

Multiple Agency Fiscal Note Summary

Bill Number: 1318 S HB	Title: Aircraft maintenance/tax
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Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI						
Local Gov. Other		(1,089,000)				
Local Gov. Total		(1,089,000)				

Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Department of Revenue	.1	14,100	14,100	14,100	.0	0	0	0	.0	0	0	0
Total \$	0.1	14,100	14,100	14,100	0.0	0	0	0	0.0	0	0	0

Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Department of Revenue	.0	0	0	.0	0	0	.0	0	0
Total \$	0.0	0	0	0.0	0	0	0.0	0	0

Estimated Capital Budget Breakout

Prepared by: Cheri Keller, OFM	Phone: (360) 584-2207	Date Published: Final 3/23/2023
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Department of Revenue Fiscal Note

Bill Number: 1318 S HB	Title: Aircraft maintenance/tax	Agency: 140-Department of Revenue
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Part I: Estimates

No Fiscal Impact

Estimated Cash Receipts to:

NONE

Estimated Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.2		0.1		
Account					
GF-STATE-State 001-1	14,100		14,100		
Total \$	14,100		14,100		

Estimated Capital Budget Impact:

NONE

The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Jeffrey Mitchell	Phone: 60-786-7438	Date: 03/18/2023
Agency Preparation: Anna Yamada	Phone: 60-534-1519	Date: 03/21/2023
Agency Approval: Valerie Torres	Phone: 60-534-1521	Date: 03/21/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 03/22/2023

Request # 1318-2-1

Part II: Narrative Explanation

II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.

Note: This fiscal note reflects language in SHB 1318, 2023 Legislative Session.

COMPARISON OF THE SUBSTITUTE BILL WITH THE ORIGINAL:

The substitute bill expands the preference to eligible repair stations located at any county-owned airports. The substitute also extends the sales tax exemption to January 1, 2031.

CURRENT LAW:

To perform work on aircraft in the United States an entity must be licensed by part 145 of the Code of Federal Regulations (CFR Part 145). Repair stations meeting the criteria are often called FAR Part 145 repair stations.

FAR Part 145 certificated repair stations engaged in the repair of airplanes receive sales and use tax exemptions on:

- Charges for the construction of new buildings,
- Charges for tangible personal property that is incorporated as an ingredient or component of such buildings, and
- Charges for labor and services rendered in respect to installing building fixtures that do not qualify for the machinery and equipment exemption (RCW 82.08.02565).

The exemption is in the form of a remittance from the Department of Revenue (department) for taxes paid. Applications for the remittance of state sales and use tax may only be made four years after the repair facility becomes operationally complete, but not prior to December 1, 2021. To qualify for the state portion of the retail sales and use tax exemption, the applicant must have reported to the Employment Security Department an average of at least 100 employment positions, with an average wage of \$80,000 annually, for the period of October 1, 2020, through September 30, 2021. Applications are made on a quarterly basis, but the requestor must maintain and provide adequate records for the department to verify the claim.

The entity may request the remittance of the local sales and use tax after July 1, 2016.

To be eligible for the exemptions, a maintenance and repair operator must be an international airport owned by a county having a population greater than 1.5 million persons.

A person claiming the exemptions must file a complete annual report with the department.

A repair facility's construction is operationally complete when the facility can host the repair and maintenance of airplanes.

The sales tax exemption expires on January 1, 2027.

PROPOSAL:

This bill expands the exemption to include eligible construction locations for FAR Part 145 repair stations to all airports owned by a county.

The bill extends the expiration date of sales tax exemption to January 1, 2031.

The tax preference reporting requirements do not apply to this bill (see Section 2).

EFFECTIVE DATE:

The bill takes effect 90 days after final adjournment of the session.

II. B - Cash receipts Impact

Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.

ASSUMPTIONS

- Two new commercial airplane maintenance and operations facilities will be built. One at the Spokane International Airport, and another at Paine Field Airport.
- Both facilities will be operationally complete prior to July 1, 2024.
- The total qualifying cost of construction of the two new facilities will be \$32 - \$34 million, or an average of \$11.5 million each.
- The facilities request remittance of the local retail sales taxes and the department grants remittance in fiscal year 2025.
- Each facility operates for four years before applying for a remittance for state retail sales and use tax. The operations begin July 1, 2024, and the four-year period ends June 30, 2028; however, the two facilities will not meet the employment requirement with ESD between October 1, 2020, and September 30, 2021. Thus, the facilities cannot qualify for a remittance of state sales and use tax.
- Construction costs grow at the pace of the price index for the sector using output of nonresidential construction.
- Local revenue estimates use the local sales and use tax rate of 2.5% for Spokane and 4.0% for Everett facility.

DATA SOURCES

- Economic and Revenue Forecast Council, November 2022 forecast
- Gensteel.com, Airplane hangar costs

REVENUE ESTIMATES

This bill results in no revenue impact to state taxes.

This bill decreases local revenues by an estimated \$1.1 million in fiscal year 2025.

TOTAL REVENUE IMPACT:

State Government, if applicable (cash basis, \$000): None

Local Government, if applicable (cash basis, \$000):

FY 2024 -	\$	0
FY 2025 -	\$	(1,100)
FY 2026 -	\$	0
FY 2027 -	\$	0
FY 2028 -	\$	0
FY 2029 -	\$	0

II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

ASSUMPTIONS:

This bill affects 12 taxpayers.

FIRST YEAR COSTS:

The department will incur total costs of \$14,100 in fiscal year 2024. These costs include:

Labor Costs – Time and effort equate to 0.17 FTE.

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- Amend one administrative rule.
- Assist taxpayers with filing annual performance reports and implementation.

SECOND YEAR COSTS:

The department will not incur costs in fiscal year 2025.

ONGOING COSTS:

There are no ongoing costs.

Part III: Expenditure Detail

III. A - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years	0.2		0.1		
A-Salaries and Wages	8,600		8,600		
B-Employee Benefits	2,800		2,800		
E-Goods and Other Services	1,800		1,800		
J-Capital Outlays	900		900		
Total \$	\$14,100		\$14,100		

III. B - Detail: *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

Job Classification	Salary	FY 2024	FY 2025	2023-25	2025-27	2027-29
EMS BAND 4	126,619	0.0		0.0		
EXCISE TAX EX 3	61,632	0.1		0.1		
MGMT ANALYST4	73,260	0.0		0.0		
TAX POLICY SP 2	75,120	0.0		0.0		
TAX POLICY SP 3	85,020	0.0		0.0		
TAX POLICY SP 4	91,524	0.0		0.0		
WMS BAND 3	107,685	0.0		0.0		
Total FTEs		0.2		0.1		

III. C - Expenditures By Program (optional)

NONE

Part IV: Capital Budget Impact

IV. A - Capital Budget Expenditures

NONE

IV. B - Expenditures by Object Or Purpose

NONE

IV. C - Capital Budget Breakout

Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.

NONE

Part V: New Rule Making Required

Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.

Should this legislation become law, the department will use the expedited process to amend WAC 458-20-265, titled: "Sales and use tax exemption-Airplane maintenance repair stations."

Persons affected by this rulemaking would include certain airplane maintenance repair stations.

LOCAL GOVERNMENT FISCAL NOTE

Department of Commerce

Bill Number: 1318 S HB

Title: Aircraft maintenance/tax

Part I: Jurisdiction-Location, type or status of political subdivision defines range of fiscal impacts.

Legislation Impacts:

Cities: Decreased sales tax revenue

Counties: Same as above

Special Districts: Same as above

Specific jurisdictions only:

Variance occurs due to:

Part II: Estimates

No fiscal impacts.

Expenditures represent one-time costs:

Legislation provides local option:

Key variables cannot be estimated with certainty at this time:

Estimated revenue impacts to:

Jurisdiction	FY 2024	FY 2025	2023-25	2025-27	2027-29
City		(324,338)	(324,338)		
County		(398,696)	(398,696)		
Special District		(365,966)	(365,966)		
TOTAL \$		(1,089,000)	(1,089,000)		
GRAND TOTAL \$					(1,089,000)

Estimated expenditure impacts to:

None

Part III: Preparation and Approval

Fiscal Note Analyst: Tammi Alexander	Phone: 360-725-5038	Date: 03/23/2023
Leg. Committee Contact: Jeffrey Mitchell	Phone: 360-786-7438	Date: 03/18/2023
Agency Approval: Allan Johnson	Phone: 360-725-5033	Date: 03/23/2023
OFM Review: Cheri Keller	Phone: (360) 584-2207	Date: 03/23/2023

Part IV: Analysis

A. SUMMARY OF BILL

Description of the bill with an emphasis on how it impacts local government.

CHANGES BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

This substitute bill allows a certificated repair station located at any county-owned airport to be considered eligible for the tax exemption and removes the limitation that the airport be owned or located in King or Spokane counties. The substitute bill extends the expiration date to January 1, 2031.

SUMMARY OF CURRENT BILL:

This bill expands the definition of an eligible maintenance repair operator for the sales and use tax exemption for the construction of new buildings at an aircraft repair station certified by the Federal Aviation Administration.

B. SUMMARY OF EXPENDITURE IMPACTS

Expenditure impacts of the legislation on local governments with the expenditure provisions identified by section number and when appropriate, the detail of expenditures. Delineated between city, county and special district impacts.

CHANGES IN EXPENDITURE IMPACTS BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

None

EXPENDITURE IMPACTS OF CURRENT BILL:

This bill will not impact local government expenditures because no action is required.

C. SUMMARY OF REVENUE IMPACTS

Revenue impacts of the legislation on local governments, with the revenue provisions identified by section number, and when appropriate, the detail of revenue sources. Delineated between city, county and special district impacts.

CHANGES IN REVENUE IMPACTS BETWEEN THIS VERSION AND PREVIOUS BILL VERSION:

This substitute bill expands the sales tax exemption which further decreases local government tax revenue.

REVENUE IMPACTS OF CURRENT BILL:

According to the Department of Revenue (DOR) this bill will decrease local government revenue in fiscal year 2025 by \$1.1 million. Please the DOR fiscal note for all their assumptions and data sources.

LOCAL GOVERNMENT LOSS REVENUE BREAKDOWN

Counties:

FY 2025 -\$398,696

Cities:

FY 2025 -\$324,338

Special Districts:

FY 2025 -\$365,966

METHODOLOGY:

The distributions in this note for cities, counties, and special districts are based on DOR data for local sales and use tax

distributions from Calendar Year 2021. Mitigation payments and distributions to hospital benefit zones are not factored into this distribution. The result is a distribution of 36.61 percent to counties, 29.78 percent to cities, and 33.61 percent to special districts. The one percent DOR administrative fee has also been deducted.

SOURCES:

Association of Washington Cities

Department of Revenue Fiscal Note, 1318 SHB (2023)

Department of Revenue Local Tax Distributions (2021)

House Bill Report, HB 1318, Finance Committee (2/2/2023)

Local Government Fiscal Note program, Local Sales Tax model 2023

Local Government Fiscal Note program, Sales and Use Tax Distribution model 2023