures “diminished utility” of the manufactured home in its current condition and location. This is accomplished in Orion by using a single comprehensive rating of accrued depreciation which is **CDU**. The CDU assigned to a manufactured home will encompass all causes of depreciation, i.e. physical, functional and locational or economic.

Each county is responsible for developing its own depreciation for manufactured homes. The depreciation schedules are based on the sales of manufactured homes within the county. If the county does not have sufficient documented *valid* sales for an accurate depreciation study, then the county should consider these options:

- Contact neighboring counties or similar sized counties within their region, and use those counties’ sales to supplement their own depreciation study.

And/or

- Test depreciation from nationally recognized manufactured housing cost guides for accuracy in your regional market.

PVD offers the course, *Orion Residential Depreciation*, to help county appraisers develop accurate depreciation.

For a more detailed discussion of depreciation within Orion, see PVD’s *Orion Residential / Agricultural Data Collections*, manual, (PVD course 110421) starting on page 187.

2.02 Mineral Leasehold Interests (Oil and Gas)

For purposes of taxation, oil and gas leases, oil and gas wells, all casing, tubing and other equipment and materials used in operating oil and gas wells are considered personal property. The Kansas Constitution classifies personal property that qualifies as **Mineral Leasehold Interests** (oil and gas) into Class 2, Subclass 2 (2.02) for property tax purposes.

[Ks. Constitution Art.11Sec. 1; K.S.A. 79-1439(2); K.S.A. 79-329]

Oil and gas interests are valued at market value and assessed at 30%, *except* oil leasehold interests with an average daily production of five barrels or less and natural gas leasehold interests with an average daily production of 100 mcf or less, shall be assessed at 25%.

[Ks. Constitution Art.11Sec. 1; K.S.A. 79-1439(2)]

Kansas law requires oil and gas property to be listed annually with the county appraiser on or before April 1st. Oil or gas property not filed with the county appraiser by the April 1st deadline must have a filing penalty applied to the assessed value. The penalty for late filing is 5% per month up to a maximum of 25%. The penalty for failure to file is 50%. If an extension from the filing date is needed, a written request for an extension must be filed with the county appraiser prior to the April 1st deadline.

[K.S.A. 79-332a]

Oil Rendition Forms and Gas Rendition Forms, available from the county appraiser's office, are designed to allow taxpayers to provide specific information necessary for the county appraiser to determine the value of the oil and gas property. Due to the complex process for valuing oil and gas leasehold interests, the Division of Property Valuation issues a *Kansas Oil and Gas Appraisal Guide* that is separate from this guide. Therefore, the oil and gas appraisal process will not be addressed in this guide.

[K.S.A. 79-1457]

The *Kansas Oil and Gas Appraisal Guide* and the *Oil and Gas Rendition Forms* are available on the PVD web site at www.ksrevenue.org/pvd.htm, or from the Kansas Department of Revenue, Property Valuation Division at (785) 296-2365.

2.03 Public Utilities

For property tax purposes, the personal property of railroads and companies that qualify as a public utility as defined in K.S.A. 79-5a01 is classified within the **Public Utility** subclass of personal property. The Kansas Constitution classifies personal property that qualifies as **Public Utility** property into Class 2, Subclass 3 (2.03). **Public Utility** property is listed on the “*Annual Rendition to the Kansas Department of Revenue Division of Property Valuation*”. The annual rendition must be filed with the Division of Property Valuation (PVD) on or before March 20 of each year. Property in the public utility subclass is valued based upon the fair market value of the “unit” and it is assessed at 33%.

[Ks. Constitution Art.11Sec. 1; K.S.A. 79-1439(2); K.S.A. Chapter 79-article5a]

Personal property that is assessed in the public utility subclass includes vehicles which are registered through the county. Proof of property tax assessment by the state (PVD) is required whenever a state-assessed public utility vehicle is titled or registered through the county. The taxpayer’s stamped copy of schedule 10b of the Annual Rendition or the “Declaration of State Assessment for Newly Acquired Vehicle” from PVD provides the county with evidence that the vehicle is state-assessed. Vehicles with proof of state assessment will have a class code **900** (Public Utility) on the registration. **Whenever evidence of state assessment by PVD cannot be shown, the county should assess the vehicle(s) for property tax purposes.**

[K.S.A. 8-173(2), 79-5a05]

The Division of Property Valuation (PVD) in the Kansas Department of Revenue appraises property owned by public utilities and railroads. Therefore, procedures for the valuation and assessment of property in the **Public Utility** subclass will not be addressed in this guide. For more information regarding state appraised public utilities and railroads, contact the Division of Property Valuation at (785) 296-2365 or visit the PVD web site at www.ksrevenue.org/pvd.htm.

2.04 Motor Vehicles

The statutory definition of a “motor vehicle” requires the vehicle to be a device that is self-propelled, in which any person or property may be transported or drawn upon a public highway. It does not include motorized bicycles, motorized wheelchairs; devices moved by human power, or devices used exclusively upon stationary rails or tracks. [K.S.A. 8-126 (a), (b)]

The Kansas Constitution places qualifying motor vehicles into Class 2, Subclass 4 (2.04). Motor vehicles in the “Motor Vehicle” subclass, referred to as “*tax roll*” motor vehicles are listed on a *tangible personal property assessment form* (rendition) pursuant to K.S.A. 79-300 series.

Tax Roll motor vehicles are *registered* with a tag weight of 24,000 lbs. or more, *or titled* as a non-highway motor vehicle. Tax roll motor vehicles are reported on *schedule 4a* of the county personal property assessment form in the county where the vehicle is located on the assessment date (typically January 1). The property tax value of the vehicle is the fair market value, which can be adjusted for condition if the vehicle was damaged. The taxes are paid in arrear for the calendar year. [K.S.A. 79-306d]

Other categories of motor vehicles, which are not classified within the “*Tax Roll Motor Vehicle*” subclass for purposes of personal property taxation in Kansas, include:

- **Taxed When Tagged** motor vehicles are *registered* with a tag weight of 12,000 lbs. or less. The property tax value of the vehicle is a formula-driven value, which is not adjusted for condition, mileage, etc. The property taxes are calculated through the state motor vehicle registration system (MOVRS) in the county treasurer’s office, and must be pre-paid at time of registration in the county where the vehicle is registered. [K.S.A. 8-126, 79-5101-5107]
- **16M/20M** motor vehicles have a gross vehicle weight which is greater than 12,000 lbs. but less than 20,001 lbs. and are generally registered with a tag weight of 16,000 lbs. or 20,000 lbs. The 16M/20M motor vehicles are reported on schedule 4b of the county personal property assessment form in the county where the vehicle is located on the assessment date (typically January 1). The property tax value of the vehicle is a formula-driven value, which is not adjusted for condition, mileage, etc. The taxes are paid in arrear for the calendar year. [K.S.A. 79-5105a]
- **RV-Titled Recreational Vehicles** include motor homes, campers and travel trailers that meet the statutory requirements for registering the vehicle with a Kansas RV-title. The property tax value of the RV-titled vehicle is based upon the weight and age of the vehicle. The property taxes are calculated through the state motor vehicle registration system (MOVRS) in the county treasurer’s office, and must be pre-paid at time of registration in the county where the vehicle is registered. [K.S.A. 79-5118-5121]

- **State Assessed** motor vehicles are registered with the Kansas Corporation Commission (KCC) or the Interstate Commerce Commission (ICC) to operate under a “haul for hire” authority. Motor vehicles that belong to a public utility or railroad are also state assessed. State assessed motor vehicles are reported to the Property Valuation Division (PVD) in the Kansas Department of Revenue on the Kansas Motor Carrier Property Tax Rendition or on the Annual Rendition used by public utilities or railroads. [K.S.A. 79-6a01-6a03]

- **Rental Excise Tax** motor vehicles are leased or rented for a period of time not exceeding 28 days. Qualifying vehicles, which have an excise tax imposed upon the gross receipts at a rate of 3.5 percent, are processed through the Kansas Department of Revenue. [K.S.A. 79-5117]

- **Exempt** motor vehicles must have been granted an exemption from personal property taxation in Kansas by the appropriate granting authority.

Valuation Summary for Taxable Vehicles

The manner in which a vehicle is registered *typically* determines how the vehicle is valued and taxed for property taxation in Kansas. Therefore, it is possible for the same motor vehicle to be valued and taxed in several different ways depending upon how it is registered.

The gross weight, now called the “declared weight” in the MOVRS program, of the vehicle is used to determine the registration weight for the vehicle tag. For motor vehicle registration purposes, “gross weight” or “declared weight” includes the *total weight* of the truck, truck cargo and the weight of the trailer and trailer cargo. For example, a motor vehicle registered with a 12M tag can pull or carry a gross weight up to 12,000 pounds. For purposes of this guide, the term “gross weight” will be used and the letter “M” will be used to represent “thousand” when referring to a tag registration weight (12M=12,000 lbs.).

“Taxed when tagged” motor vehicle values, which are based on a formula presented in the Kansas statutes, are not adjusted for condition, mileage, etc. of the vehicle. The taxes, which are pre-paid at the time of registration, are payable to the county where the vehicle can be legally registered according to state motor vehicle registration statutes. *“Taxed when tagged”* motor vehicle property taxes are for a “registration year” and can be prorated through the state motor vehicle registration system (MOVRS). The registration year is determined by the first letter of the primary owner’s last name as shown on the vehicle title. Each letter of the alphabet is assigned a specific month in which the vehicle must be registered each year. The taxes are paid in advance for a twelve-month period beginning with the first day of the month following the assigned registration month. Refer to the chart below for the registration months. [K.S.A. 79-5100 series]

| <u>First Letter of Last Name</u> | <u>Registration Renewal Month</u> |
|----------------------------------|-----------------------------------|
| A | February |
| B | March |
| C, D | April |
| E, F, G | May |
| H, I | June |
| J, K, L | July |
| M, N, O | August |
| P, Q, R | September |
| S | October |
| T, V, W | November |
| U, X, Y, Z | December |

“Tax roll” motor vehicles are appraised at fair market value and the value can be adjusted for condition if the vehicle is wrecked or damaged. *“Tax roll”* motor vehicles are assessed at a rate of 30%. The vehicles are listed annually on the county personal property assessment form (rendition). The property taxes, which are payable to the county in which the vehicle had its tax situs on the assessment date, are paid in arrear for the calendar year. *“Tax roll”* motor vehicles can be prorated onto or off of the tax roll when they are purchased or sold.

[K.S.A. 79-306d]

16M/20M motor vehicle valuation and taxation is a unique process because the procedures used are a combination of those used in the valuation and taxation of both “*taxed when tagged*” and “*tax roll*” motor vehicles. Motor vehicles that are registered with a 16M or 20M tag are valued in the same manner as “*taxed when tagged*” motor vehicles, using the same mill levy and assessment rate. However, the tax year, situs requirements, penalties, proration rules, reporting requirements and billing procedures are the same as “*tax roll*” motor vehicles. [K.S.A. 79-5105a]

Truck beds for chassis cab motor vehicles are classified and valued separately from the motor vehicle. A “chassis cab” motor vehicle is a vehicle that has a frame (chassis) with wheels and a cab. Chassis cab motor vehicles are considered complete vehicles and can be driven on the highways without a bed. Therefore, the bed values are not included in the truck values. Truck beds that are for personal use are classified within the “Other” subclass of personal property. Refer to the “Other Personal Property Not Elsewhere Classified” section of this guide for valuation procedures. Truck beds used for commercial purposes are classified within the “Commercial” subclass of personal property. Refer to the “Commercial/Industrial Machinery and Equipment” section of this guide for valuation procedures. Truck beds on “*chassis cab*” motor vehicles are not prorated onto or off of the tax roll when the truck they are on is purchased or sold during the year. “*Penton Business Media Inc.*” publishes the *Truck Body Blue Book*, which lists many different types of truck beds. This resource may be used to help determine the value of a truck bed.

Truck bodies for “incomplete,” “stripped,” or “chassis only” motor vehicles are considered part of the motor vehicle and the appropriate body value is added to the chassis value when determining a class code or market value for the vehicle. Incomplete, stripped, or chassis only vehicles have a frame (chassis) with wheels only. They cannot be driven on the highways because they are not considered “motor vehicles” in Kansas until the body is added. The most common examples of stripped, incomplete or chassis only vehicles are step vans (UPS type trucks), RV and commercial cutaways (small transport buses, ambulances or special delivery vehicles), and school buses. The vehicle identification number will indicate whether a vehicle is a chassis cab or an incomplete, stripped, or chassis only vehicle.

Trailers used for personal use are classified within the **other** subclass of personal property and are valued at market value and assessed at 30%. Refer to the “Other Personal Property Not Elsewhere Classified” section of this guide for valuation procedures.

Trailers used for commercial purposes are classified within the **commercial** subclass of personal property and are valued the same as other machinery and equipment and assessed at 25%. Refer to the “Commercial/Industrial Machinery and Equipment” section of this guide for valuation procedures.

Vehicle Identification Numbers

The **Vehicle Identification Number (VIN)** identifies a vehicle. Each digit or group of digits describes specific characteristics about the vehicle. Vehicles produced in 1981 and later will have seventeen (17) digits in the VIN. Prior to 1981, there was no consistency as to how the manufacturers generated vehicle identification numbers.

The VIN for a 1981 or newer model will indicate the following information.

- The 1st through 3rd digits indicate the country where the vehicle was manufactured, the manufacturer and the type of vehicle (auto, truck, incomplete or stripped chassis, etc.).
- The 4th through 8th digits are specific vehicle characteristics (coupe, sedan, number of doors, GVW, engine type, 4-wheel drive, etc).
- The 9th digit is the “check” digit (used by manufacturers and dealers to verify the VIN is valid).
- The 10th digit is the model year of the vehicle (see chart below).
- The 11th through 17th digits indicate the serial number of the vehicle and the manufacturing plant.

Below is an example of the VIN breakdown for a 2013 Ford F150, Platinum series pickup.

| | | | | |
|-----------------------------|--|-------------|------------|-------------------------------------|
| 1 – 3 | 4 – 8 | 9 | 10 | 11 – 17 |
| <u>1FT</u> | <u>FW1ET</u> | <u>5</u> | <u>D</u> | <u>FA29661</u> |
| | | | | |
| USA, FORD TRUCK COMPLETE | 7001-8000 LBS. GWV F150, 4X4, SUPERCREW ECOBOOST 3.5 L, V-6 ENGINE | CHECK DIGIT | 2013 MODEL | DEARBORN, MI PLANT SERIAL NUMBER |

VIN Model Year Codes (10th digit)

| | | | | |
|----------|----------|----------|----------|----------|
| 1980 = A | 1988 = J | 1996 = T | 2004 = 4 | 2012 = C |
| 1981 = B | 1989 = K | 1997 = V | 2005 = 5 | 2013 = D |
| 1982 = C | 1990 = L | 1998 = W | 2006 = 6 | 2014 = E |
| 1983 = D | 1991 = M | 1999 = X | 2007 = 7 | 2015 = F |
| 1984 = E | 1992 = N | 2000 = Y | 2008 = 8 | 2016 = G |
| 1985 = F | 1993 = P | 2001 = 1 | 2009 = 9 | 2017 = H |
| 1986 = G | 1994 = R | 2002 = 2 | 2010 = A | 2018 = J |
| 1987 = H | 1995 = S | 2003 = 3 | 2011 = B | 2019 = K |

The VINs of some manufacturers break down the description to include the series or model package. However, many do not. The Ford VIN shown in the previous example does not indicate the truck is a Platinum series truck. Therefore, it is up to the county to determine the model package when more than one choice is provided by the MOVRS program. This can be done by asking the owner, viewing the information on the owner's paperwork from the dealership, or by contacting the dealership directly. In most cases, if the VIN does not indicate the series or model package, it will not be listed on the title or the manufacturer's certificate of origin.

NOTE: The VIN will never contain the letters I, O, and Q. The model year identifier (10th digit) will never contain the number zero or the letters I, O, Q, U or Z. Letters and numbers are occasionally switched in error. Such as the letter S and the number 5, the letter B and the number 8, the letter D and the number 0, the letter Z and the number 2, and the letters F and P. Sometimes a digit is left out completely, so make sure there are 17 digits in the VIN if the vehicle is a 1981 or newer model.

The Property Valuation Division (PVD) receives information on vehicle identification numbers from the manufacturers. Penton Business Media Inc. publishes the *Vehicle Identification Book* and provides it as a supplement to the *Truck Blue Book*. Another resource for breaking down VINs is the *Passenger Vehicle Identification Manual* published by the National Insurance Crime Bureau. For more information about ordering these publications, you may contact the PVD Personal Property Section at (785) 296-2365.

Taxed When Tagged Motor Vehicles

The term “*taxed when tagged*” simply means the property tax must be paid whenever a motor vehicle is registered and tagged for use on Kansas highways. Motor vehicles registered with a gross weight of 12,000 lbs. or less and recreational vehicles with a Kansas RV-Title are “*taxed when tagged*” motor vehicles. The “*taxed when tagged*” motor vehicles taxes must be prepaid to the county where the motor vehicle can be legally registered. The vehicle taxes are for a “registration year”, which consists of a number of months in the current calendar year and a number of months in the upcoming calendar year to equal 12 months. The registration year is determined by the first letter of the primary owner’s last name as shown on the vehicle title. The property taxes are calculated through the motor vehicle registration system (MOVRS) in the county treasurer’s office.

The “*taxed when tagged*” system, which was implemented in 1981, created a classification system for the property taxation of certain motor vehicles. The system classifies each motor vehicle based on the value of the vehicle when “*first offered for sale as new*”, hereafter referred to as “*trade-in value*”. Each vehicle is assigned a class code which is determined by the value range in which the “*trade-in value*” falls (refer to the class code charts on pages 15 and 16). The class code remains the same for the life of the vehicle. The “*midpoint value*” (middle) of the class code value range is depreciated 15% per year. The “*taxed when tagged*” motor vehicle value, which is based on a formula presented in the Kansas statutes, is not adjusted for condition, mileage, etc. of the vehicle. The property tax can be prorated for the number of months the vehicle is owned in the registration year.

“Taxed when tagged” motor vehicles registered with a gross weight of 12,000 lbs. include passenger cars, vans, light-duty trucks, sport utility vehicles, and motorcycles. Camping trailers, travel trailers, and motor homes that qualify for a “Kansas RV-Title” are also “*taxed when tagged*” vehicles. However, the property taxes for RV-titled vehicles are based upon the age and weight of the vehicle. Refer to the “RV-Titled Vehicles” section of this guide for more information on RV taxes.

[K.S.A. 79-5100 series; 8-1,138; 8-129]

Valuing Taxed When Tagged Motor Vehicles:

The MOVRS program establishes the “*trade-in value*” of each “taxed when tagged” motor vehicle based on the manufacturer’s suggested retail price (MSRP). The MSRP is obtained from a *National Automobile Dealers Association (NADA)* data interface which is used to establish the “*trade-in value*”. This *NADA* data base is updated monthly. The estimated “*trade-in value*” is calculated by taking the MSRP times 85% for autos, motorcycles and light duty trucks and MSRP times 70% for medium duty trucks.

[K.S.A. 79-5103, 79-5104]

Once the “*trade-in value*” is established and a class code is assigned to the vehicle, the MOVRS program will calculate the correct tax. The MOVRS program was developed for county treasurers to use when processing title and registration information.

The “*midpoint value*” of the assigned class code range depreciates 15% per year. To get a “*tax value*” for the vehicle, the depreciated “*midpoint value*” is multiplied by the 20% assessment rate for motor vehicles registered with a gross weight of 12,000 lb. or less. The “*tax value*” is multiplied by the “*motor vehicle county average levy*” (mill rate) to determine the property tax owed on the vehicle. Since the “*motor vehicle county average levy*” differs from county to county, the property tax for an identical vehicle will not be the same in every county. *Except for* taxes due on motor vehicles that meet the requirements for the “*taxed when tagged*” minimum tax set by state law. [K.S.A. 79-5102, 79-5105]

Minimum tax:

All model year **1980 or older** “*taxed when tagged*” motor vehicles are charged a minimum tax of \$12.00 per year, *regardless* of the class code. *Except that* all model year **1980 or older** “*taxed when tagged*” motorcycles which are charged a minimum tax of \$6.00 per year, *regardless* of the class code. *Therefore*, any 1980 or older vehicle that does not have an assigned class code can be assigned a MSRP of \$441 that yields a class code of 001 to generate the minimum tax required by law.

The property tax for model year **1981 or newer** “*taxed when tagged*” motor vehicles will eventually reach a minimum tax of \$24.00 per year. *Except that* **1981 or newer** “*taxed when tagged*” motorcycles will eventually reach a minimum tax of \$12.00 per year. The *only exception* is for certain motor vehicles that were “*grandfathered*” at the \$12.00 or \$6.00 minimum tax.

“Grandfathered” vehicles:

Beginning 1996, the Kansas legislature increased minimum tax for “*taxed when tagged*” motor vehicle from \$12.00 to \$24.00 and motorcycles from \$6.00 to \$12.00. As a result, any model year **1981 or newer** “*taxed when tagged*” motor vehicle, registered for the full 1996 registration year, that was taxed less than the new \$12.00 or \$24.00 minimum tax was “*grandfathered*”. The property tax for “*grandfathered*” motor vehicles will eventually reach the minimum tax of \$12.00, \$6.00 for motorcycles, applicable to 1980 and older models. The “*grandfather*” exception follows the motor vehicle from county to county and owner to owner. The county treasurer’s office can be contacted whenever verification is necessary.

Class Codes for Taxed When Tagged and 16M/20M Motor Vehicles

| Class Code | Mid-Point MSRP | Lower Limit | Mid-Point | Upper Limit | Class Code | Mid-Point MSRP | Lower Limit | Mid-Point | UPPER LIMIT |
|------------|----------------|-------------|-----------|-------------|------------|----------------|-------------|-----------|-------------|
| 1 | 441 | 0 | \$375 | 749 | 36 | 62,353 | 52,001 | 53,000 | 54,000 |
| 2 | 1,324 | 750 | 1,125 | 1,499 | 37 | 64,706 | 54,001 | 55,000 | 56,000 |
| 3 | 2,206 | 1,500 | 1,875 | 2,249 | 38 | 67,059 | 56,001 | 57,000 | 58,000 |
| 4 | 3,088 | 2,250 | 2,625 | 2,999 | 39 | 69,412 | 58,000 | 59,000 | 60,000 |
| 5 | 3,971 | 3,000 | 3,375 | 3,749 | 40 | 71,765 | 60,001 | 61,000 | 62,000 |
| 6 | 4,853 | 3,750 | 4,125 | 4,499 | 41 | 74,118 | 62,001 | 63,000 | 64,000 |
| 7 | 5,735 | 4,500 | 4,875 | 5,249 | 42 | 76,471 | 64,001 | 65,000 | 66,000 |
| 8 | 6,618 | 5,250 | 5,625 | 5,999 | 43 | 78,824 | 66,001 | 67,000 | 68,000 |
| 9 | 7,647 | 6,000 | 6,500 | 6,999 | 44 | 81,176 | 68,001 | 69,000 | 70,000 |
| 10 | 8,824 | 7,000 | 7,500 | 7,999 | 45 | 83,529 | 70,001 | 71,000 | 72,000 |
| 11 | 10,000 | 8,000 | 8,500 | 8,999 | 46 | 85,882 | 72,001 | 73,000 | 74,000 |
| 12 | 11,176 | 9,000 | 9,500 | 9,999 | 47 | 88,235 | 74,001 | 75,000 | 76,000 |
| 13 | 12,353 | 10,000 | 10,500 | 10,999 | 48 | 90,588 | 76,001 | 77,000 | 78,000 |
| 14 | 13,529 | 11,000 | 11,500 | 11,999 | 49 | 92,941 | 78,001 | 79,000 | 80,000 |
| 15 | 14,706 | 12,000 | 12,500 | 12,999 | 50 | 95,294 | 80,001 | 81,000 | 82,000 |
| 16 | 15,882 | 13,000 | 13,500 | 13,999 | 51 | 97,647 | 82,001 | 83,000 | 84,000 |
| 17 | 17,647 | 14,000 | 15,000 | 15,999 | 52 | 100,000 | 84,001 | 85,000 | 86,000 |
| 18 | 20,000 | 16,000 | 17,000 | 17,999 | 53 | 102,353 | 86,001 | 87,000 | 88,000 |
| 19 | 22,353 | 18,000 | 19,000 | 19,999 | 54 | 104,706 | 88,001 | 89,000 | 90,000 |
| 20 | 24,706 | 20,000 | 21,000 | 22,000 | 55 | 107,059 | 90,001 | 91,000 | 92,000 |
| 21 | 27,059 | 22,001 | 23,000 | 24,000 | 56 | 109,412 | 92,001 | 93,000 | 94,000 |
| 22 | 29,412 | 24,001 | 25,000 | 26,000 | 57 | 111,765 | 94,001 | 95,000 | 96,000 |
| 23 | 31,765 | 26,001 | 27,000 | 28,000 | 58 | 114,118 | 96,001 | 97,000 | 98,000 |
| 24 | 34,118 | 28,001 | 29,000 | 30,000 | 59 | 116,471 | 98,001 | 99,000 | 100,000 |
| 25 | 36,471 | 30,001 | 31,000 | 32,000 | 60 | 118,824 | 100,001 | 101,000 | 102,000 |
| 26 | 38,824 | 32,001 | 33,000 | 34,000 | 61 | 121,176 | 102,001 | 103,000 | 104,000 |
| 27 | 41,176 | 34,001 | 35,000 | 36,000 | 62 | 123,529 | 104,001 | 105,000 | 106,000 |
| 28 | 43,529 | 36,001 | 37,000 | 38,000 | 63 | 125,882 | 106,001 | 107,000 | 108,000 |
| 29 | 45,882 | 38,001 | 39,000 | 40,000 | 64 | 128,235 | 108,001 | 109,000 | 110,000 |
| 30 | 48,235 | 40,001 | 41,000 | 42,000 | 65 | 130,588 | 110,001 | 111,000 | 112,000 |
| 31 | 50,588 | 42,001 | 43,000 | 44,000 | 66 | 132,941 | 112,001 | 113,000 | 114,000 |
| 32 | 52,941 | 44,001 | 45,000 | 46,000 | 67 | 135,294 | 114,001 | 115,000 | 116,000 |
| 33 | 55,294 | 46,001 | 47,000 | 48,000 | 68 | 137,647 | 116,001 | 117,000 | 118,000 |
| 34 | 57,647 | 48,001 | 49,000 | 50,000 | 69 | 140,000 | 118,001 | 119,000 | 120,000 |
| 35 | 60,000 | 50,001 | 51,000 | 52,000 | 70 | 142,353 | 120,001 | 121,000 | 122,000 |

Class codes continue up to 400, in increments of \$2,000.

[KSA 79-5104]

Class Codes for Taxed When Tagged and 16M/20M Motor Vehicles (Cont.)

| Class Code | Mid-Point MSRP | Lower Limit | Mid-Point | Upper Limit | Class Code | Mid-Point MSRP | Lower Limit | Mid-Point | UPPER LIMIT |
|------------|----------------|----------------|-----------|----------------|------------|----------------|----------------|-----------|----------------|
| 71 | 144,706 | 122,001 | 123,000 | 124,000 | 106 | 227,059 | 192,001 | 193,000 | 194,000 |
| 72 | 147,059 | 124,001 | 125,000 | 126,000 | 107 | 229,412 | 194,001 | 195,000 | 196,000 |
| 73 | 149,412 | 126,001 | 127,000 | 128,000 | 108 | 231,765 | 196,001 | 197,000 | 198,000 |
| 74 | 151,765 | 128,001 | 129,000 | 130,000 | 109 | 234,118 | 198,001 | 199,000 | 200,000 |
| 75 | 154,118 | 130,001 | 131,000 | 132,000 | 110 | 236,471 | 200,001 | 201,000 | 202,000 |
| 76 | 156,471 | 132,001 | 133,000 | 134,000 | 111 | 238,824 | 202,001 | 203,000 | 204,000 |
| 77 | 158,824 | 134,001 | 135,000 | 136,000 | 112 | 241,176 | 204,001 | 205,000 | 206,000 |
| 78 | 161,176 | 136,001 | 137,000 | 138,000 | 113 | 243,529 | 206,001 | 207,000 | 208,000 |
| 79 | 163,529 | 138,001 | 139,000 | 140,000 | 114 | 245,882 | 208,001 | 209,000 | 210,000 |
| 80 | 165,882 | 140,001 | 141,000 | 142,000 | 115 | 248,235 | 210,001 | 211,000 | 212,000 |
| 81 | 168,235 | 142,001 | 143,000 | 144,000 | 116 | 250,588 | 212,001 | 213,000 | 214,000 |
| 82 | 170,588 | 144,001 | 145,000 | 146,000 | 117 | 252,941 | 214,001 | 215,000 | 216,000 |
| 83 | 172,941 | 146,001 | 147,000 | 148,000 | 118 | 255,294 | 216,001 | 217,000 | 218,000 |
| 84 | 175,294 | 148,001 | 149,000 | 150,000 | 119 | 257,647 | 218,001 | 219,000 | 220,000 |
| 85 | 177,647 | 150,001 | 151,000 | 152,000 | 120 | 260,000 | 220,001 | 221,000 | 222,000 |
| 86 | 180,000 | 152,001 | 153,000 | 154,000 | 121 | 262,353 | 222,001 | 223,000 | 224,000 |
| 87 | 182,353 | 154,001 | 155,000 | 156,000 | 122 | 264,706 | 224,001 | 225,000 | 226,000 |
| 88 | 184,706 | 156,001 | 157,000 | 158,000 | 123 | 267,059 | 226,001 | 227,000 | 228,000 |
| 89 | 187,059 | 158,001 | 159,000 | 160,000 | 124 | 269,412 | 228,001 | 229,000 | 230,000 |
| 90 | 189,412 | 160,001 | 161,000 | 162,000 | 125 | 271,765 | 230,001 | 231,000 | 232,000 |
| 91 | 191,765 | 162,001 | 163,000 | 164,000 | 126 | 274,118 | 232,001 | 233,000 | 234,000 |
| 92 | 194,118 | 164,001 | 165,000 | 166,000 | 127 | 276,471 | 234,001 | 235,000 | 236,000 |
| 93 | 196,471 | 166,001 | 167,000 | 168,000 | 128 | 278,824 | 236,001 | 237,000 | 238,000 |
| 94 | 198,824 | 168,001 | 169,000 | 170,000 | 129 | 281,176 | 238,001 | 239,000 | 240,000 |
| 95 | 201,176 | 170,001 | 171,000 | 172,000 | 130 | 283,529 | 240,001 | 241,000 | 242,000 |
| 96 | 203,529 | 172,001 | 173,000 | 174,000 | 131 | 285,882 | 242,001 | 243,000 | 244,000 |
| 97 | 205,882 | 174,001 | 175,000 | 176,000 | 132 | 288,235 | 244,001 | 245,000 | 246,000 |
| 98 | 208,235 | 176,001 | 177,000 | 178,000 | 133 | 290,588 | 246,001 | 247,000 | 248,000 |
| 99 | 210,588 | 178,001 | 179,000 | 180,000 | 134 | 292,941 | 248,001 | 249,000 | 250,000 |
| 100 | 212,941 | 180,001 | 181,000 | 182,000 | 135 | 295,294 | 250,001 | 251,000 | 252,000 |
| 101 | 215,294 | 182,001 | 183,000 | 184,000 | 136 | 297,647 | 252,001 | 253,000 | 254,000 |
| 102 | 217,647 | 184,001 | 185,000 | 186,000 | 137 | 300,000 | 254,001 | 255,000 | 256,000 |
| 103 | 220,000 | 186,001 | 187,000 | 188,000 | 138 | 302,353 | 256,001 | 257,000 | 258,000 |
| 104 | 222,353 | 188,001 | 189,000 | 190,000 | 139 | 304,706 | 258,001 | 259,000 | 260,000 |
| 105 | 224,706 | 190,001 | 191,000 | 192,000 | 140 | 307,059 | 260,001 | 261,000 | 262,000 |

Class codes continue up to 400, in increments of \$2,000.

[KSA 79-5104]

Property Tax Exemptions (Replacing the 900 Series Class Codes)

Property taxes for some vehicles are either not collected at time of registration, or they are exempt from taxation, with the exception of RV-Titled recreational vehicles. For this group of vehicles either not collecting tax at the time of registration or exempt, the MOVRS program uses selectable “property tax exemptions” even though some vehicles are **not** exempt. The taxes for “RV Titled” recreational vehicles are collected when the vehicle is registered because they are classified under the “taxed when tagged” system. The selectable “property tax exemptions” currently in MOVRS and a brief description of each are as follows:

| Exemption | Old Class Code | Description |
|--|-----------------------|---|
| Antique: | None | Any vehicle more than 35 years old. Exempt from registration but are taxable. |
| State Assessed: Public Utility | 900 | Motor vehicles belonging to telephone, gas, electric and railroad companies that are state assessed by the Property Valuation Division for property tax purposes. |
| Military Exempt: Non-Kansas Residents | 910 | Motor vehicles owned by non-resident military personnel <i>or their spouse</i> who are stationed in Kansas on military orders. The vehicle cannot be exempt if used for business purposes. Exempt under the Service Members Civil Relief Act. |
| Military Exempt: Kansas Residents | 911 | Motor vehicles owned by Kansas-resident military personnel who are “ <i>mobilized and deployed</i> ” on the date of application for motor vehicle registration. The exemption is limited to not more than 2 motor vehicles. Exempt under K.S.A. 79-5107(e). |
| County Assessed: 16M or greater registration <i>or</i> Non-highway titled | 920 | Motor vehicles that are registered greater than 12M or titled non-highway. The motor vehicles are assessed by the county appraiser for property tax purposes. |
| County Assessed (MB): Motorized Bicycle | 920 | Motorized bicycles are assessed by the County appraiser for property tax purposes. |
| County Assessed: Exempt \$750 or less | 925 | Registered items with a purchase price of \$750 or less. |

| Exemption | Old Class Code | Description |
|---|-----------------------|--|
| State Assessed: Haul for Hire Motor Carriers | 930 | Motor vehicles of motor carriers with a “haul for hire” authority that are assessed by the Motor Carrier Section of the Division of Property Valuation. |
| Humanitarian Exempt: | 940 | Motor vehicles of entities specified as exempt by K.S.A. 79-201 and 79-201b. For example, coordinated transit districts, not for profit housing for the elderly, children or the disabled, certain not for profit private and public schools, places of worship. |
| Government Exempt: Also includes 5 year registration. | 950 | Motor vehicles of entities specified as exempt by K.S.A. 79-201a. Motor vehicles of political subdivisions such as townships and federal government. |
| Rental Excise Tax: Gross Receipts – In Lieu of Tax | 960 | Motor vehicles owned by rental car companies leased for a period not exceeding 28 days. Taxes are based on gross receipts in lieu of property taxes. K.S.A. 79-5117 |
| RV Titled Recreational Vehicles | 970 | Motor homes, travel trailers and campers that meet the qualifications to be titled and registered as a “recreational vehicle”. Taxes are based upon age and weight. K.S.A. 79-5118 through 79-5120. |
| RV Titled Recreational Vehicles: | 980 | RVs that qualify for military exemption under the federal Service Members Civil Relief Act or K.S.A. 79-5121(e). |

Tentative/Temporary Class Codes

A tentative class code is assigned to a vehicle whenever a permanent class code is not available. This allows the owner to register the vehicle in a timely manner. A tentative class code is considered temporary, and used only until information becomes available to assign a permanent class code. The county appraiser’s office or the personal property staff at Property Valuation Division (PVD) can assign tentative class codes.

Due to the procedures used to determine tentative class codes, it is not unusual for the permanent class code to differ from the tentative class code. Therefore, the vehicle owner must be informed of the possibility that the tentative class code and resulting property tax may change, when the permanent class code is determined.

The Property Valuation Division (PVD) gets pricing information for newly manufactured motor vehicles from the manufacturer or from nationally recognized publications such as the *National Automobile Research Black Book*, *NADA online*, and *Kelley Blue Book online*. However, PVD does not always receive pricing information for all models prior to the model first being offered for sale. When the class code for a 1981 or newer model of taxed when tagged motor vehicle is not available, the county can contact the PVD Personal Property Section at (785) 296-2365 to see if information exists for determination of a permanent class code. When a permanent class code can be assigned to the vehicle and entered into the MOVRS program by PVD, this gives the county instant access to a MSRP and class code to complete the registration transaction.

When the Personal Property Section is not available to assign a class code to **a brand new vehicle**, the county appraiser can use one of the prescribed methods to assign a tentative class code. *Whenever* the county assigns a tentative class code, a copy of the Manufacturers Certificate of Origin, the sales tax receipt (when available) and any other documentation used to determine the tentative class code should be faxed to the PVD Personal Property Section at (785) 296-2320 for validation. When a permanent class code is assigned to the vehicle, PVD will compare it to the tentative class code. PVD will contact the county *if* the county needs to change the class code and notify the owner of the change. PVD can make permanent class codes available to counties sooner when counties provide documentation for tentative class codes they have assigned. *If* the county does not notify PVD when they assign a tentative class code, the county is responsible for validating the class code.

To assign a tentative class code to a brand new vehicle:

- ◆ When a **State of Kansas Retail Sales Tax Receipt is available** – Convert the “*selling price*” *without sales tax* into a tentative class code using the class code charts on pages 15 and 16. **Fax documentation used to determine the tentative class code** to the PVD Personal Property Section at (785) 296-2320 for validation.
- ◆ When a **Kansas Retail Sales Tax Receipt is not available**, assign the prior year class code from the MOVRS program for the same make and model vehicle as a tentative class code. **Fax documentation used to determine the tentative class code** to the PVD Personal Property Section at (785) 296-2320 for validation.

County Appraiser/Treasurer Responsibility for Assigning Class Codes

According to Kansas law, the county appraiser is responsible for classifying and valuing motor vehicles for property tax purposes. However, in December 1987, the Kansas Division of Motor Vehicles began using a newly designed computer program that allowed for a faster and more efficient vehicle registration process. This program was replaced with a new program, Motor Vehicle Registration System (MOVRS), in May of 2012. Currently all county treasurers have access to the new program and access to MSRP and class code information necessary to complete a registration transaction at any of the county motor vehicle departments. In this new program a NADA vehicle information interface provides the county treasurers instant access to the most current MSRP for determining correct class codes.

The Division of Property Valuation has become responsible for supplementing MOVRS when gaps occur in the NADA data. As a result, it is not necessary to send vehicle owners to the county appraiser's office for a MSRP and class code because the appraiser's information is identical to the treasurer's information. The most customer friendly approach is for the treasurers to contact the personal property section at PVD directly at (785) 296-2365 for assistance. The personal property section can also assist counties with MSRPs and class codes for vehicles not found in MOVRS such as assembled or kit vehicles, buses, ambulances or other "special" vehicle types.

[K.S.A. 79-5102 & 79-306d]

Tax Roll Motor Vehicles

Motor vehicles registered with a tag weight of 24,000-lbs. (24M) or more and non-highway titled motor vehicles are classified within the "**Motor Vehicle**" subclass and referred to as "*tax roll*" motor vehicles. "*Tax roll*" motor vehicles must be reported annually to the county appraiser on schedule 4a of the Personal Property Assessment Form. Article 11 Subsection 1 of the Kansas Constitution requires that "*tax roll*" motor vehicles are annually valued at the fair market value of the vehicle and they are assessed at a rate of 30%. Kansas law allows the county appraiser to adjust the value of "*tax roll*" motor vehicles on an individual basis *if* the vehicle has been damaged. "*Tax roll*" motor vehicles can be prorated onto and off of the tax roll when they are acquired or sold during the year, refer to proration rules for guidelines.

[K.S.A. 79-306d]

The most common types of "*tax roll*" motor vehicles are medium and heavy-duty trucks and truck-tractors (semi). Light duty pick-ups that are used for commercial or farming purposes often require a heavier tag weight. Therefore, it is not uncommon for a light duty pick-up to be registered with a 24M tag and classified as a "*tax roll*" motor vehicle. Non-highway titled motor vehicles, are also classified as "*tax roll*" motor vehicles. Non-highway titled motor vehicles can include motorcycles, cars or trucks that are wrecked or damaged, or classic cars that the owner has placed into storage. Micro utility trucks are non-highway titled and are classified as "*tax roll*" motor vehicles.

Valuing Tax Roll Motor Vehicles:

When establishing values for property in the “Motor Vehicle” subclass, the county appraiser must follow the procedures and guidelines outlined in the *Personal Property Valuation Guide* prescribed by the Property Valuation Division (PVD). The county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value. [K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

Specific information about the motor vehicle must be known in order to value the vehicle on the tax roll. In most cases, the Vehicle Identification Number (VIN) will disclose most of the information necessary to value the motor vehicle. The *Vehicle Identification Book* provided as a supplement to the *Truck Blue Book* breaks down the VINs for most major truck manufacturers. The vehicle owner can be contacted when additional information is required. Information typically needed to value the tax roll motor vehicles includes:

Motorcycles:

Year, make and model
Model qualifier (if applicable)
Engine size: 800cc, 1200cc, etc.

Automobiles:

Year, make and model
Model qualifier: RX, EX, Z28, etc.
Two door or four door
coupe, sedan, hatchback, wagon
2 wheel drive, 4x4, all-wheel drive
turbo engine or regular engine
4 cylinder, V-6, V-8 engine

Light Duty Trucks/ Sport Utility Vehicles:

Year, make and model
Model qualifier: XLT, Lariat, SLE, etc.
Size (1/2 ton, 3/4 ton, or 1 ton)
2 wheel drive, 4 x 4, all-wheel drive
Cab size: regular, extended, quad, crew
Gas engine or diesel engine
4 cylinder, V-6, V-8 engine

Med/Heavy Duty Trucks:

Year, make and model
Model qualifier or model number
Cab and Chassis or Truck Tractor
If Truck Tractor: sleeper unit and
Gas engine or diesel engine
Weight: gross vehicle weight
Air brakes or Hydraulic brakes

Non-highway Titled Vehicles (in addition to above information):

Purpose for non-highway title: storage, damage, no insurance, etc.
Condition of vehicle: average, poor, wrecked or damaged
If damaged, type of damage (to help determine market value)
No damage: refer to information above for the type of vehicle

MOTORCYCLES (Non-highway titled motorcycles designed for use on public roads)

- ◆ **2014 Models** – Use the “Sugg. List” value from the January-April 2014 Edition of the *NADA Motorcycle/Snowmobile/ATV/Personal Watercraft Appraisal Guide* and multiply by 85%. If no value is listed, use 85% of the “Sugg. List” value for a similar 2013 model to estimate market value.
- ◆ **2013 – 1995 Models** – Use the “Clean Trade-In W/S” value from the January-April 2014 Edition of the *NADA Motorcycle/Snowmobile/ATV/Personal Watercraft Appraisal Guide*. Do not factor this value.
- ◆ Use values established by a study of the local market for models that cannot be found in the NADA guide. The procedure used must reflect the local market and be documented.

AUTOS & LIGHT DUTY TRUCKS (Light duty trucks - GVW of 14,000 or less)

- ◆ **2014 & 2015 Models** – Use the MSRP given on the “Kansas Vehicle Property Tax Check” estimator, times 85% as the market value. Do not factor this value. That calculated value is the estimated “*trade-in value*” of the vehicle when it was *first offered for sale as new*. The web address for the estimator is: <https://mvs.dmv.kdor.ks.gov/VehiclePropertyTaxLookup>
- ◆ **2013 – 2005 Models** – Use the “Clean Trade In” value from the January 2014 Edition of the *NADA Official Used Car Guide*. Do not factor this value.
- ◆ **2006 – 1995 Models** – Use the “Clean Trade In” value from the January 2014 Edition of the *NADA Official Older Used Car Guide*. Do not factor this value.
- ◆ **Older Models** not found in the prescribed publications – Use the values established by a study of the local market. The procedure used must reflect the local market and be documented.

One or more of the following procedures may be used if the values better reflect the local market:

- Chassis Cab motor vehicles – use the “Wholesale” value from the January 2014 Edition of the *NADA Official Commercial Truck Guide*.
- For model years 2006 – 1995 only – multiply the 2007 “Trade In” value from the January 2014 Edition of the *NADA Official Used Car Guide* by the appropriate percent good factor listed below to “*estimate*” market value:

| | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|
| Model Year | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 |
| % Good Factor | 75% | 64% | 53% | 44% | 35% | 28% | 21% | 14% | 8% | 7% |

- The “Average Wholesale Value” from the *Automobile Red Book* or the “Avg. Retail” value, multiplied by 83%, from the *Truck Blue Book* may be used if the values better reflect the local market.

When establishing values for personal property in the “Motor Vehicle” subclass, the county appraiser must follow the procedures and guidelines outlined in the *Personal Property Valuation Guide* prescribed by the Division of Property Valuation (PVD). *However*, the county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

NOTE: The values for chassis cab motor vehicles do not include the value of the truck bed. Truck beds on chassis cab motor vehicles are classified and valued separately from the truck. Refer to the “Commercial/Industrial Machinery and Equipment” Section of this guide for valuation procedures for commercial truck beds. To value non-commercial truck beds, refer to the “All Other Personal Property Not Elsewhere Classified” section of this guide for valuation procedures.

[K.S.A. 79-1439e]

MEDIUM (GVW 14,001 or greater) & HEAVY DUTY TRUCKS

- ◆ **2014 & 2015 Models** – Use the “Sugg. Fact. Price” for a 2014 model from the January 1-March 31, 2014 Edition of the *Truck Blue Book* and multiply by 70% to “estimate” the market value of the vehicle. If the 2014 model is not listed, use the “Sugg. Fact. Price” for the same 2013 model from the *Truck Blue Book* and multiply by 70% to “estimate” the market value of the vehicle.
- ◆ **2013 – 2005 Models** – Use the “Avg. Retail” value from the January 1-March 31, 2014 Edition of the *Truck Blue Book* and multiply by 83% to “estimate” market value.
- ◆ **2004 – 1997 Models *** – use the “Avg. Retail” value for a 2005 model from the January 1-March 31, 2014 Edition of the *Truck Blue Book* and multiply by 83%. **Multiply that amount by the appropriate percent good factor listed below to “estimate” market value:**

| | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|
| Model Year | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 |
| % Good Factor | 85% | 72% | 64% | 57% | 50% | 44% | 39% | 36% |

- ◆ **Older Models** not found in the prescribed publications – Use values established by a study of the local market. The procedure used must reflect the local market and be documented.

* Counties may use the “Avg. Retail” value from the January 1-March 31, 2014 Edition of the *Older Truck Blue Book* and multiply by 83% to “estimate” market value, if the values produced better reflect the local market.

When establishing values for personal property in the “Motor Vehicle” subclass, the county appraiser must follow the procedures and guidelines outlined in the *Personal Property Valuation Guide* prescribed by the Division of Property Valuation (PVD). *However*, the county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

NOTE: The values for chassis cab motor vehicles do not include the value of the truck bed. Truck beds on chassis cab motor vehicles are classified and valued separately from the truck. Refer to the “Commercial/Industrial Machinery and Equipment” Section of this guide for valuation procedures for commercial truck beds. To value non-commercial truck beds, refer to the “All Other Personal Property Not Elsewhere Classified” section of this guide for valuation procedures.

16M or 20M Motor Vehicles

In 1998, the legislature passed a law that allowed motor vehicles having a gross vehicle weight of more than 12,000 lbs. but less than 20,001 lbs. to be classified and valued differently than other motor vehicles. Motor vehicles in this category are registered with a 16M or 20M tag. “16M/20M” registered motor vehicles are appraised; assessed; and the tax computed using the same appraisal method; assessment percentage; mill levy and tax minimums as “taxed when tagged” motor vehicles. However, the tax year; appraisal deadlines; penalties; pro-ration; situs requirements and billing procedures are the same as “tax roll” motor vehicles. Since the values are based on a formula, “16M/20M” vehicle *values cannot be adjusted*. “16M/20M” motor vehicles are listed on schedule 4b of the personal property assessment form and the county appraiser certifies the values to the county clerk on a separate appraisal roll for 16M/20M vehicles only.

[K.S.A. 79-5105a]

Valuing 16M/20M Motor Vehicles:

Step 1 – determine the class code:

Class codes for 16M/20M vehicles can be found on the “Kansas Vehicle Property Tax Check” estimator. The web address for the estimator is:

<https://mvs.dmv.kdor.ks.gov/VehiclePropertyTaxLookup>

Establishing class codes for 16M/20M vehicles follows the same process as “taxed when tagged” vehicles. The MOVRS program establishes the “*trade-in value*” of each motor vehicle based on the manufacturer’s suggested retail price (MSRP). The MSRP is obtained from a *National Automobile Dealers Association (NADA)* data interface which is used to establish the “*trade-in value*”. This *NADA* data base is updated monthly. The estimated “*trade-in value*” is calculated by taking the MSRP times 85% for light duty trucks and MSRP times 70% for medium duty trucks. The class codes are determined by establishing the “*trade-in value*” of the vehicle *when it is first offered for sale new*. Once the “*trade-in value*” is established, a class code is assigned to the vehicle using the charts on pages 15 and 16.

[K.S.A. 79-5103, 79-5104]

NOTE: PVD will not assign a class code to any semi-truck tractor pursuant to the February 26, 1998 memorandum from the Kansas Division of Vehicles to all county treasurers. In the memorandum, the Division of Vehicles instructed county treasurers “**It will be required that all semi-truck tractors be registered for a gross weight of 24,000 (24M) pounds or greater**”. Therefore, all semi-truck tractors, regardless of their registered tag weight, are classified as “tax roll” motor vehicles within subclass 4 where they are valued at market value and assessed at 30%.

Step 2 – determine the “appraised value”:

Appraised values for 16M/20M motor vehicles can be found on the “*Appraised Value Chart*” on pages 27 through 30. The vehicle’s appraised value is located where the row designating the class code of the vehicle intersects with the column designating the model year of the vehicle. ***Except*** when, the vehicle’s appraised value from the “*Appraised Value Chart*” is less than the county “minimum value” from the “*Minimum Appraised Value Chart*” on page 31, the “minimum value” from the “*Minimum Appraised Value Chart*” **must** be used. **The full year appraised value of a 16M/20M motor vehicle should never be less than the county “minimum value” listed on the “Minimum Appraised Value Chart”.** The “minimum value” listed for each county will generate the \$12.00 or \$24.00 minimum tax required by law.

NOTE: Each county has a minimum appraised value for 1980 and older models and for 1981 and newer models, so that the taxes generated will meet the statutory requirements. Since 16M/20M motor vehicles are appraised, assessed and the taxes computed using the same appraisal method, assessment percentage, mill levy and tax minimums as “taxed when tagged” motor vehicles, minimum appraised values must be established for each county. Motor vehicles with a model year of 1980 and older must generate a minimum tax of \$12.00 per year. Motor vehicles with a model year of 1981 and newer will eventually reach a minimum tax of \$24.00 per year.

Step 3 – determine the “assessed value”:

The assessed value of the 16M/20M vehicle is determined by multiplying the appraised value by the 20% assessment rate applicable to “taxed when tagged” motor vehicles.

NOTE: Beginning January 1, 2010, upon initial registration of a rebuilt salvage vehicle the class code is to be reduced by 2 classes. [K.S.A. 79-5104; K.S.A. 8-135]

16M/20M Motor Vehicle Valuation and Taxation Summary

- Indicates when 16M/20M motor vehicles follow the same rules as taxed when tagged motor vehicles.
- Indicates when 16M/20M motor vehicles follow the same rules as tax roll motor vehicles.

- PVD establishes the “*trade-in value*” of the vehicle when it is “first offered for sale new”
- A class code is assigned to the vehicle by matching the “*trade-in value*” to the appropriate class code value range (*see* the class code charts on pages 15 & 16)
- The model year of the vehicle and its class code are used to determine the “appraised value” (*see* the 16M/20M appraised value chart on pages 27 - 30)
- The “appraised value” depreciates 15% per year until the minimum value/tax is reached
- The assessment rate is 20% of the appraised value
- The average county motor vehicle levy from two years prior is used to calculate the tax amount
- The county minimum value for 1980 and older models generates a \$12.00 minimum tax
- The county minimum value for 1981 and newer models generates a \$24.00 minimum tax
- The formula-driven value of the vehicle cannot be adjusted for condition, mileage, etc.

- The property taxes are calculated for the calendar year
- The property taxes are paid to the county where the vehicle has tax situs
- The vehicle is reported to the county appraiser on the personal property assessment form (schedule 4b)
- Penalties are applied to the assessed value when the property list is filed late or it is not filed at all
- The property taxes are due by December 20th of the tax year and the following May 10th
- The value of the vehicle can be prorated according to K.S.A. 79-306d

2014 CALENDAR YEAR 16M & 20M MOTOR VEHICLE APPRAISED VALUE CHART

| Class Code | Mid P. Value | MODEL YEAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|
| | | 2015&2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 |
| 001 | 375 | 375 | 319 | 271 | 230 | 196 | 166 | 141 | 120 | 102 | 87 | 74 | 63 | 53 | 45 | 39 | 33 | 28 | 24 | 20 | 17 | 14 | 12 | 10 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 2 | 2 | 1 | |
| 002 | 1,125 | 1,125 | 956 | 813 | 691 | 587 | 499 | 424 | 361 | 307 | 261 | 221 | 188 | 160 | 136 | 116 | 98 | 84 | 71 | 60 | 51 | 43 | 36 | 30 | 25 | 21 | 18 | 15 | 13 | 11 | 9 | 7 | 6 | 5 | 4 |
| 003 | 1,875 | 1,875 | 1,594 | 1,355 | 1,151 | 979 | 832 | 707 | 601 | 511 | 434 | 369 | 314 | 267 | 227 | 193 | 164 | 139 | 118 | 101 | 84 | 71 | 60 | 50 | 42 | 35 | 30 | 25 | 21 | 18 | 15 | 12 | 10 | 9 | 7 |
| 004 | 2,625 | 2,625 | 2,231 | 1,897 | 1,612 | 1,370 | 1,165 | 990 | 842 | 715 | 608 | 517 | 439 | 373 | 317 | 270 | 229 | 195 | 166 | 141 | 118 | 99 | 83 | 70 | 59 | 49 | 42 | 35 | 29 | 25 | 21 | 17 | 15 | 12 | 10 |
| 005 | 3,375 | 3,375 | 2,869 | 2,438 | 2,073 | 1,762 | 1,498 | 1,273 | 1,092 | 920 | 782 | 664 | 565 | 480 | 408 | 347 | 295 | 251 | 213 | 181 | 152 | 128 | 107 | 90 | 76 | 64 | 53 | 45 | 38 | 32 | 27 | 22 | 19 | 16 | 13 |
| 006 | 4,125 | 4,125 | 3,506 | 2,980 | 2,533 | 2,153 | 1,830 | 1,556 | 1,322 | 1,124 | 955 | 812 | 690 | 587 | 499 | 424 | 360 | 306 | 260 | 221 | 186 | 156 | 131 | 110 | 93 | 78 | 65 | 55 | 46 | 39 | 33 | 27 | 23 | 19 | 16 |
| 007 | 4,875 | 4,875 | 4,144 | 3,522 | 2,994 | 2,545 | 2,163 | 1,839 | 1,563 | 1,328 | 1,129 | 960 | 816 | 693 | 589 | 501 | 426 | 362 | 308 | 262 | 220 | 185 | 155 | 130 | 109 | 92 | 77 | 65 | 54 | 46 | 38 | 32 | 27 | 23 | 19 |
| 008 | 5,625 | 5,625 | 4,781 | 4,064 | 3,454 | 2,936 | 2,496 | 2,121 | 1,803 | 1,533 | 1,303 | 1,107 | 941 | 800 | 680 | 578 | 491 | 418 | 355 | 302 | 253 | 213 | 179 | 150 | 126 | 106 | 89 | 75 | 63 | 53 | 44 | 37 | 31 | 26 | 22 |
| 009 | 6,500 | 6,500 | 5,525 | 4,696 | 3,992 | 3,393 | 2,884 | 2,451 | 2,084 | 1,771 | 1,506 | 1,280 | 1,088 | 925 | 786 | 668 | 568 | 483 | 410 | 349 | 293 | 246 | 207 | 174 | 146 | 122 | 103 | 86 | 73 | 61 | 51 | 43 | 36 | 30 | 26 |
| 010 | 7,500 | 7,500 | 6,375 | 5,419 | 4,606 | 3,915 | 3,328 | 2,829 | 2,404 | 2,044 | 1,737 | 1,477 | 1,255 | 1,067 | 907 | 771 | 655 | 557 | 473 | 402 | 338 | 284 | 238 | 200 | 168 | 141 | 119 | 100 | 84 | 70 | 59 | 50 | 42 | 35 | 29 |
| 011 | 8,500 | 8,500 | 7,225 | 6,141 | 5,220 | 4,437 | 3,771 | 3,206 | 2,725 | 2,316 | 1,969 | 1,673 | 1,422 | 1,209 | 1,028 | 874 | 743 | 631 | 536 | 456 | 383 | 322 | 270 | 227 | 191 | 160 | 135 | 113 | 95 | 80 | 67 | 56 | 47 | 40 | 33 |
| 012 | 9,500 | 9,500 | 8,075 | 6,864 | 5,834 | 4,959 | 4,215 | 3,593 | 3,045 | 2,589 | 2,200 | 1,870 | 1,590 | 1,351 | 1,149 | 976 | 830 | 705 | 600 | 510 | 428 | 360 | 302 | 254 | 213 | 179 | 150 | 126 | 106 | 89 | 75 | 63 | 53 | 44 | 37 |
| 013 | 10,500 | 10,500 | 8,925 | 7,566 | 6,448 | 5,481 | 4,659 | 3,960 | 3,366 | 2,861 | 2,432 | 2,067 | 1,757 | 1,494 | 1,270 | 1,079 | 917 | 780 | 663 | 563 | 473 | 397 | 334 | 280 | 236 | 198 | 166 | 140 | 117 | 99 | 83 | 70 | 58 | 49 | 41 |
| 014 | 11,500 | 11,500 | 9,775 | 8,309 | 7,062 | 6,003 | 5,103 | 4,337 | 3,687 | 3,134 | 2,664 | 2,264 | 1,924 | 1,636 | 1,390 | 1,182 | 1,005 | 854 | 726 | 617 | 518 | 435 | 366 | 307 | 258 | 217 | 182 | 153 | 128 | 108 | 91 | 76 | 64 | 54 | 45 |
| 015 | 12,500 | 12,500 | 10,625 | 9,031 | 7,677 | 6,525 | 5,546 | 4,714 | 4,007 | 3,406 | 2,895 | 2,461 | 2,092 | 1,778 | 1,511 | 1,285 | 1,092 | 928 | 789 | 671 | 563 | 473 | 397 | 334 | 280 | 236 | 198 | 166 | 140 | 117 | 99 | 83 | 70 | 58 | 49 |
| 016 | 13,500 | 13,500 | 11,475 | 9,754 | 8,291 | 7,047 | 5,990 | 5,092 | 4,328 | 3,679 | 3,127 | 2,658 | 2,259 | 1,920 | 1,632 | 1,387 | 1,179 | 1,002 | 852 | 724 | 608 | 511 | 429 | 361 | 303 | 254 | 214 | 180 | 151 | 127 | 106 | 89 | 75 | 63 | 53 |
| 017 | 15,000 | 15,000 | 12,750 | 10,938 | 9,212 | 7,830 | 6,656 | 5,657 | 4,809 | 4,087 | 3,474 | 2,963 | 2,510 | 2,134 | 1,814 | 1,542 | 1,310 | 1,114 | 947 | 805 | 676 | 568 | 477 | 401 | 337 | 283 | 237 | 199 | 168 | 141 | 118 | 99 | 83 | 70 | 59 |
| 018 | 17,000 | 17,000 | 14,450 | 12,393 | 10,440 | 8,874 | 7,543 | 6,412 | 5,450 | 4,632 | 3,937 | 3,347 | 2,845 | 2,418 | 2,055 | 1,747 | 1,485 | 1,262 | 1,073 | 912 | 766 | 643 | 541 | 454 | 381 | 320 | 269 | 226 | 190 | 160 | 134 | 113 | 95 | 79 | 67 |
| 019 | 19,000 | 19,000 | 16,150 | 13,728 | 11,668 | 9,918 | 8,430 | 7,166 | 6,091 | 5,177 | 4,401 | 3,741 | 3,180 | 2,703 | 2,297 | 1,953 | 1,660 | 1,411 | 1,199 | 1,019 | 856 | 719 | 604 | 507 | 426 | 358 | 301 | 253 | 212 | 178 | 150 | 126 | 106 | 89 | 75 |
| 020 | 21,000 | 21,000 | 17,850 | 15,173 | 12,897 | 10,962 | 9,318 | 7,920 | 6,752 | 5,722 | 4,864 | 4,134 | 3,514 | 2,987 | 2,539 | 2,158 | 1,834 | 1,559 | 1,325 | 1,127 | 946 | 795 | 668 | 561 | 471 | 386 | 332 | 279 | 235 | 197 | 166 | 139 | 117 | 98 | 82 |
| 021 | 23,000 | 23,000 | 19,550 | 16,618 | 14,125 | 12,006 | 10,205 | 8,674 | 7,373 | 6,267 | 5,327 | 4,528 | 3,849 | 3,272 | 2,781 | 2,364 | 2,009 | 1,708 | 1,452 | 1,234 | 1,036 | 871 | 731 | 614 | 516 | 433 | 364 | 306 | 257 | 216 | 181 | 152 | 128 | 107 | 90 |
| 022 | 25,000 | 25,000 | 21,250 | 18,063 | 15,353 | 13,050 | 11,093 | 9,429 | 8,014 | 6,812 | 5,790 | 4,922 | 4,184 | 3,556 | 3,023 | 2,569 | 2,184 | 1,856 | 1,578 | 1,341 | 1,127 | 946 | 795 | 668 | 561 | 471 | 386 | 332 | 279 | 235 | 197 | 166 | 139 | 117 | 98 |
| 023 | 27,000 | 27,000 | 22,950 | 19,508 | 16,581 | 14,094 | 11,980 | 10,183 | 8,656 | 7,357 | 6,254 | 5,316 | 4,518 | 3,841 | 3,264 | 2,775 | 2,359 | 2,005 | 1,704 | 1,448 | 1,217 | 1,022 | 859 | 721 | 606 | 509 | 427 | 359 | 302 | 253 | 213 | 179 | 150 | 126 | 106 |
| 024 | 29,000 | 29,000 | 24,660 | 20,953 | 17,810 | 15,138 | 12,867 | 10,937 | 9,287 | 7,902 | 6,717 | 5,709 | 4,853 | 4,125 | 3,506 | 2,980 | 2,533 | 2,153 | 1,830 | 1,556 | 1,307 | 1,098 | 922 | 775 | 651 | 547 | 459 | 386 | 324 | 272 | 229 | 192 | 161 | 135 | 114 |
| 025 | 31,000 | 31,000 | 26,350 | 22,398 | 19,038 | 16,182 | 13,755 | 11,692 | 9,938 | 8,447 | 7,180 | 6,103 | 5,188 | 4,409 | 3,748 | 3,186 | 2,708 | 2,302 | 1,957 | 1,663 | 1,397 | 1,173 | 986 | 828 | 696 | 584 | 491 | 412 | 346 | 291 | 244 | 205 | 172 | 145 | 122 |
| 026 | 33,000 | 33,000 | 28,050 | 23,843 | 20,286 | 17,226 | 14,642 | 12,446 | 10,579 | 8,982 | 7,643 | 6,497 | 5,522 | 4,694 | 3,990 | 3,391 | 2,883 | 2,450 | 2,063 | 1,770 | 1,487 | 1,249 | 1,049 | 881 | 740 | 622 | 522 | 439 | 369 | 310 | 260 | 218 | 184 | 154 | 129 |
| 027 | 35,000 | 35,000 | 29,750 | 25,288 | 21,494 | 18,270 | 15,530 | 13,200 | 11,220 | 9,537 | 8,107 | 6,891 | 5,857 | 4,978 | 4,232 | 3,597 | 3,067 | 2,599 | 2,209 | 1,878 | 1,577 | 1,325 | 1,113 | 935 | 785 | 660 | 554 | 465 | 391 | 328 | 276 | 232 | 195 | 164 | 137 |
| 028 | 37,000 | 37,000 | 31,450 | 26,733 | 22,723 | 19,314 | 16,417 | 13,955 | 11,861 | 10,082 | 8,570 | 7,284 | 6,192 | 5,263 | 4,474 | 3,802 | 3,232 | 2,747 | 2,335 | 1,985 | 1,667 | 1,401 | 1,176 | 988 | 830 | 697 | 586 | 492 | 413 | 347 | 292 | 245 | 206 | 173 | 145 |
| 029 | 39,000 | 39,000 | 33,150 | 28,178 | 23,951 | 20,358 | 17,305 | 14,709 | 12,503 | 10,627 | 9,033 | 7,678 | 6,526 | 5,547 | 4,715 | 4,008 | 3,407 | 2,896 | 2,461 | 2,092 | 1,757 | 1,476 | 1,240 | 1,042 | 875 | 735 | 617 | 519 | 436 | 366 | 307 | 258 | 217 | 182 | 153 |
| 030 | 41,000 | 41,000 | 34,850 | 29,623 | 25,179 | 21,402 | 18,192 | 15,463 | 13,144 | 11,172 | 9,496 | 8,072 | 6,861 | 5,832 | 4,957 | 4,214 | 3,582 | 3,044 | 2,588 | 2,200 | 1,848 | 1,552 | 1,304 | 1,095 | 920 | 773 | 649 | 545 | 458 | 385 | 323 | 271 | 228 | 192 | 161 |

2014 CALENDAR YEAR 16M & 20M MOTOR VEHICLE APPRAISED VALUE CHART

| Class Code | Mid Pt Value | MODEL YEAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--------------|------------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| | | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 | 2000 | 1999 | 1998 | 1997 | 1996 | 1995 | 1994 | 1993 | 1992 | 1991 | 1990 | 1989 | 1988 | 1987 | 1986 | 1985 | 1984 | 1983 | 1982 | 1981 |
| 061 | 103,000 | 103,000 | 87,550 | 74,418 | 63,255 | 53,767 | 45,702 | 38,846 | 33,019 | 28,067 | 23,857 | 20,278 | 17,236 | 14,851 | 12,453 | 10,585 | 8,997 | 7,648 | 6,501 | 5,526 | 4,641 | 3,899 | 3,275 | 2,751 | 2,311 | 1,941 | 1,631 | 1,370 | 1,151 | 966 | 812 | 682 | 573 | 481 | 404 |
| 062 | 105,000 | 105,000 | 89,250 | 75,883 | 64,483 | 54,811 | 46,589 | 39,601 | 33,661 | 28,612 | 24,320 | 20,672 | 17,571 | 14,935 | 12,791 | 10,791 | 9,172 | 7,796 | 6,627 | 5,633 | 4,732 | 3,975 | 3,339 | 2,804 | 2,356 | 1,979 | 1,662 | 1,396 | 1,173 | 985 | 828 | 695 | 584 | 491 | 412 |
| 063 | 107,000 | 107,000 | 90,950 | 77,308 | 65,711 | 55,855 | 47,476 | 40,355 | 34,302 | 29,156 | 24,783 | 21,066 | 17,906 | 15,220 | 12,937 | 10,996 | 9,347 | 7,945 | 6,753 | 5,740 | 4,822 | 4,050 | 3,402 | 2,858 | 2,401 | 2,017 | 1,694 | 1,423 | 1,195 | 1,004 | 843 | 708 | 595 | 500 | 420 |
| 064 | 109,000 | 109,000 | 92,650 | 78,753 | 66,940 | 56,899 | 48,364 | 41,109 | 34,943 | 29,701 | 25,246 | 21,459 | 18,240 | 15,504 | 13,179 | 11,202 | 9,522 | 8,093 | 6,879 | 5,847 | 4,912 | 4,126 | 3,466 | 2,911 | 2,445 | 2,054 | 1,726 | 1,449 | 1,218 | 1,023 | 859 | 722 | 606 | 509 | 428 |
| 065 | 111,000 | 111,000 | 94,350 | 80,198 | 68,168 | 57,943 | 49,251 | 41,864 | 35,584 | 30,246 | 25,709 | 21,853 | 18,575 | 15,789 | 13,421 | 11,407 | 9,696 | 8,242 | 7,006 | 5,955 | 5,002 | 4,202 | 3,529 | 2,965 | 2,490 | 2,092 | 1,757 | 1,476 | 1,240 | 1,041 | 875 | 735 | 617 | 519 | 436 |
| 066 | 113,000 | 113,000 | 96,050 | 81,643 | 69,396 | 58,987 | 50,139 | 42,618 | 36,225 | 30,791 | 26,173 | 22,247 | 18,910 | 16,073 | 13,662 | 11,613 | 9,871 | 8,390 | 7,132 | 6,062 | 5,092 | 4,277 | 3,593 | 3,018 | 2,535 | 2,130 | 1,789 | 1,503 | 1,262 | 1,060 | 891 | 748 | 628 | 528 | 443 |
| 067 | 115,000 | 115,000 | 97,750 | 83,088 | 70,624 | 60,031 | 51,026 | 43,372 | 36,866 | 31,336 | 26,636 | 22,641 | 19,244 | 16,358 | 13,904 | 11,819 | 10,046 | 8,539 | 7,258 | 6,169 | 5,182 | 4,363 | 3,657 | 3,072 | 2,590 | 2,167 | 1,821 | 1,529 | 1,285 | 1,079 | 906 | 761 | 640 | 537 | 451 |
| 068 | 117,000 | 117,000 | 99,450 | 84,533 | 71,853 | 61,075 | 51,914 | 44,126 | 37,508 | 31,881 | 27,089 | 23,034 | 19,579 | 16,642 | 14,146 | 12,024 | 10,220 | 8,687 | 7,384 | 6,277 | 5,272 | 4,429 | 3,720 | 3,125 | 2,625 | 2,205 | 1,852 | 1,556 | 1,307 | 1,098 | 922 | 775 | 651 | 547 | 459 |
| 069 | 119,000 | 119,000 | 101,150 | 85,978 | 73,081 | 62,119 | 52,801 | 44,881 | 38,149 | 32,426 | 27,562 | 23,428 | 19,914 | 16,927 | 14,388 | 12,230 | 10,395 | 8,836 | 7,510 | 6,384 | 5,362 | 4,504 | 3,784 | 3,178 | 2,670 | 2,243 | 1,884 | 1,582 | 1,329 | 1,117 | 938 | 788 | 662 | 556 | 467 |
| 070 | 121,000 | 121,000 | 102,850 | 87,423 | 74,309 | 63,163 | 53,688 | 45,635 | 38,790 | 32,971 | 28,026 | 23,822 | 20,249 | 17,211 | 14,630 | 12,435 | 10,570 | 8,984 | 7,637 | 6,491 | 5,453 | 4,580 | 3,847 | 3,232 | 2,715 | 2,280 | 1,915 | 1,609 | 1,352 | 1,135 | 954 | 801 | 673 | 565 | 475 |
| 071 | 123,000 | 123,000 | 104,550 | 89,888 | 75,537 | 64,207 | 54,576 | 46,389 | 39,431 | 33,516 | 28,489 | 24,216 | 20,583 | 17,496 | 14,871 | 12,641 | 10,745 | 9,133 | 7,763 | 6,599 | 5,543 | 4,656 | 3,911 | 3,285 | 2,760 | 2,318 | 1,947 | 1,636 | 1,374 | 1,154 | 969 | 814 | 684 | 575 | 483 |
| 072 | 125,000 | 125,000 | 106,250 | 90,313 | 76,766 | 65,251 | 55,463 | 47,144 | 40,072 | 34,061 | 28,952 | 24,609 | 20,918 | 17,760 | 15,113 | 12,846 | 10,919 | 9,281 | 7,889 | 6,706 | 5,633 | 4,732 | 3,975 | 3,339 | 2,804 | 2,356 | 1,979 | 1,662 | 1,396 | 1,173 | 985 | 828 | 695 | 584 | 491 |
| 073 | 127,000 | 127,000 | 107,950 | 91,758 | 77,954 | 66,295 | 56,351 | 47,898 | 40,713 | 34,606 | 29,415 | 25,003 | 21,253 | 18,065 | 15,355 | 13,052 | 11,094 | 9,430 | 8,015 | 6,813 | 5,723 | 4,807 | 4,038 | 3,392 | 2,849 | 2,383 | 2,010 | 1,689 | 1,419 | 1,192 | 1,001 | 841 | 706 | 593 | 498 |
| 074 | 129,000 | 129,000 | 109,650 | 93,203 | 79,222 | 67,339 | 57,238 | 48,652 | 41,354 | 35,151 | 29,879 | 25,397 | 21,587 | 18,349 | 15,597 | 13,257 | 11,269 | 9,578 | 8,142 | 6,920 | 5,813 | 4,883 | 4,102 | 3,445 | 2,894 | 2,431 | 2,042 | 1,715 | 1,441 | 1,210 | 1,017 | 854 | 717 | 603 | 506 |
| 075 | 131,000 | 131,000 | 111,350 | 94,648 | 80,450 | 68,383 | 58,125 | 49,407 | 41,996 | 35,696 | 30,342 | 25,791 | 21,922 | 18,634 | 15,839 | 13,463 | 11,443 | 9,727 | 8,268 | 7,028 | 5,903 | 4,959 | 4,165 | 3,499 | 2,939 | 2,469 | 2,074 | 1,742 | 1,463 | 1,229 | 1,032 | 867 | 729 | 612 | 514 |
| 076 | 133,000 | 133,000 | 113,050 | 96,093 | 81,679 | 69,427 | 59,013 | 50,161 | 42,637 | 36,241 | 30,805 | 26,184 | 22,257 | 18,918 | 16,080 | 13,668 | 11,618 | 9,875 | 8,394 | 7,135 | 5,993 | 5,034 | 4,229 | 3,552 | 2,984 | 2,507 | 2,105 | 1,769 | 1,486 | 1,248 | 1,048 | 881 | 740 | 621 | 522 |
| 077 | 135,000 | 135,000 | 114,750 | 97,538 | 82,907 | 70,471 | 59,900 | 50,915 | 43,278 | 36,786 | 31,268 | 26,578 | 22,591 | 19,203 | 16,322 | 13,874 | 11,793 | 10,024 | 8,520 | 7,242 | 6,084 | 5,110 | 4,293 | 3,606 | 3,029 | 2,544 | 2,137 | 1,795 | 1,508 | 1,267 | 1,064 | 894 | 751 | 631 | 530 |
| 078 | 137,000 | 137,000 | 116,450 | 98,983 | 84,135 | 71,515 | 60,788 | 51,669 | 43,919 | 37,331 | 31,732 | 26,972 | 22,926 | 19,487 | 16,564 | 14,079 | 11,968 | 10,172 | 8,647 | 7,350 | 6,174 | 5,188 | 4,356 | 3,659 | 3,074 | 2,582 | 2,169 | 1,822 | 1,530 | 1,285 | 1,080 | 907 | 762 | 640 | 538 |
| 079 | 139,000 | 139,000 | 118,150 | 100,428 | 85,363 | 72,559 | 61,675 | 52,424 | 44,560 | 37,876 | 32,195 | 27,366 | 23,261 | 19,772 | 16,806 | 14,285 | 12,142 | 10,321 | 8,773 | 7,457 | 6,264 | 5,262 | 4,420 | 3,713 | 3,119 | 2,620 | 2,200 | 1,848 | 1,553 | 1,304 | 1,096 | 920 | 773 | 649 | 545 |
| 080 | 141,000 | 141,000 | 119,850 | 101,873 | 86,592 | 73,603 | 62,562 | 53,178 | 45,201 | 38,421 | 32,658 | 27,759 | 23,595 | 20,056 | 17,048 | 14,491 | 12,317 | 10,469 | 8,899 | 7,584 | 6,354 | 5,337 | 4,483 | 3,766 | 3,163 | 2,657 | 2,232 | 1,875 | 1,575 | 1,323 | 1,111 | 933 | 784 | 659 | 553 |
| 081 | 143,000 | 143,000 | 121,550 | 103,318 | 87,820 | 74,647 | 63,450 | 53,932 | 45,843 | 38,986 | 33,121 | 28,153 | 23,930 | 20,341 | 17,289 | 14,696 | 12,492 | 10,618 | 9,025 | 7,671 | 6,444 | 5,413 | 4,547 | 3,819 | 3,208 | 2,695 | 2,264 | 1,902 | 1,597 | 1,342 | 1,127 | 947 | 795 | 668 | 561 |
| 082 | 145,000 | 145,000 | 123,250 | 104,763 | 89,048 | 75,691 | 64,337 | 54,687 | 46,484 | 39,511 | 33,584 | 28,547 | 24,265 | 20,625 | 17,531 | 14,902 | 12,666 | 10,766 | 9,151 | 7,779 | 6,534 | 5,489 | 4,610 | 3,873 | 3,253 | 2,733 | 2,295 | 1,928 | 1,620 | 1,361 | 1,143 | 960 | 806 | 677 | 569 |
| 083 | 147,000 | 147,000 | 124,950 | 106,208 | 90,276 | 76,735 | 65,225 | 55,441 | 47,125 | 40,056 | 34,048 | 28,941 | 24,599 | 20,910 | 17,773 | 15,107 | 12,841 | 10,915 | 9,278 | 7,886 | 6,624 | 5,564 | 4,674 | 3,926 | 3,298 | 2,770 | 2,327 | 1,955 | 1,642 | 1,379 | 1,159 | 973 | 818 | 687 | 577 |
| 084 | 149,000 | 149,000 | 126,650 | 107,653 | 91,505 | 77,779 | 66,112 | 56,195 | 47,766 | 40,601 | 34,511 | 29,334 | 24,934 | 21,194 | 18,015 | 15,313 | 13,016 | 11,063 | 9,404 | 7,983 | 6,714 | 5,640 | 4,738 | 3,980 | 3,343 | 2,808 | 2,359 | 1,981 | 1,664 | 1,398 | 1,174 | 986 | 829 | 696 | 585 |
| 085 | 151,000 | 151,000 | 128,350 | 109,088 | 92,733 | 78,823 | 67,000 | 56,950 | 48,407 | 41,146 | 34,974 | 29,728 | 25,269 | 21,479 | 18,257 | 15,518 | 13,190 | 11,212 | 9,530 | 8,101 | 6,805 | 5,716 | 4,801 | 4,033 | 3,388 | 2,846 | 2,390 | 2,008 | 1,687 | 1,417 | 1,190 | 1,000 | 840 | 705 | 593 |
| 086 | 153,000 | 153,000 | 130,050 | 110,543 | 93,961 | 79,867 | 67,887 | 57,704 | 49,048 | 41,691 | 35,437 | 30,122 | 25,604 | 21,763 | 18,489 | 15,724 | 13,365 | 11,360 | 9,656 | 8,208 | 6,895 | 5,791 | 4,855 | 4,086 | 3,433 | 2,883 | 2,422 | 2,035 | 1,709 | 1,436 | 1,206 | 1,013 | 851 | 715 | 600 |
| 087 | 155,000 | 155,000 | 131,750 | 111,988 | 95,189 | 80,911 | 68,774 | 58,458 | 49,689 | 42,236 | 35,901 | 30,516 | 25,938 | 22,047 | 18,740 | 15,929 | 13,540 | 11,509 | 9,783 | 8,315 | 6,985 | 5,867 | 4,928 | 4,140 | 3,478 | 2,921 | 2,454 | 2,061 | 1,731 | 1,454 | 1,222 | 1,026 | 862 | 724 | 608 |
| 088 | 157,000 | 157,000 | 133,450 | 113,433 | 96,418 | 81,955 | 69,662 | 59,212 | 50,331 | 42,781 | 36,364 | 30,909 | 26,273 | 22,332 | 18,992 | 16,135 | 13,715 | 11,657 | 9,909 | 8,422 | 7,075 | 5,943 | 4,992 | 4,193 | 3,522 | 2,959 | 2,485 | 2,088 | 1,754 | 1,473 | 1,237 | 1,039 | 873 | 733 | 616 |
| 089 | 159,000 | 159,000 | 135,150 | 114,878 | 97,646 | 82,999 | 70,549 | 59,967 | 50,972 | 43,326 | 36,827 | 31,303 | 26,608 | 22,616 | 19,224 | 16,340 | 13,889 | 11,806 | 10,035 | 8,530 | 7,165 | 6,019 | 5,056 | 4,247 | 3,567 | 2,986 | 2,517 | 2,114 | 1,776 | 1,492 | 1,253 | 1,053 | 884 | 743 | 624 |
| 090 | 161,000 | 161,000 | 136,850 | 116,323 | 98,874 | 84,043 | 71,437 | 60,721 | 51,613 | 43,671 | 37,290 | 31,697 | 26,942 | 22,801 | 19,466 | 16,546 | 14,064 | 11,954 | 10,161 | 8,637 | 7,255 | 6,094 | 5,119 | 4,300 | 3,612 | 3,034 | 2,549 | 2,141 | 1,798 | 1,511 | 1,269 | 1,066 | 895 | 752 | 632 |

2014 CALENDAR YEAR 16M & 20M MOTOR VEHICLE APPRAISED VALUE CHART

| Class | Code | Mid Pt Value | MODEL YEAR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---------|--------------|------------|---------|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|
| | | | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | | | | | | | | | | | | | | | | | | | | |
| 091 | 163,000 | 138,550 | 117,768 | 100,102 | 85,087 | 72,324 | 61,475 | 52,254 | 44,416 | 37,564 | 32,091 | 27,277 | 23,185 | 19,708 | 16,751 | 14,239 | 12,103 | 10,287 | 8,744 | 7,345 | 6,170 | 5,183 | 4,354 | 3,657 | 3,072 | 2,560 | 2,168 | 1,821 | 1,529 | 1,285 | 1,079 | 906 | 761 | 640 |
| 092 | 165,000 | 140,250 | 119,213 | 101,331 | 86,131 | 73,211 | 62,230 | 52,895 | 44,961 | 38,271 | 32,884 | 27,812 | 23,470 | 19,949 | 16,957 | 14,413 | 12,251 | 10,414 | 8,852 | 7,435 | 6,246 | 5,246 | 4,407 | 3,702 | 3,110 | 2,612 | 2,194 | 1,843 | 1,548 | 1,300 | 1,092 | 916 | 771 | 647 |
| 093 | 167,000 | 141,950 | 120,658 | 102,559 | 87,175 | 74,089 | 62,984 | 53,536 | 45,506 | 38,680 | 32,878 | 27,946 | 23,754 | 20,191 | 17,163 | 14,588 | 12,400 | 10,540 | 8,989 | 7,526 | 6,321 | 5,310 | 4,480 | 3,747 | 3,147 | 2,644 | 2,221 | 1,865 | 1,567 | 1,316 | 1,106 | 929 | 780 | 655 |
| 094 | 169,000 | 143,650 | 122,103 | 103,787 | 88,219 | 74,986 | 63,738 | 54,178 | 46,051 | 39,143 | 33,272 | 28,281 | 24,039 | 20,433 | 17,368 | 14,763 | 12,548 | 10,666 | 9,066 | 7,616 | 6,397 | 5,374 | 4,514 | 3,792 | 3,195 | 2,675 | 2,247 | 1,888 | 1,586 | 1,332 | 1,119 | 940 | 789 | 663 |
| 095 | 171,000 | 145,350 | 123,548 | 105,015 | 89,263 | 75,874 | 64,493 | 54,819 | 46,596 | 39,006 | 33,666 | 28,616 | 24,323 | 20,675 | 17,574 | 14,938 | 12,697 | 10,792 | 9,174 | 7,706 | 6,473 | 5,437 | 4,567 | 3,836 | 3,223 | 2,707 | 2,274 | 1,910 | 1,604 | 1,348 | 1,132 | 951 | 799 | 671 |
| 096 | 173,000 | 147,050 | 124,993 | 106,244 | 90,307 | 76,761 | 65,247 | 55,460 | 47,141 | 40,070 | 34,059 | 28,950 | 24,608 | 20,917 | 17,779 | 15,112 | 12,845 | 10,919 | 9,281 | 7,796 | 6,549 | 5,501 | 4,621 | 3,881 | 3,260 | 2,739 | 2,300 | 1,932 | 1,623 | 1,364 | 1,145 | 962 | 808 | 679 |
| 097 | 175,000 | 148,750 | 126,438 | 107,472 | 91,351 | 77,648 | 66,001 | 56,101 | 47,686 | 40,533 | 34,453 | 29,285 | 24,892 | 21,158 | 17,985 | 15,287 | 12,994 | 11,045 | 9,388 | 7,886 | 6,624 | 5,564 | 4,674 | 3,926 | 3,298 | 2,770 | 2,327 | 1,955 | 1,642 | 1,379 | 1,159 | 973 | 818 | 687 |
| 098 | 177,000 | 150,450 | 127,883 | 108,700 | 92,395 | 78,536 | 66,755 | 56,742 | 48,231 | 40,986 | 34,847 | 29,620 | 25,177 | 21,400 | 18,190 | 15,462 | 13,142 | 11,171 | 9,495 | 7,976 | 6,700 | 5,628 | 4,727 | 3,971 | 3,336 | 2,802 | 2,354 | 1,977 | 1,661 | 1,395 | 1,172 | 984 | 827 | 695 |
| 099 | 179,000 | 152,150 | 129,328 | 109,928 | 93,439 | 79,423 | 67,510 | 57,383 | 48,776 | 41,459 | 35,241 | 29,954 | 25,461 | 21,642 | 18,396 | 15,636 | 13,291 | 11,297 | 9,603 | 8,066 | 6,776 | 5,692 | 4,781 | 4,016 | 3,373 | 2,834 | 2,380 | 1,999 | 1,680 | 1,411 | 1,185 | 995 | 836 | 702 |
| 100 | 181,000 | 153,850 | 130,773 | 111,157 | 94,483 | 80,311 | 68,284 | 58,024 | 49,321 | 41,923 | 35,634 | 30,289 | 25,746 | 21,884 | 18,601 | 15,811 | 13,439 | 11,424 | 9,710 | 8,156 | 6,851 | 5,755 | 4,834 | 4,061 | 3,411 | 2,865 | 2,407 | 2,022 | 1,698 | 1,427 | 1,198 | 1,007 | 846 | 710 |
| 101 | 183,000 | 155,550 | 132,218 | 112,395 | 95,527 | 81,198 | 69,018 | 58,666 | 49,866 | 42,366 | 36,028 | 30,624 | 26,030 | 22,126 | 18,807 | 15,986 | 13,588 | 11,550 | 9,817 | 8,247 | 6,927 | 5,819 | 4,888 | 4,106 | 3,449 | 2,897 | 2,433 | 2,044 | 1,717 | 1,442 | 1,212 | 1,018 | 855 | 718 |
| 102 | 185,000 | 157,250 | 133,663 | 113,613 | 96,571 | 82,085 | 69,773 | 59,307 | 50,411 | 42,849 | 36,422 | 30,959 | 26,315 | 22,368 | 19,012 | 16,161 | 13,736 | 11,676 | 9,925 | 8,337 | 7,003 | 5,882 | 4,941 | 4,151 | 3,486 | 2,929 | 2,460 | 2,066 | 1,736 | 1,458 | 1,225 | 1,029 | 864 | 726 |
| 103 | 187,000 | 158,950 | 135,108 | 114,841 | 97,615 | 82,973 | 70,527 | 59,948 | 50,956 | 43,312 | 36,816 | 31,293 | 26,599 | 22,609 | 19,218 | 16,335 | 13,895 | 11,802 | 10,032 | 8,427 | 7,078 | 5,946 | 4,995 | 4,195 | 3,524 | 2,960 | 2,487 | 2,089 | 1,755 | 1,474 | 1,238 | 1,040 | 874 | 734 |
| 104 | 189,000 | 160,650 | 136,553 | 116,070 | 98,659 | 83,860 | 71,281 | 60,589 | 51,501 | 43,776 | 37,209 | 31,628 | 26,884 | 22,851 | 19,423 | 16,510 | 14,033 | 11,928 | 10,139 | 8,517 | 7,154 | 6,010 | 5,048 | 4,240 | 3,562 | 2,992 | 2,513 | 2,111 | 1,773 | 1,490 | 1,251 | 1,051 | 883 | 742 |
| 105 | 191,000 | 162,350 | 137,998 | 117,298 | 99,703 | 84,748 | 72,036 | 61,230 | 52,046 | 44,239 | 37,603 | 31,963 | 27,168 | 23,093 | 19,629 | 16,685 | 14,182 | 12,055 | 10,246 | 8,607 | 7,230 | 6,073 | 5,101 | 4,285 | 3,600 | 3,024 | 2,540 | 2,133 | 1,792 | 1,505 | 1,265 | 1,062 | 892 | 749 |
| 106 | 193,000 | 164,050 | 139,443 | 118,526 | 100,747 | 85,635 | 72,790 | 61,871 | 52,591 | 44,702 | 37,997 | 32,297 | 27,453 | 23,335 | 19,835 | 16,859 | 14,330 | 12,181 | 10,354 | 8,697 | 7,306 | 6,137 | 5,155 | 4,330 | 3,637 | 3,055 | 2,566 | 2,156 | 1,811 | 1,521 | 1,278 | 1,073 | 902 | 757 |
| 107 | 195,000 | 165,750 | 140,888 | 119,754 | 101,791 | 86,523 | 73,544 | 62,513 | 53,136 | 45,165 | 38,391 | 32,632 | 27,737 | 23,577 | 20,040 | 17,034 | 14,479 | 12,307 | 10,461 | 8,787 | 7,381 | 6,200 | 5,208 | 4,375 | 3,675 | 3,087 | 2,593 | 2,178 | 1,830 | 1,537 | 1,291 | 1,084 | 911 | 765 |
| 108 | 197,000 | 167,450 | 142,333 | 120,983 | 102,835 | 87,410 | 74,298 | 63,154 | 53,681 | 45,529 | 38,784 | 32,967 | 28,022 | 23,818 | 20,246 | 17,209 | 14,627 | 12,433 | 10,588 | 8,877 | 7,457 | 6,284 | 5,262 | 4,420 | 3,713 | 3,119 | 2,620 | 2,200 | 1,848 | 1,553 | 1,304 | 1,096 | 920 | 773 |
| 109 | 199,000 | 169,150 | 143,778 | 122,211 | 103,879 | 88,297 | 75,053 | 63,795 | 54,226 | 46,082 | 39,178 | 33,301 | 28,306 | 24,060 | 20,451 | 17,383 | 14,776 | 12,560 | 10,676 | 8,968 | 7,533 | 6,327 | 5,315 | 4,485 | 3,750 | 3,150 | 2,646 | 2,223 | 1,867 | 1,568 | 1,317 | 1,107 | 930 | 781 |
| 110 | 201,000 | 170,850 | 145,223 | 123,439 | 104,923 | 89,185 | 75,807 | 64,436 | 54,771 | 46,555 | 39,572 | 33,636 | 28,591 | 24,302 | 20,657 | 17,558 | 14,924 | 12,686 | 10,783 | 9,058 | 7,608 | 6,391 | 5,369 | 4,510 | 3,788 | 3,182 | 2,673 | 2,245 | 1,886 | 1,584 | 1,331 | 1,118 | 939 | 789 |
| 111 | 203,000 | 172,550 | 146,668 | 124,667 | 105,967 | 90,072 | 76,561 | 65,077 | 55,316 | 47,018 | 39,866 | 33,971 | 28,875 | 24,544 | 20,862 | 17,733 | 15,073 | 12,812 | 10,890 | 9,148 | 7,684 | 6,455 | 5,422 | 4,554 | 3,826 | 3,214 | 2,699 | 2,268 | 1,905 | 1,600 | 1,344 | 1,129 | 948 | 797 |
| 112 | 205,000 | 174,250 | 148,113 | 125,896 | 107,011 | 90,960 | 77,316 | 65,718 | 55,861 | 47,481 | 40,359 | 34,305 | 29,160 | 24,786 | 21,068 | 17,908 | 15,221 | 12,938 | 10,998 | 9,238 | 7,760 | 6,518 | 5,475 | 4,599 | 3,863 | 3,245 | 2,726 | 2,290 | 1,923 | 1,616 | 1,357 | 1,140 | 958 | 804 |
| 113 | 207,000 | 175,950 | 149,558 | 127,124 | 108,055 | 91,847 | 78,070 | 66,359 | 56,406 | 47,945 | 40,753 | 34,640 | 29,444 | 25,027 | 21,273 | 18,082 | 15,370 | 13,064 | 11,105 | 9,328 | 7,836 | 6,582 | 5,529 | 4,644 | 3,901 | 3,277 | 2,753 | 2,312 | 1,942 | 1,631 | 1,370 | 1,151 | 967 | 812 |
| 114 | 209,000 | 177,650 | 151,003 | 128,352 | 109,099 | 92,734 | 78,824 | 67,001 | 56,951 | 48,908 | 41,147 | 34,975 | 29,729 | 25,269 | 21,479 | 18,257 | 15,518 | 13,191 | 11,212 | 9,418 | 7,911 | 6,645 | 5,582 | 4,689 | 3,939 | 3,309 | 2,779 | 2,335 | 1,961 | 1,647 | 1,384 | 1,162 | 976 | 820 |
| 115 | 211,000 | 179,350 | 152,448 | 129,580 | 110,143 | 93,622 | 79,579 | 67,642 | 57,496 | 48,971 | 41,540 | 35,309 | 30,013 | 25,511 | 21,684 | 18,432 | 15,667 | 13,317 | 11,319 | 9,508 | 7,987 | 6,709 | 5,636 | 4,734 | 3,976 | 3,340 | 2,806 | 2,357 | 1,980 | 1,663 | 1,397 | 1,173 | 986 | 828 |
| 116 | 213,000 | 181,050 | 153,893 | 130,809 | 111,187 | 94,509 | 80,333 | 68,283 | 58,040 | 49,334 | 41,934 | 35,644 | 30,297 | 25,753 | 21,890 | 18,606 | 15,815 | 13,443 | 11,427 | 9,598 | 8,063 | 6,773 | 5,689 | 4,779 | 4,014 | 3,372 | 2,832 | 2,379 | 1,999 | 1,679 | 1,410 | 1,185 | 995 | 836 |
| 117 | 215,000 | 182,750 | 155,338 | 132,037 | 112,231 | 95,397 | 81,087 | 69,924 | 58,585 | 49,798 | 42,928 | 35,979 | 30,562 | 25,995 | 22,095 | 18,781 | 15,964 | 13,569 | 11,534 | 9,689 | 8,138 | 6,836 | 5,742 | 4,824 | 4,052 | 3,404 | 2,859 | 2,402 | 2,017 | 1,695 | 1,423 | 1,196 | 1,004 | 844 |
| 118 | 217,000 | 184,450 | 156,783 | 133,265 | 113,275 | 96,284 | 81,841 | 69,565 | 59,130 | 50,361 | 42,722 | 36,313 | 30,866 | 26,236 | 22,301 | 18,956 | 16,112 | 13,696 | 11,641 | 9,779 | 8,214 | 6,900 | 5,796 | 4,869 | 4,090 | 3,435 | 2,886 | 2,424 | 2,036 | 1,710 | 1,457 | 1,207 | 1,014 | 852 |
| 119 | 219,000 | 186,150 | 158,228 | 134,493 | 114,319 | 97,171 | 82,596 | 70,206 | 59,675 | 50,724 | 43,115 | 36,648 | 31,151 | 26,478 | 22,507 | 19,131 | 16,261 | 13,822 | 11,749 | 9,869 | 8,290 | 6,963 | 5,849 | 4,913 | 4,127 | 3,467 | 2,812 | 2,446 | 2,055 | 1,726 | 1,460 | 1,218 | 1,023 | 859 |
| 120 | 221,000 | 187,850 | 159,673 | 135,722 | 115,363 | 98,059 | 83,350 | 70,848 | 60,220 | 51,187 | 43,509 | 36,893 | 31,435 | 26,720 | 22,712 | 19,305 | 16,409 | 13,948 | 11,856 | 9,959 | 8,365 | 7,027 | 5,903 | 4,958 | 4,165 | 3,499 | 2,939 | 2,469 | 2,074 | 1,742 | 1,463 | 1,229 | 1,032 | 867 |

2014 Calendar Year 16M & 20M Minimum Appraised Value Chart

These appraised values will result in an annual \$12 min/max tax for motor vehicles 1980 or older and an annual \$24 minimum tax for motor vehicles 1981 and newer as required by statute. These appraised values are for a full calendar year, therefore, the values will be less if prorated. The assessment rate for 16m/20m motor vehicles is 20%.

| County | 2014 Motor Vehicle Mill Levy | Value for 1980 & Older | Minimum Value 1981 & Newer | County | 2014 Motor Vehicle Mill Levy | Value for 1980 & Older | Minimum Value 1981 & Newer |
|-------------|------------------------------|------------------------|----------------------------|--------------|------------------------------|------------------------|----------------------------|
| Allen | 0.142917 | 420 | 840 | Linn | 0.105680 | 568 | 1,136 |
| Anderson | 0.134524 | 446 | 892 | Logan | 0.103208 | 581 | 1,163 |
| Atchison | 0.127441 | 471 | 942 | Lyon | 0.134090 | 447 | 895 |
| Barber | 0.102118 | 588 | 1,175 | Marion | 0.133227 | 450 | 901 |
| Barton | 0.134406 | 446 | 893 | Marshall | 0.117414 | 511 | 1,022 |
| Bourbon | 0.144818 | 414 | 829 | Mcpherson | 0.101633 | 590 | 1,181 |
| Brown | 0.096927 | 619 | 1,238 | Meade | 0.103569 | 579 | 1,159 |
| Butler | 0.127412 | 471 | 942 | Miami | 0.103708 | 579 | 1,157 |
| Chase | 0.116214 | 516 | 1,033 | Mitchell | 0.150163 | 400 | 799 |
| Chautauqua | 0.161612 | 371 | 743 | Montgomery | 0.126951 | 473 | 945 |
| Cherokee | 0.100233 | 599 | 1,197 | Morris | 0.124876 | 480 | 961 |
| Cheyenne | 0.146287 | 410 | 820 | Morton | 0.082353 | 729 | 1,457 |
| Clark | 0.150701 | 398 | 796 | Nemaha | 0.098289 | 610 | 1,221 |
| Clay | 0.133810 | 448 | 897 | Neosho | 0.161609 | 371 | 743 |
| Cloud | 0.149456 | 401 | 803 | Ness | 0.105970 | 566 | 1,132 |
| Coffey | 0.067090 | 894 | 1,789 | Norton | 0.143645 | 418 | 835 |
| Comanche | 0.132702 | 452 | 904 | Osage | 0.129332 | 464 | 928 |
| Cowley | 0.142507 | 421 | 842 | Osborne | 0.142368 | 421 | 843 |
| Crawford | 0.115016 | 522 | 1,043 | Ottawa | 0.140970 | 426 | 851 |
| Decatur | 0.138968 | 432 | 864 | Pawnee | 0.150881 | 398 | 795 |
| Dickinson | 0.106518 | 563 | 1,127 | Pawnee | 0.150881 | 398 | 795 |
| Doniphan | 0.098647 | 608 | 1,216 | Phillips | 0.165729 | 362 | 724 |
| Douglas | 0.103731 | 578 | 1,157 | Pottawatomie | 0.070356 | 853 | 1,706 |
| Edwards | 0.136343 | 440 | 880 | Pratt | 0.144816 | 414 | 829 |
| Elk | 0.177703 | 338 | 675 | Rawlins | 0.140199 | 428 | 856 |
| Ellis | 0.083388 | 720 | 1,439 | Reno | 0.135804 | 442 | 884 |
| Ellsworth | 0.113479 | 529 | 1,057 | Republic | 0.157129 | 382 | 764 |
| Finney | 0.103150 | 582 | 1,163 | Rice | 0.115899 | 518 | 1,035 |
| Ford | 0.151522 | 396 | 792 | Riley | 0.105028 | 571 | 1,143 |
| Franklin | 0.125279 | 479 | 958 | Rooks | 0.113794 | 527 | 1,055 |
| Geary | 0.118243 | 507 | 1,015 | Rush | 0.139995 | 429 | 857 |
| Gove | 0.095107 | 631 | 1,262 | Russell | 0.133873 | 448 | 896 |
| Graham | 0.110417 | 543 | 1,087 | Saline | 0.100704 | 596 | 1,192 |
| Grant | 0.075646 | 793 | 1,586 | Scott | 0.125329 | 479 | 957 |
| Gray | 0.123459 | 486 | 972 | Sedgwick | 0.102722 | 584 | 1,168 |
| Greeley | 0.173953 | 345 | 690 | Seward | 0.105039 | 571 | 1,142 |
| Greenwood | 0.143567 | 418 | 836 | Shawnee | 0.125219 | 479 | 958 |
| Hamilton | 0.155859 | 385 | 770 | Sheridan | 0.137611 | 436 | 872 |
| Harper | 0.135200 | 444 | 888 | Sherman | 0.111446 | 538 | 1,077 |
| Harvey | 0.110091 | 545 | 1,090 | Smith | 0.194696 | 308 | 616 |
| Haskell | 0.070143 | 855 | 1,711 | Stafford | 0.124107 | 483 | 967 |
| Hodgeman | 0.136664 | 439 | 878 | Stanton | 0.136850 | 438 | 877 |
| Jackson | 0.123434 | 486 | 972 | Stevens | 0.079615 | 754 | 1,507 |
| Jefferson | 0.123298 | 487 | 973 | Sumner | 0.126560 | 474 | 948 |
| Jewell | 0.163657 | 367 | 733 | Thomas | 0.126006 | 476 | 952 |
| Johnson | 0.100400 | 598 | 1,195 | Trego | 0.126845 | 473 | 946 |
| Kearny | 0.093803 | 640 | 1,279 | Wabaunsee | 0.127543 | 470 | 941 |
| Kingman | 0.124731 | 481 | 962 | Wallace | 0.145300 | 413 | 826 |
| Kiowa | 0.106390 | 564 | 1,128 | Washington | 0.144156 | 416 | 832 |
| Labette | 0.165806 | 362 | 724 | Wichita | 0.148353 | 404 | 809 |
| Lane | 0.115353 | 520 | 1,040 | Wilson | 0.110253 | 544 | 1,088 |
| Leavenworth | 0.112946 | 531 | 1,062 | Woodson | 0.148301 | 405 | 809 |
| Lincoln | 0.156472 | 383 | 767 | Wyandotte | 0.155628 | 386 | 771 |

Proration of Tax Roll and 16M/20M Motor Vehicles

K.S.A. 79-306d outlines the procedures used to list and value tax roll motor vehicles for purposes of property taxation in Kansas. The same proration procedures outlined in this statute are also applied to motor vehicles registered with 16M/20M tags.

The statute distinguishes between vehicles that are traded and vehicles that are sold. A traded or “replaced” vehicle is one for which a replacement vehicle is acquired. A *sold* vehicle is one for which a replacement vehicle is not acquired. A “replacement” vehicle is one that replaces a vehicle that has been listed for assessment and taxation for the calendar year in which the replacement vehicle is acquired. *Typically*, the license plate is transferred from the replaced vehicle to the replacement vehicle.

Motor vehicles acquired or purchased after September 1 are not prorated in the year the vehicle is acquired or purchased. Motor vehicles that are sold or become subject to taxation as “taxed when tagged” after September 1, are prorated in the year the vehicle is sold or becomes subject to taxation as “taxed when tagged”.

In accordance with the procedures outlined in K.S.A. 79-306d, the values for tax roll motor vehicles registered 24M or greater and non-highway titled motor vehicles and 16M/20M motor vehicles are prorated in the following manner:

Vehicles that are acquired, purchased or traded:

- 1) When the vehicle acquired is not a replacement vehicle – the monthly value is multiplied by the number of months (or fraction of a month) remaining in the calendar year. Do not prorate if the vehicle is purchased after September 1.

Example:

A new vehicle is purchased in May. It does not replace another vehicle. The vehicle value is prorated from May-December. [May is a fraction of a month].

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

- 2) When the vehicle acquired is a replacement vehicle – the **newly acquired vehicle’s** monthly value is multiplied by the number of months (or fractions thereof) remaining in the calendar year. The **replaced vehicle** is valued by multiplying the monthly value by the number of full calendar months in the calendar year that the vehicle was owned. The values of the vehicles are added together and the sum of the values equals the total valuation of the motor vehicles for the calendar year. If the “replacement” vehicle is acquired on or after September 1, the traded (replaced) vehicle remains on the appraisal roll and is not pro-rated for taxation purposes.

Example 1:

A new vehicle is purchased in March. It replaces another vehicle that is currently on the tax roll (or 16M/20M roll). The new/replacement vehicle value is prorated from March - December. [March is a fraction of a month]. The old/replaced vehicle value is prorated from January - February. [The number of full calendar months the vehicle was owned]

The values are added together for the full calendar year.

- Old/replaced vehicle: January - February.
- New/replacement vehicle: March - December.

Old Vehicle:

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

New Vehicle:

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Example 2:

A new vehicle is purchased in September. It replaces another vehicle that is currently on the tax roll (or 16M/20M roll). The new/replacement vehicle is not prorated when it is acquired after September 1. The old/replaced vehicle remains on the appraisal roll and the vehicle is valued from January - December.

Old Vehicle:

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

New Vehicle:

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Vehicles that are disposed of or become subject to taxation as “taxed when tagged”.

- 1) Anytime during the tax year when a motor vehicle assessed and taxed on the tax roll (or 16M/20M roll) is sold and not replaced, or becomes subject to taxation as “taxed when tagged”, the vehicle is valued by multiplying the monthly value by the number of months (or fractions thereof) in the calendar year that the vehicle was owned or **not** subject to taxation as “taxed when tagged”. Prorate if the vehicle is sold or becomes registered as “taxed when tagged” after September 1.

Example 1:

A taxpayer owned a vehicle that was on the tax roll (or 16M/20M roll). He sold it in October and did not replace it. The vehicle value is prorated from January - October. [October is a fraction of a month it was owned].

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Note: When “taxed when tagged” motor vehicles are switched to the tax roll *or* 16M/20M roll, the tax roll value is prorated starting with the first month the tax is not prepaid under “taxed when tagged”.

Example 2:

A taxpayer owned a non-highway-titled vehicle that was on the tax roll. He put a 12M tag on it (taxed when tagged) in August. The vehicle taxes are prorated on the tax roll for the number of months the vehicle is **not** subject to taxation as “taxed when tagged”.

Calculating pro-rated values:

To calculate the prorated value of a motor vehicle according to K.S.A. 79-306d, the full year value is divided by 12 to get the monthly value. The monthly value is then multiplied by the number of calendar months in the year that the vehicle is subject to taxation to get the prorated value. The vehicle in the example below was owned for 8 months.

Example:

$$8500 \text{ (full yr. value)} / 12 = 708.33333 \text{ (monthly value)} \times 8 = 5666.6666 \text{ or } 5667 \text{ (prorated value)}$$

When the prorated value of a motor vehicle must be manually calculated, the value produced by the factors below will closely resemble the electronically generated tax roll value. This chart converts the number of taxable months into a proration factor that can be multiplied by the full year appraised value to get the prorated value. Counties may use this chart at their option. These factors and the value generated by them are not meant to replace the factors or the tax roll values that are electronically generated by the county.

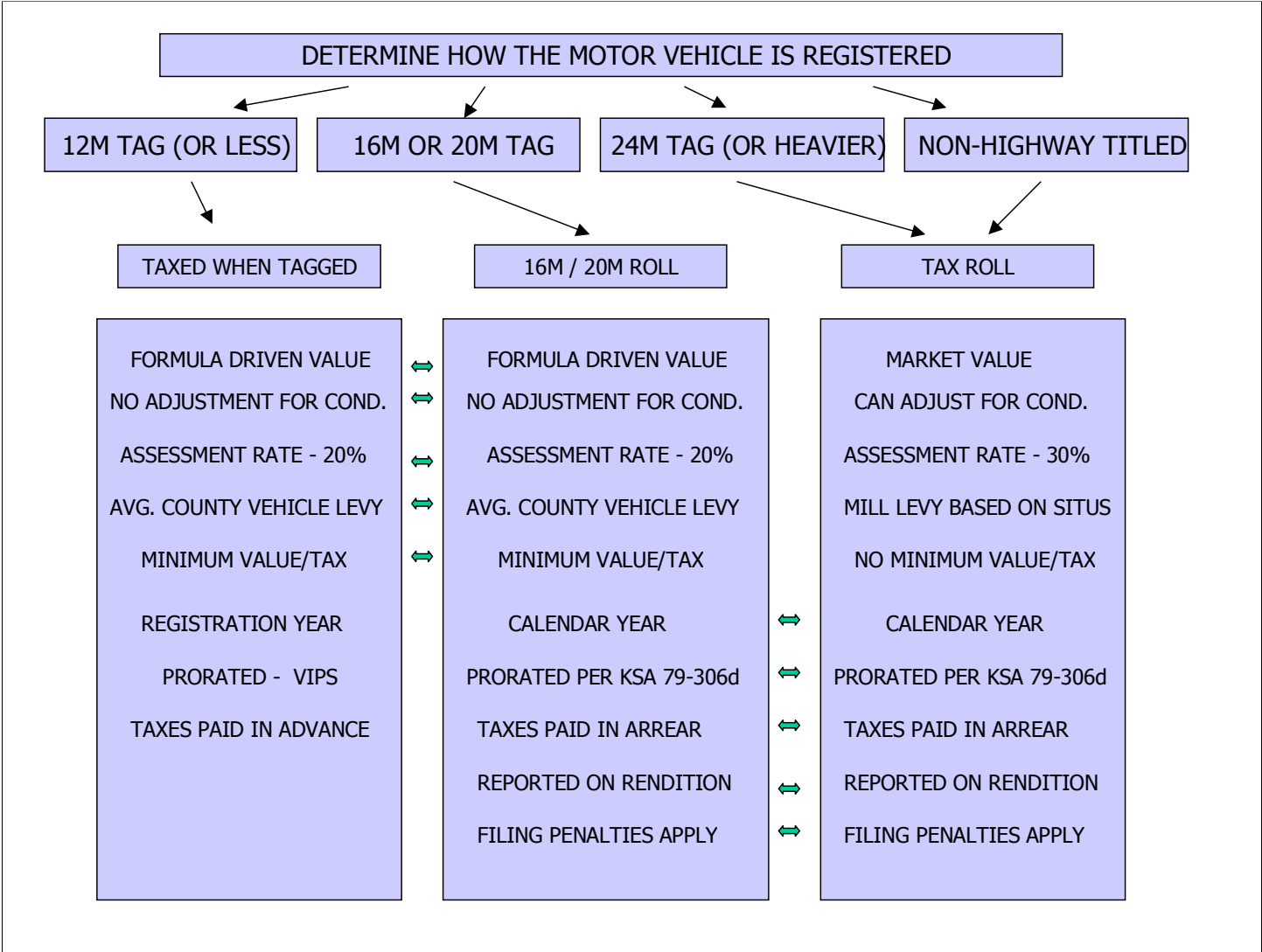
Example:

$$8500 \text{ (full yr. value)} \times .666666 \text{ (8 month proration factor)} = 5666.661 \text{ or } 5667 \text{ (prorated value)}$$

MONTHLY PRORATION CHART

| NUMBER OF MONTHS ON TAX ROLL | PRORATION FACTOR |
|---------------------------------|---------------------|
| 1 | .083333 |
| 2 | .166666 |
| 3 | .250000 |
| 4 | .333333 |
| 5 | .416666 |
| 6 | .500000 |
| 7 | .583333 |
| 8 | .666666 |
| 9 | .750000 |
| 10 | .833333 |
| 11 | .916666 |
| 12 | 1.000000 |

Flow chart for valuation and taxation of “taxed when tagged”, tax roll and 16M/20M motor vehicles.



“RV Titled” Recreational Vehicles

Motor homes, campers, and travel trailers that meet the statutory definition of recreational vehicle are required to be titled as recreational vehicles. RV Titled vehicles are classified under the “taxed when tagged” category. The property taxes are based on the **age and weight** of the recreational vehicle. The “age and weight” based tax value, *cannot* be adjusted for condition or mileage of the vehicle.

Kansas law defines a “recreational vehicle” as a vehicular-type unit that has been built on or has been built for use on a chassis; and has been designed primarily as living quarters for recreational, camping, vacation or travel use; and which has its own motive power or is mounted on or drawn by another vehicle; and which has a body width not exceeding 102 inches (8 1/2 ft.) and a body length not exceeding 45 feet; AND HAS ALL OF THE FOLLOWING FEATURES:

- ◆ an electrical system which operates above 12 volts
- ◆ provisions for plumbing
- ◆ heating
- ◆ and any other standard feature/component adopted in the uniform standards code for RVs.

If the recreational vehicle meets ALL of the criteria listed in the statute, it will be registered as a “RV-Titled” recreational vehicle. The following scale is used to calculate the taxes.

| Age Prior to the Calendar Year of Registration | Tax Calculation |
|---|---|
| 5 years or less | \$70.00 plus \$.90 per 100 pounds of weight |
| 6 years to 10 years | \$50.00 plus \$.70 per 100 pounds of weight |
| 11 years or more | \$30.00 plus \$.50 per 100 pounds of weight |
| 1981 & older models | \$30.00 flat rate (do <u>not</u> add for weight) |

RV-Titled vehicles, like taxed when tagged, have registration years which are based on parts of two calendar years. When an RV changes age categories the calculation for taxes will be split between two age categories for the registration period. The number of months in each calendar year, will be determined by the primary owner’s name.

The weight used to calculate the taxes for RV-titled vehicles is the “curb weight” or “shipping weight”. The Manufacturer’s Certificate of Origin (MCO) typically lists the shipping weight. The **GVW** (gross vehicle weight), **cannot be used to calculate RV-titled vehicle taxes**. If the shipping weight is not reflected on the MCO or the title, the vehicle must be weighed on a certified scale and the taxpayer must provide a certified weight ticket showing the weight of the vehicle.

If the vehicle cannot be weighed and an accurate weight is not available, the *N.A.D.A. Recreational Vehicle Appraisal Guide* may be used. The weight listed in the *N.A.D.A. Guide* is the unloaded weight of the vehicle up to 9,999 lbs. Vehicles with an unloaded weight of 10,000 lbs. or more are reflected in the *N.A.D.A. Guide* with an erroneous weight of 9,999 lbs. As a result, the *N.A.D.A. Guide* should not be used for RVs listed with a weight of 9,999 lbs. (10,000 lbs. or more). The *N.A.D.A. Recreational Appraisal Guide* also does not list weights for motor homes. Another resource that may be used to find the weight of a RV (including some motor homes) is the *Recreational Vehicle Blue Book*.

Example:

2013 Winnebago Adventurer Coach
Weight = 22,000 lbs.
\$.90 = rate per 100 lbs.
\$70.00 = flat rate for age (5 years old or less)

[Step 1] – 22,000 / 100 (rate is for every 100 lbs. of weight) = 220 cwt. (factor per 100 lbs.)

[Step 2] - 220 cwt. x \$.90 (rate per 100 lbs.) = \$198.00 (taxes for weight)

[Step 3] - \$198.00 + \$70.00 (taxes for age**) = \$268.00 (total taxes for 1 full year)

* Round up to next even hundred weight

** Application year minus model year

Notes:

Motor homes that do not qualify for the RV Title and are registered at 12,000 pounds or less are classified as “taxed when tagged” motor vehicles. *If* the motor home is registered above 12,000 pounds it is classified as a 16M/20M or a tax roll motor vehicle and it is reported on schedule 4 of the personal property rendition.

Campers and trailers that do not qualify for the RV Title are classified within the “Other” subclass and they are typically reported on schedule 6 of the personal property rendition. Refer to the “Other Personal Property Not Elsewhere Classified” Section of this guide for information on valuing campers and trailers that are not RV Titled. Tax roll values that are market-based can be adjusted for condition.

Non-traditional recreational trailers, such as horse trailers and car haulers, which are now designed and manufactured with living quarters, may qualify for the RV Title *if* they meet the statutory definition of a recreational vehicle. The trailer must meet all requirements in the statutory definition to be RV Titled.

[KSA 79-5118; 79-5119; 79-5120; 79-5121(e)]

Personal Property Exemption:

The “RV Titled” recreational vehicles of military members and/or their spouse with a home of record that is not Kansas may qualify for exemption under the Service Members Civil Relief Act. The Kansas military person and/or their spouse must file an exemption application with the Court of Tax Appeals to receive an exemption for recreational vehicles under the Kansas Statute, K.S.A. 79-5121(e). The county appraiser does not have the discretion to grant the Kansas military person’s and/or their spouses RV Titled vehicle an exemption from property taxation because K.S.A. 79-5121(e) is not one of the filing exceptions listed in K.S.A. 79-213(l).

Antique Titled Motor Vehicles

Kansas statutes define an antique vehicle as “any vehicle more than thirty-five (35) years old, propelled by a motor using petroleum fuel, steam or electricity or any combination thereof.”

Vehicles that satisfy the statutory requirements for an antique vehicle may qualify for an antique vehicle title. Vehicles which are operational are issued a title that is branded “antique title” and the vehicle is registered for highway operation. Vehicles which are not operational are issued a title that is branded “antique title only” for non-highway use. An “antique registration only” can be applied for at a later date if the owner wishes to use the vehicle on public highways.

The method of taxing a motor vehicle does not change when it is registered as an antique. A vehicle that is issued an “antique title” and registered for highway use continues being assessed and taxed in the same manner as it was or would have been prior to being titled and registered as an antique vehicle. Vehicles that are issued an “antique title only” for non-highway use are assessed and taxed on the tax roll the same as any other non-highway titled vehicle.

“Antique Title” Vehicles registered for highway use are taxed as follows:

1. “Taxed when Tagged” motor vehicles (12,000 lbs. or less):

A motor vehicle that was “*taxed when tagged*” prior to its antique title-registration should continue being taxed in the same manner. The county treasurer is responsible for notifying owners of the \$12.00 annual tax for “*taxed when tagged*” antique vehicles.

2. “16M/20M” motor vehicles (16,000 or 20,000 lbs.):

A motor vehicle that was “*16M/20M*” prior to its antique title-registration should continue being taxed on the “*16M/20M*” tax roll. A “*16M/20M*” antique vehicle is reported annually on a personal property rendition and valued based on the formula used to value “*taxed when tagged*” motor vehicles.

3. “Tax Roll” motor vehicles (24,000 lbs. or greater):

A motor vehicle that was a “*tax roll*” motor vehicle prior to its antique title-registration should continue being taxed on the tax roll. “*Tax roll*” antique vehicles are reported annually on a personal property rendition and they are appraised at fair market value.

“Antique Title Only” Vehicles for non-highway use are taxed as follows:

Vehicles that are issued an “antique title only” for non-highway use are reported annually on a personal property rendition and they are appraised at fair market value the same as any other non-highway titled vehicle. [KSA 8-166 to 8-170; 79-306d; 79-5100 series]

A “*non-highway titled*” or “*antique title only*” motor vehicle that is subsequently registered for highway use as an “*antique title*” vehicle is then taxed in the same manner as it was when last registered for highway use.

NOTE: The *market value* of some classic antique vehicles may be higher than the *market value* of other older vehicles that are not considered “*classics*.”

Kit Vehicles

Kit vehicles are generally replicas of classic production vehicles. The “kit” is sold to an individual who must purchase other parts (engine, tires, etc.) to assemble the vehicle. The “kit” is sold with a title that indicates the year, make and model the “kit” vehicle will resemble after it is assembled. For example, the “kit” title may indicate the vehicle is a 1966 Shelby Cobra. Upon its completion, the Kansas title for the 1966 Shelby Cobra “kit” car which was inspected and titled in the year 2012, would appear as follows:

Year: 2012 **Make:** MFGD (manufactured) **Model:** Kit66 **VIN:** KS100001

Model Year – determined by the year the kit vehicle is inspected by the highway patrol.

Make – “MFGD” is the designated make for all kit vehicles that meet the criteria.

Model – the make abbreviation and two-digit year of kit body used for the kit vehicle.

Vehicle Identification Number (VIN) – since a kit vehicle is not a “mass produced” vehicle, the Kansas VIN that begins with the letters KS is assigned by the Highway Patrol when the vehicle is inspected.

Valuing Kit Vehicles:

After it is fully assembled and ready for use on public roads, the kit vehicle must pass inspection by the Kansas Highway Patrol. The year, make, model and VIN of the vehicle is determined by the Highway Patrol and documented on the “MVE-1” inspection form. The county appraiser is responsible for determining market value for tax roll vehicles. PVD determines class codes for taxed when tagged and 16M/20M kit vehicles. Since a “Manufacturers Suggested Retail Price” on which to base the class code for a kit vehicle does not exist, the appraiser must obtain the *total cost* to produce the kit vehicle. Kit vehicles built by companies that specialize in the production of kit vehicles for resale are referred to as “Turnkey” vehicles. The “turnkey” price can be used as the “total value base” when determining the class code or market value of the kit vehicle.

Taxed When Tagged and 16M/20M Vehicles (12M or less and 16M/20M):

The “Valuation of Kit or Assembled Vehicle Worksheet” on page 41 can be used to collect the cost data necessary for PVD to determine the vehicle class code. Fax the completed worksheet along with the MVE-1, vehicle titles, and all invoices or cost data to the PVD Personal Property Section at (785) 296-2320. PVD will notify the county once a class code is determined for the taxed when tagged or 16M/20M motor vehicle. When the documentation provided is not sufficient to determine a class code, PVD staff will need to contact the vehicle owner for additional information. [KSA 79-5100 series]

Tax-roll Vehicles (24M or greater and Non-highway):

The “Valuation of Kit or Assembled Vehicle Worksheet” on page 41 can be a useful tool for documenting the value of a *newly assembled* kit vehicle. ***If a comprehensive list of all components, labor, paint and reasonable costs for each*** are provided, the “total base value” *may* represent the market value of the *newly assembled* vehicle. Once the market value is established, follow the procedures for Tax Roll Motor Vehicles found in the *Motor Vehicle* section of the guide. The county appraiser must annually determine the market value of kit vehicles on the tax roll. [KSA 79-306d]

Valuation of Kit or Assembled Vehicle Worksheet

A comprehensive list of all components, labor, paint and reasonable costs for each must be listed. The actual documented retail costs to the assembler must be documented. If the costs to the assembler are not available, a supportable estimate of retail costs and their source can be documented. For assistance contact the PVD Personal Property Section at (785)296-2365.

Tax Roll Motor Vehicles: the "Total Value Base" **may** reflect the market value of the *newly assembled* vehicle **if** a comprehensive list of **costs for all** components, paint, & labor is provided.

Taxed when Tagged and 16M/20M vehicle class codes: Fax the completed worksheet along with all support documentation to the PVD Personal Property Section at (785)296-2320.

| <u>Item</u> | <u>Cost</u> |
|-------------------------------|-----------------|
| Kit package | \$ _____ |
| Chassis/Frame | \$ _____ |
| Steering and Suspension | \$ _____ |
| Engine | \$ _____ |
| Transmission | \$ _____ |
| Rear End Axle | \$ _____ |
| Fuel System | \$ _____ |
| Interior (carpet, seats, etc) | \$ _____ |
| Paint and Body Work Materials | \$ _____ |
| Travel Components: Wheels | \$ _____ |
| Tires | \$ _____ |
| Brakes | \$ _____ |
| Electrical: Lights | \$ _____ |
| Ignition System | \$ _____ |
| Wiring System | \$ _____ |
| Estimated Labor Costs | \$ _____ |
| TOTAL VALUE BASE | \$ _____ |

Assembled Vehicles

Assembled vehicles are vehicles made from the parts (frame, engine, and body) of three different vehicles. Unibody vehicles are made from the parts of two different vehicles. Assembled vehicles are not mass produced vehicles. Usually an individual builds (assembles) a vehicle from the parts of different vehicles to create a “new” vehicle. ***Simply installing a new engine in a vehicle is not considered an assembled vehicle.*** An example of an assembled vehicle would be a 1985 Ford body, 1979 Chevy frame, and a 1982 Ford engine made into one vehicle. Upon its completion, the Kansas title for this assembled vehicle, if inspected and titled in the year 2014, would appear as follows:

YEAR: 2014 **MAKE:** ASVE **MODEL:** Ford85 **VIN:** Manuf. VIN or KS100001

Model Year – determined by the year the assembled vehicle is inspected by the highway patrol.

Make – “ASVE” is the designated make for all assembled vehicles that meet the criteria.

Model – four-letter make abbreviation and two-digit year of vehicle body used to make the assembled vehicle.

Vehicle Identification Number (VIN) – the manufacturer’s VIN from the vehicle body, if the manufacturer’s VIN has been lawfully removed, the Kansas VIN that begins with the letters KS is assigned by the Highway Patrol when the vehicle is inspected.

Valuing Assembled Vehicles:

After it is fully assembled and ready for use on public roads, the assembled vehicle must pass inspection by the Kansas Highway Patrol. The year, make, model and VIN of the vehicle is determined by the Kansas Highway Patrol and documented on the “MVE-1” inspection form. The county appraiser is responsible for determining the market value of “*tax roll*” vehicles. PVD determines class codes for taxed when tagged and 16M/20M vehicles. Since a “Manufacturers Suggested Retail Price” on which to base the class code for an assembled vehicle does not exist, the appraiser must obtain the *total cost* to produce the assembled vehicle.

Taxed When Tagged and 16M/20M Vehicles (12M or less and 16M/20M):

The “Valuation of Kit or Assembled Vehicle Worksheet” on page 41 can be used to collect the cost data necessary for PVD to determine the vehicle class code. Fax the completed worksheet along with the MVE-1, vehicle titles, and all invoices or cost data to the PVD Personal Property Section at (785) 296-2320. PVD will notify the county once a class code is determined for the taxed when tagged or 16M/20M motor vehicle. When the documentation provided is not sufficient to determine a class code, PVD staff will need to contact the vehicle owner for additional information. [KSA 79-5100 series]

Tax-roll Vehicles (24M or greater and Non-highway):

The “Valuation of Kit or Assembled Vehicle Worksheet” on page 41 can be a useful tool for documenting the value of a *newly assembled* vehicle. ***If a comprehensive list of all components, labor, paint and reasonable costs for each*** are provided, the “total base value” *may* represent the market value of the *newly assembled* vehicle. Once the market value is determined, follow the procedures for Tax Roll Motor Vehicles found in the *Motor Vehicle* section of the guide. The county appraiser must annually determine the market value of assembled vehicles on the tax roll. [KSA 79-306d]

Gray Market Motor Vehicles

A “Gray Market” motor vehicle is defined for valuation purposes as “a foreign-produced motor vehicle that is imported outside regular manufacturer distribution channels.” These vehicles are manufactured for sale in foreign countries only. Owners moving to this country typically bring the vehicles into the United States.

The vehicle identification number (VIN) for the gray market vehicle is slightly different than the VIN for the same model U.S.-produced vehicle. As a result, a class code cannot be found in the state motor vehicle system for a gray market vehicle that is registered taxed when tagged or 16M/20M. The PVD Personal Property Section at (785) 296-2365 can assist the county with taxed when tagged and 16M/20M class codes for gray market vehicles. When the Personal Property staff is not available, the county appraiser can assign the class code of a similar year, make and model U.S.-produced vehicle as a “temporary class code. Procedures for assigning “temporary” class codes are found under “Temporary/Tentative Class Codes” in the Motor Vehicle section of this guide.

Gray market vehicles that are registered 24M or greater tag or are non-highway titled are classified as tax roll motor vehicles. Tax roll motor vehicles are valued at market value for property tax purposes. To determine the market value of a gray market vehicle, the county appraiser can use the “trade in” value from the *NADA Official Used Car Guide* for a similar year, make and model U.S.-produced vehicle. A similar value from another nationally recognized automobile pricing guide could also be used or the county appraiser can consult with two or more independent experts to obtain an estimate of market value. Your findings must be documented.

[KSA 79-5100 series; 79-306d]

Ambulances

Ambulances are generally categorized into three “types”. PVD makes a distinction between “Type I” ambulances built on a one ton or less chassis (light duty) and “Type I” ambulance built on greater than one ton chassis (medium/heavy duty) for valuation purposes.

- TYPE I (light duty): Consists of a modular unit with para-medical equipment integrally installed. The module is mounted on a small truck chassis of one ton or less.
- TYPE I (med. duty): Consists of a modular unit with para-medical equipment integrally installed. The module is mounted on a medium/heavy duty truck chassis greater than one ton.
- TYPE II: Is a van conversion that includes para-medical equipment. This type of ambulance is becoming obsolete and few dealers are selling them.
- TYPE III: Is similar to a Type I ambulance, but wider. The module is mounted on a RV Cutaway or widened van and has a walk-through compartment from the driver cab to the back section.

Most ambulances are valued and taxed under the “**Taxed When Tagged**” system. Use the table below to determine the class code for the appropriate type of ambulance. The county appraiser cannot adjust the value of taxed when tagged motor vehicles.

CLASS CODES FOR AMBULANCES REGISTERED 12M OR 16M/20M

| Model Year | Type I - Light Duty | | Type I – Med/Hvy Duty | | Type II | Type III | |
|--------------------|---------------------|--------|-----------------------|--------|---------|----------|-----|
| | Gas | Diesel | Gas | Diesel | Gas/Dsl | Gas | Dsl |
| 1990 – 1991 | 30 | 31 | - | - | 25 26 | | |
| 1992 | 32 | 32 | - | - | 25 26 | 32 | 33 |
| 1993 | 34 | 35 | - | - | 26 27 | 32 | 33 |
| 1994 | 35 | 36 | - | - | 26 27 | 32 | 33 |
| 1995 | 37 | 38 | - | - | 28 29 | 35 | 36 |
| 1996 | 42 | 43 | - | - | 31 32 | 39 | 40 |
| 1997 | 43 | 44 | | 54 | 32 33 | 42 | 43 |
| 1998 | 45 | 46 | | 57 | 33 34 | 43 | 44 |
| 1999 | 46 | 48 | | 59 | 34 35 | 45 | 47 |
| 2000 – 2001 | 48 | 50 | | 64 | 35 37 | 47 | 49 |
| 2002 | 49 | 51 | | 65 | 36 37 | 48 | 50 |
| 2003 | 51 | 52 | | 67 | 37 38 | 51 | 51 |
| 2004 | 52 | 53 | | 68 | 37 39 | 51 | 52 |
| 2005 | 52 | 54 | | 69 | 38 39 | 51 | 52 |
| 2006 | 53 | 59 | | 71 | 38 42 | 51 | 57 |
| 2007 | 55 | 61 | | 75 | 40 43 | 53 | 58 |
| 2008 | 61 | 64 | | 79 | 43 46 | 59 | 62 |
| 2009 | 68 | 67 | | 87 | 47 48 | 65 | 65 |
| 2010 | 77 | 72 | | 95 | 50 51 | 73 | 70 |
| 2011 | 81 | 74 | | 98 | 53 53 | 77 | 73 |
| 2012 | 83 | 77 | | 101 | 54 54 | 79 | 75 |
| 2013 | 85 | 79 | | 104 | 55 56 | 81 | 77 |
| 2014 | 85 | 81 | | 107 | 55 57 | 81 | 77 |

1980 and older models: if a class code has not been previously assigned to a 1980 and older model vehicle, assign a class code one to generate the \$12.00 minimum tax required by law.

- ◆ **Ambulances registered with a 16M or 20M tag:** use the “Class Codes for Ambulances Registered 12M or 16M/20M” chart (page 44) to determine the class code. Once the class code is determined, refer to the “16M/20M Motor Vehicles” Section of this guide for valuation procedures. The county appraiser cannot adjust the value for 16M/20M registered motor vehicles.
- ◆ **Ambulances valued on the tax roll:** multiply the appropriate replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

AMBULANCE REPLACEMENT COST NEW

| TYPE: | TYPE I-LT DUTY | TYPE I-MED DUTY | TYPE II | TYPE III |
|----------------|----------------|-----------------|----------|-----------|
| GAS ENG | \$151,400 | N/A | \$92,000 | \$142,900 |
| DSL ENG | \$143,500 | \$194,800 | \$95,700 | \$135,500 |

AMBULANCE PERCENT GOOD SCALE

| MDL YEAR: | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 |
|------------------|------|------|------|------|------|------|------|------|------|------|
| % GOOD: | 67% | 50% | 38% | 28% | 21% | 16% | 12% | 9% | 7% | 5% |

NOTE: Functional obsolescence may have an impact on the value of certain specialized medical-type equipment in ambulances. The county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.

[KSA 79-5100 series; 79-306d; 79-1456]

School Buses

School buses that are registered to operate under a “haul for hire” authority are state assessed for property purposes. School buses that are county assessed for property tax purposes are generally valued and taxed under the “**Taxed When Tagged**” system.

Use the table below to determine the class code for the school bus. Match the model year with the rated number of seats to determine the class code. The county appraiser cannot adjust the value of taxed when tagged motor vehicles.

CLASS CODES FOR SCHOOL BUSES REGISTERED 12M OR 16M/20M

| Model Year | Rated Number of Seats | | | | | | | | |
|-------------|-----------------------|----|----|----|----|----|----|----|----|
| | 16 | 20 | 35 | 47 | 53 | 59 | 65 | 71 | 78 |
| 1985 – 1987 | 18 | 19 | 20 | 21 | 21 | 21 | 22 | 22 | |
| 1988 – 1989 | 19 | 20 | 21 | 22 | 22 | 23 | 23 | 23 | |
| 1990 – 1992 | 20 | 22 | 23 | 24 | 24 | 24 | 25 | 25 | |
| 1993 | 21 | 22 | 24 | 25 | 25 | 26 | 26 | 28 | |
| 1994 | 21 | 23 | 25 | 26 | 26 | 27 | 28 | 30 | |
| 1995 – 1996 | 22 | 24 | 27 | 28 | 29 | 29 | 30 | 33 | |
| 1997 | 23 | 25 | 28 | 29 | 29 | 30 | 31 | 33 | |
| 1998 – 1999 | 24 | 25 | 30 | 30 | 31 | 31 | 33 | 35 | |
| 2000 | 25 | 27 | 32 | 32 | 33 | 33 | 35 | 35 | |
| 2001 | 25 | 28 | 32 | 32 | 33 | 34 | 35 | 38 | |
| 2002 | 25 | 28 | 32 | 33 | 34 | 34 | 35 | 38 | |
| 2003 | 26 | 28 | 32 | 34 | 34 | 35 | 36 | 38 | |
| 2004 Gas | 26 | 28 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2004 Diesel | 28 | 30 | 34 | 36 | 36 | 37 | 38 | 40 | |
| 2005 Gas | 26 | 28 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2005 Diesel | 28 | 30 | 35 | 37 | 37 | 37 | 39 | 40 | |
| 2006 Gas | 26 | 28 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2006 Diesel | 29 | 30 | 36 | 38 | 39 | 40 | 41 | 42 | |
| 2007 Gas | 27 | 29 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2007 Diesel | 29 | 31 | 38 | 41 | 43 | 44 | 45 | 46 | 47 |
| 2008 Gas | 27 | 30 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2008 Diesel | 30 | 33 | 41 | 43 | 44 | 45 | 45 | 47 | 47 |
| 2009 Gas | 29 | 31 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2009 Diesel | 31 | 35 | 43 | 44 | 45 | 46 | 47 | 47 | 48 |
| 2010 Gas | 30 | 33 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2010 Diesel | 33 | 35 | 45 | 47 | 48 | 49 | 50 | 51 | 50 |
| 2011 Gas | 32 | 34 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2011 Diesel | 34 | 37 | 45 | 47 | 48 | 49 | 50 | 51 | 52 |
| 2012 Gas | 33 | 34 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2012 Diesel | 36 | 37 | 46 | 48 | 49 | 50 | 50 | 51 | 52 |
| 2013 Gas | 34 | 36 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2013 Diesel | 37 | 39 | 48 | 49 | 50 | 51 | 52 | 53 | 54 |
| 2014 Gas | 36 | 37 | 33 | 34 | 34 | 35 | 36 | 38 | |
| 2014 Diesel | 39 | 40 | 50 | 51 | 52 | 53 | 54 | 55 | 55 |

◆ **1980 and older models:** if a class code has not been previously assigned to a 1980 and older model vehicle, assign a class code one to generate the \$12.00 minimum tax required by law.

School Buses registered with a 16M/20M tag: use the “Class Codes for School Buses Registered 12M or 16M/20M” chart (page 46) to determine the class code. Once the class code is determined, follow the valuation procedures outlined in the “16M/20M Motor Vehicles” Section of this guide. The county appraiser cannot adjust the value for 16M/20M registered motor vehicles.

- ◆ **School Buses valued on the tax roll:** multiply the appropriate replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

SCHOOL BUS REPLACEMENT COST NEW

| SEATS | 16 | 20 | 35 | 47 | 53 | 59 | 65 | 71 | 78 |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| GAS ENG | 52,400 | 55,600 | 46,700 | 49,000 | 49,500 | 50,500 | 53,400 | 57,200 | |
| DSL ENG | 58,500 | 61,400 | 80,100 | 83,500 | 85,800 | 87,000 | 88,700 | 90,700 | 91,700 |

Note:

Add 8,500 for a wheelchair lift with door.

SCHOOL BUS PERCENT GOOD SCALE

| <u>MDL YEAR:</u> | <u>2014</u> | <u>2013</u> | <u>2012</u> | <u>2011</u> | <u>2010</u> | <u>2009</u> | <u>2008</u> | <u>2007</u> | <u>2006</u> | <u>2005</u> |
|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| GOOD: | 75% | 65% | 55% | 45% | 35% | 25% | 20% | 15% | 10% | 5% |

***NOTE:** The county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.*

[KSA 79-5100 series; 79-306d; 79-1456]

Small Buses

Small buses are typically built on a van chassis with a specialized conversion package added or on a commercial/RV cutaway chassis with a specialized body added. These types of buses are commonly used as shuttle buses, medical patient transports, institutional courtesy vehicles or very small school buses.

Generally, this type of bus is registered with a 12M tag and valued and taxed under the “Taxed When Tagged” system. Use the table below to determine the class code. The county appraiser cannot adjust the value for taxed when tagged motor vehicles.

CLASS CODES FOR SMALL BUSES REGISTERED 12M OR 16M/20M

| Model Year | Rated Number of Seats | | | | | | | |
|-------------|-----------------------|----|-------|----|----|----|----|----|
| | 10 | 12 | 13-16 | 17 | 19 | 20 | 25 | 29 |
| 1985 – 1987 | 18 | 18 | 18 | 20 | 22 | 23 | - | - |
| 1988 – 1990 | 19 | 19 | 19 | 22 | 24 | 25 | - | - |
| 1991 | 19 | 20 | 20 | 22 | 25 | 26 | - | - |
| 1992 – 1996 | 20 | 20 | 20 | 23 | 25 | 26 | - | - |
| 1997 | 23 | 24 | 25 | 27 | 29 | 29 | 33 | 36 |
| 1998 | 25 | 26 | 26 | 28 | 29 | 30 | 33 | 36 |
| 1999 | 27 | 29 | 29 | 30 | 32 | 32 | 33 | 36 |
| 2000 | 27 | 29 | 29 | 30 | 32 | 33 | 34 | 36 |
| 2001 | 27 | 29 | 30 | 31 | 32 | 33 | 34 | 36 |
| 2002 | 27 | 29 | 30 | 31 | 32 | 33 | 34 | 36 |
| 2003 | 28 | 29 | 31 | 31 | 33 | 33 | 35 | 38 |
| 2004 Gas | 28 | 30 | 31 | 31 | 33 | 34 | 35 | 38 |
| 2004 Diesel | 30 | 32 | 33 | 34 | 35 | 36 | 38 | 40 |
| 2005 Gas | 28 | 30 | 32 | 32 | 33 | 34 | 36 | 39 |
| 2005 Diesel | 31 | 32 | 34 | 35 | 35 | 37 | 39 | 41 |
| 2006 Gas | 29 | 31 | 32 | 32 | 34 | 34 | 36 | 40 |
| 2006 Diesel | 31 | 33 | 34 | 35 | 36 | 37 | 38 | 42 |
| 2007 Gas | 29 | 31 | 32 | 33 | 34 | 35 | 37 | 41 |
| 2007 Diesel | 32 | 34 | 35 | 36 | 37 | 37 | 40 | 44 |
| 2008 Gas | 30 | 32 | 33 | 33 | 34 | 35 | 38 | 41 |
| 2008 Diesel | 33 | 35 | 36 | 36 | 37 | 38 | 41 | 44 |
| 2009 Gas | 31 | 33 | 34 | 35 | 35 | 36 | 39 | 44 |
| 2009 Diesel | 34 | 36 | 37 | 38 | 39 | 39 | 42 | 47 |
| 2010 Gas | 32 | 33 | 34 | 35 | 36 | 37 | 39 | 45 |
| 2010 Diesel | 35 | 36 | 37 | 38 | 39 | 40 | 42 | 48 |
| 2011 Gas | 32 | 33 | 34 | 35 | 37 | 38 | 40 | 45 |
| 2011 Diesel | 38 | 38 | 39 | 40 | 42 | 44 | 45 | 50 |
| 2012 Gas | 33 | 33 | 35 | 36 | 37 | 38 | 41 | 46 |
| 2012 Diesel | 38 | 39 | 40 | 41 | 43 | 44 | 46 | 51 |
| 2013 Gas | 34 | 34 | 35 | 36 | 38 | 38 | 41 | 47 |
| 2013 Diesel | 39 | 39 | 40 | 42 | 43 | 44 | 47 | 52 |
| 2014 Gas | 34 | 34 | 35 | 37 | 38 | 39 | 42 | 48 |
| 2014 Diesel | 39 | 40 | 41 | 42 | 43 | 44 | 47 | 53 |

♦ **1980 and older models:** if a class code has not been previously assigned to a 1980 and older model vehicle, assign a class code one to generate the \$12.00 minimum tax required by law.

- ◆ **Small buses registered with a 16M or 20M tag:** use the “Class Codes for Small Buses Registered 12M or 16M/20M” chart (page 48) to determine the class code. Once the class code is determined, follow the valuation procedures outlined in the “16M/20M Motor Vehicles” Section of this guide. The county appraiser cannot adjust the value for 16M/20M registered motor vehicles.
- ◆ **Small buses valued on the tax roll:** multiply the total replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

SMALL BUS (w/Air) REPLACEMENT COST NEW

| SEATS | 10 | 12 | 13-16 | 17 | 19 | 20 | 25 | 29 |
|----------------|--------|--------|--------|--------|--------|--------|--------|--------|
| GAS ENG | 49,000 | 49,800 | 52,000 | 54,300 | 56,500 | 58,200 | 65,200 | 77,300 |
| DSL ENG | 59,500 | 60,300 | 62,500 | 64,800 | 67,000 | 68,700 | 75,700 | 87,800 |

Notes:

Add 8,000 for wheelchair lift with door.

Deduct 5,500 for no air conditioning.

SMALL BUS PERCENT GOOD SCALE

| | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|------|------|
| MDL YEAR: | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 |
| % GOOD: | 75% | 65% | 55% | 45% | 35% | 30% | 25% | 20% | 15% | 10% |

***NOTE:** The county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.*

[KSA 79-5100 series; 79-306d; 79-1456]

Intermediate and Large Transit Buses

Intermediate and large transit buses have a net (empty) weight over 12,000 pounds. Therefore, they should never be registered under the **taxed when tagged** system. The title may reflect the chassis weight only, which does not include the body of the bus or the weight of the passengers.

Intermediate and large transit buses registered with a 16M/20M tag: call the PVD Personal Property Section at 785-296-2365 for a class code. Once the class code is determined, follow the valuation procedures outlined in the “16M/20M Motor Vehicles” Section of this guide. The county appraiser cannot adjust the value for 16M/20M registered motor vehicles.

Intermediate and large transit buses valued on the tax roll: multiply the total replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

INTERMEDIATE & LARGE TRANSIT BUS REPLACEMENT COST NEW

| | | | | | |
|--------------|---------|---------|---------|---------|---------|
| SEATS | 16-25 | 28 | 35 | 44 | 65 |
| VALUE | 397,000 | 400,000 | 410,000 | 440,000 | 472,900 |

Notes:

Values include diesel engine, air conditioning, and wheel chair lift.

Add 3,000 for cushion seats.

Deduct 25,000 for no wheel chair lift.

Deduct 20,000 for no air conditioning.

INTERMEDIATE & LARGE TRANSIT BUS PERCENT GOOD SCALE

| | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|------|------|
| MDL YEAR: | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 |
| % GOOD: | 75% | 65% | 55% | 45% | 35% | 30% | 25% | 20% | 15% | 10% |

Completely remanufactured transit buses are to be considered new as of the year of manufacture. The new or depreciated value is factored by .667 to account for loss in value because of depreciation due to “bone structure” and functional obsolescence.

Because of the various types and quality levels of buses within this class, it is recommended that careful consideration be given to situations in which values of buses may be higher than the values claimed by taxpayers. Vehicle inspection, examination of bills of sale, and conversations with dealers or manufacturers are recommended. You may also contact PVD for assistance.

[KSA 79-306d; 79-5105a]

Inter-City Buses

Inter-city buses have a net (empty) weight over 12,000 pounds. Therefore, they should never be registered under the **taxed when tagged** system. The title may reflect the chassis weight only, which does not include the body of the bus or the weight of the passengers.

Inter-city buses registered with a 16M/20M tag: call the PVD Personal Property at 785-296-2365 for a class code. Once the class code is determined, follow the valuation procedures outlined in the “16M/20M Motor Vehicles” Section of this guide. The county appraiser cannot adjust the value for 16M/20M registered motor vehicles.

Inter-city buses valued on the tax roll: multiply the total replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

INTER-CITY BUS REPLACEMENT COST NEW

| | | | | | |
|--------------|---------|---------|---------|---------|---------|
| SEATS | 39 | 45 | 47 | 49 | 55 |
| VALUE | 250,000 | 275,000 | 520,000 | 520,000 | 540,000 |

Note:

Values include diesel engine and air conditioning.

Add 33,000 for wheelchair lift with door

**72 seat bus omitted due to lack of sources.

INTER-CITY BUS PERCENT GOOD SCALE

| | | | | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| MDL YEAR: | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 |
| % GOOD: | 80% | 67% | 55% | 49% | 43% | 37% | 31% | 25% | 20% | 17% | 15% | 13% | 11% |

NOTE: *The county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.*

[KSA 79-5100 series; 79-306d; 79-1456]

Kalmar/Ottawa and Capacity Brand Yard/Terminal Tractors

Yard *tractors* are built on a medium or heavy-duty chassis and typically have a cab that holds one person. The yard *tractors* are designed to move items around in ports, container facilities, distribution centers, etc. Most yard *tractors* are used only on the business property or “yard” and are not driven on the roadways.

Some models of yard *tractors* are specifically manufactured as off road vehicles. Off road yard tractors that are not made for use on public roads are classified within the “Commercial” subclass and valued in the same manner as other commercial and industrial machinery and equipment. Refer to the “Commercial/Industrial Machinery and Equipment” section of this guide for information on valuing equipment in the commercial subclass.

Other models of yard tractors come with a *DOT* automotive certified engine, they are street legal, and have a 17 digit VIN. Yard tractors that are manufactured for use on public roads should be classified and valued as tax roll because they are considered truck-tractors.

- ◆ **Yard tractors valued on the tax roll:** multiply the total replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

Kalmar/Ottawa Brand Yard Tractors Replacement Cost New

| MODEL | 30-Gas | 30-Dsl* | 50-Dsl** | 50-Dsl**** | 60-Dsl*** | Opt 100-Dsl | Opt 150-Dsl |
|--|--------|---------|----------|------------|-----------|-------------|-------------|
| VALUE | 41,000 | 88,300 | 111,000 | 118,000 | 136,500 | 74,000 | 88,100 |
| Please note: *4x2 off road **DOT 4x2 ***DOT 6x2 ****DOT 6x4 | | | | | | | |

Capacity Brand Yard Tractors Replacement Cost New

| MODEL | 30-Diesel/4x2 off road | 50-Diesel/DOT 4x2 | 60-Diesel/DOT 6x2 |
|-------|------------------------|-------------------|-------------------|
| VALUE | 87,500 | 100,000 | 120,000 |

YARD TRACTORS PERCENT GOOD SCALE

| | | | | | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| MDL YEAR: | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 | 2006 | 2005 | 2004 | 2003 | 2002 | 2001 |
| % GOOD: | 76% | 61% | 47% | 38% | 32% | 26% | 21% | 17% | 14% | 12% | 10% | 9% | 8% | 7% |

NOTE: PVD will not assign a class code to any semi-truck tractor pursuant to the February 26, 1998 memorandum from the Kansas Division of Vehicles to all county treasurers. In the memorandum, the Division of Vehicles instructed county treasurers “**It will be required that all semi-truck tractors be registered for a gross weight of 24,000 (24M) pounds or greater**”. Therefore, all semi-truck tractors, regardless of their registered tag weight, are classified as “tax roll” motor vehicles within subclass 4 where they are valued at market value and assessed at 30%.

Hearses

Most hearses are valued and taxed under the “**taxed when tagged**” system. Use the chart below to determine the class code. The county appraiser cannot adjust the value for taxed when tagged motor vehicles.

CLASS CODES FOR HEARSEs REGISTERED 12M OR 16M/20M

| Model Year | Buick Estate Wagon | Rear Service | Cadillac Manual Side | Cadillac Commercial | Automatic Side | Lincoln Continental |
|-------------|--------------------|--------------|----------------------|---------------------|----------------|---------------------|
| 1985 & 1986 | 21 | 27 | 28 | - | 29 | - |
| 1987 | 23 | 27 | 29 | - | 30 | - |
| 1988 | 26 | 28 | 29 | - | 30 | - |
| 1989 | 26 | 28 | 30 | - | 30 | - |
| 1990 | 27 | 29 | - | - | - | - |
| 1991 | 28 | 30 | - | - | - | - |
| 1992 | 30 | 32 | - | - | - | 34 |
| 1993 | 31 | 34 | - | - | - | 35 |
| 1994 | 31 | 34 | - | - | - | 35 |
| 1995 | 33 | 37 | - | - | - | 38 |
| 1996 | 35 | 40 | - | - | - | 41 |
| 1997 | 36 | 42 | - | - | - | 42 |
| 1998 | 36 | 42 | - | - | - | 42 |
| 1999 | 36 | 42 | - | - | - | 42 |
| 2000 | 36 | 45 | - | - | - | 46 |
| 2001 | 36 | | | 47 | | 46 |
| 2002 | 36 | | | 49 | | 47 |
| 2003 | 36 | | | 51 | | 47 |
| 2004 | | | | 51 | | 48 |
| 2005 | | | | 51 | | 49 |
| 2006 | | | | 51 | | 49 |
| 2007 | | | | 52 | | 50 |
| 2008 | | | | 53 | | 52 |
| 2009 | | | | 56 | | 54 |
| 2010 - 2014 | | | | 57 | | 55 |

New Make & Model for 2014: Armbruster Stageway: Class Code 58

- ◆ **1980 and older models:** if a class code has not been previously assigned to a 1980 and older model vehicle, assign a class code one to generate the \$12.00 minimum tax required by law.
- ◆ **Hearses registered with a 16M or 20M tag:** use the “Class Codes for Hearses Registered 12M or 16M/20M” chart to determine the class code. Once the class code is determined, follow the valuation procedures outlined in the “16M/20M Motor Vehicles” Section of this guide. The county appraiser cannot adjust the value for 16M/20M registered motor vehicles.

Hearses valued on the tax roll: multiply the appropriate replacement cost new value by the percent good factor for the model year of the vehicle to determine its market value. The county appraiser can adjust the value of a tax roll vehicle if the vehicle has been damaged or wrecked.

HEARSE REPLACEMENT COST NEW

| Model Year | Make | RCN |
|------------|---------------------|--------|
| 2014 | Cadillac Commercial | 94,600 |
| 2014 | Lincoln Continental | 90,600 |
| 2014 | Armbruster Stageway | 97,500 |

HEARSE PERCENT GOOD SCALE

| | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|
| MDL YEAR: | 2014 | 2013 | 2012 | 2011 | 2010 | 2009 | 2008 | 2007 |
| % GOOD: | 67% | 50% | 38% | 28% | 21% | 16% | 12% | 9% |

NOTE: The county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.

[KSA 79-5100 series; 79-306d; 79-1456]

Limousines

The *NADA Van/Truck Conversion and Limousine Appraisal Guide* defines a limousine as “a custom designed interior for a sedan automobile. In most cases cut and stretched to increase the seating capacity.” Limousines do not have special vehicle identification numbers to indicate what they are. Most limousines are made from Cadillac and Lincoln chassis. However, the popularity of converting sport utility vehicles, pickups and Hummers into limousines is increasing.

The automobile chassis or frame is cut in half and extensions are added to “stretch” the length of the vehicle and a limousine conversion package is then added to the stretched frame to fabricate the limousine. The cost of a conversion package can range anywhere from \$20,000 to \$50,000 or more. Converting a vehicle into a limousine significantly increases the base retail price for the completed vehicle. As a result, the class code for a limousine will be much higher than an automobile without the limousine conversion.

Contact the PVD Personal Property Section at (785) 296-2365 for a class code or additional valuation instructions whenever the vehicle being registered is a limousine.

Commercial Vehicles

Beginning January 1, 2014, the commercial vehicle fee will replace the current property tax for both interstate and intrastate commercial vehicles. County appraisers will **not** be valuing the **commercial vehicles**. Commercial vehicle registration fees and commercial vehicle fees will be collected on all commercial vehicles registered in Kansas at the same time and same location.

A **commercial vehicle** is any self-propelled or towed motor vehicle engaged in commerce that is used to transport property or passengers when the vehicle:

1. Has a gross vehicle weight or gross combination vehicle weight of 10,001 pounds or more, or
2. Is designed to be used to transport 15 or more passengers, including the driver, or
3. Is used to transport hazardous materials in a quantity requiring placarding.

Vehicles that meet this definition will change to a “Commercial” registration. Owners of these commercial vehicles must obtain a U.S. DOT number or verify that their DOT number has been updated within the past 12 months. To update or apply for a DOT number, they should visit the following website www.safersys.org .

Commercial vehicle owners should contact their local county treasurer’s office to verify that commercial vehicle registration is offered there or visit the www.truckingks.org website to obtain a list of county offices that are offering this service.

Additional information can be obtained at www.truckingks.org, Commercial Vehicle Registration section or call the Commercial Motor Vehicle Office at 785-296-6541. [K.S.A. 8-143m]

2.05 Commercial/Industrial Machinery and Equipment

Generally speaking, commercial and industrial machinery and equipment is any taxable, tangible personal property [*except* for state assessed property and motor vehicles] that is used to produce income or is depreciated or expensed for IRS purposes. The Kansas Constitution classifies personal property that qualifies as **Commercial/Industrial Machinery and Equipment** (“Commercial”) into Class 2, Subclass 5 (2.05). “Commercial” personal property is listed on a *tangible personal property assessment form* (rendition) pursuant to K.S.A. 79-300 series. Property in the “Commercial” subclass of personal property is listed on *schedule 5* of the rendition.

Valuing Commercial/Industrial Machinery and Equipment

Property assessed in the “Commercial” subclass of personal property is not valued at its fair market value; *rather* it is valued based upon a formula laid out in the Kansas Constitution. Kansas statutes allow the appraiser to deviate from the prescribed values *only* in a manner consistent with achieving market value. Since the value of commercial and industrial machinery and equipment is not a fair market value, it cannot be adjusted for condition or obsolescence. Machinery and equipment in the “Commercial” subclass is assessed at 25% of the appraised value.

[Ks. Constitution Art. 11 Sec. 1; K.S.A. 79-1439(2); K.S.A. 79-1456]

In Kansas, the assessment date for all taxable personal property is January 1. Commercial and industrial machinery and equipment is *generally* not pro-rated onto or off of the tax-roll, *except for* watercraft that qualifies for this subclass and property that becomes exempt or no longer qualifies for exemption.

The Kansas Constitution states that commercial and industrial machinery and equipment, for so long as it is “being used”, must be appraised using the formula outlined below:

1. Establish the **retail cost when new** (RCWN) of the asset;
2. Apply **straight-line depreciation** to the RCWN of the asset to determine its appraised value:
 - ◆ depreciate the RCWN over the *economic life* of the asset *if* its economic life is seven years or less;
 - ◆ depreciate the RCWN over a maximum of seven years *if* the economic life of the asset is over seven years;
3. The *appraised* value cannot be less than 20% of the RCWN as long as the asset is “being used” for commercial and industrial purposes.

Note: Machinery and equipment that is fully depreciated or expensed for IRS purposes is classified and valued in the same manner as any other property in the Commercial classification.

Retail cost when new (RCWN): The Kansas Constitution requires the valuation process for machinery and equipment in the “Commercial” subclass begin with the “retail cost when new”. For purposes of personal property taxation, RCWN is the total amount a consumer would pay to acquire *new* property in order to use it to produce income over a period of years in a commercial or industrial setting. Retail cost when new is not the *used* sale price, and it is not the *wholesale* or *manufacturer's* cost. It is the dollar amount an item would cost a consumer when the item is *purchased new* at the retail level of trade. For purposes of personal property taxation, the term “retail cost when new” does not include sales tax or freight and installation charges that are separate and readily discernible from the set retail price.

Sales Tax, Freight and Installation: In 1997, the Kansas Supreme Court (*Board of Leavenworth County Comm’rs. V. McGraw Fertilizer Serv., Inc.*) stated that for purposes of determining ad valorem values:

- ◆ sales tax is never included in the "retail cost when new";
- and
- ◆ freight and installation costs, added on after the retail price has been set, should not be included in the "retail cost when new" if the *add-on* costs are charged separately and are readily discernible from the *actual* sales price of the item.

What are add-on costs? The court states that add-on costs are those costs *incurred separately by the consumer after the retail cost has been set that have less to do with the value of the item and more to do with how and where the consumer is going to use it.* The court also states that [a]ll costs normally passed on to the consumer in setting the retail sales price are to be included in the valuation of personal property.

In terms of personal property constructed on site, the point at which the property is an item that a consumer would buy must first be determined. Which costs were necessary to build an item that a consumer could buy, without worrying about the logistics of actually installing it in a particular place? The add-on costs after that point, which *have less to do with the value of the item and more to do with how and where the item will be used,* are excluded from the retail cost when new if those add-on costs are charged separately and are readily discernible.

Economic Life: The *economic life* of machinery and equipment in the “Commercial” subclass is required to determine its appraised value. The economic life is used for depreciation purposes *if* the asset has a seven-year life or less. Assets with economic lives that are *less* than seven years are depreciated over the economic life of the asset. Assets with economic lives of seven years *or more* are depreciated over seven years. Economic lives are *also* used to determine the “used factor” that is applied to the used purchase price of an asset in order to *estimate* its “retail cost when new”.

The *Commercial & Industrial Property Economic Lives* table beginning on page 75 is used to determine economic lives of machinery and equipment in the “Commercial” subclass. The primary source for the economic lives listed in the table is IRS *Publication 946*.

Straight-line depreciation: The Kansas Constitution also requires that the “retail cost when new” (RCWN) be depreciated straight-line over a maximum of seven years to establish the *appraised* value of machinery and equipment in the “Commercial” subclass. The *appraised* value of machinery and equipment in the “Commercial” subclass is determined by multiplying the RCWN by the appropriate “*appraised* factor” from the *Appraised Factor Table* on page 65. The “*appraised* factors” found on the *Appraised Factor Table* are percent good factors.

To calculate the *appraised* value of machinery and equipment in the “Commercial” subclass:

- ◆ choose the appropriate “*appraised* factor” from the *Appraised Factor Table*.
- ◆ multiply the RCWN by the “*appraised* factor” to determine the *appraised* value. (The *appraised* value should never be less than 20% of the RCWN.)

Example: A dentist purchased office furniture new in May of 2006 for \$2000. The PVD economic life for office furniture is 10 years. The *appraised* factor from the *Appraised Factor Table* is .200. The *appraised* value of this asset is:

| | | | | |
|----------------------|---|------------------|---|-----------------|
| Retail Cost When New | x | Appraised Factor | = | Appraised Value |
| \$2000 | x | .200 | = | \$400 |

CIME APPRAISED FACTOR TABLE
(Schedule 5, Column 9)

| Purchase <u>NEW</u> | Purchase <u>USED</u> | Year of Purchase | Current Age | Economic Life In Years | | | | | |
|------------------------------|-------------------------|---------------------|---------------------|------------------------|----------|----------|----------|----------|------------------|
| | | | | <u>2</u> | <u>3</u> | <u>4</u> | <u>5</u> | <u>6</u> | <u>7 or more</u> |
| 2014 | | | 0 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| 2013 | | | 1 | .500 | .667 | .750 | .800 | .833 | .857 |
| 2012 | | | 2 | .200 | .333 | .500 | .600 | .667 | .714 |
| 2011 | | | 3 | .200 | .200 | .250 | .400 | .500 | .571 |
| 2010 | | | 4 | .200 | .200 | .200 | .200 | .333 | .429 |
| 2009 | | | 5 | .200 | .200 | .200 | .200 | .200 | .286 |
| 2008 | | | 6 | .200 | .200 | .200 | .200 | .200 | .200 |
| 2007 & BEFORE | | | 7 years or older | .200 | .200 | .200 | .200 | .200 | .200 |

To select the appropriate *appraised* factor:

1. locate the *row* for the year the item was purchased new ;
2. locate the *column* indicating the item's total economic life;
3. the appropriate factor is located where the *row* and *column* meet.

Example

An item with an economic life of 10 years that was purchased new in 2006 for \$2,000 would have an *appraised* factor of .200 or 20%. The “retail cost when new” of \$2,000 is multiplied by the .200 *appraised* factor to arrive at an *appraised* value of \$400.

| | | |
|--------------------------------------|---------------------------|---------|
| Purchase year: 2006 | RCWN | \$2,000 |
| Purchase cost: \$2,000 [new] | x <i>Appraised</i> factor | x .200 |
| PVD economic life: 10 years | <i>Appraised</i> value | \$ 400 |
| <i>Appraised</i> factor: .200 | | |

The Used Factor: The Kansas Constitution requires that the valuation process for machinery and equipment in the “Commercial” subclass begin with the “retail cost when new” (RCWN). Since the retail cost when new is not a *used* purchase price, the county appraiser must determine the RCWN for machinery and equipment that is purchased used. The “*used* factor” can be used to *estimate* the RCWN of assets that are purchased used.

Whenever a better *estimate* of RCWN can be determined and documented from a reliable source, that cost should be used instead of relying on the *used* factor. Sources that may provide a reliable RCWN to alleviate reliance upon the “used factor” include:

- ◆ The current owner is able to obtain *a copy of the original invoice* from a previous owner.
- ◆ The current owner is able to obtain *a vendor's retail price catalogue*.
- ◆ The current owner is able to obtain *a letter from a retailer or the manufacturer*.
- ◆ *A prior rendition* that appears to be complete and accurate as filed by the first owner.
- ◆ Original list prices for *certain* heavy construction equipment can be found in a commercial valuation publication called the *Green Guide*. Contact the personal property section at PVD for information on older *Green Guide* prices.

The *used* factor converts a *used* purchase price into an *estimate* of retail cost when new. The *used* factor can be determined by dividing the total economic life of the asset by the remaining economic life of the asset. Once the *used* factor is determined, it is multiplied by the used purchase price of the item to determine the *estimated* RCWN.

Example: A dentist paid \$465 for a dental chair that was 7 years old at the time of purchase. The PVD economic life for the dental chair is 10 years. The *estimated* RCWN of this asset is determined as follows:

$$\begin{array}{rccccccccc} \text{Total Economic Life} & / & \text{Remaining Economic Life} & = & \text{Used Factor} & \times & \text{Used Price} & = & \text{Estimated RCWN} \\ 10 \text{ years} & / & 3 \text{ years (10 - 7)} & = & 3.333 & \times & \$465 & = & \$1,550 \end{array}$$

The *used* factor should never be greater than 5. If an asset is purchased *used* when it is 10 years old and it has an economic life of 12 years, the “used factor” is not 6; *it is limited to 5*. The *estimated* RCWN of this asset is determined as follows:

$$\begin{array}{rccccccccc} \text{Total Economic Life} & / & \text{Remaining Economic Life} & = & \text{Used Factor} & \times & \text{Used Price} & = & \text{Estimated RCWN} \\ 12 \text{ years} & / & 2 \text{ years (12-10)} & = & \text{6} & \times & \$465 & = & \$2,325 \\ & & & & \text{5 (limit)} & & & & \end{array}$$

The “*Used Factor*” Table on page 67 can be used to determine the factor used to “*estimate*” the RCWN from a *used* purchase price.

THE “USED FACTOR” TABLE
(Schedule 5, Column 7)

E C O N O M I C L I F E

| | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | |
|---|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| A | 1 | 2.000 | 1.500 | 1.333 | 1.250 | 1.200 | 1.167 | 1.143 | 1.125 | 1.111 | 1.100 | 1.091 | 1.083 | 1.077 | 1.071 | 1.067 | 1.063 | 1.059 | 1.056 | 1.053 |
| G | 2 | 5.000 | 3.000 | 2.000 | 1.667 | 1.500 | 1.400 | 1.333 | 1.286 | 1.250 | 1.222 | 1.200 | 1.182 | 1.167 | 1.154 | 1.143 | 1.133 | 1.125 | 1.118 | 1.111 |
| E | 3 | | 5.000 | 4.000 | 2.500 | 2.000 | 1.750 | 1.600 | 1.500 | 1.429 | 1.375 | 1.333 | 1.300 | 1.273 | 1.250 | 1.231 | 1.214 | 1.200 | 1.188 | 1.176 |
| | 4 | | | 5.000 | 5.000 | 3.000 | 2.333 | 2.000 | 1.800 | 1.667 | 1.571 | 1.500 | 1.444 | 1.400 | 1.364 | 1.333 | 1.308 | 1.286 | 1.267 | 1.250 |
| | 5 | | | | | 5.000 | 3.500 | 2.667 | 2.250 | 2.000 | 1.833 | 1.714 | 1.625 | 1.556 | 1.500 | 1.455 | 1.417 | 1.385 | 1.357 | 1.333 |
| A | 6 | | | | | | 5.000 | 4.000 | 3.000 | 2.500 | 2.200 | 2.000 | 1.857 | 1.750 | 1.667 | 1.600 | 1.545 | 1.500 | 1.462 | 1.429 |
| T | 7 | | | | | | | 5.000 | 4.500 | 3.333 | 2.750 | 2.400 | 2.167 | 2.000 | 1.875 | 1.778 | 1.700 | 1.636 | 1.583 | 1.538 |
| | 8 | | | | | | | | 5.000 | 5.000 | 3.667 | 3.000 | 2.600 | 2.333 | 2.143 | 2.000 | 1.889 | 1.800 | 1.727 | 1.667 |
| P | 9 | | | | | | | | | | 5.000 | 4.000 | 3.250 | 2.800 | 2.500 | 2.286 | 2.125 | 2.000 | 1.900 | 1.818 |
| U | 10 | | | | | | | | | | | 5.000 | 4.333 | 3.500 | 3.000 | 2.667 | 2.429 | 2.250 | 2.111 | 2.000 |
| R | 11 | | | | | | | | | | | | 5.000 | 4.667 | 3.750 | 3.200 | 2.833 | 2.571 | 2.375 | 2.222 |
| C | 12 | | | | | | | | | | | | | 5.000 | 5.000 | 4.000 | 3.400 | 3.000 | 2.714 | 2.500 |
| H | 13 | | | | | | | | | | | | | | | 5.000 | 4.250 | 3.600 | 3.167 | 2.857 |
| A | 14 | | | | | | | | | | | | | | | | 5.000 | 4.500 | 3.800 | 3.333 |
| S | 15 | | | | | | | | | | | | | | | | | 5.000 | 4.750 | 4.000 |
| E | 16 | | | | | | | | | | | | | | | | | | 5.000 | 5.000 |

To select the proper *used* factor:

1. locate the *row* for the age of the item when it was purchased used;
2. locate the *column* indicating the item’s total economic life;
3. the appropriate *used* factor is located where the *row* and *column* meet.

Example

An item with an economic life of 10 years that was purchased used for \$1,200 when it was three years old would have a “*used* factor” of 1.429 or 142.9%. The used purchase price of \$1,200 is multiplied by the 1.429 *used* factor to arrive at an *estimated* “retail cost when new” of \$1,715.

| | | |
|--------------------------------------|-----------------------|---------|
| Age at purchase: 3 years | Used cost | \$1,200 |
| Purchase cost: \$1,200 [used] | x <u>Used factor</u> | x 1.429 |
| PVD economic life: 10 years | <i>Estimated RCWN</i> | \$1,715 |
| Used factor: 1.429 | | |

“Used” for Commercial Purposes vs. “Not Used”: The Kansas Constitution states that as long as machinery and equipment in the “Commercial” subclass is being “used,” its *appraised* value cannot be less than 20% of the “retail cost when new”.

“Commercial” machinery and equipment should be considered as being “used” until its condition or use clearly indicates that the property is no longer going to be used for the production of income. This will prevent property from being considered “used” for one tax year, not “used” for a subsequent tax year, and then “used” again at some future point in time.

Whenever county appraisers must determine whether machinery or equipment is still being “used” or no longer being “used”, they may want to consider the following:

There is a greater possibility that an asset is no longer being “used” if:

- ◆ the economic life of the asset is over;
- ◆ the item has been replaced;
- ◆ the item is being held for parts and some parts have already been removed (when property can no longer be used in its present form and valuing it based on its retail cost when new no longer seems logical);
- ◆ the item appears to no longer be in use and it is unusable (when property is poorly maintained and in poor condition, has parts missing, etc);
- ◆ the item appears to have had no maintenance;
- ◆ it would cost more to remove the item than to leave it in place (in rare instances when the property would have been disposed of except that it is more cost effective to simply keep it on the premises)

There is a greater possibility that an asset is still being “used” if:

- ◆ the item is being held for back-up or for future use in its present form in case business demands change; or
- ◆ a service agreement is currently in effect for the property

“Commercial” machinery and equipment which is no longer being “used” for the production of income is classified within the **Other Personal Property Not Elsewhere Classified** (“Other”) subclass. Machinery and equipment in the “Other” subclass is not valued based upon the formula laid out in the Kansas Constitution for “Commercial” machinery and equipment that is being “used”. *Rather*, the value of the machinery and equipment “no longer being used” is based on its market value. Machinery and equipment in the “Other” subclass is listed on *schedule 6* of the rendition. See the “Other Personal Property Not Elsewhere Classified” section in this guide for information on valuing machinery and equipment that is no longer being “used”.

[K.S.A. 79-1439c; A.G. Opinion 94-52]

Cellular Towers: Wireless communication towers, broadcast towers, antenna and relay equipment are classified within the “Commercial” subclass of personal property and valued the same as other commercial and industrial machinery and equipment. [K.S.A. 79-1439d]

\$1500 Exemption for Commercial Equipment: Commercial/industrial machinery and equipment with a “retail cost when new” (RCWN) of \$1500 or less per “*item*” are exempt from personal property taxation. County appraisers must determine whether the property qualifies as an “*item*” and the “retail cost when new” of the “*item*” must be established in order to determine whether the “*item*” qualifies for exemption. Whenever a commercial/industrial “*item*” is purchased “used”, the “retail cost when new” must be established in order to determine whether the “*item*” qualifies for the exemption. See **Retail cost when new (RCWN)** on page 63 of this guide for information on determining the “retail cost when new”. [K.S.A. 79-201w]

For purposes of the \$1500 exemption an “*item*” is generally going to be a single line item as it is reported on a rendition. Exceptions to this general rule are:

1. If the line item represents a group of like goods that can be used independently and they have the same or similar cost, the line item is actually several “*items*”. The RCWN of each “*item*” may qualify for the exemption.
2. In that an “*item*” is the smallest quantity that may be used independently, one pen, one sheet of paper or one rubber band represents a material and supply “*item*”. The RCWN of each “*item*” that can be independently used may qualify for the exemption. Materials and supplies are classified under the “Other” subclass of personal property. Personal property in the “Other” subclass is listed on *schedule 6* of the rendition. See the “Other Personal Property Not Elsewhere Classified” section in this guide for information on valuing materials and supplies.

[PVD Directive 95-030]

NOTE: Taxpayers are not required to list any “*item*” of commercial/industrial machinery and equipment and materials and supplies with a “retail cost when new” of \$1500 or less per “*item*”. However, if a taxpayer mistakenly considers an *item* exempt and the county appraiser later determines the property does not qualify for exemption, it may be subject to two years back taxes and penalties. [A.G. Opinion 96-7]

Commercial/Industrial Machinery and Equipment Exemption: *Effective January 1, 2007*, machinery and equipment acquired by qualified purchase or lease made or entered into after June 30, 2006 as the result of a bona-fide transaction, which was not consummated for the purpose of avoiding taxation, is exempt from property taxation in Kansas. Machinery and equipment transported into the state after June 30, 2006, for the expansion of an existing business or creation of a new business, is also exempt from property taxation in Kansas. [K.S.A. 79-223]

For purposes of this exemption:

Acquired does not include the transfer of property pursuant to an exchange for stock securities, or the transfer of assets from one going concern to another due to a merger, reorganization or other consolidation.

Commercial and industrial machinery and equipment means property classified for property tax purposes within subclass 5.

Qualified lease means a lease of commercial and industrial machinery and equipment for not less than 30 days for fair and valuable consideration where such machinery and equipment is physically transferred to the lessee to be used in the lessee's business or trade.

Qualified purchase means a purchase of commercial and industrial machinery and equipment for fair and valuable consideration where such machinery and equipment is physically transferred to the purchaser to be used in the purchaser's business or trade.

Machinery and equipment that qualifies for this exemption are specifically excluded from having to obtain an exemption from the Court of Tax Appeals, *unless* the county appraiser is in doubt. Whenever the appraiser is in doubt regarding an exemption, the property must be placed on the tax roll and the owner *must* apply to the State Court of Tax Appeals for the exemption.

[K.S.A. 79-213(l)]

Taxpayers are not required to list any commercial and industrial machinery that qualifies for this exemption. However, if a taxpayer mistakenly considers an *item* exempt and the county appraiser later determines the property does not qualify for exemption, it may be subject to two years back taxes and penalties.

[A.G. Opinion 96-7]

Property Tax Credit – Digital Radio Equipment: This property tax credit for radio broadcasters based on the amount of property taxes paid on digital radio equipment acquired prior to July 1, 2006 has expired as of December 31, 2013.

[K.S.A. 79-2981]

Computer Software – Tangible vs. Intangible: The Kansas Supreme Court has held that software programs are taxable if they are operational programs; programs the computer cannot operate without. These programs are considered an essential portion of the computer hardware and are taxable as *tangible* personal property in conjunction with the hardware. *On the other hand*, application programs, which are particularized instructions, are *intangible* property, which is not subject to taxation in Kansas. [K.S.A. 79-301; K.S.A. 79-306]

Operational software programs [e.g., Windows Software such as; 1998, 2000, NT, or XP; programs that compile and/or interface with the computer]:

- ◆ are an essential portion of the computer hardware
- ◆ are programs the computer cannot operate without
- ◆ are *tangible* property and are subject to the personal property tax

Application software programs [e.g., Microsoft Office, Word or Excel, Lotus applications, Word Perfect, Acrobat Reader]:

- ◆ are specialized programs that run off the *operational* software
- ◆ are programs the computer can operate without
- ◆ are *intangible* property and not subject to the personal property tax

Leased Equipment: Machinery and equipment that is leased or in the possession, custody, or control of someone other than the owner of the property is listed in the name of the owner on *schedule 7* of the rendition by the lessee or holder of the property. The owner of the property must also list the property on *schedule 5* of the rendition. [K.S.A. 79-303 & 304]

Property that may be leased includes copiers, ice machines, postage machines, computers, trailers, etc. Property that may be in the possession, custody or control of someone other than the owner, includes vending machines, video games, coin operated washing machines in an apartment complex, etc.

Some leases have a bargain purchase option at the end of the lease period. This purchase option should not be considered as the *acquisition* cost. The *actual* "retail cost when new" should be acquired from either the lessor or the lessee. Alternate sources should always be pursued whenever the *used* purchase cost cannot be converted into a realistic *estimate* of "retail cost when new" by using the "used factor" from **The Used Factor** chart on page 67 of this guide.

For example, a taxpayer decides to take advantage of the \$1 purchase option at the end of a 5-year contract for a copier he has been leasing. The following year when he reports the copier on his rendition, he states that it was purchased *used* for \$1. When the maximum "*used* factor" of five is applied to the reported *used* purchase cost of \$1; the estimated RCWN is only \$5. Thus, the county appraiser must find a better source than the "used factor" to determine a realistic estimate of RCWN for the copier.

Truck Beds & Bodies (Commercial): A truck bed that is set behind the cab on a truck *chassis* is not considered part of the truck. For this reason, **it is valued and classified separately from the truck.** Truck beds on “*chassis cab*” motor vehicles are not prorated onto or off of the tax roll when the truck they are on is purchased or sold during the year.

A body that encloses the entire vehicle *chassis*, including the motor and driving compartment, of an “*incomplete*”, “*stripped*” or “*chassis only*” vehicle is considered part of the motor vehicle. For this reason, **the body is valued and classified with the vehicle.** See the “Motor Vehicle” section of this guide for information on valuing “*incomplete*”, “*stripped*” or “*chassis only*” vehicles.

Beds on “*chassis cab*” motor vehicles used for commercial purposes are classified within the “Commercial” subclass of personal property and appraised the same as other commercial and industrial machinery and equipment. Truck beds in the “Commercial” subclass are listed on *schedule 5* of the rendition.

Beds on “*chassis cab*” motor vehicles that are not used for any commercial purpose are classified within the **Other Personal Property Not Elsewhere Classified** (“Other”) subclass of personal property and appraised at market value. Truck beds in the “Other” subclass are listed on *schedule 6* of the rendition. See the “Other Personal Property Not Elsewhere Classified” section of this guide for information on valuing non-commercial beds on “*chassis cab*” motor vehicles.

Trailers (Commercial): Trailers used for commercial purposes are classified within the “Commercial” subclass of personal property and valued the same as other commercial and industrial machinery and equipment. Trailers in the “Commercial” subclass are listed on *schedule 5* of the rendition.

Trailers that are not used for any commercial purpose are classified within the **Other Personal Property Not Elsewhere Classified** (“Other”) subclass of personal property and appraised at market value. Trailers in the “Other” subclass are listed on *schedule 6* of the rendition. See the “Other Personal Property Not Elsewhere Classified” section of this guide for information on valuing non-commercial trailers.

Summary of Key Terms

Acquisition Cost/Purchase Price is the cost [in terms of dollars] to acquire an item and place it into service; should be the amount reported on the rendition; can be *either* a used cost or a new cost.

Retail Cost When New (RCWN) is the dollar amount a new item would cost at the retail level of trade; should be the same as the purchase price if the item was purchased new; can be *estimated* by applying the "*used* factor" to the purchase price *if* the item was purchased used; does not include sales tax *or* freight and installation costs which are separate and readily discernible from the purchase price.

Appraised Value of "Commercial" Equipment is the value of a property before it is multiplied by the assessment percentage; the "retail cost when new" (RCWN) less straight-line depreciation. The *appraised* value of machinery and equipment in the "Commercial" subclass can not be less than 20% of the RCWN as long as the asset is "being used" for commercial and industrial purposes.

Assessment Percentage [Rate] is the percentage that is multiplied times the *appraised* value of a property to determine its *assessed* value; the assessment percentage for machinery and equipment in the "Commercial" subclass is 25%.

Assessed Value is the *appraised* value of a property multiplied by the assessment percentage; the *assessed* value of machinery and equipment in the "Commercial" subclass is 25% of the *appraised* value.

Summary of Tables used to Value "Commercial" Property

The Used Factor Table is used to determine a "used factor" which can be used to convert the *used* purchase price for commercial and industrial machinery and equipment into an **estimate* of "retail cost when new" [**when the actual "retail cost when new", or a better estimate of "retail cost when new" is not available**].

The CIME Appraised Factor Table is used to determine the appropriate factor used to determine the appraised value of commercial and industrial machinery and equipment.

The Commercial & Industrial Property Economic Lives Table is used to determine the appropriate economic life for commercial and industrial machinery and equipment.

Summary of Schedules to Report Commercial Property

Schedule 5 of the rendition is designed to allow taxpayers to provide information necessary for the county appraiser to determine the value of the commercial/industrial personal property according to the constitutional formula. *See* Schedule 5 example below.

Schedule 6 of the rendition is designed to allow taxpayers to list commercial machinery & equipment with a RCWN that is greater than \$1500 per “item” that is no longer “being used”.

Schedule 7 of the rendition is designed to allow taxpayers to list [in the owner’s name] any tangible personal property under the taxpayer’s control, possession or custody which is taxable to others (e.g., coin operated washers and dryers in apartment complexes, vending machines, game machines, leased equipment).

| SCHEDULE 5: COMMERCIAL & INDUSTRIAL MACHINERY & EQUIPMENT | | | | | | | | | |
|--|--------------------------|-------------------------------|---------------------------------------|--------------------------|----------------|-----------------------|-------------|---------------------------------|----------------------------|
| Taxpayer completes columns 1 through 5. County Appraiser completes columns 6 through 10. | | | | | | | | | |
| Item (1) | Year Purchased (2) | Purchased New/Used? (3) | Age at Purchase in Years (4) | Purchase Price (5) | For County Use | | | | |
| | | | | | Life (6) | Used Factor (7) | RCWN (8) | CIME Appraised Factor (9) | Appraised Value (10) |
| 1. Equipment | 2005 | Used | 10 | 15,000 | 12 | 5 | 75,000 | 0.200 | 15,000 |
| 2. Furniture | 2005 | Used | 5 | 1,750 | 10 | 2.000 | 3,500 | 0.200 | 700 |
| 3. Computer | March 2006 | New | 0 | 2,500 | 3 | N/A | 2,500 | 0.200 | 500 |
| 4. Machine | May 2006 | New | 0 | 5,000 | 12 | N/A | 5,000 | 0.200 | 1,000 |
| 5. | | | | | | | | | |

The following is a brief description of the columns on Schedule 5:

1. A description of the property. When items are lumped together it is difficult for the taxpayer and the county appraiser to make an accurate adjustment to the "lumped sum".
2. The year the new or used item was purchased.
3. Note whether the item was purchased new ("N") or used ("U").
4. The age, in years, of the item at the time it was purchased. If purchased new the age at purchase would be 0.
5. The cost incurred to acquire the item; in terms of dollar value, not including sales tax or freight and installation costs that are charged separately and are readily discernible from the actual sale price of the item.
6. The appraiser’s office assigns the total economic life of the commercial item as prescribed by the Personal Property Valuation Guide.
7. If the item was purchased used ("U"), the used factor is listed in this column.
8. The same as the column (5) if purchased new (“N”), or the purchase price times the used factor if purchased used (“U”).
9. Straight line CIME appraised factor, figured over seven years or less depending on column (6), to a 20% floor.
10. Column (8) times column (9) equals the appraised value.

COMMERCIAL & INDUSTRIAL PROPERTY ECONOMIC LIVES

Instructions: If a particular type of personal property is listed below in **PART A**, “Economic Lives of Assets Used In All Business Activities”, use that economic life for the property. For all other types of property, identify the activity in which the business is engaged in and use the life indicated in **PART B**, “Economic Lives of Assets Used In Specific Activities”. If the business activity cannot be found in PART B, refer to IRS Publication 946. If the business activity is still not found, use appraisal judgment to determine the economic life.

| IRS Asset Class | PART A Economic Lives of Assets Used In <u>All</u> Business Activities | Class Life In Years |
|---------------------|--|----------------------------|
| 00.11 | Office Furniture, Fixtures, and Equipment: Includes furniture and fixtures that are not a structural component of a building. Includes such assets as desks, files, safes, and communication equipment. | 10 |
| ** | Outdoor Furniture | 5 |
| 00.12 *** | Information Systems: Includes computers and their peripheral equipment used in administering normal business transactions and the maintenance of business records, their retrieval and analysis. Information systems are defined as: 1) Computers: A computer is a programmable electronically activated device capable of accepting information, applying prescribed processes to the information, and supplying the results of these processes with or without human intervention. It usually consists of a central processing unit containing extensive storage, logic, arithmetic, and control capabilities. 2) Peripheral equipment consists of the auxiliary machines which are designed to be placed under control of the central processing unit. Non limiting examples are: Card readers, card punches, magnetic tape feeds, high speed printers, optical character readers, tape cassettes, mass storage units, paper tape equipment, keypunches, data entry devices, teleprinters, terminals, tape drives, disc drives, disc files, disc packs, visual image projector tubes, card sorters, plotters, and collators. Peripheral equipment may be used on-line or off-line. Does not include equipment that is an integral part of other capital equipment that is included in other classes of economic activity, i.e., computers used primarily for process or production control, switching, channeling, and automating distributive trades and services such as point of sale (POS) computer systems. Also, does not include equipment of a kind used primarily for amusement or entertainment. NOTE: County appraisers have the discretion to use an economic life of <u>up to 5 years</u> for computers and their peripheral equipment [<i>except</i> for personal computers (PCs)], <i>if</i> there is sufficient data to support the greater life. | 3 |
| 00.13 ** | Data Handling Equipment; except Computers: Includes only typewriters, calculators, adding and accounting machines, copiers and duplicating equipment. | 5 |
| * | Cold Storage and Ice Making Equipment | 18 |
| * | Cold Storage Warehouse Equipment | 10 |
| * | Hand Tools | 5 |
| ** | Trailers and Trailer-Mounted Containers | 10 |
| 00.28 | Vessels, Barges, Tugs, and Similar Water Transportation Equipment, except those used in marine construction | 18 |
| 00.3 | Land Improvements: Radio, and television transmitting towers. | 20 |

| IRS Asset Class | PART B Economic Lives of Assets Used In <u>Specific</u> Business Activities | Class Life In Years |
|-----------------|--|---------------------|
| 01.1 | Agriculture: Includes machinery and equipment, grain bins, and fences but no other land improvements, that are used in the production of crops or plants, vines, and trees; livestock; the operation of farm dairies, nurseries, greenhouses, sod farms, mushroom cellars, apiaries, and fur farms; the performance of agriculture, animal husbandry, and horticultural services. | 10 |
| 10.0 | Mining: Includes assets used in the mining and quarrying of metallic and nonmetallic minerals (including sand, gravel, stone, and clay) and the milling, beneficiation and other primary preparation. | 10 |
| 15.0 | Construction: Includes assets used in construction by general building, special trade, heavy and marine construction contractors, operative and investment builders, real estate subdividers and developers. | 6 |
| 27.0 | Printing, Publishing, and Allied Industries: Includes assets used in printing by one or more processes, such as letter-press, lithography, gravure, or screen; the performance of services for the printing trade, such as bookbinding, typesetting, engraving, photo-engraving, and electrotyping; and the publication of newspapers, books; and periodicals. | 11 |
| 44.0 | Water Transportation: Includes assets used in the commercial and contract carrying of freight and passengers by water except the transportation assets included in classes with the prefix 00.28. | 20 |
| 57.0 | Distributive Trades and Services: Includes assets used in <u>wholesale</u> and <u>retail</u> trade, and <u>personal</u> and <u>professional</u> services. Includes architect and drafting, auto repair shop (except hand tools), beauty/barber shop, chiropractors, dentists, doctors, lawyers, exercise, laundry and cleaning equipment, gas pumps etc.. | 10 |
| ** | Commercial Laundromat Equipment | 5 |
| * | Restaurant and Bar Equipment | 10 |
| * | Restaurant Equipment, Fast Foods | 7 |
| 57.1 | Distributive Trades and Services-Billboard, Service Station Buildings and Petroleum Marketing Land Improvements: Includes billboards and underground fuel tanks. | 20 |
| 79.0 | Recreation: Includes assets used in the provision of entertainment services on payment of a fee or admission charge, as in the operation of bowling alleys, billiard and pool establishments, theaters, concert halls, batting cages and miniature golf courses. Does not include amusement and theme parks and assets which consist of specialized land improvements, such as golf courses, sports stadia, race tracks. | 10 |
| 80.0 | Theme and Amusement Parks: Includes assets used in the provision of rides, attractions, and amusements in activities defined as theme and amusement parks, and includes appurtenances associated with a ride, attraction, amusement or theme setting within the park such as ticket booths , facades, shop interiors, and props, special purpose structures, and buildings other than warehouses, administration buildings, hotels, and motels. Includes all support functions (e.g., food and beverage retailing, souvenir vending and other non lodging accommodations) if owned by the park and provided exclusively for the benefit of park patrons. Includes race tracks, golf courses and sports stadia. | 12 |
| 48.121 | Computer-based Telephone Central Office Switching Equipment: Includes equipment whose functions are those of a computer or peripheral equipment (as defined in section 168(i)(2)(B) of the code) used in its capacity as telephone central office equipment. Includes a significant portion of cellular phone assets. Does not include private branch exchange (PBX) equipment. | 10 |
| 48.2 | Radio and Television Broadcasting: Includes assets used in radio and television broadcasting, except transmitting towers. | 6 |
| 48.2 | Telegraph, Ocean Cable, and Satellite Communications (TOCSC): includes communications-related assets used to provide domestic and international radio-telegraph, wire-telegraph, ocean-cable, satellite communications services and one way pagers; also includes related land improvements. | 6 |
| 48.31 | TOCSC-Electric Power Generating and Distribution Systems: Includes assets used in the provision of electric power by generation, modulation, rectification, channelization, control, and distribution. Does not include these assets when they are installed on customer's premises. | 19 |
| 48.32 | TOCSC-High Frequency Radio and Microwave Systems: Includes assets such as transmitters and receivers, antenna supporting structures, antennas, transmission lines from equipment to antenna, transmitter cooling systems, and control and amplification equipment. Does not include cable and long-line systems. | 13 |

| | | |
|-------|--|----|
| 48.33 | TOCSC-Cable and Long-line Systems: Includes assets such as transmission lines, pole lines, ocean cables, buried cable and conduit, repeaters, repeater stations, and other related assets. Does not include high frequency radio or microwave systems. | 26 |
| 48.34 | TOCSC-Central Office Control Equipment: Includes assets for general control, switching, and monitoring of communications signals including electromechanical switching and channeling apparatus, multiplexing equipment, patching and monitoring facilities, in-house cabling, teleprinter equipment, and associated site improvements. | 16 |
| 48.35 | TOCSC-Computerized Switching, Channeling, and Associated Control Equipment: Includes central office switching computers, interfacing computers, other associated specialized control equipment, and site improvements. | 10 |
| 48.36 | TOCSC-Satellite Ground Segment Property: Includes assets such as fixed earth station equipment, antennas, satellite communications equipment, and interface equipment used in satellite communications. Does not include general purpose equipment or equipment used in satellite space segment property. | 10 |
| 48.37 | TOCSC-Satellite Space Segment Property: Includes satellites and equipment used for telemetry, tracking, control, and monitoring when used in satellite communications. | 8 |
| 48.38 | TOCSC-Equipment Installed on Customer's Premises: Includes assets installed on customer's premises, such as computers, terminal equipment, power generation and distribution systems, private switching center, teleprinters, facsimile equipment, and other associated and related equipment. | 10 |
| 48.39 | TOCSC-Support and Service Equipment: Includes assets used to support but not engage in communications. Includes store, warehouse and shop tools, and test and laboratory assets. | 13 |
| 48.39 | Cable Television (CATV): Includes communications-related assets used to provide cable television community antenna television services. | 13 |
| 48.41 | CATV-Headend: Includes assets such as towers, antennas, preamplifiers, converters, modulation equipment, and program non-duplication systems. Does not include headend buildings and program origination assets. | 11 |
| 48.42 | CATV-Subscriber Connection and Distribution Systems: Includes assets such as trunk and feeder cable, connecting hardware, amplifiers, power equipment, passive devices, directional taps, pedestals, pressure taps, drop cables, matching transformers, multiple set connector equipment, and converters. | 10 |
| 48.43 | CATV-Program Origination: Includes assets such as cameras, film chains, video tape recorders, lighting, and remote location equipment excluding vehicles. Does not include buildings and their structural components. | 9 |
| 48.44 | CATV-Service and Test: Includes assets such as oscilloscopes, field strength meters, spectrum analyzers, and cable testing equipment. | 8 |
| 48.45 | CATV-Microwave Systems: Assets such as towers, antennas, transmitting and receiving equipment, and broad band microwave assets if used in the provision of cable television services. Also includes satellite entertainment equipment. Does not include assets used in the provision of common carrier services. | 9 |

MANUFACTURING INDUSTRY:

| | | |
|------|---|----|
| 20.1 | Manufacture of Grain and Grain Mill Products: Assets used in the production of flour, cereals, livestock feeds and other grain & grain mill products. | 17 |
| 20.3 | Manufacture of Vegetable Oils and Vegetable Oil Products: Includes assets used in the production of oil from vegetable materials and the manufacture of related vegetable oil products. | 18 |
| 20.4 | Manufacture of Other Food and Kindred Products: Includes assets used in the production of foods and beverages not included in classes 20.1 and 20.3. | 12 |
| * | Manufacture of Condiments | 10 |
| 20.5 | Manufacture of Food and Beverages--Special Handling Devices: Includes assets defined as specialized materials handling devices such as returnable pallets, palletized containers, and fish processing equipment including boxes, baskets, carts, and flaking trays used in activities as defined in classes 20.1, 20.3 and 20.4. Does not include general purpose small tools such as wrenches and drills, both hand & power-driven, and other general purpose equipment such as conveyors, transfer equipment, & material handling devices. | 4 |
| 22.1 | Manufacture of Knitted Goods: Includes assets used in the production of knit & netted fabrics & lace. Assets used in yarn preparation, bleaching, dyeing, printing & other similar finish processes, texturing & packaging, are elsewhere classified. | 8 |

| | | |
|------|--|----|
| 22.2 | Manufacture of Yarn, Thread, and Woven Fabric: Includes assets used in the production of spun yarns including the preparing, blending, spinning, and twisting of fibers into yarns and threads, the preparation of yarns such as twisting, warping and winding, the production of covered elastic yarn and thread, cordage, woven fabric, tire fabric, braided fabric, twisted jute for packaging, mattresses, pads, sheets, and industrial belts, and the processing of textile mill waste to recover fibers, flocks, and shoddies. Assets used to manufacture carpets, man-made fibers, and nonwovens, and assets used in texturing, bleaching, dyeing, printing, and other similar finishing processes, are elsewhere classified. | 11 |
| 22.3 | Manufacture of Carpets and Dyeing, Finishing, and Packaging of Textile Products and Manufacture of Medical and Dental Supplies: Includes assets used in the production of carpets, rugs, mats, woven carpet backing, chenille, and other tufted products, and assets used in the joining together of backing with carpet yarn or fabric. Includes assets used in washing, bleaching, dyeing, printing, drying, and similar finishing processes applied to textile fabrics, threads, and other textile goods. Includes assets used in the production and packaging of textile products, other than apparel, by creasing, forming, trimming, cutting, and sewing, such as the preparation of carpet and fabric samples, or similar joining together processes (other than the production of scrim reinforced paper products and laminated paper products) such as the sewing and folding of hosiery and panty hose, and the creasing, folding, trimming, and cutting of fabrics to produce nonwoven products, such as disposable diapers and sanitary products. Also includes assets used in the production of medical and dental supplies other than drugs and medicine. Assets used in the manufacture of nonwoven carpet backing, & hard surface floor cover such as tile & rubber are elsewhere classified. | 9 |
| 22.4 | Manufacture of Textured Yarns: Includes assets used in the processing of yarns to impart bulk and/or stretch properties to the yarn. The principal machines involved are falsetwist, draw, beam-to-beam, and stuffer box texturing equipment and related high speed twisters and winders. Assets, as described above, which are used to further process man-made fibers are elsewhere classified when located in the same plant in an integrated operation with man-made fiber producing assets. Assets used to manufacture man-made fibers and assets used in bleaching, dyeing, printing, and other similar finishing processes, are elsewhere classified. | 8 |
| 22.5 | Manufacture of Nonwoven Fabrics: Includes assets used in the production of nonwoven fabrics, felt goods including felt hats, padding, batting, wadding, oakum, and fillings, from new materials and from textile mill waste. Nonwoven fabrics are defined as fabrics (other than reinforced and laminated composites consisting of nonwovens and other products) manufactured by bonding natural and/or synthetic fibers and/or filaments by means of induced mechanical interlocking, fluid entanglement, chemical adhesion, thermal or solvent reaction, or by combination thereof other than natural hydration bonding as occurs with natural cellulose fibers. Such means include resin bonding, web bonding, and melt bonding. Specifically includes assets used to make flocked and needle punched products other than carpets and rugs. Assets, as described above, which are used to manufacture nonwovens are elsewhere classified when located in the same plant in an integrated operation with man-made fiber producing assets. Assets used to manufacture man-made fibers and assets used in bleaching, dyeing, printing, and other similar finishing processes, are elsewhere classified. | 10 |
| 23.0 | Manufacture of Apparel and Other Finished Products: Includes assets used in the production of clothing and fabricated textile products by the cutting and sewing of woven fabrics, other textile products, and furs; but does not include assets used in the manufacture of apparel from rubber and leather. | 9 |
| 24.1 | Cutting of Timber: Includes logging machinery and equipment and road building equipment used by logging and sawmill operators and pulp manufacturers for their own account. | 6 |
| 24.2 | Sawing of Dimensional Stock from Logs: Includes machinery and equipment installed in permanent or well established sawmills. | 10 |
| 24.3 | Sawing of Dimensional Stock from Logs: Includes machinery and equipment in sawmills characterized by temporary foundations and a lack, or minimum amount, of lumber handling, drying, and residue disposal equipment. | 6 |
| 24.4 | Manufacture of Wood Products, and Furniture: Includes assets used in the production of plywood, hardboard, flooring, veneers, furniture, and other wood products, including the treatment of poles and timber. | 10 |
| 26.1 | Manufacture of Pulp and Paper: Includes assets for pulp materials handling and storage, pulp mill processing, bleach processing, paper and paperboard manufacturing, and on-line finishing. Includes pollution control assets and all land improvements associated with the factory site or production process such as effluent ponds and canals, provided such improvements are depreciable but does not include buildings and structural components as defined in section 1.48-1(e)(1) of IRS regulations. Includes steam and chemical recovery boiler systems, with any rated capacity, used for the recovery and regeneration of chemicals used in manufacturing. Does not include assets used either in pulpwood logging, or in the manufacture of hardboard. | 13 |
| 26.2 | Manufacture of Converted Paper, Paperboard, and Pulp Products: Includes assets used for modification, or remanufacture of paper and pulp into converted products, such as paper coated off the paper machine, paper bags, paper boxes, cartons and envelopes. Does not include assets used for manufacture of nonwovens that are elsewhere classified. | 10 |

| | | |
|--------------|---|----|
| 28.0 | Manufacture of Chemicals and Allied Products: Includes assets used to manufacture basic organic chemicals; chemical products to be used in further manufacture, such as synthetic fibers and plastics materials; and finished chemical products. Includes assets used to further process man-made fibers, to manufacture plastic film, and to manufacture nonwoven fabrics, when such assets are located in the same plant in an integrated operation with chemical products producing assets. Also includes assets used to manufacture photographic supplies, such as film, photographic paper, sensitized photographic paper, and developing chemicals. Includes all land improvements associated with plant site or production processes, such as effluent ponds and canals, provided such land improvements are depreciable. Does not include assets used in the manufacture of finished rubber and plastic products or in the production of natural gas products, butane, propane, and by-products of natural gas plants. | 9 |
| 30.1 | Manufacture of Rubber Products: Includes assets used for the production of products from natural, synthetic, or reclaimed rubber, gutta percha, balata, or gutta siak, such as tires, tubes, rubber footwear, mechanical rubber goods, heels and soles, flooring, and rubber sundries; and in the recapping, retreading, and rebuilding of tires. | 14 |
| 30.11 | Manufacture of Rubber Products--Special Tools and Devices: Includes assets defined as special tools, such as jigs, dies, mandrels, molds, lasts, patterns, specialty containers, pallets, shells; and tire molds, and accessory parts such as rings and insert plates used in activities as defined in class 30.1. Does not include tire building drums and accessory parts and general purpose small tools such as wrenches and drills, both power and hand-driven, and other general purpose equipment such as conveyors and transfer equipment. | 4 |
| 30.2 | Manufacture of Finished Plastic Products: Includes assets used in the manufacture of plastics products and the molding of primary plastics for the trade. Does not include assets used in the manufacture of basic plastics materials nor the manufacture of phonograph records. | 11 |
| 30.21 | Manufacture of Finished Plastic Products--Special Tools: Includes assets defined as special tools, such as jigs, dies, fixtures, molds, patterns, gauges, and specialty transfer and shipping devices, used in activities as defined in class 30.2. Special tools are specifically designed for the production or processing of particular parts and have no significant utilitarian value and cannot be adapted to further or different use after changes or improvements are made in the model design of the particular part produced by the special tools. Does not include general purpose small tools such as wrenches and drills, both hand and power-driven, and other general purpose equipment such as conveyors, transfer equipment, and materials handling devices. | 3 |
| 31.0 | Manufacture of Leather and Leather Products: Includes assets used in the tanning, currying, and finishing of hides and skins; the processing of fur pelts; and the manufacture of finished leather products, such as footwear, belting, apparel, and luggage. | 11 |
| 32.1 | Manufacture of Glass Products: Assets used in the production of flat, blown, or pressed products of glass, such as float and window glass, glass containers, glassware and fiberglass. Does not include assets used in the manufacture of lenses. | 14 |
| 32.11 | Manufacture of Glass Products-Special Tools: Assets defined as special tools such as molds, patterns, pallets, and specialty transfer and shipping devices such as steel racks to transport automotive glass, used in activities as defined in class 32.1. Special tools are specifically designed for the production or processing of particular parts and have no significant utilitarian value and cannot be adapted to further or different use after changes or improvements are made in the model design of the particular part produced by the special tools. Does not include general purpose small tools such as wrenches & drills, hand or power-driven, and other general purpose equipment such as conveyors, transfer equipment, & materials handling devices. | 2 |
| 32.2 | Manufacture of Cement: Includes assets used in the production of cement, but does not include any assets used in the manufacture of concrete and concrete products nor in any mining or extraction process. | 20 |
| 32.3 | Manufacture of Other Stone and Clay Products: Includes assets used in the manufacture of products from materials in the form of clay and stone, such as brick, tile and pipe; pottery and related products, such as vitreous-china, plumbing fixtures, earthenware and ceramic insulating materials; and also includes assets used in manufacture of concrete and concrete products. Does not include assets used in any mining or extraction processes. | 15 |
| 33.2 | Manufacture of Primary Nonferrous Metals: Includes assets used in the smelting, refining, and electrolysis of nonferrous metals from ore, pig, or scrap, the rolling, drawing, and alloying of nonferrous metals; the manufacture of castings, forgings, and other basic products of nonferrous metals; and the manufacture of nails, spikes, structural shapes, tubing, wire, and cable. | 14 |
| 33.21 | Manufacture of Primary Nonferrous Metals--Special Tools: Includes assets defined as special tools such as dies, jugs, molds, patterns, fixtures, gauges, and drawings concerning such special tools used in the activities as defined in class 33.2, Manufacture of Primary Nonferrous Metals. Special tools are specifically designed for the production or processing of particular products or parts and have no significant utilitarian value and cannot be adapted to further or different use after changes or improvements are made in the model design of the particular part produced by the special tools. Does not include general purpose small tools such as wrenches and rills, hand & power-driven, & other general purpose equipment such as conveyors, transfer equipment & materials handling devices. Rolls, mandrels & refractories are not in class 33.21 but are included in class 33.2. | 6 |

| | | |
|-------|--|----|
| 33.3 | Manufacture of Foundry Products: Includes assets used in the casting of iron and steel, including related operations such as molding and coremaking. Also includes assets used in the finishing of castings and patternmaking when performed at the foundry, all special tools and related land improvements. | 14 |
| 33.4 | Manufacture of Primary Steel Mill Products: Includes assets used in the smelting, reduction, and refining of iron and steel from ore, pig, or scrap; the rolling, drawing and alloying of steel; the manufacture of nails, spikes, structural shapes, tubing, wire, and cable. Includes assets used by steel service centers, ferrous metal forges, and assets used in coke production, regardless of ownership. Also includes all special tools used in the above activities. | 15 |
| 34.0 | Manufacture of Fabricated Metal Products: Assets used in the production of metal cans, tinware, fabricated structural metal products, metal stampings, and other ferrous and nonferrous metal and wire products not elsewhere classified. Does not include assets used to manufacture non-electric heating apparatus. | 12 |
| 34.01 | Manufacture of Fabricated Metal Products--Special Tools: Assets defined as special tools such as dies, jigs, molds, patterns, fixtures, gauges, and returnable containers and drawings concerning such special tools used in the activities as defined in class 34.0. Special tools are specifically designed for the production or processing of particular machine components, products, or parts and have no significant utilitarian value and cannot be adapted to further or different use after changes or improvements are made in the model design of the particular part produced by the special tools. Does not include general purpose small tools such as wrenches & drills, hand or power-driven, and other general purpose equipment such as conveyors, transfer & material handling devices. | 3 |
| 35.0 | Manufacture of Electrical and Non-Electrical Machinery and Other Mechanical Products: Includes assets used to manufacture or rebuild finished machinery and equipment and replacement parts thereof such as machine tools, general industrial and special industry machinery, electrical power generation, transmission, and distribution systems, space heating, cooling, and refrigeration systems, commercial and home appliances, farm and garden machinery, construction machinery, mining and oil field machinery, internal combustion engines (except those elsewhere classified), turbines (except those that power airborne vehicles), batteries, lamps and lighting fixtures, carbon and graphite products, and electromechanical and mechanical products including business machines, instruments, watches and clocks, vending and amusement machines, photographic equipment, medical and dental equipment and appliances, and ophthalmic goods. Does not include assets used in mining, assets used in the manufacture of primary ferrous and nonferrous metals, assets included in class 00.11 through 00.4 . | 10 |
| 36.0 | Manufacture of Electronic Components, Products and Systems: Includes assets used in the manufacture of electronic equipment, computation, instrumentation and control systems. | 6 |
| 36.1 | Any Semiconductor Manufacturing Equipment: Includes equipment used in the manufacturing of semiconductors if the primary use of the semiconductors is in products and systems defined in class 36.0. | 5 |
| 37.11 | Manufacture of Motor Vehicles: Includes assets used in the manufacture and assembly of finished automobiles, trucks, trailers, motor homes, and buses. Does not include assets used in mining, printing and publishing production of primary metals, electricity, or steam, or the manufacture of glass, industrial chemicals, batteries, or rubber products, which are classified elsewhere. Includes assets used in manufacturing activities elsewhere classified other than those excluded above, where such activities are incidental to and an integral part of the manufacture and assembly of finished motor vehicles such as the manufacture of parts and subassemblies of fabricated metal products , electrical equipment, textiles, plastics, leather, and foundry and forging operations. Does not include any assets not classified in manufacturing activity classes, e.g., does not include any assets classified in asset guideline classes 00.11 through 00.4. Activities will be considered incidental to the manufacture and assembly of finished motor vehicles only if 75 percent or more of the value of the products produced under one roof are used for the manufacture and assembly of finished motor vehicles. Parts that are produced as a normal replacement stock complement in connection with the manufacture and assembly of finished motor vehicles are considered used for the manufacture assembly of finished motor vehicles. Does not include assets used in the manufacture of component parts if these assets are used by taxpayers not engaged in the assembly of finished motor vehicles. | 12 |
| 37.12 | Manufacture of Motor Vehicles--Special Tools: Includes assets defined as special tools, such as jigs, dies, fixtures, molds, patterns, gauges, and specialty transfer and shipping devices, owned by manufacturers of finished motor vehicles and used in qualified activities as defined in class 37.11. Special tools are specifically designed for the production or processing of particular motor vehicle components and have no significant utilitarian value, and cannot be adapted to further or different use, and changes or improvements are made in the model design of the particular part produced by the special tools. Does not include general purpose small tools such as wrenches and drills, hand & power driven and other general purpose equipment such as conveyors, transfer & material handling. | 3 |
| 37.2 | Manufacture of Aerospace Products: Includes assets used in the manufacture and assembly of airborne vehicles and their component parts including hydraulic, pneumatic, electrical and mechanical systems. Does not include assets used in the production of electronic airborne detection, guidance, control, radiation, computation, test, navigation and communication equipment. | 10 |

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|--------------|---|----|
| 37.31 | Ship and Boat Building Machinery and Equipment: Includes assets used in the manufacture and repair of ships, boats, caissons, marine drilling rigs and special fabrications not included in asset classes 37.32 & 37.33. Specifically includes all manufacturing and repairing machinery and equipment, including machinery and equipment used in the operation of assets included in class 37.32. | 12 |
| 37.32 | Ship and Boat Docks and Land Improvements: Includes assets used in the manufacture and repair of ships, boats, caissons, marine drilling rigs, and special fabrications not included in asset classes 37.31 and 37.33. Specifically includes floating and fixed dry docks, ship basins, graving docks, shipways, piers, and all other land improvements such as water, sewer, and electric systems. Excludes buildings and their structural components. | 16 |
| 37.33 | Ship and Boat Building--Special Tools: Includes assets defined as special tools such as dies, jigs, molds, patterns, fixtures, gauges, and drawings concerning such special tools used in the activities defined in classes 37.31 and 37.32. Special tools are specifically designed for the production or processing of particular machine components, products, or parts, and have not significant utilitarian value and cannot be adapted to further or different use after changes or improvements are made in the model design of the particular part produced by the special tools. Do not include general purpose small tools such as wrenches and drills, both hand and power-driven, and other general purpose equipment such as conveyors, transfer equipment, and materials handling devices. | 6 |
| 39.0 | Manufacture of Athletic, Jewelry and Other Goods: Includes assets used in the production of jewelry; musical instruments; toys and sporting goods; motion picture and television films and tapes; and pens, pencils, office and art supplies, brooms, brushes, caskets, etc. | 12 |

Unless otherwise noted, all of the asset classes and class lives listed above are presented as set forth in IRS Publication 946. If the business activity is not listed herein, refer to IRS Publication 946. If not there, use appraisal judgment to determine the economic life and document your findings.

- * These items are from March 1994 Marshall & Swift life expectancy guidelines, and are noted therein as: "Not from the IRS but are a composite of studies of equipment, bookkeeping practices and appraisers' opinions."
- ** These items are from the 1994 PVD economic lives guide.
- *** 2001 PVD economic life guideline

2.06 Other Personal Property Not Elsewhere Classified

Personal property that cannot be classified into any of the five “specific” constitutional subclasses of personal property is classified within the **Other Personal Property Not Elsewhere Classified** (“Other”) subclass. The Kansas Constitution classifies property that qualifies as “Other” personal property into Class 2, Subclass 6 (2.06). “Other” personal property is listed on a *tangible personal property assessment form* (rendition) pursuant to K.S.A. 79-300 series. Property in the “Other” subclass of personal property is listed on *schedule 6* of the rendition.

[Ks. Constitution Art. 11, Sec. 1; K.S.A. 79-1439(2)]

Classifying “Other” Personal Property

Property that may qualify for classification in the **Other Personal Property Not Elsewhere Classified** (“Other”) subclass includes:

- **Aircraft:** airplanes, helicopters, hot air balloons, ultra lights, etc.
- **Off Road Vehicles:** golf carts, snowmobiles, off-road motorcycles, mopeds, ATVs, RUVs, etc.
- **Marine Equipment:** boat trailers and boat motors that do not qualify as watercraft.
- **Truck Campers and Travel Trailers:** those that do not meet the statutory definition of a “recreational vehicle” and are not “RV” titled.
- **Trailers (non-commercial):** motorcycle and snowmobile trailers, utility trailers, horse trailers, and any other trailer that is not used for any commercial purpose.
- **Truck Beds (non-commercial):** beds on “chassis cab” motor vehicles that are not used for any commercial purpose, *regardless* of how the vehicle is registered.
- **Machinery & Equipment** which is no longer being “used” for the production of income. Machinery and equipment in the “Other” subclass may qualify for the \$1500 exemption for commercial equipment.

Valuation Guidelines for “Other” Personal Property

Property classified within the **Other Personal Property Not Elsewhere Classified** (“Other”) subclass is appraised at its fair market value as of January 1 and assessed at a rate of 30%. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll. [K.S.A. 79-1439(2)]

When establishing values for personal property in the “Other” subclass, the county appraiser must follow the procedures and guidelines outlined in the *“Personal Property Valuation Guide”* prescribed by the Division of Property Valuation (PVD). *However, the county appraiser is allowed to deviate from the guide on an individual piece of property for just cause and in a manner consistent with achieving market value.* Any deviation from a prescribed valuation method must be documented. [K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

The “Other” section of the *Personal Property Valuation Guide* contains cost data used to appraise golf carts and hot air balloons in the “Other” subclass. Nationally recognized publications are prescribed for valuing aircraft, watercraft, off road vehicles, and non-”RV” titled travel trailers in the “Other” subclass.

The *Personal Property Valuation Guide* does not prescribe valuation guides or cost data for appraising all types of property in the “Other” subclass. When PVD does not prescribe a valuation method the county appraiser must develop county valuation guidelines that reflect the market value of “Other” personal property. Valuation guidelines can be developed from known sales, replacement costs, historical costs, and other factors. The methods and logic used to develop guidelines should always be documented.

*Effective January 1, 2009, a new law exempts “**other**” personal property with a **purchase price** of **\$750 or less**.

- The exemption applies to any purchase whether new or used, and there are no limitations on when the purchase was made.
- It should also be noted that the purchase price does NOT include sales tax or any add-on costs that are charged separately and are readily discernible from the actual purchase price. These may include shipping, handling or set-up charges.
- Key point to remember – the purchase price qualifying for the exemption and how the county has or will value the property are two separate issues. The “other” class of property is to be valued at fair market value. [K.S.A. 79-234]

Aircraft

Aircraft classified within the “Other” subclass of personal property is appraised at its market value as of January 1. An aircraft may qualify for exemption from property taxation if certain conditions are met and the Kansas Court of Tax Appeals grants the exemption. Any aircraft that has not been granted an exemption by the Kansas Court of Tax Appeals is taxable.

[PVD Directive 92-025]

The Court of Tax Appeals may grant a property tax exemption to any aircraft that satisfies the conditions for one of the following exemptions:

1. **Business aircraft** [K.S.A. 79-201k] – exemption for aircraft that is “*predominately*” used to earn income for the owner in the conduct of the owner's business or industry. *Predominately* is defined to mean at least 80% of the total use of the aircraft, or utilization of the aircraft such that all costs are deductible for federal income tax purposes. Also, if the owner’s business is the leasing of the aircraft, the lessee’s use of the aircraft is not considered in determining the exemption.
2. **Antique aircraft** [K.S.A. 79-220] – exemption for aircraft 30 years or older as determined by the date of manufacture that is used exclusively for recreational or display purposes, or any combination thereof.

Valuing aircraft in the “Other” subclass:

The Property Valuation Division prescribes the “*Vref Aircraft Value Reference (Vref)*”, 2012 (volume 4), for valuing airplanes at their market value. Counties can contact the Personal Property Section of PVD for helicopter values. Other appraisal techniques may be used to value aircraft that is not listed in the *Vref* guide. The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

To use the *Vref* guide:

[Step 1] - Look up the make and model for the aircraft in question

[Step 2] - locate the *row* for the age and model of the aircraft **and** the “Whlsl” *column*

[Step 3] - the value used is located where the *row* and the *column* meet

The “Whlsl” value is the *wholesale* value of the airplane with half the life remaining on the engine before overhaul. This wholesale value is presented in thousands of dollars, for example 26.7K means \$26,700.

Once the wholesale value is determined, the appraiser can make adjustments for engine time. The owner of the aircraft should provide documentation of the aircraft's engine time from the engine log that is kept on each engine.

Engine Time: Some of the biggest expenses in aircraft operation are engine-related. The *Vref* guide bases its valuation, in part, upon the presumption that the aircraft's engine is midway through its time between overhauls. The "since major overhaul" (SMOH) figure shown in the *Vref* guide represents the aircraft's mid-life engine hours. The SMOH figure is located in the "header" for each model.

As a general rule, the adjustment from the "Whlsl" value for each engine should be limited to half the "Average Overhaul" dollar amount listed under "Engine" for the subject model.

Adjusting the "Whlsl" value for engine time:

[Step 1] - calculate the *difference* between the actual engine hours and the SMOH hours listed in the header for the subject aircraft.

[Step 2] - multiply the *difference* by the Eng Rate amount shown in the "WS" column under Add-ons for the subject aircraft.

[Step 3] - The result is:

added to the "Whlsl" value if actual engine hours are *less* than the SMOH hours;

or

subtracted from the "Whlsl" value if the actual engine hours are *more* than the SMOH hours.

EXAMPLE

AIRCRAFT VALUATION WORKSHEET

Tax Year: 2014

Model Year: 1976

Make: Cessna

Model: 340A

Actual Engine Hours: **Engine 1:** 200
 Engine 2: 1100

Vref Book page #: 91 (2011 Volume 4)

Calculation Process

| Vref book SMOH | Actual Hours Per Engine | +/- Hour Difference | Vref ENG RATE W.S. Value | +/- Adjustment Engine Time |
|-------------------|----------------------------|------------------------|-----------------------------|-------------------------------|
| (1) <u>595</u> - | <u>200</u> = | <u>+395</u> x | <u>\$18.20</u> = | <u>+\$7,189</u> |
| (2) <u>595</u> - | <u>1100</u> = | <u>-505</u> x | <u>\$18.20</u> = | <u>-\$9,191</u> |

| Adjustment +/- For Engine 1 | Adjustment +/- For Engine 2 | Total Adjustment +/- for Engine Hours |
|--------------------------------|--------------------------------|--|
| <u>+\$7,189</u> | <u>-\$9,191</u> | = <u>- \$2,002</u> |

| Vref "Whlsl" Value | Total Adjustment +/- for Engine Hours | Final Adjusted Market Value |
|-----------------------|--|--------------------------------|
| <u>\$133,200</u> | <u>- \$2,002</u> | = <u>\$106,898</u> |
| | | |

Note: *The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.*

[PVD Directive 98-036; K.S.A. 79-1456]

AIRCRAFT VALUATION WORKSHEET

Tax Year: _____ County: _____ Date: _____

Data Needed For Valuation of Aircraft

Model Year: _____

Make: _____

Model: _____

Actual Engine Hours: Engine (1) _____

Engine (2) _____

Vref Book page #: _____

Calculation Process

| Vref SMOH | Actual Hours Per Engine | +/- Hour Difference | Vref ENG RATE W.S. Value | +/- Adjustment Engine Time |
|-----------|-------------------------|---------------------|--------------------------|----------------------------|
| (1) _____ | - _____ | = _____ | x _____ | = _____ |
| (2) _____ | - _____ | = _____ | x _____ | = _____ |

| Adjustment +/- For Engine 1 | Adjustment +/- For Engine 2 | Total Adjustment +/- For Engine Hours |
|-----------------------------|-----------------------------|---------------------------------------|
| _____ | + _____ | = _____ |

| Vref "Whlsl" Value | Total Adjustment +/- For Engine Hours | Final Adjusted Market Value |
|--------------------|---------------------------------------|-----------------------------|
| _____ | _____ | = _____ |

Note: *The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.*

[PVD Directive 98-036; K.S.A. 79-1456]

Hot Air Balloons

Hot air balloons classified within the “Other” subclass of personal property are appraised at their market value as of January 1. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll when it is purchased or sold during the year.

Valuing hot air balloons in the “Other” subclass:

[Step 1] - Find the *replacement cost new* that best fits the balloon being valued.

- ◆ "Less expensive" brand names include Firefly, Head and Avian.
- ◆ "More expensive" brand names include Cameron, Lindstrand and Ultra Magic.

The *replacement cost new* listed below includes the following: Envelope, skirt, deflation panel, patented vent, single burner, gondola, mounted burner controls, aluminum frame gondola with fiberglass liner, instrument panel with altimeter, standard rate of climb meter, pyrometer, and fuel tanks.

| Size Designation | Approx. Size in Cubic Ft. | Hot Air Balloon Replacement Cost New | | |
|------------------|---------------------------|--------------------------------------|----------|----------------|
| | | Less Expensive | Average | More Expensive |
| 5 | 42,000 | \$16,200 | \$18,000 | \$19,800 |
| 6 | 56,000 | 17,500 | 19,500 | 21,400 |
| 7 | 65,000 | 18,400 | 20,500 | 22,500 |
| 7 | 77,000 | 19,300 | 21,500 | 23,600 |
| 8 | 90,000 | 21,300 | 23,700 | 26,100 |
| 8 | 105,000 | 24,500 | 27,200 | 29,900 |
| 9 | 120,000 | 25,900 | 28,800 | 31,600 |
| 9 | 140,000 | 27,000 | 29,900 | 32,900 |
| 10 | 160,000 | 30,300 | 33,700 | 37,100 |
| 10 | 180,000 | 32,300 | 35,900 | 39,500 |
| 10 | 210,000 | 34,800 | 38,700 | 42,600 |
| 11 | 250,000 | 40,100 | 44,500 | 49,000 |

[Step 2] - Multiply the total [*replacement cost new*] by the percent good factor for the air time hours the balloon has accumulated as of January 1[*see scale below*]. The county will need to obtain the air time hours annually from the owner of the aircraft.

Percent Good Scale:

| Air Time Hrs | 25 Hrs | 50 Hrs | 75 Hrs | 100 Hrs | 150 Hrs | 200 Hrs | 300 Hrs | 400 Hrs |
|--------------|--------|--------|--------|---------|---------|---------|---------|---------|
| Percent Good | 81% | 73% | 65% | 56% | 49% | 41% | 33% | 26% |

Example: Firefly 7-15 with 77,000 cubic ft. envelope and 128 air time hours.

$$\$19,300 \text{ (RCN/size 7 Less)} \times 56\% \text{ (% good based on air time hours)} = \$10,808.$$

When necessary, use values established by a study of the local market. The procedure used must reflect the local market and be documented.

The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

Golf Carts

Golf carts (or golf cars) classified within the “Other” subclass of personal property are appraised at their market value as of January 1. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll when it is purchased or sold during the year.

Valuing Golf Carts in the “Other” subclass:

[Step 1] - Find the *replacement cost new* that best fits to golf cart being valued.

Replacement Cost New: Electric - \$6,300 Gas - \$6,358

[Step 2] - Multiply the total [*replacement cost new*] by the percent good factor for the age of the golf cart as of January 1 [*see scale below*].

Percent Good Scale:

| | | | | | | | | | | |
|---------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Years Old | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Percent Good | 86% | 66% | 57% | 51% | 47% | 43% | 40% | 38% | 35% | 33% |
| Years Old | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Percent Good | 31% | 29% | 27% | 26% | 24% | 23% | 22% | 21% | 20% | 19% |
| Years Old | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| Percent Good | 18% | 17% | 16% | 15% | 14% | 13% | 12% | 11% | 10% | 9% |

Example: 2009 electric cart

\$6,300 (electric) RCN X .47 (5 years old) = \$2,961

Older models – use values established by a study of the local market. The procedure used must reflect the local market and be documented.

The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

ATVs, Snowmobiles, Off Road Motorcycles, RUVs, Motorized Bicycles (Mopeds)

Kansas statutes define a “*motor vehicle*” as every vehicle, *other than* a motorized bicycle or a motorized wheelchair, which is self-propelled. By law, vehicles that are not designed for operation on public roads *or* that qualify as “*motorized bicycles*” are not motor vehicles.

[K.S.A. 8-126(aa) & (b); K.S.A. 8-1439a]

8-1439a. "Motorized bicycle" defined. “*Motorized bicycle*” means every device having two tandem wheels or three wheels which may be propelled by either human power or helper motor, or by both, and which has:

- (a) A motor which produces not more than 3.5 brake horsepower;
- (b) a cylinder capacity of not more than 130 cubic centimeters;
- (c) an automatic transmission; and
- (d) the capability of a maximum design speed of no more than 30 miles per hour except a low power cycle.

Off road vehicles such as snowmobiles, ATVs, off road motorcycles, RUVs (*Recreational Utility Vehicles*), and motorized bicycles (mopeds) are typically not classified as motor vehicles. Vehicles that are not motor vehicles are classified within the “Other” subclass of personal property and appraised at their market value as of January 1. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll when it is purchased or sold during the year.

[K.S.A. 8-126(b)]

Valuing off road vehicles and motorized bicycles (mopeds) in the “Other” subclass:

The Property Valuation Division prescribes the 2014 edition (January to April) of the *NADA Motorcycle/Snowmobile/ATV/Personal Watercraft Appraisal Guide (NADA)* for appraising off road vehicles and mopeds at market value.

- ◆ **2014 Models** - Use 85% of the "Sugg List" value from the *NADA* guide *or* if none is listed, use 85% of the "Sugg List" value for a similar 2013 model to estimate the market value.
- ◆ **2013 to 1995 Models** - Use the "Clean Trade-In W/S" value from the *NADA* guide.
- ◆ Use values established by a study of the local market for models that cannot be found in the *NADA Guide*. The procedure used must reflect the local market and be documented.

The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

Marine Equipment: Boat Motors and Boat Trailers

For *valuation* purposes, marine equipment that does not qualify as watercraft will be classified within the “Other” subclass of personal property and appraised at its market value as of January 1. Such marine equipment will generally include boat motors and boat trailers. [K.S.A. 79-1439(2)(F)]

Marine equipment within the “Other” subclass of personal property cannot be prorated since it is not defined as watercraft. Proration is now limited to property defined as watercraft.

[K.S.A. 79-306e]

Valuing marine equipment in the “Other” subclass:

The Division of Property Valuation prescribes the 2014 edition (Volumes I and II) of the *ABOS Marine Blue Books (ABOS)* for valuing marine equipment at market value. The 2014 *ABOS CD Rom* which is released in Fall/Winter 2013 [electronic version of *ABOS* guides (Vols. I & II)] is also available through Penton Business Media.

- ◆ **2014 Models** - Use the "Estimated Avg. Trade-In Value Less Repairs - High" value for a comparable 2013 model from the *ABOS* guide (Vol. I) to value outboard motors and boat trailers. Trend the value up when appropriate; use appraisal judgment.
- ◆ **2013 to 2003 Models** - Use the "Estimated Avg. Trade-In Value Less Repairs - High" value from the *ABOS* guide (Vol. I) to value outboard motors and boat trailers.
- ◆ **2002 and older Models** - Use the “Estimated Avg. Trade-In Value Less Repairs - High” value from the *ABOS* guide (Vol. II) to value outboard motors and boat trailers.
- ◆ Use values established by a study of the local market for models that cannot be found in the *ABOS* guides. The procedure used must reflect the local market and be documented.

The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

NOTE: Sailboards are exempt from personal property taxation pursuant to K.S.A. 79-201c.

Truck Campers and Travel Trailers (Without “RV” Title)

Truck campers and travel/camping trailers that do not meet the statutory definition of a recreational vehicle *and* are not "RV" titled are classified within the “Other” subclass of personal property. Truck campers and travel/camping trailers in the “Other” subclass are appraised at their market value as of January 1. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll when it is purchased or sold during the year.

Kansas law [K.S.A. 79-5118] defines a recreational vehicle as follows:

...a “recreational vehicle” is a vehicular-type unit built on or for use on a chassis and designed primarily as living quarters for recreational, camping, vacation or travel use and which has its own motive power or is mounted on or drawn by another vehicle and which has a body width not exceeding 102 inches and a body length not exceeding 45 feet and has ALL the following features:

- ◆ an electrical system which operates above 12 volts
- ◆ provisions for plumbing
- ◆ heating
- ◆ any other standard feature/component adopted in the uniform standards code for RVs. [ANSI 119.2]

Valuing truck campers and travel/camping trailers in the “Other” subclass:

The Property Valuation Division prescribes the 2014 edition (January – April) of the *NADA Recreation Vehicle Appraisal Guide (NADA)* for valuing campers, slide-ins, and travel/camping trailers [that are not "RV" titled] at market value.

- ◆ **2014 Models** - Use 85% of the "Sugg List" value from the *NADA* guide *or* if none is listed, use 85% of the "Sugg List" value for a similar 2013 model to estimate the market value.
- ◆ **2013 and Older Models** - Use the "Used W/S" value from the *NADA* guide.
- ◆ Use values established by a study of the local market for models that cannot be found in the *NADA* Guide. The procedure used must reflect the local market and be documented.

The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

NOTES:

1. Pickup shells and toppers are exempt from personal property taxation pursuant to K.S.A. 79-201c.
2. See the “Motor Vehicle” section of this guide for information on recreational vehicles that qualify for the "Kansas RV" title.

Trailers (Non-commercial)

Trailers that are *not used for commercial purposes* are classified within the “Other” subclass of personal property and appraised at their market value as of January 1. Trailers in the “Other” subclass are listed on *schedule 6* of the rendition. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll when it is purchased or sold during the year.

Trailers that are *used for commercial purposes* are classified within the **Commercial/Industrial Machinery and Equipment** (“Commercial”) subclass of personal property and appraised in the same manner as other commercial and industrial machinery and equipment. Trailers in the “Commercial” subclass are listed on *schedule 5* for the rendition. See the “Commercial/Industrial Machinery and Equipment” section of this guide for information on valuing trailers used for commercial purposes.

Valuing trailers in the “Other” subclass:

County appraisers must determine the value of trailers in the “Other” subclass of personal property. Appraisers can develop valuation guidelines for trailers in the “Other” subclass from known sales, replacement costs, historical costs, and other factors. The procedure used must reflect the local market and be documented.

NOTE: The *Commercial Trailer Blue Book* is available for purchase through Penton Business Media, Inc. *may* provide a consistent source for obtaining market values for *certain* trailers classified under the “Other” subclass. Trailers included in the *Commercial Trailer Blue Book* are: drop frame van; electronic van; dry freight van; refrigerated van; flatbed; lowboy equipment; stainless steel tank; aluminum tank; pneumatic bulk tank; dump; grain; livestock. More information about this guide can be found at www.pricedigests.com .

Truck Beds & Bodies (Non-commercial)

A truck bed that is set behind the cab on a truck *chassis* is not considered part of the truck. For this reason, it **is valued and classified separately from the truck**. Truck beds on “*chassis cab*” motor vehicles are not prorated onto or off of the tax roll when the truck they are on is purchased or sold during the year.

A body that encloses the entire vehicle *chassis*, including the motor and driving compartment, of an “*incomplete*”, “*stripped*” or “*chassis only*” vehicle **is** considered part of the motor vehicle. For this reason, the body **is valued and classified with the vehicle**. See the “Motor Vehicle” section of this guide for information on valuing “*incomplete*”, “*stripped*” or “*chassis only*” vehicles.

Beds on “*chassis cab*” motor vehicles that are not used for commercial purposes are classified within the “Other” subclass of personal property and are appraised at their market value as of January 1. Truck beds in the “Other” subclass are listed on *schedule 6* of the rendition.

Beds on “*chassis cab*” motor vehicles that are *used for commercial purposes* are classified within the Commercial/Industrial Machinery and Equipment (“Commercial”) subclass of personal property and appraised the same as other commercial and industrial machinery and equipment. Truck beds in the “Commercial” subclass are listed on *schedule 5* of the rendition. See the “Commercial/Industrial Machinery and Equipment” section of this guide for information on valuing commercial use beds on “*chassis cab*” motor vehicles.

Valuing truck beds in the “Other” subclass:

County appraisers must determine the value of truck beds in the “Other” subclass of personal property. Appraisers can develop valuation guidelines for truck beds in the “Other” subclass from known sales, replacement costs, historical costs, and other factors. The procedure used must reflect the local market and be documented.

NOTE: The *Truck Body Blue Book*, available for purchase through Penton Business Media, Inc., may provide a consistent source for obtaining market values for *certain* beds and bodies that are classified under the “Other” subclass. Beds and Bodies included in the *Truck Body Blue Book* are: truck cargo van; refrigerated van; heavy duty rack; concrete mixers; flatbed; steel dump; aluminum dump; snow plows; steel utility; milk tanks; petroleum truck tanks; lifts/buckets; telescopic cranes; waste packers. More information on Prism Business Media publications can be found at www.pricedigests.com.

Commercial Machinery & Equipment that is no longer being “used”

Commercial/industrial machinery and equipment which is no longer being “used” for the production of income is classified within the “Other” subclass of personal property. Machinery and equipment classified within the “Other” subclass is listed on *schedule 6* of the rendition and appraised at its market value as of January 1. Personal property in the “Other” subclass, with the exception of watercraft, is not prorated onto or off of the tax roll when it is purchased or sold during the year. [K.S.A. 79-1439c; A. G. Opinion 94-52]

Commercial/industrial machinery and equipment should be considered as being “used” until its condition or use clearly indicates that the property is no longer going to be used for the production of income. This will prevent property from being considered “used” for one tax year, not “used” for a subsequent tax year, and then “used” again at some future point in time.

Whenever county appraisers must determine whether machinery or equipment is still being “used” or no longer being “used” for commercial purposes, they may want to consider the following:

There is a greater possibility that an asset is no longer being “used” if:

- ◆ the economic life of the asset is over;
- ◆ the item has been replaced;
- ◆ the item is being held for parts and some parts have already been removed (when property can no longer be used in its present form and valuing it based on its retail cost when new no longer seems logical);
- ◆ the item appears to no longer be in use and it is unusable (when property is poorly maintained and in poor condition, has parts missing, etc.);
- ◆ the item appears to have had no maintenance;
- ◆ it would cost more to remove the item than to leave it in place (in rare instances when the property would have been disposed of except that it is more cost effective to simply keep it on the premises).

There is a greater possibility that an asset is still being “used” if:

- ◆ the item is being held for back-up or for future use in its present form in case business demands change; or
- ◆ a service agreement is currently in effect for the property.

Valuing machinery and equipment that is no longer “being used”:

County appraisers must determine the value of commercial and industrial machinery and equipment that is no longer being “used” for the production of income. Appraisers can develop valuation guidelines for machinery and equipment in the “Other” subclass from known sales, replacement costs, historical costs, and other factors. The procedure used must reflect the local market and be documented.

NOTE: Machinery and equipment in the “Other” subclass may qualify for the \$1500 exemption for commercial equipment. See **\$1500 Exemption for Commercial Equipment** in this section of the guide for guidelines on determining when machinery and equipment qualifies for the exemption. [K.S.A. 79-201w]

\$1500 Exemption for Commercial Equipment:

Commercial/industrial machinery and equipment “*items*” with a “retail cost when new” of \$1500 or less are exempt from personal property taxation. County appraisers must determine whether the property qualifies as an “*item*” and the “retail cost when new” of the “*item*” must be established in order to determine whether the property qualifies for exemption. Whenever a commercial/industrial “*item*” is purchased “used”, the “retail cost when new” must be established in order to determine whether the “*item*” qualifies for the exemption. See **Retail cost when new (RCWN)** on page 63 of this guide for information on determining the “retail cost when new”.

[K.S.A. 79-201w; PVD Directive 95-030]

For purposes of the \$1500 exemption an “*item*” is generally going to be a single line item as it is reported on a rendition. Exceptions to this general rule are:

1. if the line item represents a group of like goods that can be used independently and they have the same or similar cost, the line item is actually several “*items*”. The RCWN of each “*item*” may qualify for the exemption.
2. in that an “*item*” is the smallest quantity that may be used independently, one pen, one sheet of paper or one rubber band represents a material and supply “*item*”. The RCWN of each “*item*” that can be independently used may qualify for the exemption.

[PVD Directive 95-030]

NOTE: Taxpayers are not required to list any “*item*” of commercial/industrial machinery and equipment with a “retail cost when new” of \$1500 or less per “*item*”. However, taxpayers that mistakenly consider their property exempt may be subject to two years back taxes and penalties if the county appraiser determines the property does not qualify for the exemption. [A.G. Opinion 96-7]

NEW PROPERTY CATEGORY

Watercraft

Beginning January 1, 2014, personal property in this category is appraised at market value as of January 1 and assessed at 11.5% for 2014, and assessed at 5% for 2015 and after. This includes any boat or vessel **requiring** numbering by the State of Kansas pursuant to K.S.A. 32-1110. "Watercraft" is defined as vessels which require numbering according to state law and as administered by the Kansas Department of Wildlife, Parks and Tourism (KWPT). Each watercraft may include one trailer which is designed to launch, retrieve, transport and store such watercraft and any nonelectric motor or motors which are necessary to operate such watercraft on the water.

[House Substitute for Senate Bill 83]

Valuing watercraft:

The Division of Property Valuation prescribes the 2014 edition (Volumes I and II) of the *ABOS Marine Blue Books (ABOS)* for valuing watercraft at market value. The 2014 *ABOS CD Rom* which is released in Fall/Winter 2013 [electronic version of *ABOS* guides (Vols. I & II)] is also available through Penton Business Media. *Unless otherwise noted*, outboard motors, trailers and accessories are not included in the *ABOS* boat value. Package boat values, which include motors and/or trailers, are indicated within the model description *or* with a notation following the model year listing. Stern drive and inboard boat values always include the engine(s) as standard.

NOTE: The "Avg. Trd-In" value from 2014 edition (January to April) of the *NADA Motorcycle/Snowmobile/ATV/Personal Watercraft Appraisal Guide (NADA)* may be used to value personal watercraft if its values better reflect the local market.

- ◆ **2014 Models** - Use the "Estimated Avg. Trade-In Value Less Repairs - High" value for a comparable 2013 model from the *ABOS* guide (Vol. I) to value boats, outboard motors, boat trailers and personal watercraft. Trend the value up when appropriate; use appraisal judgment.
- ◆ **2013 to 2003 Models** - Use the "Estimated Avg. Trade-In Value Less Repairs - High" value from the *ABOS* guide (Vol. I) to value boats, outboard motors, boat trailers and personal watercraft.
- ◆ **2002 and older Models** - Use the "Estimated Avg. Trade-In Value Less Repairs - High" value from the *ABOS* guide (Vol. II) to value boats, outboard motors and boat trailers.
- ◆ Use values established by a study of the local market for models that cannot be found in the *ABOS* guides. The procedure used must reflect the local market and be documented.

The county appraiser can deviate from the prescribed valuation method on an individual piece of property in order to achieve market value. Any deviation must be documented.

[K.S.A. 79-1412a Sixth; PVD Directive 98-036; K.S.A. 79-1456]

NOTE: Sailboards are exempt from personal property taxation pursuant to K.S.A. 79-201c.

Proration of Watercraft:

K.S.A. 79-306e outlines the procedures for prorating watercraft that may include one trailer which is designed to launch, retrieve, transport and store such watercraft and any nonelectric motor or motors which are necessary to operate such watercraft on the water.

For the 2003 tax year and thereafter, watercraft that meet the statutory definition can qualify for a prorated value if:

- 1) acquired or sold after January 1st AND,
- 2) the county appraiser is notified of the acquisition or sale on or before December 20th

- **Watercraft acquired after September 1st are not taxable for the year they are acquired.**
- **Watercraft that are acquired after January 1st are not subject to filing penalties for the tax year in which they are acquired.**
- **Watercraft may be prorated off anytime through the tax year when timely notification of a sale is given by the owner.**
- **Following notification, the county appraiser shall calculate the new tax roll value and send a new notification of value or a revised notification of value based on the number of months the watercraft is located in the county.**

In cases where the county appraiser discovers a watercraft, an attempt should be made to determine if the owner held possession on January 1st. If the owner held possession on January 1st, the watercraft should have been listed with the county appraiser on or before March 15th therefore penalties would apply, and in this case K.S.A. 79-306e is not applicable.

Questions about the notification period:

- 1) What happens when the owner reports the disposition after December 20th?

The county appraiser should not prorate the value of a watercraft when the owner fails to notify the county of its sale within the statutory timeframe (on or before December 20th in the year of the sale). The watercraft will remain on the tax roll at its full market value for that tax year. [K.S.A. 79-1701 & 79-1702; K.S.A. 79-306e]

- 2) What happens when the owner does not report the acquisition of a taxable watercraft that occurred after January 1st?

The county appraiser has the responsibility to list all taxable personal property. If a watercraft is discovered as having tax situs after January 1st, the county appraiser adds the watercraft on the tax roll at its full market value and sends notification of value to the owner. [K.S.A. 79-101, 79-1426, 79-1455, 79-1461]

Prorating the Value of a Watercraft

K.S.A. 79-306e specifies that the value of a watercraft should be prorated under certain circumstances based upon a fraction. The numerator of the fraction is the number of months, or *major portion* thereof, such watercraft was owned. The denominator is the 12 months of the tax year. We interpret the *major portion* of a month to mean over one-half of the month.

1. Prorating the value between buyer and seller when the watercraft is taxable for the entire tax year:

Two fractions are needed: one for the buyer, one for the seller. For the numerators of each fraction, divide the 12 months of the tax year between the buyer and seller based upon ownership. The month of the transaction is given to the party that owned the watercraft more than one-half of the month. The total value of the watercraft is split between the buyer and seller based upon the following:

$$\begin{array}{r} \text{Total Value of the Watercraft} \\ \text{X} \quad \frac{\text{(Number of Months Owned / 12 Months in the Year)}}{\text{Prorated Value}} \end{array}$$

Each calendar year has 7-8 months with an odd number of days. (January, March, May, July, August, October, December and February during leap years). Every odd-numbered month has one day with the same number of days on either side. To expedite matters, if a transaction occurs on the 16th day of a 31-day month, or on the 15th day of a 29-day month, **you may split the month in half** for purposes of the above calculation. Otherwise, you must determine the exact hour the transaction was complete to know which party owned the boat more than half the month. We believe the former approach is efficient, less intrusive, fair, and still satisfies legislative intent.

2. Prorating the value when the watercraft is taxable for only a portion of the year:

One fraction is needed. Count the number of months the watercraft was owned and taxable. The month of the transaction is included in the numerator **if** there is a clear showing it was owned for more than half of the month. The total value of the watercraft is prorated for tax purposes based upon the following:

$$\begin{array}{r} \text{Total Value of the Watercraft} \\ \text{X} \quad \frac{\text{(Number of Months Owned / 12 Months in the Year)}}{\text{Prorated Value}} \end{array}$$

Again, 7 to 8 months out of the year have an odd number of days (8 months during leap years). If a sale occurs on the 16th of a 31-day month, or on the 15th day of a 29-day month, **do not** split the month in half and include it in the numerator. When a watercraft is taxable only a portion of the year, do not include the transaction month unless there is a clear showing the watercraft was owned over half of the month.

3. If a watercraft is acquired after September 1, do not list the watercraft for taxation in the hands of the buyer for the tax year.

Prorated Value Examples

Example 1 – Acquisition:

A buyer purchases a watercraft from a dealer on **March 15, 2014**. The watercraft is taxable in the hands of the new buyer. The watercraft is exempt in the hands of the seller, because it qualifies for the merchant’s inventory exemption. The watercraft is only taxable for a **portion of the tax year**. The watercraft is worth \$6,000. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *buyer*.

$$\begin{array}{r}
 \$6,000 \text{ (Total Value)} \\
 \times \quad \underline{(10 \text{ Months} / 12 \text{ Months})} \\
 \$5,000 \text{ (Taxable Portion of Watercraft)}
 \end{array}$$

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| | | 1* | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |

* March **is** counted because the buyer **clearly** owned the watercraft for the majority portion, or for over half of the 31-day month. The buyer owned the watercraft for part of the day on March 15. In addition, the buyer owned the watercraft 16 full days from March 16, 2014, through March 31, 2014. Just looking at the 16 full days of ownership, we see that 16 / 31 full days in the month of March = 51.6%, or over half of the month of March. Thus, we know the buyer owned the watercraft for more than half the month.

Example 2 – Acquisition:

A buyer purchases a watercraft from a dealer on **April 15, 2014**. The watercraft is taxable in the hands of the new buyer. The watercraft is exempt in the hands of the seller, because it qualifies for exemption by virtue of being merchant’s inventory. The watercraft is taxable for a **portion of the tax year**. The watercraft is worth \$6,000. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *buyer*.

$$\begin{array}{r}
 \$6,000 \text{ (Total Value)} \\
 \times \quad \underline{(9 \text{ Months} / 12 \text{ Months})} \\
 \$4,500 \text{ (Taxable Portion of Watercraft)}
 \end{array}$$

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| | | | 1* | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

* April **is** counted. The buyer **clearly** owned the watercraft for part of the day on April 15, 2014 and for 15 full days from April 16, 2014 through April 30, 2014. We know that 15 full days of ownership / 30 days in April is exactly half, or 50% of the month. The additional partial day of ownership on April 15, 2014 pushes the buyer’s ownership period to over half of the month. Therefore, April counts as a full month.

Example 3 – Acquisition:

A buyer purchases a watercraft from a dealer on **May 17, 2014**. The watercraft is taxable in the hands of the new buyer. The watercraft is exempt in the hands of the seller because it qualifies for the merchant’s inventory exemption. The watercraft is taxable for a **portion of the tax year**. The watercraft is worth \$6,000. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *buyer*.

$$\begin{array}{r} \$6,000 \text{ (Total Value)} \\ \times \quad \underline{(7 \text{ Months} / 12 \text{ Months})} \\ \$3,500 \text{ (Taxable Portion of Watercraft)} \end{array}$$

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| | | | | * | 1 | 2 | 3 | 4 | 5 | 6 | 7 |

* May is **not** counted because the buyer did not own the watercraft for the majority portion, or for over half of the 31-day month. The buyer owned the watercraft for part of the day on May 17. In addition, the buyer owned the watercraft for 14 full days from May 18, 2014, through May 31, 2014. Even if the buyer had owned the watercraft for 15 full days, 15 / 31 days is only 48%, or less than half the month of May. Thus, we know the buyer owned the watercraft for less than half the month.

Example 4 – Acquisition:

A buyer purchases a watercraft from a dealer on **September 15, 2014**. The watercraft will be taxable in the hands of the new buyer. The watercraft is exempt in the hands of the seller because it qualifies for the merchant’s inventory exemption. The watercraft is taxable for a portion of the tax year. The watercraft is worth \$6,000. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *buyer*.

\$0 – The watercraft was acquired **after** September 1, 2014, and is not taxable in the hands of the buyer for tax year 2014. It will be taxable for tax year 2015.

Example 5 – Sale & Acquisition:

A seller sells a watercraft to a buyer on **March 16, 2014**. The watercraft is taxable for the entire tax year. The watercraft is worth \$6,000. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *buyer* and the *seller*.

| | | |
|---|---|-------------------------------|
| | <u>Seller:</u> | <u>Buyer:</u> |
| | \$6,000 (Total Value) | \$6,000 (Total Value) |
| X | <u>(2.5 Months / 12 Months)</u> | <u>9.5 Months / 12 Months</u> |
| | \$1,250 (Taxable Portion of Watercraft) | \$4,750 (Taxable Portion) |

Seller:

| | | | | | | | | | | | |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 1 | 2 | 2.5* | | | | | | | | | |

Buyer:

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| | | .5* | 1.5 | 2.5 | 3.5 | 4.5 | 5.5 | 6.5 | 7.5 | 8.5 | 9.5 |

March is split.* March has 31 days. The sale occurred on March 16. Both parties owned the watercraft for the same number of full days in March. (Seller: 15; buyer: 15). The exact time the watercraft was sold is unknown. Absent a **clear** showing that one of the parties owned the watercraft for more than half the day on March 16, 2014, March is simply split in half and divided between the buyer and seller.

Example 6 – Sale:

A seller sells a watercraft to an out-of-state buyer on **March 16, 2014**. The buyer immediately takes the watercraft outside the state of Kansas. The watercraft is worth \$6,000. The watercraft is taxable in Kansas in the hands of the seller. The watercraft is taxable a **portion of the tax year**. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *seller*.

| | |
|---|---|
| | \$6,000 (Total Value) |
| X | <u>(2 Months / 12 Months)</u> |
| | \$1,000 (Taxable Portion of Watercraft) |

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 1 | 2 | * | | | | | | | | | |

* Absent a **clear** showing that the seller owned the watercraft for more than half the day on March 16, 2014, March is **not** counted. Here, the seller owned the watercraft for a partial day on March 16, 2014. We only know clearly that the seller owned the watercraft for 15 full days in March. (15 full days / 31 full days = 48%). We cannot conclusively find that the seller owned the watercraft for over half of March. Therefore, March is not counted.

Example 7 – Sale:

A seller sells a watercraft to a buyer on **November 15, 2014**. The watercraft is taxable in Kansas only in the hands of the seller (note “Example 4.”) for the current tax year. The watercraft is worth \$6,000. Calculate the taxable value of the watercraft for tax year 2014 in the hands of the *seller*.

$$\begin{array}{r}
 \$6,000 \text{ (Total Value)} \\
 \times \quad \underline{(10 \text{ Months}^* / 12 \text{ Months})} \\
 \$5,000 \text{ (Taxable Portion of Watercraft)}
 \end{array}$$

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | * | |

* November is **not** counted because the seller did not own the watercraft for the majority, or for over half of the 30-day month. The watercraft was owned for a partial day on November 15, 2014. In addition, the watercraft was owned for 14 full days. Even assuming the watercraft was owned for 15 full days (which has not been demonstrated), 15 days / 30 days = 50%. Thus, we know the watercraft was not owned for more than half of the month.

Example 8 – Trade after September 1 (Sale & Acquisition; buyer and seller are same person):

A new watercraft is purchased on **September 25, 2014**. It replaces another watercraft that is currently on the tax roll. The “sold” watercraft is taxable *only* for the portion of the tax year it was owned. The “acquired” watercraft is **not** taxable *if* it is acquired after September 1. The “sold” watercraft is worth \$6,000. The “acquired” watercraft is worth \$8,000. Calculate the taxable value of each watercraft for tax year 2014.

| | |
|---|---|
| <p><u>Sold:</u> \$6,000 (Total Value) X <u>(9 Months / 12 Months)</u> \$4,500 (Taxable Portion of Watercraft)</p> | <p><u>Acquired:</u> \$8,000 (Total Value) X <u>0 Months / 12 Months</u> \$0 (Taxable Portion)</p> |
|---|---|

Sold:

| | | | | | | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9* | | | |

* September **is** counted because the “sold” watercraft was clearly owned for the major portion of the month; at least 24 full days of the 30-day month (24 days / 30 days = 80%). Therefore, September counts as a full month.

Acquired; \$0 – The *watercraft* was acquired after September 1, 2014, it is **not** taxable for tax year 2014. It will be taxable for tax year 2015.

K.S.A. 79-306e as amended by House Substitute for Senate Bill 83: Proration of Watercraft

- (a) The value for property tax purposes of any watercraft, as defined by section 10, and amendments thereto, which is acquired or sold after January 1 and prior to September 1 of any taxable year shall be equal to the value determined therefor pursuant to section 10, and amendments thereto, multiplied by: (1) In the case of a sale, a fraction the numerator of which is the number of months, or major portion thereof, such watercraft was owned by the record owner thereof during the taxable year in which such watercraft was sold, and the denominator of which is 12; and (2) in the case of an acquisition, a fraction the numerator of which is the number of months, or major portion thereof, remaining in the taxable year after the date of acquisition by the record owner thereof, and the denominator of which is 12.

- (b) *On or after July 1, 2007*, notice of the acquisition or sale of any such watercraft shall be provided by the record owner thereof to the appropriate county appraiser *on or before December 20 of the year of* such acquisition or sale. Upon receipt of such notice, and after computation of the value of any such watercraft in accordance with the provision of subsection (a), a notification or revised notification of value shall be mailed to the taxpayer.

- (c) Watercraft acquired after September 1 of a taxable year shall not be subject to assessment and taxation for such year, except as provided by paragraph (1) of subsection (a).

- (d) The provisions of this section shall apply to all taxable years commencing after December 31, 2013.

Personal Property Filing Penalties

By law, all tangible personal property subject to taxation must be listed and assessed as of the first of January each year in the name of the owner. Individuals, companies and corporations that own or have tangible personal property subject to their control on January 1st, must list the property with the county appraiser on or before March 15th. When March 15th falls on a day other than a regular business day, the first business day following the deadline is considered timely. [K.S.A. 79-301, 79-303, 79-306, 79-1457]

The county appraiser may grant the taxpayer an extension to file if the taxpayer submits a request in writing on or before the March 15th deadline, stating just and adequate reasons for the extension. When an extension is granted and the taxpayer fails to file by the extended deadline, penalties are calculated from the March 15th deadline, not the extended deadline. [K.S.A. 79-1422, 79-1457]

The county appraiser is required by law to apply a penalty to the assessed value of personal property that is not listed by the March 15th deadline. However, the law does not give the appraiser (or county commissioners) the authority to abate, waive or refund penalties. By law, *only* the Kansas Court of Tax Appeals (COTA) has the authority to abate or refund filing penalties whenever excusable neglect on the part of the person, required to file the statement can be shown. Whenever the taxpayers do not agree with the filing penalty applied to their personal property, the taxpayer must file a grievance application with the COTA requesting that the penalty be abated or refunded. All grievance applications are filed in the county where the penalty was incurred. Grievance applications are available from the county appraiser's office or the COTA website @ www.kansas.gov/cota. [K.S.A. 79-1422]

Motor Vehicles & Watercraft:

By law, failure-to-file and late-filing penalties are applied only to personal property that is owned on January 1. Therefore, motor vehicles and watercraft that can be prorated onto and off of the tax roll when they are purchased or sold during the year are not subject to filing penalties. Filing penalties are not applied to property that is not owned on January 1st. [KSA 79-306d, 79-306e]

Oil and Gas:

The same filing penalties apply to Oil and Gas property, except that the filing deadline is April 1st instead of March 15th. Refer to K.S.A. 79-332a for more information on oil and gas filing penalties

Late Filing Penalties

[5% - 25%]

If **within** one year following the **March 15th filing deadline**, a taxpayer files a listing or an additional listing of personal property, the county appraiser is *required by law* to apply a late filing penalty to the assessed value of the property. The late filing penalty is applied *only* to that portion of the property that was filed after the March 15th deadline. The penalty for late filing is 5% per month up to a maximum of 25%. [K.S.A. 79-1422(a)]

Late filing penalties are applied as follows:

| Date Rendition Filed | Penalty |
|--|----------------|
| March 16 through April 15 | 05% |
| April 16 through May 15 | 10% |
| May 16 through June 15 | 15% |
| June 16 through July 15 | 20% |
| July 16 through March 14 of the following year | 25% |

Failure to File Penalties

[50%]

If **within** one year following the **March 15th filing deadline**, the county discovers personal property that a taxpayer has failed to file, or failed to file a *complete* list of, the county appraiser *must* determine the assessed value of the property **and** apply a 50% penalty for failure to file. When the taxpayer fails to file a *complete* list of personal property, the penalty is applied *only* to the omitted or underreported portion of the property. [K.S.A. 79-1422(b)]

If the county discovers any personal property that was omitted from the *appraisal* roll after the roll is certified to the county clerk (June 15th), **but** prior to March 15th of the following year, the *county clerk must* place the property on the *assessment* roll as an added tax **and** apply a 50% penalty for failure to file.

When the county appraiser applies a failure to file penalty and the taxpayer later files a list of the property within one year of March 15th, the failure to file penalty is *no longer applicable* and the appropriate *late filing* penalty is applied to the assessed value of the property.

Escaped Penalties

[50%]

If one year **after** the **March 15th deadline**, the county discovers personal property that was omitted from the *appraisal* roll or underreported for whatever reason, the property shall be considered to have “*escaped*” taxation. The county appraiser *must* determine the assessed value of the “*escaped*” property **and** apply a 50% penalty to assessed value of any property which was subject to taxation in any of the two years prior to January 1 of the calendar year in which the “*escaped*” property was discovered. [KSA 79-1427a]

In 1998, the Kansas Court of Appeals ruled that the “*discovery date*” for escaped personal property is the date the property is placed on the tax roll **and** a bill is sent to the owner.

[The Board of Sedgwick County Commissioners v. Dillon Stores]

Legislation

New Legislation

House Substitute for Senate Bill 83 Watercraft Valuation, Taxation and Proration

Starting in tax year 2014 “watercraft” is defined as any vessel requiring numbering by the federally approved system (K.S.A. 32-1110) administered by the Kansas Department of Wildlife, Parks and Tourism. Each watercraft may include one trailer which is designed to launch, retrieve, transport and store such watercraft and any nonelectric motor or motors which are necessary to operate such watercraft on the water.

The county appraiser will determine the fair market value, or also called the appraised value, of each watercraft as of January first of each year. The following assessment rates will be applied to the appraised value to achieve the assessed value when calculating tax: 11.5% for tax year 2014 and for tax year 2015 and all years after, 5%.

For tax years 2014 and all years after, any calculated tax amount for watercraft of less than \$12 will not be less than \$12. The \$750 exemption (K.S.A. 79-234) will **not** apply to watercraft. *House Substitute for Senate Bill 83 New § 10*

Prorating the Value of a Watercraft K.S.A. 2012 Supp. 79-306e lays out how and when vessels are to be prorated onto or off the tax roll. It was amended by replacing any reference to “vessels” with “watercraft”. Based on the new definition of watercraft, this amendment makes it clear that the boat, motor(s) and trailer are eligible for prorating onto or off the tax roll. *House Substitute for Senate Bill 83 § 12, amending K.S.A. 79-306e.*

House Bill 2557

Requiring an annual commercial vehicle fee in lieu of property tax starting in 2014.

This bill imposes an annual commercial vehicle fee on any truck or truck tractor registered for a gross weight of more than 10,000 pounds, which is operating in this state as a commercial vehicle and will become effective January 1, 2014. The annual commercial vehicle fee will take the place of the current ad valorem property tax levied by either the state or the county. The commercial vehicle fee will be in addition to the applicable registration fee. The commercial vehicle fee is contained on a fee schedule within this bill and is based on registration weight. The one exception is for commercial vehicles up to 12,000 pounds the fee has an age component as well.

When enacted, this bill will greatly simplify revenue collections for the county and the state. It will also eliminate the property owner’s current filing process. Many of the details are yet to be worked out but the goal is to collect the commercial vehicle fee at the time of registration either at the county or the regional Kansas Motor Carriers Service Bureau office. The location where the motor carrier registers will be based on the operating authority of that carrier. As more information becomes available through 2013, PVD will pass it along.

This bill is effective January 1, 2014 and its publication in the statute book.

Glossary of Key Terms

Acquisition Cost: The cost to acquire property; can be either a new cost or a used cost.

Ad Valorem: *According to value.*

Appraised Value: The value of a property before the assessment rate/percent is applied.

Appraised Value of Commercial Equipment: The retail-cost-when-new multiplied by the appropriate factor from the CIME Appraised Factor Table.

Assessment: The act, process or an instance of estimating the value of property for taxation.

Assessment Date: The date as of which the assessments for a tax year are made; the assessment date in Kansas is January 1.

Assessment Rate: The percentage the appraised value of a property is multiplied by to determine its assessed value.

Assessed Value: The value on which the tax burden to support local government services, special assessments and public schools is allocated among property owners; the appraised value multiplied by the assessment percentage.

BBC: The measurement in inches from the truck-tractor's front bumper to back of the cab.

COTA: *Court of Tax Appeals*; state agency to which property values and taxes can be appealed.

CAMA: The *Computer Assisted Mass Appraisal* program used by county appraisers to value real property within the county.

Chassis Cab / Cab and Chassis: Includes the cab, frame, power plant, drive line, suspensions, axles, wheels, tires on a truck; does not include a bed.

CIME: *Commercial/Industrial Machinery and Equipment*

Curb Weight: The empty (dry shipping) weight of the truck without load or driver; includes standard equipment; does not include the bed on a cab & chassis motor vehicle.

GCW or Gross Combined Weight: The allowable loaded weight for a truck-tractor and trailer combined; includes the weight of both units and the cargo; applicable to truck-tractors only.

GVW or Gross Vehicle Weight: The maximum manufacturer recommended weight the axles of the truck can carry; includes the weight of the truck and its bed and any cargo weight placed upon the axles; does not consider the weight of a trailer.

Gross Weight or Declared Weight: *For Registration Purposes (K.S.A. 8-143):* means and includes the empty weight of a truck, or combination of truck or truck-tractor and any type trailer or semi-trailer, plus the maximum weight of the cargo which will be transported thereon; does not include the weight of any travel trailer used for private recreational purposes, vehicles towed by a wrecker.

Heavy Duty Truck (Truck Blue Book): Generally considered a truck having a GVW over 33,000 pounds; vehicles registered 24M or greater are considered a “heavy truck” for valuation and taxation purposes.

IAAO: *International Association of Assessing Officers*

ICC: *Interstate Commerce Commission*

KCC: *Kansas Corporation Commission*

KDOR: *Kansas Department of Revenue*

K.S.A.: *Kansas Statutes Annotated;* statute is another term used for law.

LESSEE: Someone who leases property from someone else.

LESSOR: Someone who leases property he/she owns to someone else.

Light Duty Truck (Truck Blue Book): Generally, a truck with a GVW under 14,000 pounds; vehicles on a one-ton or lighter chassis are referred to as light duty trucks.

Local Governing Entity: Entity with the authority to tax property within its jurisdiction based upon the amount of money necessary to provide its services. Examples: school board, water district, county, city or township.

MOVRS: *Motor Vehicle Registration System* is the state computer program used by county treasurers to process vehicle registration information.

MSO or Manufactures Statement of Origin: *a.k.a. MCO or Manufactures Certificate of Origin* is the original document received from the dealer for a brand new motor vehicle, prior to the vehicle title being issued.

MSRP: *Manufacturers Suggested Retail Price*

MVE-1: The *Motor Vehicle Examination* form used by the Kansas Highway Patrol for inspection of certain vehicles, such as out-of-state, assembled or kit vehicles.

Medium Duty Truck (Truck Blue Book): Generally considered a truck having a GVW between 14,001 and 33,000 pounds.

Mill Levy: The *tax rate* applied to the assessed value. One mill is one dollar per \$1,000 dollars of assessed value. To calculate tax dollars, divide the mill levy by 1,000 and then multiply by the assessed value. The mill levy for a local governing entity is determined by dividing its budget by the taxable assessed value in its district.

Net Weight: The dry shipping weight of the truck *only*; the same as curb weight.

Personal Property: “...*every tangible thing which is the subject of ownership, not forming part or parcel of real property*” as defined in K.S.A. 79-102.

PVD: The *Property Valuation Division* is the division within the Kansas Department of Revenue which directs and assists counties in the valuation of property, as required by Kansas law.

RCWN: The *Retail Cost When New* is the dollar amount an item would cost when it is new at the retail level of trade.

Rendition: The form used by the taxpayer to list all taxable personal property owned or in his control as of January 1; must be submitted annually to the county appraiser.

Situs: The location of property for taxation purposes.

Stripped Chassis / Chassis Only: Includes the frame, power plant, drive line, suspensions, axles, wheels, and tires for a motor vehicle; does not include a cab, body or a bed; is considered an incomplete vehicle which cannot be driven on roadways.

Taxing District: The geographic area over which a local governing entity provides services and has taxing authority.

Tax Roll: The list of taxable property within a jurisdiction; includes the name of the owner, the assessed value, the mill levy and the property tax.

Tax Unit: A geographic area within the county for which the total mill levy is the same.

Truck Bed: A piece of equipment mounted behind the cab of the truck which is designed to haul or carry property. Example: flat or box bed, concrete-mixer, trash-packer, etc.

Truck Body: The outer shell of a motor vehicle, which is mounted to a stripped chassis, covers the chassis from bumper to bumper. Example: step-van body (UPS truck); bus or ambulance body, etc.

VIN: The *Vehicle Identification Number* which is used to identify a motor vehicle; standardized to 17 digits in 1981; usually found stamped on the drivers side corner of the dashboard and is listed on the vehicle title and registration.