

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: HB 3001 - 1

80th Oregon Legislative Assembly – 2019 Regular Session
Legislative Fiscal Office

*Only Impacts on Original or Engrossed
Versions are Considered Official*

Prepared by: Michael Graham
Reviewed by: John Borden, Gregory Jolivette, Ken Rocco
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Measure Description:

Provides that peer-to-peer car rental program shall be subject to same airport fees and state and local law, including taxes and fees, as car rental company.

Government Unit(s) Affected:

Department of Revenue (DOR), Oregon Department of Transportation (ODOT), Cities, Counties

Summary of Fiscal Impact:

Costs related to the measure are indeterminate at this time - See explanatory analysis.

Analysis:

The measure would subject a peer-to-peer car rental program to the same state and local laws that apply to car rental car companies operating at airports, including taxes and fees. It would permit a commercial airport authority to require a peer-to-peer car rental facilitator to enter into an agreement with the commercial airport authority as a condition of allowing the peer-to-peer car rental program to operate within the jurisdiction or premises of the commercial airport authority. The measure would take effect 91 days after the Legislative Assembly adjourns *sine die*.

Department of Revenue:

The measure would not require changes to the Department of Revenue’s processes, rules, or otherwise impact its available resources. The measure would have no fiscal impact on the Department of Revenue.

Oregon Department of Transportation:

The measure would require the Driver and Motor Vehicle services division to update its manuals, procedures, training, and employee information. The measure would have a minimal fiscal impact on the Oregon Department of Transportation.

Cities and Counties:

The measure would permit a commercial airport authority to require a peer-to-peer car rental facilitator to enter into an agreement (contract) to operate within the jurisdiction or premises of the commercial airport authority. It is unclear how much it would cost to implement and administer these contracts. The costs of these contracts would depend on how many commercial airports use them, how the airports choose to implement and administer them, and how many peer-to-peer rental car facilitators operate at these airports.

It is also unclear how much revenue (specifically in fees) these contracts would generate. The amount of revenue would depend on how many commercial airports use these contracts, how much the airports charge, and how many peer-to-peer rental car facilitators operate at these airports.

For the foregoing reasons, the measure would have an indeterminate fiscal impact on Cities and Counties.