

Motor Vehicle License Tax

History of Major Changes

1906 Registration fee of \$5 is enacted for all gasoline or steam motor vehicles.

1920 Separate license taxes are enacted for motorcycles, passenger cars, and commercial vehicles.

1925 A graduated rate schedule is enacted for commercial vehicles.

1932 Rates are increased for motorcycles, passenger cars, and commercial vehicles; method of revenue distribution is amended.

1937 A rate schedule is enacted for farm trucks.

1948 The passenger car levy is increased to \$10.

1949 A separate levy is enacted for house trailers.

1951 A separate, graduated rate schedule is enacted for motor buses; levy on commercial vehicles is increased.

1953 Department of Highway Safety (containing the Bureau of Motor Vehicles) is created; current method of revenue distribution is enacted.

1957 Separate levy is enacted for transit buses.

1967 Counties and municipalities are permitted to levy \$5 permissive license tax.

1980 General Assembly grants the Bureau of Motor Vehicles permissive authority to accept registrations by mail. Also, rates are doubled on passenger cars, motorcycles, house and travel trailers and increased on all other vehicles.

1988 Registration schedules are changed to correspond to owners' birthdates. Also, the General Assembly requires the Bureau of Motor Vehicles to begin mail registration.

1989 Fee structure for commercial vehicle registrations is converted from unladen weight to gross vehicle weight effective June 1991.

2002 Phased-in increases begin for operational fees paid to deputy registrars. Fees increase to \$3.50 in 2004.

2003 Registration fees increase by \$11.

2004 Biennial registration is permitted. Also, staggered registration begins for commercial vehicles.

2009 House Bill 2 increases the cost of registrations for vanity plates and three-initial reserve plates by \$15 each to \$50 per year. A late fee of \$20 is added to all vehicle registration renewals more than seven days beyond expiration date.

2011 House Bill 114 expanded the seasonal exemption from late fees; increased the noncommercial trailer weight to 10,000 lbs. from 3,000 lbs; mandates online IRP registration. Effective January 1, 2011, the owner of a commercial trailer may apply for a 1, 2, 3, 4, or 5 year registration.
