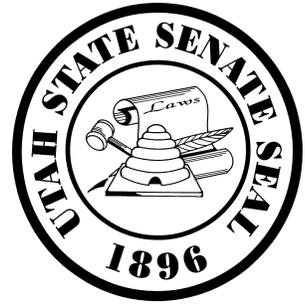




Fiscal Note

S.B. 190

2026 General Session
Trailer Registration Amendments
by Brammer, Brady



General, Income Tax, and Uniform School Funds

JR4-4-101

	Ongoing	One-time	Total
Net GF/ITF/USF (rev.-exp.)	\$0	\$(50,400)	\$(50,400)

State Government

UCA 36-12-13(2)(c)

Revenues	FY 2026	FY 2027	FY 2028
Automobile Driver Education Tax Account	\$0	\$(81,000)	\$(81,000)
Automobile Driver Education Tax Account, One-time	\$0	\$142,000	\$182,000
Transportation Investment Fund of 2005	\$0	\$(1,077,000)	\$(1,077,000)
Transportation Investment Fund of 2005, One-time	\$0	\$2,017,000	\$2,680,000
State Tax Commission Administrative Charge Account (GFR)	\$0	\$(121,000)	\$(121,000)
State Tax Commission Administrative Charge Account (GFR), One-time	\$0	\$212,000	\$272,000
Transportation Fund	\$0	\$(1,617,000)	\$(1,617,000)
Transportation Fund, One-time	\$0	\$2,514,000	\$3,107,000
Land Grant Management Fund	\$0	\$(60,000)	\$(60,000)
Land Grant Management Fund, One-time	\$0	\$105,000	\$135,000
Dedicated Credits Revenue	\$0	\$(20,000)	\$(20,000)
Dedicated Credits Revenue, One-time	\$0	\$35,000	\$45,000
Off-highway Vehicle (GFR)	\$0	\$(1,501,000)	\$(1,501,000)
Off-highway Vehicle (GFR), One-time	\$0	\$2,622,000	\$3,376,000
UHP Aero Bureau Restricted Account (GFR)	\$0	\$(40,000)	\$(40,000)
UHP Aero Bureau Restricted Account (GFR), One-time	\$0	\$70,000	\$90,000

Brain and Spinal Cord Injury Fund	\$0	\$(40,000)	\$(40,000)
Brain and Spinal Cord Injury Fund, One-time	\$0	\$70,000	\$90,000
Rural Transportation Infrastructure Fund	\$0	\$(212,000)	\$(212,000)
Rural Transportation Infrastructure Fund, One-time	\$0	\$406,000	\$543,000
Total Revenues	\$0	\$3,424,000	\$5,751,000

Enactment of this legislation could increase state tax revenues from lifetime registration fees on eligible property by approximately \$3,644,000 in FY 2027 and \$6,107,000 in FY 2028. As lifetime registrations decrease the number of annual registrations over time, it is estimated that this bill could decrease state tax revenues by approximately \$4,863,000 ongoing in FY 2035 when the bill is in full effect. Impacts will be to the Rural Transportation Infrastructure Fund, Transportation Investment Fund, Transportation Fund, Off Highway Vehicle Account, Land Grant Management Fund, Utah Highway Patrol Aero Bureau Restricted Account, State Tax Commission Administrative Charge Account, Dedicated Credits for the Search and Rescue Financial Assistance Program, Automobile Driver Education Tax Account, and Brain and Spinal Cord Injury Fund.

Enactment of this legislation could decrease state tax revenues from discontinuing lifetime registration fees on certain commercial trailers by approximately \$220,000 in FY 2027 and \$356,000 in FY 2028. However, as new annual registrations increase over time as lifetime registrations are discontinued, it is estimated this bill could increase state tax revenues by approximately \$94,000 ongoing in FY 2031 when this portion of the bill is in full effect. Impacts will be to the Transportation Investment Fund, Rural Transportation Infrastructure Fund, and the Transportation Fund.

Expenditures	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>
General Fund, One-time	\$0	\$50,400	\$0
Total Expenditures	\$0	\$50,400	\$0

Enactment of this legislation could cost the Tax Commission \$50,400 one-time from the General Fund in FY 2027 for system upgrades.

	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>
Net All Funds	\$0	\$3,373,600	\$5,751,000

Local Government

UCA 36-12-13(2)(c)

Enactment of this legislation could increase local government tax revenues from lifetime age-based/uniform fees on eligible property by approximately \$4,170,000 in FY 2027 and \$6,979,000 in FY 2028. As lifetime registrations decrease the number of annual registrations over time, it is estimated that this bill will decrease age-based/uniform fees by approximately \$5,562,000 ongoing in FY 2035 when the bill is in full effect.

Enactment of this legislation could decrease local government tax revenues from discontinuing lifetime age-based/uniform fees on certain commercial trailers by approximately \$66,000 in FY 2027 and increase tax revenues by \$56,000 in FY 2028. As new annual registrations increase over time as lifetime registrations are discontinued, it is estimated this bill could increase local tax revenues by approximately \$1,810,000 ongoing in FY 2031 when this provision of the bill is in full effect.

Enactment of this legislation allows owners of eligible property to obtain lifetime registration and pay a one-time uniform fee in lieu of ad valorem tax and forego having to pay future registration and ad valorem fees. Registration fees on eligible property under current code are estimated to be between \$26 and \$76, and the one-time registration fees in this bill could range from \$102 to about \$302. Annual uniform fee on eligible property currently ranges from \$9 to \$82, and the one-time uniform fee in this bill could range from \$36 to \$328. Owners who choose to pay the one-time registration and uniform fees will pay more in a single year, but may save money over time if they own eligible property for at least 4 years. Impacts will vary by owner, with only owners who anticipate savings choosing the one-time registration and uniform fees. In total, it is estimated that owners of eligible property will pay approximately \$7,814,000 more in FY 2027 and \$13,086,000 more in FY 2028; however, they could pay \$10,425,000 less ongoing when the bill is in full effect in FY 2035.

Enactment of this legislation discontinues owners of certain commercial trailers to obtain lifetime registration and pay a one-time uniform fee in lieu of ad valorem tax and forego having to pay future registration and ad valorem fees. One-time registration fees on certain commercial trailers under current code are estimated to be \$179, and the annual registration fees in this bill could be about \$50. The one-time uniform fee on certain commercial trailers averages \$150, and the annual uniform fee in this bill could average \$111. In total, it is estimated that owners of certain commercial trailers will pay approximately \$286,000 less in FY 2027 and \$300,000 less in FY 2028; however, they could pay \$1,904,000 more ongoing when this provision in the bill is in full effect in FY 2031.

Regulatory Impact

UCA 36-12-13(2)(d)

Enactment of this legislation likely will not change the regulatory burden for Utah residents or businesses.

Performance Evaluation

JR1-4-601

This bill does not create a new program or significantly expand an existing program.

Notes on Notes

Fiscal explanations estimate the direct costs or revenues of enacting a bill. The Legislature uses them to balance the budget. They do not measure a bill's benefits or non-fiscal impacts like opportunity costs, wait times, or inconvenience. A fiscal explanation is not an appropriation. The Legislature decides appropriations separately.