



Fiscal Note
3rd Sub. S.B. 190 (Ivory)
 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	\$(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.

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	<i>FY 2026</i>	<i>FY 2027</i>	<i>FY 2028</i>
Net All Funds	<u>\$0</u>	<u>\$2,204,500</u>	<u>\$3,780,000</u>

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.