Fiscal Note
2nd Sub. S.B. 190 (Salmon)

2026 General Session
Trailer Registration Amendments - As Amended
by Brammer, Brady

General, Income Tax, and Uniform School Funds

JR4-4-101

	Ongoing	One-time	Total
Net GF/ITF/USF (rev.-exp.)	$0	$(46,500)	$(46,500)

State Government

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

Revenues	*FY 2026*	*FY 2027*	*FY 2028*
Transportation Investment Fund of 2005	$0	$(1,273,000)	$(1,273,000)
Transportation Investment Fund of 2005, One-time	$0	$2,228,000	$2,871,000
Transportation Fund	$0	$(1,469,000)	$(1,469,000)
Transportation Fund, One-time	$0	$2,571,000	$3,327,000
Rural Transportation Infrastructure Fund	$0	$(258,000)	$(258,000)
Rural Transportation Infrastructure Fund, One-time	$0	$452,000	$582,000
Total Revenues	$0	$2,251,000	$3,780,000

Enactment of this legislation could increase state tax revenues from lifetime registration fees on trailers by approximately $2,251,000 in FY 2027 and $3,780,000 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 $3,000,000 ongoing in FY 2035 when the bill is in full effect. Impacts will be to the Rural Transportation Infrastructure Fund, Transportation Investment Fund, and Transportation Fund.

To the extent a person falsely declares a trailer is for commercial use, enactment of this legislation could increase civil penalty revenue to the Tax Commission by $500 per lifetime registration violation. The aggregate amount of these civil penalties is unknown.

Expenditures	*FY 2026*	*FY 2027*	*FY 2028*
General Fund, One-time	$0	$46,500	$0
Total Expenditures	$0	$46,500	$0

Enactment of this legislation could cost the Tax Commission $46,500 one-time from the General Fund in FY 2027 for system upgrades.

	FY 2026	FY 2027	FY 2028
Net All Funds	$0	$2,204,500	$3,780,000

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 trailers by approximately $3,727,000 in FY 2027 and $6,238,000 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 $4,969,000 ongoing in FY 2035 when the bill is in full effect.

Individuals & Businesses

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

Enactment of this legislation allows owners of eligible 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. Registration fees on eligible trailers under current code are $49.50, and the one-time registration fees in this bill could be $198. Annual uniform fee on eligible property currently averages $82, and the one-time uniform fee in this bill averages $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 $5,978,000 more in FY 2027 and $10,018,000 more in FY 2028; however, they could pay $7,969,000 less ongoing when the bill is in full effect in FY 2035.

To the extent a person falsely declares a trailer is for commercial use, enactment of this legislation could cost an individual or business $500 per lifetime registration violation. The aggregate amount of these civil penalties is unknown.

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.