

**LEGISLATIVE FISCAL OFFICE**  
**Fiscal Note**



Fiscal Note On: **SB 436** SLS 26RS 1114

Bill Text Version: **ENGROSSED**

Opp. Chamb. Action:

Proposed Amd.:

Sub. Bill For.:

<b>Date:</b> April 21, 2026	11:36 AM	<b>Author:</b> CLOUD
<b>Dept./Agy.:</b> Department of Transportation and Development		<b>Analyst:</b> Kimberly Fruge
<b>Subject:</b> Annual Estimates Derived from Aviation Fuel Collections		

MULTIMODAL COMMERCE

EG SEE FISC NOTE SD EX

Page 1 of 1

Provides relative to annual aviation fuel estimates. (8/1/26)

Current law requires the Department of Revenue to annually estimate the revenue derived from state taxes collected from aviation fuel purchases. The average price per gallon of aviation fuel is based on historical data, current market fuel prices, and trends. The volume of aviation fuel is based on data provided by the Energy Information Administration or the Bureau of Transportation Statistics. The sales tax rate is based on the current state sales tax rate in effect at the time of the estimate. The estimated revenues are submitted to the Revenue Estimating Conference within five calendar days of the annual estimate being completed by the Secretary of the Department of Revenue. Current law sunsets January 1, 2027. Proposed law requires the Department of Transportation and Development (DOTD) to promulgate rules and procedures for the average price per gallon of aviation fuel and the volume of aviation fuel sold in Louisiana to estimate the revenue derived from state taxes collected from aviation fuel purchases. Proposed law requires the Revenue Estimating Conference to utilize the estimation formula and rules promulgated by DOTD to develop its annual estimate of aviation fuel taxes collected.

EXPENDITURES	2026-27	2027-28	2028-29	2029-30	2030-31	5 -YEAR TOTAL
State Gen. Fd.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>

**Annual Total**

REVENUES	2026-27	2027-28	2028-29	2029-30	2030-31	5 -YEAR TOTAL
State Gen. Fd.	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	
Agy. Self-Gen.	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Ded./Other	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	<b>SEE BELOW</b>	
Federal Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>
Local Funds	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>

**Annual Total**

**EXPENDITURE EXPLANATION**

Proposed law changes the procedure to estimate the revenue to be derived from state taxes collected from the purchase of aviation fuels. To the extent the Revenue Estimating Conference (REC) estimate of aviation fuel tax collections changes as a result of proposed law, the appropriation to the Aviation Account of the Transportation Trust Fund may increase or decrease accordingly, with an equal but inverse impact on the SGF.

For informational purposes, historically, deposits into the Aviation Account of the Transportation Trust Fund were forecast at a standard, recurring \$29.8 M by agreement of various interests. In FY 24, the REC began forecasting revenues for deposit into the account using available data from returns and economic indicators and recognized \$20.5 M. In FY 25, the Department of Revenue, in collaboration with the Department of Transportation and Development, was required to annually estimate the revenue to be derived from state taxes collected from purchases of aviation fuels and submit the estimate to the REC. REC recognized \$20.8 M in FY 25 and \$20.2 M in FY 26. Proposed law requires the Department of Transportation and Development to promulgate rules and procedures to estimate the revenue derived from state taxes collected from aviation fuel purchases and requires the REC to utilize the estimation formula to develop its annual estimate.

**REVENUE EXPLANATION**

To the extent the Revenue Estimating Conference (REC) estimate of aviation fuel tax collections changes as a result of the proposed law, the dedication to the Aviation Account of the Transportation Trust Fund may increase or decrease accordingly, with an equal but inverse impact on the SGF.

Senate

Dual Referral Rules

House

13.5.1 >= \$100,000 Annual Fiscal Cost {S & H}

6.8(F)(1) >= \$100,000 SGF Fiscal Cost {H & S}

13.5.2 >= \$500,000 Annual Tax or Fee Change {S & H}

6.8(G) >= \$500,000 Tax or Fee Increase or a Net Fee Decrease {S}

**Patrice Thomas**  
**Deputy Fiscal Officer**