

## DISTRICT OF COLUMBIA

# Reduced Registration Fee for Electric Vehicles

**Short Description:** \$36 Reduction in the DC registration fee of an electric vehicle

**Beneficiary:** Owner of the electric vehicle

**Type of Incentive:** Reduced operating expense

**Effective Dates:** Current benefit, no sunset date

**Value of Benefit:** \$36 reduction in the annual fee for an electric vehicle registered in DC.

### **Full Description:**

A new motor vehicle with a U.S. Environmental Protection Agency estimated average city fuel economy of at least 40 miles per gallon is eligible for a reduced vehicle registration fee of \$36. This reduced rate only applies to the first year of registration only. (50-1501.03) Electricity qualifies as clean fuel (50-702(7)). The registration fee is reduced from \$72 to \$36.

### **State Statutory references:**

- DC Statute 50-1501.03
  - <http://www.dccouncil.washington.dc.us/dcofficialcode>

### **Other Link(s):**

- <http://dmv.dc.gov/info/feerequirementsVR1.shtm> (DC DMV Website)
- <http://www.afdc.energy.gov/afdc/laws/law/DC/6601> (AFDC website)

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### DC ST § 50-1501.03

Formerly cited as DC ST 1981 § 40-104

◀ Term ▶ ▶ Best Section ▶

DC ST § **50-1501.03**

**This document has been updated. Use KEYCITE.**

Formerly cited as DC ST 1981 § 40-104

District of Columbia Official Code 2001 Edition [Currentness](#)

Division VIII. General Laws.

Title 50. Motor and Non-Motor Vehicles and Traffic. (Refs & Annos)

Subtitle IV. Motorized Vehicle Registration, Inspection, Licensing.

Chapter 15. Registration of Motor Vehicles.

Subchapter I. General Provisions.

➡ **§ 50-1501.03. Fees classified and use of proceeds designated.**

(a)(1) There shall be levied, collected, and paid for each registration year for each motor vehicle or trailer required to be registered under this subchapter, the registration fee provided in this section, except that in the event the Council of the District of Columbia prescribes and the Mayor of the District of Columbia issues as the official identification tags for the District of Columbia tags treated with special reflective materials designed to increase the visibility and legibility of such tags, the Council may charge a fee not exceeding \$.50 in addition to all other fees which may be required. Any person ordering a tag with special markings unique to that person shall pay a one-time application fee of \$100, and may obtain a replacement if a tag is lost or stolen upon payment of a fee of \$25 per tag. Any person displaying a tag already approved for use by member of an organization other than Disabled American Veterans shall pay a one-time application fee of \$100, and may obtain a replacement if a tag is lost or stolen upon payment of a \$25 fee per tag. Any person ordering Anacostia River Commemorative License Plates shall pay the fees as set forth in § 8-102.07(b).

(2) The Mayor may modify the schedule of fees established in this subsection by rulemaking, pursuant to subchapter I of Chapter 5 of Title 2.

(3) The application fee for an organization seeking approval of an organization tag shall be \$100, which may be modified by the Mayor to cover administrative costs.

(b)(1) Class A. For each passenger vehicle, including a motor vehicle classified by the Mayor or his or her designated agent as a class F(1) historic motor vehicle which meets the criteria established under § 50-1501.01 (10A), except for passenger vehicles licensed under § 47-2829, based upon the manufacturer's shipping weight, as follows:

Weight Class	Registration Fee
Class I (3,499 pounds or less) .....	\$ 72
Class II (3,500--4,999 pounds) .....	\$115
Class III (5,000 pounds or greater) .....	\$155
Class IV (A new motor vehicle, other than a motorcycle and motorized bicycle, with an estimated average miles per gallon ("MPG") for city driving at or above 40 MPG, as determined in accordance with 40 CFR §§ 600.001-08, and published in the Fuel Economy Guide by the United States Environmental Protection Agency and the United States Department of Energy). This provision shall only apply to the first 2 years of the vehicle's registration, after which the vehicle shall be treated as a Class I, Class II, or Class III, whichever is applicable.) .....	\$ 36

(2) Class B. For each commercial vehicle, tractor, and passenger carrying vehicle for hire, including vehicles

licensed under § 47-2829, based upon the manufacturer's shipping weight, as follows:

Weight Class	Registration Fee
Class I (3,499 pounds or less) .....	\$125
Class II (3,500--4,999 pounds) .....	\$160
Class III (5,000--6,999 pounds) .....	\$220
Class IV (7,000--9,999 pounds) .....	\$300
Class V (10,000 or greater) .....	\$575
	plus \$25 per each additional
	1,000 pounds over 10,000
	pounds.

(3) Class C. For each trailer, based upon the manufacturer's shipping weight, as follows:

Weight Class	Registration Fee
Class I (1,499 pounds or less) .....	\$ 50
Class II (1,500--3,499 pounds) .....	\$125
Class III (3,500--4,999 pounds) .....	\$250
Class IV (5,000--6,999 pounds) .....	\$400
Class V (7,000--9,999 pounds) .....	\$500
Class VI (10,000 pounds or greater) .....	\$500
	plus \$50 per each additional
	1,000 pounds over 10,000
	pounds.

(4) Class D. For each motorcycle, \$52.

(5) Class E. For each motorized bicycle, \$30.

(6) Class F. For each motor vehicle classified by the Mayor or his or her designated agent as a class F(II) historic motor vehicle which meets the criteria established under § 50-1501.01(11), \$25.

(7) For dealer's identification tags, dealer transport identification tags, and manufacturer identification tags, per tag, \$75.

(8) Class H. For each motor vehicle propelled by fuel not subject to taxation under Chapter 23 of Title 47, and motor vehicles propelled by any means other than motor fuels as defined in said chapter, double the fees provided in this subsection for classes A through D.

(b-1) Non-resident taxi and limousine driver vehicle registration. In addition to any fees that may be due under any other statute or regulation, a driver who was exempted from the residency requirements to register a vehicle within the District of Columbia under § 50-1501.02(c)(5)(B) shall be charged an additional fee of \$100.

(c) The Mayor may prorate the fee for registration by an owner or dealer if the registration is issued by the Mayor for a period not to exceed 23 months.

(d) The proceeds from fees payable under this chapter shall be paid into the General Fund of the District of Columbia as established by the Revenue Funds Availability Act of 1975, effective January 22, 1976 (D.C. Law 1-42; 22 DCR 6318), except that fees collected under subsection (b-1) of this section shall be paid into the Out-of-State Vehicle Registration Special Fund as established by § 50-1501.03a and the fees collected for Anacostia River Commemorative License Plates shall be deposited in the Anacostia River Clean Up and Protection Fund established by § 8-102.05(a).

(e) Notwithstanding the provisions of this subchapter, special equipment mounted on a motor vehicle or trailer and not used primarily for the transportation of persons or property shall be taxed as tangible personal property as provided by law. For the purpose of determining the fees authorized by subparagraph (A) of subsection (b)(2) and subsections (b)(3) and (b)(8) of this section, the weight of special equipment taxed in accordance with the provisions of this subsection (e) shall be excluded in computing the weight of the vehicle or trailer on which it is mounted.

(f) No annual motor vehicle registration fee shall be required for a noncommercial motor vehicle owned by any veteran who has been classified by the United States Veterans Administration as having a total and permanent disability as a result of a service incurred or aggravated condition; provided, that no more than 1 such vehicle per qualified veteran shall receive this fee exemption.

(g) The Mayor shall direct the Director of the Department of Transportation to design and provide application forms for the exemption provided in subsection (f) of this section. The application shall be accompanied by a statement that the veteran has been classified as having a total and permanent disability by the Veterans Administration so as to meet the requirements of this subsection, and that such disability is the result of a service incurred or

aggravated condition.

(h) To synchronize inspection and registration due dates, the Mayor may declare that a vehicle's inspection or registration shall expire prior to the date originally established; provided, that the Mayor shall reduce the fee for the vehicle's next registration or inspection renewal by a percentage equal to the percentage of the reduction of the original time period.

(i) The Mayor may require a 2 year registration period for any registrant.

(j) The Mayor may refund any portion of the registration fee if the registrant does not maintain the registration for the entire registration period established.

(k) The Mayor may allow any person to pay registration fees in installments, as determined by the Mayor.

(l) The Mayor may charge an additional fine of \$100 for any motor vehicle whose inspection or registration is not renewed by the expiration date, unless the owner surrenders the tags on or before that date.

CREDIT(S)

(Aug. 17, 1937, 50 Stat. 681, title IV, ch. 690, § 3; May 16, 1938, 52 Stat. 359, ch. 223, § 4; July 17, 1939, 53 Stat. 1046, ch. 313, § 2; Sept. 8, 1950, 64 Stat. 793, ch. 921, §§ 4, 5, 6; May 18, 1954, 68 Stat. 112, title VI, ch. 218, §§ 602, 603, 604; Sept. 2, 1957, 71 Stat. 598, Pub. L. 85-273, §§ 1, 2; Sept. 6, 1960, 74 Stat. 816, Pub. L. 86-716, §§ 1-3; Oct. 31, 1969, 83 Stat. 174, Pub. L. 91-106, title IV, § 402; Oct. 21, 1975, D.C. Law 1- 23, title I, § 101, 22 DCR 2091; Jan. 22, 1976, D.C. Law 1-42, § 6, 22 DCR 6317; June 15, 1976, D.C. Law 1-70, title I, § 101, 23 DCR 533; April 7, 1977, D.C. Law 1-110, § 5, 23 DCR 8740; April 19, 1977, D.C. Law 1-124, title I, § 101, 23 DCR 8749; Feb. 25, 1978, D.C. Law 2-41, § 2, 24 DCR 3629; Mar. 16, 1978, D.C. Law 2-55, §§ 2, 3, 5, 24 DCR 5424; Mar. 16, 1978, D.C. Law 2-60, § 2, 24 DCR 5778; Apr. 3, 1982, D.C. Law 4-93, § 3, 29 DCR 749; Mar. 10, 1983, D.C. Law 4-206, § 4, 50 DCR 193; June 22, 1983, D.C. Law 5-14, § 802, 30 DCR 2632; Aug. 17, 1991, D.C. Law 9-30, § 2(b), 38 DCR 4215; Mar. 17, 1993, D.C. Law 9-239, § 2, 40 DCR 625; June 5, 2003, D.C. Law 14-307, § 1705(b), 49 DCR 11664; Apr. 8, 2005, D.C. Law 15-307, §§ 401(b), 501, 52 DCR 1700; June 16, 2006, D.C. Law 16-129, § 3, 53 DCR 4716; Mar. 14, 2007, D.C. Law 16-279, § 403(b), 54 DCR 903; Apr. 24, 2007, D.C. Law 16-305, § 78, 53 DCR 6198; Mar. 26, 2008, D.C. Law 17-130, § 2(b), 55 DCR 1655; Aug. 16, 2008, D.C. Law 17-219, § 6007, 55 DCR 7598; Mar. 20, 2009, D.C. Law 17-315, § 2(b), 56 DCR 203; Sept. 23, 2009, D.C. Law 18-55, § 9 (b)(1), 56 DCR 5703.)

HISTORICAL AND STATUTORY NOTES

Prior Codifications

1981 Ed., § 40-104.

1973 Ed., § 40-103.

Effect of Amendments

D.C. Law 14-307, in subsec. (b), substituted "\$72" for "\$55" and substituted "\$115" for "\$88" in par. (1)(A), and substituted "\$52" for "\$30" in par. (4).

D.C. Law 15-307 added subsec. (a)(3); rewrote subsecs. (b)(1), (2), and (3); in subsec. (c), substituted "23" for "11"; and added subsecs. (h), (i), (j), and (k). Prior to amendment, subsecs. (b)(1), (2), and (3) read as follows:

"(b)(1) Class A. For each passenger vehicle, including passenger vehicles licensed under subsection (d) of § 47-2829:

"(A) When wholly equipped with pneumatic tires, a registration fee shall be charged according to the manufacturer's shipping weight as follows:

Manufacturer's Shipping Weight	Registration Fee
Class I (3,499 pounds or less)	\$72
Class II (3,500 pounds or more)	115

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"(B) When wholly or partially equipped with other than pneumatic tires, double the above fees.

"(2) Class B. For each commercial vehicle, tractor, and passenger-carrying vehicle for hire having a seating capacity of 8 passengers or more in addition to the driver or operator with the exception of passenger vehicles licensed under subsection (b) of § 47-2829:

"(A) When wholly equipped with pneumatic tires, the manufacturer's shipping weight of the chassis, plus the weight of the cab and body, is less than 3,000 pounds, \$95; 3,000 pounds or more but less than 4,000 pounds, \$105; 4,000 pounds or more but less than 5,000 pounds, \$123; 5,000 pounds or more but less than 6,000 pounds, \$143; 6,000 pounds or more but less than 7,000 pounds, \$163; 7,000 pounds or more but less than 8,000 pounds, \$176; 8,000 pounds or more but less than 9,000 pounds, \$200; 9,000 pounds or more but less than 10,000 pounds, \$228; 10,000 pounds or more but less than 12,000 pounds, \$291; 12,000 pounds or more but less than 14,000 pounds, \$340; 14,000 pounds or more but less than 16,000 pounds, \$408; 16,000 pounds or more, \$479; provided, that in determining the total weight of a vehicle subject to the provisions of this clause, there shall be excluded, in computing such weight, the weight of any special equipment which is subject to taxation as tangible personal property under subsection (e) of this section.

"(B) When wholly or partially equipped with other than pneumatic tires, double the above fees.

"(3) Class C. For each trailer, when the manufacturer's shipping weight of the chassis, plus the weight of the body, is less than 500 pounds, \$20; 500 pounds or more but less than 1,000 pounds, \$29; 1,000 pounds or more but less than 1,500 pounds, \$48; 1,500 pounds or more but less than 2,500 pounds, \$77; 2,500 pounds or more but less than 3,500 pounds, \$109; 3,500 pounds or more but less than 6,000 pounds, \$143; 6,000 pounds or more but less than 8,000 pounds, \$176; 8,000 pounds or more but less than 10,000 pounds, \$219; 10,000 pounds or more but less than 12,000 pounds, \$291; 12,000 pounds or more but less than 16,000 pounds, \$361; 16,000 pounds or more, \$431; provided, that in determining the total weight of a trailer subject to the provisions of this Class C, there shall be excluded, in computing such weight, the weight of any special equipment which is subject to taxation as tangible personal property under subsection (e) of this section."

D.C. Law 16-129, in par. (b)(1), substituted "A new clean fuel or electric vehicle titled before January 1, 2006 determined by the United States Internal Revenue Service to be eligible for a federal tax deduction or credit pursuant to sections 30 and 179A of the Internal Revenue Code of 1986, approved Oct. 24, 1992 (100 Stat. 3019; 26 U.S.C. §§ 30 and 179A); and a new fuel cell, lean burn technology, hybrid, or alternative fuel motor vehicle titled on or after January 1, 2006; provided, that the owner presents proof, to the satisfaction of the Mayor, that the purchase of the vehicle entitles the owner to a federal tax credit pursuant to the Energy Policy Act of 2005, approved Aug. 8, 2005 (119 Stat. 594; scattered sections of the United States Code). This provision shall only apply to the first 2 years of the vehicle's registration, after which the vehicle shall be treated as a Class I, Class II, or Class III, whichever is applicable." for "A clean fuel or electric vehicle determined by the United States Internal Revenue Service to be eligible for a federal tax deduction or credit pursuant to 26 U.S.C. §§ 30 and 179A for the tax year during which it is being registered".

D.C. Law 16-279, rewrote subsec. (a)(1); in subsec. (b)(5), increased the motorized bicycle fee from \$10 to \$30; in subsec. (b)(6), increased the historic motor vehicle fee from \$15 to \$25; in subsec. (b)(7), substituted "For dealer's identification tags, dealer transport identification tags, and manufacturer identification tags, per tag, \$75" for "Class G. For dealers' identification tags and dealers' transport identification tags, each set of tags, \$53"; and added subsec. (l). Prior to amendment, subsec. (a)(1) read as follows:

"(a)(1) There shall be levied, collected, and paid for each registration year for each motor vehicle or trailer required to be registered under this subchapter, the registration fee provided in this section, except that in the event the Council of the District of Columbia prescribes and the Mayor of the District of Columbia issues as the official identification tags for the District of Columbia tags treated with special reflective materials designed to increase the visibility and legibility of such tags, the Council may charge a fee not exceeding \$.50 in addition to all other fees which may be required. If the markings on any such tag are specifically ordered by the person to whom the tag is to be issued, including an active Advisory Neighborhood Commissioner, a member of the District of Columbia National Guard, or a person belonging to an officially recognized organization tag group other than the Disabled American Veterans, and such markings are other than those in a regular series, a reservation fee of \$40 and an annual fee of \$20, in addition to all other fees which may be required shall be charged for such specially ordered tag."

D.C. Law 16-305 substituted "having a total and permanent disability" for "totally and permanently disabled", throughout the section.

D.C. Law 17-130 added subsec. (b-1); and rewrote subsec. (d), which had read as follows:

"(d) The proceeds from fees payable under this chapter shall be paid into the General Fund of the District of

Columbia as established in the Revenue Funds Availability Act of 1975."

D.C. Law 17-219, in subsec. (b)(1), substituted "A new motor vehicle, other than a motorcycle and motorized bicycle, with an estimated average miles per gallon ('MPG') for city driving at or above 40 MPG, as determined in accordance with 40 CFR §§ 600.001-08, and published in the Fuel Economy Guide by the United States Environmental Protection Agency and the United States Department of Energy" for "A new clean fuel or electric vehicle titled before January 1, 2006 determined by the United States Internal Revenue Service to be eligible for a federal tax deduction or credit pursuant to sections 30 and 179A of the Internal Revenue Code of 1986, approved Oct. 24, 1992 (100 Stat. 3019; 26 U.S.C. §§ 30 and 179A); and a new fuel cell, lean burn technology, hybrid, or alternative fuel motor vehicle titled on or after January 1, 2006; provided, that the owner presents proof, to the satisfaction of the Mayor, that the purchase of the vehicle entitles the owner to a federal tax credit pursuant to the Energy Policy Act of 2005, approved Aug. 8, 2005 (119 Stat. 594; scattered sections of the United States Code)".

D.C. Law 17-315, in subsec. (b)(1), substituted "passenger vehicle, including a motor vehicle classified by the Mayor or his or her designated agent as a class F(I) historic motor vehicle which meets the criteria established under § 50-1501.01(10A)" for "passenger vehicle"; and, in subsec. (b)(6), substituted "a class F(II) historic motor vehicle" for "an historic motor vehicle".

D.C. Law 18-55, in subsec. (a)(1), added the last sentence; and, in subsec. (d), substituted "as established by § 50-1501.03a and the fees collected for Anacostia River Commemorative License Plates shall be deposited in the Anacostia River Clean Up and Protection Fund established by § 8-102.05(a)" for "as established by § 50-1501.03a".

#### Temporary Amendments of Section

For temporary (225 day) amendment of section, see § 106(b) of Omnibus Budget Support Temporary Act of 1991 (D.C. Law 9-19, June 21, 1991, law notification 38 DCR 5786).

For temporary (225 day) amendment of section, see § 3 of Low-Emissions Motor Vehicle Tax Exemption Temporary Amendment Act of 2006 (D.C. Law 16-88, April 4, 2006, law notification 53 DCR 3347).

For temporary (225 day) amendment of section, see § 2(b) of Non-Resident Taxi Drivers Registration Temporary Amendment Act of 2007 (D.C. Law 17-29, October 18, 2007, law notification 54 DCR 10699).

#### Emergency Act Amendments

For temporary (90 day) amendment of section, see § 1705(b) of Fiscal Year 2003 Budget Support Amendment Emergency Act of 2002 (D.C. Act 14-544, December 4, 2002, 49 DCR 11700).

For temporary (90 day) amendment of section, see § 1705(b) of the Fiscal Year 2003 Budget Support Amendment Congressional Review Emergency Act of 2003 (D.C. Act 15-27, February 24, 2003, 50 DCR 2151).

For temporary (90 day) amendment of section, see § 1705(b) of Fiscal Year 2003 Budget Support Amendment Second Congressional Review Emergency Act of 2003 (D.C. Act 15-103, June 20, 2003, 50 DCR 5499).

For temporary (90 day) amendment of section, see § 202(3) of Prohibition on the Reckless Operation of Recreational Motor Vehicles Emergency Act of 2004 (D.C. Act 15-462, June 23, 2004, 51 DCR 6750).

For temporary (90 day) amendment of section, see § 3 of Low-Emissions Motor Vehicle Tax Exemption Emergency Amendment Act of 2005 (D.C. Act 16-239, December 22, 2005, 53 DCR 258).

For temporary (90 day) amendment of section, see § 3 of Low-Emissions Motor Vehicle Tax Exemption Congressional Review Emergency Amendment Act of 2006 (D.C. Act 16-324, March 23, 2006, 53 DCR 2574).

For temporary (90 day) amendment of section, see §§ 2(b) and 4 of Non-Resident Taxi Drivers Registration Emergency Amendment Act of 2007 (D.C. Act 17-58, June 21, 2007, 54 DCR 6599).

For temporary (90 day) addition, see §§ 2(c) and 4 of Non-Resident Taxi Drivers Registration Emergency Amendment Act of 2007 (D.C. Act 17-58, June 21, 2007, 54 DCR 6599).

#### Legislative History of Laws

Law 1-23 was introduced in Council and assigned Bill No. 1-47, which was referred to the Committee on Finance and Revenue. The Bill was adopted on first, amended first, and second readings, and reconsideration of second reading, on April 15, 1975, June 1, 1975, June 24, 1975 and July 11, 1975, respectively. Signed by the Mayor on July 23, 1975, it was assigned Act No. 1-34 and transmitted to both Houses of Congress for its review.

Law 1-42 was introduced in Council and assigned Bill No. 1-161, which was referred to the Committee on the Budget. The Bill was adopted on first and second readings on July 29, 1975 and October 7, 1975, respectively.

Signed by the Mayor on October 24, 1975, it was assigned Act No. 1-59 and transmitted to both Houses of Congress for its review.

Law 1-70 was introduced in Council and assigned Bill No. 1-229, which was referred to the Committee on Finance and Revenue. The Bill was adopted on first and second readings and reconsiderations of final reading on February 20, 1976, March 11, 1976 and April 6, 1976, respectively. Signed by the Mayor on April 20, 1976, it was assigned Act No. 1-106 and transmitted to both Houses of Congress for its review.

Law 1-110 was introduced in Council and assigned Bill No. 1-255, which was referred to the Committee on Transportation and Environmental Affairs. The Bill was adopted on first and second readings on November 23, 1976 and December 7, 1976, respectively. Signed by the Mayor on January 5, 1976, it was assigned Act No. 1-195 and transmitted to both Houses of Congress for its review.

Law 1-124 was introduced in Council and assigned Bill No. 1-375, which was referred to the Committee on Finance and Revenue. The Bill was adopted on first and second readings on December 3, 1976 and December 17, 1976, respectively. Signed by the Mayor on January 25, 1977, it was assigned Act No. 1-226 and transmitted to both Houses of Congress for its review.

For legislative history of D.C. Law 2-41, see Historical and Statutory Notes following § 50-1501.01.

Law 2-55 was introduced in Council and assigned Bill No. 2-146, which was referred to the Committee on Finance and Revenue. The Bill was adopted on first and second readings on November 8, 1977 and November 22, 1977, respectively. Signed by the Mayor on December 15, 1977, it was assigned Act No. 2-121 and transmitted to both Houses of Congress for its review.

Law 2-60 was introduced in Council and assigned Bill No. 2-164, which was referred to the Committee on Finance and Revenue. The Bill was adopted on first and second readings on November 22, 1977 and December 6, 1977, respectively. Signed by the Mayor on January 3, 1978, it was assigned Act No. 2-128 and transmitted to both Houses of Congress for its review.

Law 4-93 was introduced in Council and assigned Bill No. 4-312, which was referred to the Committee on Transportation and Environmental Affairs. The Bill was adopted on first and second readings on December 8, 1981, and January 12, 1982, respectively. Signed by the Mayor on February 9, 1982, it was assigned Act No. 4-151 and transmitted to both Houses of Congress for its review.

For legislative history of D.C. Law 4-206, see Historical and Statutory Notes following § 50-1501.02.

Law 5-14 was introduced in Council and assigned Bill No. 5-74, which was referred to the Committee on Finance and Revenue. The Bill was adopted on first and second readings on April 12, 1983 and April 26, 1983, respectively. Signed by the Mayor on May 4, 1983, it was assigned Act No. 5-29 and transmitted to both Houses of Congress for its review.

For legislative history of D.C. Law 9-30, see Historical and Statutory Notes following § 50-1501.02.

Law 9-239, the "Motor Vehicle Specialty Tags Amendment Act of 1992," was introduced in Council and assigned Bill No. 9-414, which was referred to the Committee on Public Works. The Bill was adopted on first and second readings on December 1, 1992, and December 15, 1992, respectively. Signed by the Mayor on January 5, 1993, it was assigned Act No. 9-373 and transmitted to both Houses of Congress for its review. D.C. Law 9-239 became effective on March 17, 1993.

For Law 14-307, see notes following § 50-1212.

For Law 15-307, see notes following § 50-1331.01.

For Law 16-129, see notes following § 50-2201.03.

For Law 16-279, see notes following § 50-312.

For Law 16-305, see notes following § 50-101.

For Law 17-130, see notes following § 50-1501.02.

For Law 17-219, see notes following § 50-921.11.

For Law 17-315, see notes following § 50-1501.01.

Law 18-55, the "Anacostia River Clean Up and Protection Act of 2009", was introduced in Council and assigned Bill No. 18-155, which was referred to the Committees on Finance and Revenue and Government Operations and the

Environment. The Bill was adopted on first and second readings on June 2, 2009, and June 16, 2008, respectively. Enacted without signature by the Mayor on July 6, 2009, it was assigned Act No. 18-134 and transmitted to both Houses of Congress for its review. D.C. Law 18-55 became effective on September 23, 2009.

#### References in Text

The Revenue Funds Availability Act of 1975, referred to in (d), is the Act of January 22, 1976, D.C. Law 1-42.

DC CODE § **50-1501.03**

Current through May 10, 2011

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## Motor Vehicles

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All outstanding debts (child support payments, outstanding tickets, and dishonored checks) to the DC Government must be satisfied before completing most of your DMV transactions. DMV accepts payments in the form of cash, money order, or credit card\*.

<b>Passenger Class A Vehicle Registration</b>	<b>Fee</b>
3,499 lbs or less	\$72.00/year
3,500 lbs - 4,999 lbs	\$115.00/year
5,000lbs or more	\$155.00/year
<a href="#">Clean Fuel/Electric Vehicle (Hybrid)**</a> (first time registration only)	\$36.00/year
Historic Vehicle	\$25.00/year
<a href="#">Motorcycle***</a>	\$52.00/year
<a href="#">Motorized Bicycle***</a>	\$30.00/year
<b>Commercial Class B Vehicle Registration</b>	<b>Fee</b>
3,499 lbs or less	\$125.00/year
3,500 lbs - 4,999 lbs	\$160.00/year
5,000 lbs - 6,999 lbs	\$220.00/year
7,000 lbs - 9,999 lbs	\$300.00/year
10,000 lbs or more	\$575.00/year
Each Additional 1000 lbs over 10,000 lbs =	\$575.00 + \$25.00
<b>Trailer Class C Vehicle Registration</b>	<b>Fee</b>
1,499 lbs or less	\$50.00/year
1,500 lbs - 3,499 lbs	\$125.00/year
3,500 lbs - 4,999 lbs	\$250.00/year
5,000 lbs - 6,999 lbs	\$400.00/year
7,000 lbs - 10,999 lbs	\$500.00/year
11,000 lbs - 11,999 lbs	\$550.00/year
Each Additional 1,000 lbs over 11,000 lbs =	\$550.00 + \$50.00
<b>Duplicate</b>	<b>Fee</b>
Registration Card	\$7.00

\* DC Government accepts VISA, MasterCard, and Discover credit cards. DC Government does not accept American Express credit cards.

\*\* Information on the excise tax for DC titles can be found at DC Official Code § 50-2201.03. Many vehicles, including [hybrid vehicles](#) are exempt from DC excise tax. [Click here](#) to review our excise tax exemption chart. Rates are applied to the fair market value (as defined by the current National Automobile Dealers Association (NADA) Business Guide for the Eastern Region) of the vehicle at the time of application.

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