

**Report to the
Members of the
96th General Assembly
on the Findings of
House Bill 255 (PA 96-0034)**



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On July 13, 2009, Governor Quinn signed House Bill 255 (Public Act 96-0034) which required the Office of the Secretary of State to “complete a feasibility study for the implementation and enforcement of a graduated registration fee based on the manufactured suggested retail price of motor vehicles of the first division and second division vehicles weighing 8,000 pounds or less.” The legislation further stated that “this study shall include but not be limited to the costs associated with design and maintenance of all systems and database applications required; suggested fee structures to create a revenue neutral graduated registration fee system; and consideration of annual depreciation of vehicles, reflective of fair market value.” All findings from the Secretary of State are to be delivered to the Senate President, Speaker of the House of Representatives, Minority Leader of the Senate and the Minority Leader of the House of Representatives no later than January 31, 2010.

Brief History of Vehicle Registration Fees in Illinois

As a part of this report, it may be beneficial to the members of the General Assembly to have a brief history of the vehicle registration fee structure.

Illinois approved its first motor vehicle law on May 13, 1903 to regulate speed enforcement. Vehicle registrations were not required until the passage of the Motor Vehicle Act in 1907 which assigned responsibilities for registration to the Secretary of State. The full intent of the Act was not for revenue enhancement purposes but rather a means of keeping a record of the motor vehicles in the state. An underlying purpose of the Act was to establish and ensure a minimum competence and skill on the part of the driver.

In 1907, Illinois amended the Motor Vehicle Act and set the precedent for the first registration of motor vehicles. A one-time fee of \$2.00 was assessed to approximately 22,300

vehicles. Within two years, vehicle registration fees became a revenue enhancement for the state when the law changed to require owners to pay a registration fee annually on their vehicles.

In the last 100 years, vehicle registration fees have undergone a variety of modifications. The General Assembly introduced a graduated registration system in 1909 to determine the annual registration rate. Vehicles were divided into four categories and registration fees were determined by the engine horsepower. The less horsepower a motor vehicle had, the lower the annual registration fee. The four categories were:

- (1) less than 25 horsepower;
- (2) 26-35 horsepower;
- (3) 36-50 horsepower; and
- (4) more than 50 horsepower.

From 1909 to 1985 fees increased and categories were modified. The table below gives you a brief outline of how the registration fees have changed over those years.

	1911	1918	1920	1955	1965	1967	1975
1-25 horsepower	\$4.00	\$4.50- 6.00*	\$6.00- 8.00*	\$6.50	\$7.00	\$8.00	n/a**
26-35 horsepower	\$6.00	\$9.00	\$12.00	\$10.50	\$11.00	\$12.00	\$18.00
36-50 horsepower	\$8.00	\$16.00	\$20.00	\$17.00	\$17.50	\$18.00	\$30.00
51+ horsepower	\$10.00	\$20.00	\$25.00	\$22.00	\$22.50	\$24.00	n/a**

*From 1918-1920 another category was established for 1-10 horsepower vehicles. The lower cost reflects the registration fee for this additional category.

**In 1975, the graduated system changed to reflect only 2 categories of first division vehicles, those with 35 horsepower or less and those over 35 horsepower.

In 1986, Illinois moved away from the two-tiered system based on horsepower and introduced a flat fee of \$48 for registration renewals of all first division (passenger cars) and second division (pick up trucks weighing less than 8,000 lbs.) vehicles. The \$48 fee did not

change for 15 years until the implementation of the Illinois First program in 2001. At that time, vehicle registration fees increased to \$78 for all first and second division vehicles.

In the last two years, Illinois has seen two increases. The first, for \$1, generated revenue for the purchase of new patrol vehicles for Illinois State Police officers. In 2009, a \$20 increase was enacted with monies to be deposited into the Capitol Projects Fund for infrastructure support for the state.

Gathering Information About Graduated Fees

The Illinois Secretary of State's office surveyed the 49 remaining states to determine how costs for annual vehicle registrations renewals are calculated. This information was difficult to gather because the definition of vehicle registration varies from state to state. In an effort to make their registration seem lower, some states define their registration renewals as a simple annual fee. They will not include the added user fees or taxes which may be assessed annually on a vehicle owner within the standard definition. In an effort to get the best overall understanding of the vehicle fees assessed annually on owners, the following questions were asked of the states when conducting our survey:

- (1) What does your state charge for the annual renewal of passenger and truck license plates? Is there a graduated fee structure based on specific criteria?
- (2) Does your state's vehicle registration renewal reflect any additional annual charges (i.e., wheel tax, clean air tax or other use tax) in addition to the registration renewal?
- (3) Does your state collect an annual personal property tax or ad valorem tax on a vehicle in addition to the costs of a vehicle registration renewal?

The information received from the surveys provided a wide range of approaches when it comes to vehicle registration renewals. While a few states offer a simple (flat rate) fee structure

similar to Illinois' approach, many of the states use a complex (graduated) fee structure based on various factors such as vehicle weight, vehicle age or vehicle value. In some cases, registration renewal calculations are a combination of more than one of these three factors.

Simple (Flat Rate) Vehicle Registration States

There are six states, including Illinois, which offer a simple, flat rate, registration cost with no additional user fees. They are:

Delaware	\$40/one year
Illinois	\$99/one year
Oregon	\$89/two years
Pennsylvania	\$36/one year
Vermont	\$65/one year
Wisconsin	\$75/one year

There are fifteen (15) additional states that offer the simple, flat rate, registration fee; however, owners are annually assessed some type of personal property or ad valorem tax on their personal vehicle which may require them to pay anywhere from \$50 to several hundred dollars annually. Additional facts and discussion on the states that utilize the personal property taxes and/or ad valorem taxes will be found later in this report.

Provided below are the fifteen states that offer a simple, flat rate, registration along with a personal property or ad valorem tax. Except where indicated, the registration is for a one year period. The annual assessment reflected below is for the vehicle registration only and does not include any additional fees or taxes imposed by the state.

Alabama	\$33 passenger vehicles/\$13 trucks
Alaska	\$100 all vehicles for two year registration period
California	\$31 all vehicles
Connecticut	\$75 all vehicles
Florida	\$44 all vehicles
Georgia	\$20 all vehicles
Hawaii	\$25 all vehicles
Kansas	\$28 passenger vehicles/\$38 trucks
Kentucky	\$21 all vehicles
Maine	\$35 all vehicles
Massachusetts	\$41 all vehicles
Nebraska	\$15 passenger vehicles/\$18 trucks
Nevada	\$33 all vehicles
Tennessee	\$21.50 all vehicles
Utah	\$46.50 all vehicles

In addition to the personal property/ad valorem tax, some of these states may also charge additional usage fees. Among the most popular usage fees are wheel taxes used to help with road maintenance or emissions fees in areas where owners are required to undergo vehicle emissions testing.

Complex (Graduated) Vehicle Registration States

The remaining states all calculate their vehicle registrations based on a variety of complex calculations. Based on the research, there does not appear to be a particular calculation method that is more popular than others. This list indicates what criteria (some more than one) are used to calculate their motor vehicle registration renewals. While the states on this list have

a graduated registration renewal, some of them may also require the annual personal property/ad valorem tax on the vehicle in addition to their vehicle registration.

Arizona-based on weight, age and value

Arkansas-based on weight

Colorado-based on weight and age

Idaho-based on age

Indiana-based on age and value

Iowa-based on age, value and list price

Louisiana-based on value

Maryland-based on age

Michigan-based on weight and age

Minnesota-based on value

Mississippi-based on weight and age

Missouri-based on horsepower

Montana-based on age

New Hampshire-based on age

New Jersey-based on weight and age

New Mexico-based on weight and age

New Jersey-based on weight and age

New Mexico-based on weight and age

New York-based on weight

North Carolina-based on weight

North Dakota-based on weight and age

Ohio-based on weight

Oklahoma-based on weight

Rhode Island-based on weight

South Carolina-based on age and value

South Dakota-based on weight and age

Texas-based on age
Washington-based on weight
Wyoming-based on weight, age and value

Personal Property Tax/Ad Valorem Tax

Unlike Illinois, many states statutorily mandate a personal property/ad valorem tax be assessed and paid annually on a driver's personal motor vehicle.

In states where a property tax/ad valorem tax is assessed, the tax is always based on the value; however, value may have differing definitions from state to state. The mathematical equations used to determine the tax also vary from state to state. Some states use a simple percentage depreciation (i.e., 10 percent per annum) while others use a very complex calculation with monies going to many different funds.

Many states that assess a personal property tax, collect the revenue generated from the tax and also from the vehicle registrations at a local government office, most often the county treasurer's office, because much of the tax collected supports local government efforts. In these states, it was not uncommon for the taxing rate on the vehicles to vary from county to county or even from municipality to municipality within the same county.

Graduated Fees Based on Age, Weight and/or Price

More than one third of the states have developed a graduated methodology for vehicle registration renewals based on vehicle age, weight, retail/purchase price or a combination of the three.

Fees Based on Vehicle Age. In studying the three criteria used to establish a graduated vehicle registration fee in other states, vehicle age is the one category that the Illinois Secretary

of State currently captures during the application process. Listed below are some examples of the age classifications other states use as criteria to determine registration fees.

As can be seen, each state has its own age ranges which are used to determine registration renewal fees and there is no set standard.

Colorado	1-7 years
	7-10 years
	10+ years
Idaho	1-2 years
	3-6 years
	7+ years
New Mexico	1-5 years
	5+ years
Oklahoma	1-4 years
	5-8 years
	9-12 years
	13-16 years
	17+ years

To help the members of the General Assembly compare these standards to the population of vehicles currently registered in Illinois, a breakdown of the 9.7 million first and second division vehicles by age is as follows:

Model years 2006 thru 2010	2,353,634
Model years 2001 thru 2005	3,329,200
Model years 1996 thru 2000	2,448,978
Model years 1995 and older	1,604,259

Examples of revenue neutral fee structures can be found on Exhibit A.

Fees Based on Weight. The Secretary of State's office has never been required and has never made efforts to obtain gross weight information about first and second class motor vehicles for the purposes of titling and registration. The Illinois Vehicle Code does draw a distinction between trucks weighing more or less than 8,000 pounds, with those in the latter category classified as second division vehicles and falling under the jurisdiction of this report.

From the research obtained by the Secretary of State's Office, here are some examples of how some states use weight classifications for determining vehicle registration fees.

Arkansas	Passenger Vehicles weighing less than 3,000 lbs. Passenger Vehicles weighing 3,001 to 4,500 lbs. Passenger Vehicles weighting 4,501 lbs and over Pick Up trucks and Vans in a separate category not based on weight
New York	All Vehicles 1-1,650 lbs. All Vehicles 1,651-1,750 lbs. All Vehicles 1,751-1850 lbs. Classifications continue at 1,000 lb. intervals through 6,950 lbs. All Vehicles 6,951+ lbs.
North Carolina	All Vehicles less than 4,000 lbs. All Vehicles 4,001-5,000 lbs. All Vehicles 5,001-6,000 lbs.
Rhode Island	All Vehicles less than 4,000 lbs. All Vehicles 4,001 – 5,000 lbs. All Vehicles 5,001 – 6,000 lbs. Weight classes increase in 1,000 lb. increments thru 10,000 lbs. All Vehicles 10,001-12,000 lbs. Weight classes increase in 2,000 lb. increments thru 42,000 lbs.

Washington All Vehicles 1-4,000 lbs.
 All Vehicles 4,001-6,000 lbs.
 All Vehicles 6,001-8,000 lbs.
 All Vehicles 8,000+ lbs.

Fees Based on Price/Value: From the information gathered by the Secretary of State's office, there are only two states (Louisiana and Minnesota) that use price/value as the **sole criteria** for determining a vehicle registration renewal fee. Because these fees are collected and assessed at the county level, it is impossible to include all the county assessment calculations in this report.

As reported previously, there are several states that factor in the value/price of the vehicle and use it in conjunction with a vehicle's age or weight to determine registration rates.

Secretary Of State's Vehicle Transaction Process

In considering changes to the motor vehicle registration renewal process in Illinois, it is important that the members of the General Assembly understand the Secretary of State's transaction process by which a certificate of title and initial vehicle registration renewal are produced.

When purchasing a vehicle in the state of Illinois, an individual or dealer must provide an Application for Vehicle Transaction to the Secretary of State's Office. In addition, an Illinois Department of Revenue RUT 50 Private Party Vehicle Tax Transaction or a RUT 25 Use Tax Transaction Return form must accompany the application. Payment to the Secretary of State for the title and initial vehicle registration and payment to the Illinois Department of Revenue for sales tax are also required at the time of the initial title and vehicle registration. A sample copy

of the Application for Vehicle Transaction is attached to this report and labeled as Exhibit B. Copies of the Illinois Department of Revenue's RUT 50 and RUT 25 forms are also attached and labeled as Exhibits C and D. Because the forms are for differing outcomes, the information collected on the forms will vary. In particular, the Secretary of State's form does not collect data concerning the purchase price or sales tax paid by the owner.

The information collected by the Secretary of State on the application and the certificate of title is defined in statute. The Illinois Vehicle Code (625 ILCS 5/3-104) requires the application contain the following information:

- (1) Name, Illinois residence and mail address of the owner;
- (2) Description of the vehicle including, so far as the following data exists: the make, year-model, identifying number, type of body, whether new or used...;
- (3) The date of purchase by the applicant and...the name and address of the person from whom the vehicle was acquired and the names and addresses of any lien holders...;
- (4) The current odometer reading at the time of transfer...; and
- (5) Any further information the Secretary of State reasonably requires to identify the vehicle....

According to 625 ILCS 5/3-107 the certificate of title issued by the Secretary of State is required to contain much of the same information as the application with the following additions:

(1) the date the title was issued and (2) the title number assigned to the vehicle. Based on this statutorily defined information, the Secretary of State issues a certificate of title for each vehicle and an annual registration. A sample Certificate of Title and vehicle registration are attached to this report and labeled as Exhibits E and F respectively.

Illinois statute does not require the value or purchase price of the vehicle be captured or retained in the application for title or certificate of title process

Factors to Be Considered When Moving Illinois from a Flat Registration Fee to a Graduated Registration Fee

Retail Price vs. Purchase Price. The Illinois Secretary of State's office processes approximately 9.7 million first and second division vehicle registration renewals annually based on a flat rate of \$99 annually. The office uses a variety of methods for payment including on-line renewal, mail-in renewal and in-person renewal at one of our 137 facilities.

Moving from a flat registration renewal to a graduated renewal, regardless of whether it is based on the weight, age or price of the vehicle, would be a monumental undertaking costing millions of dollars to the State of Illinois and would take several years to implement because the information is not currently collected by the Illinois Secretary of State's Office and the vehicle registration renewal assessment process would have to be recalibrated with massive computer programming changes that would have to take place.

Should the General Assembly decide to move in this direction, many additional factors must be determined, not the least of which will be the legal definition of the "price" or "value" of the vehicle to be registered. The information gathered from other states differs as to whether the Manufacture Suggested Retail Price (MSRP) or the purchase price is used.

As it suggests, the MSRP is what the manufacturer tells the dealership or seller to ask for the vehicle. This price may not be what the owner ultimately pays for the vehicle. The MSRP may be a significantly higher number so the calculation for the registration will be determined

from that higher rate which, in turn, will increase the registration rate charged to the vehicle owners.

If the registration rate is based on the purchase price of the vehicle, certain factors may occur during the purchasing phase that could allow for two individuals to have the same make and model vehicle but pay different registration costs depending on the deal they received at the time of purchase. As an example, Individuals A and B both want to purchase identical 2010 Ford Taurus vehicles with a MSRP of \$25,170. Individual A purchases her car during a rebate period and gets a \$3,000 credit and also trades in her Chrysler for \$2,375. Assuming the dealer doesn't offer a lower sticker price, she will now be paying approximately \$19,795 for her new car. Individual B comes in during a different time of the year so he does not get a rebate and he doesn't have a car to trade but he does get the dealer to lower the sticker price by \$1,500 to \$23,670. They have both purchased the same car but paid a \$3,875 difference. If the registration rate is based on the purchase price of the vehicle, Individual B will be paying significantly more per year for his vehicle registration than Individual A.

In addition to the purchase of new vehicles, the purchase of previously owned vehicles must also be considered. The MSRP often does not take into account the condition of a vehicle at the time of sale. Used vehicles may be in varying degrees of condition which will almost always be reflected in the purchase price. Using a MSRP value on a used vehicle to determine registration fees may unfairly punish an individual that wants to purchase a high end previously-owned vehicle in poor condition. Based on the MSRP, the new owner may pay a higher rate because it is a high-end vehicle. However, the opposite can be said if the registration rate is based on the purchase price because this same owner may pay an extremely low price for a high-end vehicle in excellent condition at a foreclosure sale or auction. If the registration rate is based

on purchase price, the new owner may pay a much lower registration fee because of the method by which he purchased the vehicle.

One more factor to be considered when basing the registration fee on the retail or purchase price of a vehicle, are those transactions where the vehicle is transferred from one individual to another such as through the probate of an estate or the gifting of an automobile. In this case, there is no purchase price assessed because no money exchanged hands. If using the purchase price as the criteria for setting vehicle registration renewal rates, how is the registration fee determined if there is no monetary transaction?

Depreciation Rates. The second important factor to be considered and determined by the General Assembly will be the mathematical calculation used to assess the depreciation for these 9.7 million vehicles as they age and devalue in price. For every state that uses the price/value graduated rate, there is a different mathematical calculation used to set the depreciation scale to determine the registration rates. Some states use a simple depreciative percentage based on the value/price while other states use very complicated calculations based on how the money is spread out to different state funds. How long will the depreciation rate remain in place on the vehicle? Will the vehicle reach a certain age where the rate never changes?

What To Do With Those Vehicles Already in the Secretary of State System. If the retail price or purchase price is used to determine the new vehicle registration renewal rate, the General Assembly will need to decide how the registration fees for the 9.7 million first and second division vehicles already registered in the state would be adjusted.

This report has already indicated that the Secretary of State's database does not currently contain this information. It would be physically impossible for the Secretary of State's office to check the purchase history on every vehicle already titled and registered to determine their

value/price. Neither, can it be expected to place the onus on the vehicle owner to have to provide proof to the Secretary of State's office of the value/price of the vehicle. Knowing that the vehicle owner is going to see an increase in his or her registration fee based on the information provided the Secretary of State, it would be impossible to expect 100% vehicle owner compliance and requiring the information from the owner in order to renew could open the program up for document fraud as some owners may attempt to provide documents showing a lesser value for their vehicle in an effort to keep their registration renewal at a lower rate.

The General Assembly may decide that those vehicles already in the Secretary of State system be grandfathered in at the flat rate until their status changes. Then, at the time of a change (i.e., selling of the vehicle), they would migrate to the new graduated system. The fiscal ramifications of this type of proposal would require the Secretary of State to maintain dual registration systems. There are over 20 million titles and 9.7 million registrations currently on the Secretary of State's database that would be affected by this change. It would be impossible for the office to predict how soon each of the vehicles would be sold or their status would change in a way that they could be migrated to a new graduated registration system, thus requiring the Secretary of State's office to maintain the dual system for possibly decades into the future.

Fiscal Impact to the Secretary of State

The Secretary of State's Office cannot make any estimates on the costs involved in moving from a flat to a graduated rate without knowing the criteria that will determine the new rate. Changing the current standard to reflect vehicle registration rates based on either age, weight, price or a combination will significantly impact the operation of the office. The Secretary of State's Office will have one of two options available to it: (1) build an entirely new

system to make the necessary changes to adjust for a graduated plan of registration or (2) build a new system AND maintain the dual system for the 9.7 million vehicles already registered in the State of Illinois until they are resold and can migrate to the new system. Either scenario will cost the State of Illinois millions of dollars and take years to implement. The Department of Revenue currently utilizes a pay per use program that estimates the value of a vehicle. The accuracy of this program is debatable and has been known to create discrepancies regarding the value of vehicles.

Revenue Generated to Illinois from A Graduated Registration System

The General Assembly requested information about the fiscal impact this legislation might have on the State of Illinois. This fiscal impact is impossible to determine until an actual method is proposed. Price, whether it is MSRP or purchase, is not captured by the Secretary of State so it would be impossible to make suppositions about the revenue that might be generated by moving to a graduated system. The same can be said for a system based on the weight of the motor vehicle.

Even using the criteria of age of the vehicle, the Secretary of State's Office cannot make projections about the revenue that might be generated without a more clear idea of what depreciated scale the General Assembly would propose.

Conclusion

Through the passage of HB 255 (PA 96-0034), the members of the General Assembly have expressed an interest in the motor vehicle registration process and the revenue it generates annually to the Road Fund.

The Secretary of State's Office will not presume to make a recommendation as to whether the State of Illinois should move to a complex, graduated vehicle registration plan or maintain the current program that generates almost \$2 billion to the Road Fund annually. That is a determination best left to the members of the General Assembly.

The Secretary of State's Office hopes that the information contained in this report provides the members of the General Assembly with a better understanding of what other jurisdictions are currently using to assess their vehicle registration fees and the impact, both fiscal and physical, that it will have on the operation of the Secretary of State's Office if the system is changed from the current flat plan.

EXHIBITS

- A. Sample Title Application Form
- B. Sample RUT 50
- C. Sample RUT 25
- D. Sample Secretary of State Certificate of Title
- E. Sample Secretary of State Vehicle Registration
- F. Registration Fee Synopsis of 50 States



1. Type of transaction(s): <input type="checkbox"/> Title and Plates <input type="checkbox"/> Title and Transfer <input type="checkbox"/> Title Only <input type="checkbox"/> Duplicate Title <input type="checkbox"/> Corrected Title <input type="checkbox"/> Salvage Certificate <input type="checkbox"/> Junking Certificate <input type="checkbox"/> Plates Only <input type="checkbox"/> Sticker Only <input type="checkbox"/> Transfer Only <input type="checkbox"/> Corrected ID Card <input type="checkbox"/> Duplicate ID Card <input type="checkbox"/> Single Plate Replacement <input type="checkbox"/> Set of Plates Replacement <input type="checkbox"/> Sticker Replacement <input type="checkbox"/> Reclass of License Plates <input type="checkbox"/> Resale of License Plates <input type="checkbox"/> Other:	2. Current Plate Number 3. Plate Type Requested 4. Exp. Month Year Do not write in Validation Area.	5. OWNER INFORMATION First Last Middle First Last Middle Residence/Business Street Address City ZIP IL 6. Owner 1 DL/FEIN # Owner 2 DL/FEIN # 7. VEHICLE INFORMATION Vehicle Identification Number (VIN) 8. Purchase Date: New <input type="checkbox"/> Used <input type="checkbox"/> Month / Day / Year Year Make Model Body Style Color 9. Current Odometer Reading (No Tenths) <input type="checkbox"/> Actual <input type="checkbox"/> Not Actual <input type="checkbox"/> In Excess of Mechanical Limits <input type="checkbox"/> 10 yrs. or older (mileage not required) Rebuilt <input type="checkbox"/> Flood <input type="checkbox"/> Other Branded Title <input type="checkbox"/> MCY C.C. Mobile Home Sq. Ft. Rental <input type="checkbox"/> Leased <input type="checkbox"/> State _____ Check if G.V.W.R. Over 16,000 lbs. (odometer reading not required) Yes <input type="checkbox"/> Gross Weight (RV, RT, TRK, BUS, TRLR) For Hire <input type="checkbox"/> # of Axles 10. Surrender Title Number and State # State: 11. File Number 12. Unit Number 13. MAIL TITLE TO (IF DIFFERENT THAN ABOVE) Name Street Address City State ZIP 14. VEHICLE INSURANCE INFORMATION (TRAILERS EXEMPT) Insurance Company Name (Do not list agent) Policy Number Expiration Date 15. FIRST LIENHOLDER Name Street Address City State ZIP 16. SECOND LIENHOLDER Name Street Address City State ZIP 17. TRANSFER INFORMATION Year Make/Model VIN 18. SELLER'S INFORMATION (INDIVIDUAL OR DEALERSHIP) Name Dealer # Address 19. REASON(S) FOR CORRECTED OR DUPLICATE TITLE State all reasons for corrections or duplication. 20. REASON FOR REPLACEMENT PLATES/STICKER <input type="checkbox"/> Lost <input type="checkbox"/> Stolen <input type="checkbox"/> Destroyed <input type="checkbox"/> Requesting a Different Number <input type="checkbox"/> Respacing 21. WHEN REPLACING PLATES, YOU MUST CHECK ONE: <input type="checkbox"/> I wish to be issued a random-number plate. <input type="checkbox"/> I wish to retain my current plate number. 22. 23. Daytime Phone Number (optional) 24. Signature(s) 1. 2. 25. AUDITOR'S USE ONLY TRP NUMBER Tax Form Number \$ Circle Quarter: 1st 2nd 3rd 4th Circle All Attachments: POA, Small Estate, Affidavit, Affirmation, Loan/Lease Agreement, Lien Release, Release of Int., Death, Note Other(s):
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JAN 11 2011 10:00 AM

OFFICE USE ONLY

Verified by CRT I.D. REMITTER/DRIVER SERVICES FACILITY STAMP:

EXHIBIT A

CUSTOMER RECEIPT

TRP # _____
Date: _____

Control # 0717991005



RUT-50 Private Party Vehicle Tax Transaction

Step 1: Complete the purchaser's information

- 1 Name: _____ 4 Daytime phone: (____) _____ - _____
- 2 Co-owner(s): _____ 5 SSN or FEIN: _____
- 3 Street address: _____ 6 Driver's license number: _____
- City, State, ZIP: _____

Step 2: Complete the seller's information

- 1 Name: _____ 3 Address: _____
- 2 Daytime phone: (____) _____ - _____

Step 3: Describe the vehicle - Must complete Line 1 even if no tax is due

- 1 Purchase price: _____ 4 Year: _____ Make: _____
- 2 Odometer reading _____ 5 Model: _____
- 3 Vehicle identification number (VIN): _____

Step 4: Mark the ONE box that best describes your transaction

1 Exemption - Write \$0 on Step 5, Line 1

- 1a Organization with tax-exempt status - Provide exemption number: **E** 1a
- 1b Farm implement or ready-mix concrete truck 1b
- 1c Rolling stock - Provide certificate of authority number: _____ 1c
- 1d You were an out-of-state resident; item used outside IL at least 3 months. Purchase date: _____ - _____ - _____ 1d
- 1e Estate gift for surviving spouse 1e

2 Exception - Write \$15 on Step 5, Line 1

- 2a Estate gift for beneficiary (not surviving spouse) 2a
- 2b Business reorganization 2b
- 2c Transferred or purchased from spouse, parent, brother, sister, or child (Circle one) 2c

3 Motorcycle or ATV - Write \$25 on Step 5, Line 1 3

4 Table A or B - Write the tax determined on Step 5, Line 1

- 4a If Step 3, Line 1 is less than \$15,000 use Table A (see instructions). 4a
- 4b If Step 3, Line 1 is \$15,000 or more use Table B (see instructions). 4b

Step 5: Figure your tax.

- 1 Tax due from Step 4. 1
- 2 Credit for tax previously paid to the state of _____ 2
- 3 Tax due. Subtract Line 2 from Line 1. This is your total tax due. 3

Step 6: Sign here

Under penalties of perjury, I state that I have examined this return and, to the best of my knowledge, it is true, correct, and complete.

Your signature _____ Date _____ Co-owner's signature _____ Date _____

EXHIBIT B

Remittance agent number (if applicable)



Illinois Department of Revenue

RUT-25

(R-8/00)

Use Tax Transaction Return

MV 25652303

REV 02 FORM 20 EC RC CA DP LS BS NS

Do not write above this line.

Section A: Complete the following information (Please print.)

1 Purchaser or leasing company
2 Co-owner or person leasing
3 Address
4 County Township
5 Municipality, if different
6 Daytime phone number
7 SSN
8 FEIN

Section B: Complete the seller's or leasing company's information

1 Seller
2 Leasing company's Mailing address

Section C: Describe the item (You must complete Lines 1, 2, 4, and 5. Complete Line 3, if applicable.)

1 Year Make Model
2 Identification number (VIN) (HIN) (N)
3 "X" if the item is leased
4 Purchase date
5 Date brought into Illinois

Section D: Is this transaction exempt from tax? (See instructions. If exempt, check only one box that applies to your transaction. Complete only Lines 1 and 2 in Section E, and sign this return in Section F.)

1 The purchase is exempt based on the tax-exempt status of the organization.
2 The item is a farm implement or a ready-mix concrete truck.
3 The item is used as rolling stock.
4 You are in the business of renting autos or RV's and this purchase is for rental use.
5 You are a retailer, and the item is for interim use.
6 You were an out-of-state resident (individuals only) and used the item outside Illinois for at least three months.
7 You are redeeming the item due to a loan default.

Section E: Figure your tax (Attach a copy of your bill of sale or proof of purchase.)

(Round to nearest dollar.)

1 Purchase price (before trade-in, discount, or rebates)
2 Trade-in or discount
3 Net purchase price. Subtract Line 2 from Line 1.
4 Depreciation for out-of-state use. (See instructions.)
5 Taxable amount. Subtract Line 4 from Line 3.
6 Tax. Multiply Line 5 by the correct rate. For most addresses, the rate will be 6.25% (.0625).
7 Credit for tax previously paid to
8 Tax due. Subtract Line 7 from Line 6.
9 Penalty. (See instructions.)
10 Interest. (See instructions.)
11 Total amount due. Add Lines 8, 9, and 10.

Section F: Sign here

Date received by Illinois state government

Under penalties of perjury, I state that I have examined this return and, to the best of my knowledge, it is true, correct, and complete.

Your signature Date Signature of co-owner EXHIBIT C Date

CERTIFICATE OF TITLE OF A VEHICLE

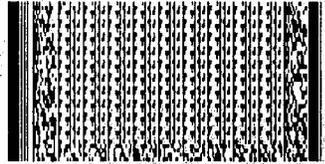
VEHICLE IDENTIFICATION NO. 1G4CW52KXX4600001 YEAR 2000 MAKE BUICK MODEL CENTURY BODY STYLE 4 DOOR TITLE NO. X0227401001
DATE ISSUED 07/23/09 ODOMETER 15243 PURCHASED USED PURCHASE DATE 07/10/00

MAILING ADDRESS



MOBILE HOME SQ. FT.

TYPE OF TITLE ORIGINAL



LEGEND(S)

OWNER(S) NAME AND ADDRESS



ACTUAL MILEAGE

FIRST LIENHOLDER NAME AND ADDRESS



SECOND LIENHOLDER NAME AND ADDRESS

BENEFICIARY INFORMATION



RELEASE OF LIEN

The Lienholder on the vehicle described in this Certificate does hereby state that the lien is released and discharged.

By [Signature] Date [Date] Signature of Authorized Agent

NEW LIEN ASSIGNMENT: The information below must be on an application for title and presented to the Secretary of State.

SAMPLE SAMPLE SAMPLE SAMPLE SAMPLE

Federal and State law requires that you state the mileage in connection with the transfer of ownership. Failure to complete or providing a false statement may result in fines and/or imprisonment.

ASSIGNMENT OF TITLE

SAMPLE SAMPLE SAMPLE SAMPLE SAMPLE

I certify to the best of my knowledge that the odometer reading is the actual mileage of the vehicle unless one of the following statements is checked: 1. The mileage stated is in excess of its mechanical limits. 2. The odometer reading is not the actual mileage. ODOMETER DISCREPANCY

Signature(s) of Seller(s) DATE OF SALE I am aware of the above odometer certification made by seller. Signature(s) of Buyer(s) Printed Name

I, Jesse White, Secretary of State of the State of Illinois, do hereby certify that according to the records on file with my Office, the person or entity named hereon is the owner of the vehicle described hereon, which is subject to the above named liens and encumbrances, if any. IN WITNESS WHEREOF, I HAVE AFFIXED MY SIGNATURE AND THE GREAT SEAL OF THE STATE OF ILLINOIS, AT SPRINGFIELD.

CONTROL NO. G9159487

Jesse White JESSE WHITE, Secretary of State

DO NOT ACCEPT TITLE SHOWING ANY ERASURES, ALTERATIONS OR MUTILATIONS

MUST BE COMPLETED BY SELLER

DO NOT DETACH UNTIL SOLD NOTICE OF SALE

SEE INSTRUCTIONS ON REVERSE



EXHIBIT D

BUICK 2000 1G4CW52KXX4600001
Vehicle Make Vehicle Year Vehicle Identification Number (VIN) Date
Name of Seller (Current Registered Owner) Name of Buyer
Complete Address of Seller Complete Address of Buyer
City State ZIP City State ZIP

Under penalties of perjury, I hereby certify that the foregoing is true and correct under the laws of the United States.

2011 Illinois Registration Identification Card
Jesse White, Illinois Secretary of State

SPBB11/12/09:01:2666: 99.00 CK01
 ECD1 1HBB12666 R 0811

VOID



Vehicle Year 2000		Vehicle Make [REDACTED]		VIN WDBJF65J7YB155179	
Weight or CC's		Body Style 4 DOOR		Application Type PASSENGER	
Axles 2	Leased/Rental	Unit Number	File Number	County 084	SANGAMON
Driver's License Number(s) or FEIN(s) [REDACTED]			Expiration Date AUGUST 31, 2011		Plate Number ECD1
Renewal Fee Due 99.00					

↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑

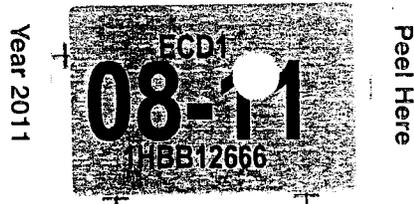
This Identification Card must be carried at all times in those vehicles designed to carry more than 10 persons, or to pull or carry property, freight, or cargo; those that are designed or used for living quarters, and school buses (625 ILCS 5.3-416). **If you travel outside Illinois, you may be required to exhibit this vehicle registration identification card as proof of ownership.**

STICKER INSTRUCTIONS

PLACE THIS VALIDATED DECAL ON YOUR REAR LICENSE PLATE

1. Clean the license plate by removing all dirt, wax and tar.
2. Wipe dry.
3. Place renewal sticker on top of last year's sticker. Press firmly.

CAUTION: After sticker has been applied, it cannot be removed without destroying it.



PATENT NO. 5,756,175

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SPBB11/12/09:01:2666: 99.00 CK01
 ECD1 1HBB12666 R 0811

Please provide mandatory Insurance information below.

EXHIBIT E

1ECD1+++++20811P+++R+++0099005

State	Flat Fee	Based on Weight	Based on Age	Based on Price	Additional Fees OR Prop. Tax Assess	Registration Fees Collected by County
Alabama	X				X	X
Alaska	X				X	
Arizona		X	X	X	X	X
Arkansas		X			X	X
California	X				X	
Colorado		X	X		X	X
Connecticut	X				X	X
Delaware	X					
Florida	X				X	X
Georgia	X				X	X
Hawaii	X				X	X
Idaho			X		X	X
Illinois	X					
Indiana			X	X	X	X
Iowa				X		X
Kansas	X				X	X
Kentucky	X				X	X
Louisiana				X		X
Maine	X				X	X
Maryland			X			
Massachusetts	X				X	
Michigan		X	X		X	
Minnesota				X	X	
Mississippi		X	X		X	X
Missouri					X	
Montana			X		X	X
Nebraska	X				X	X
Nevada	X				X	X
New Hampshire			X		X	
New Jersey		X	X			

