

Summary of Legislation

Beginning January 1, 2019, this bill exempts aircraft purchases by or for use by on-demand air carriers in the state from sales and use tax. It is at the discretion of municipalities and counties to exempt the aircraft described in this bill. Special districts or other limited purpose government entities are required to continue to levy the tax.

Background

On-demand air carriers are those that do not maintain scheduled operations and that are limited to aircraft with 30 seats or less. Types of on-demand air carriers include private charter companies, transport of cargo, tours, and medical flights. There are approximately 40 on-demand air carriers in the state. Among these 40 carriers, there are an estimated 120 aircraft in service, ranging from large luxury jets to helicopters. The average year an aircraft in on-demand service was manufactured is 1991.

Assumptions

This fiscal note assumes that three on-demand aircraft will be sold in Colorado per year in FY 2018-19 and in FY 2019-20. Sales are expected to average between \$1 million and \$2.5 million per sale in FY 2018-19 based on variation in the price of aircraft and sales volatility. In FY 2019-20, sales prices are increased by 2.5 percent, based on Legislative Council Staff's March forecast for the consumer price index (CPI). These assumptions reflect the number of on-demand aircraft in Colorado and the relative revenue impacts of sales and use tax exemptions for aircraft and aircraft parts under current law.

State Revenue

This bill is expected to reduce General Fund revenue by between \$43,500 and \$108,750 in FY 2018-19 (half fiscal year impact), and between \$90,200 and \$223,500 in FY 2019-20, with similar reductions in future years. To the extent that sales differ from the assumptions used in this fiscal note, actual revenue impacts will be higher or lower. The number and sale price of on-demand carriers can vary widely in any given year based on the number and sales price of on-demand carriers.

TABOR Refund

This bill reduces state revenue by between \$43,500 and \$108,750 in FY 2018-19, and between \$90,200 and \$223,500 in FY 2019-20, which will reduce the amount of money required to be refunded under TABOR. Since the bill reduces revenue to the General Fund and the refund obligation by equal amounts, there is no net impact on the amount of money available in the General Fund for the budget. However, the bill will reduce money for the General Fund budget in the future during years when the state does not collect revenue above the TABOR limit. State revenue subject to TABOR is not estimated for years beyond FY 2019-20.

State Expenditures

This bill creates a minimal workload increase for the Department of Revenue to update its systems in FY 2018-19 and a potential future workload increase to process aircraft-related returns.

The Office of Research and Analysis in the Department of Revenue will require a one-time workload increase of about 40 hours to update the tax expenditure tracking system. This workload increase can be accomplished within existing appropriations.

Local Government Impact

Counties and municipalities may adopt an ordinance to exempt aircraft described in this bill. In the case an exemption is adopted, there will be revenue decrease to local governments.

Effective Date

The bill was vetoed by the Governor on June 5, 2018.

State and Local Government Contacts

Revenue	Information Technology
Counties	Regional Transportation District
Special Districts	Transportation