

Republican and Democratic approaches to Sound Transit 3 controversy

REPUBLICAN

ISSUE

DEMOCRATIC

Senate Bill 5893 would prohibit the Department of Licensing from contracting with a Regional Transit Authority to collect a motor vehicle excise tax (MVET), unless the Regional Transit Authority assesses vehicles using the Kelley Blue Book values, or National Automobile Dealers Association values, whichever is lower, and the MVET levied does not exceed 0.5% of a vehicle's value.

Example: The MVET for a 2017 Honda Accord EX sedan with standard equipment is currently \$207. This amount would be **\$129** under the Republican bill. All vehicles, regardless of age, would see a lower MVET under the Republican bill.

Senate Bill 5001 and **House Bill 1029** would change the board of a Regional Transit Authority from appointed to directly elected to make it more accountable to voters.

Senate Bill 5817 and **House Bill 2166** would allow counties and cities to opt-out of a Regional Transit Authority's taxes.

House Bill 1958 would prohibit a Regional Transit Authority from imposing a property tax on less than a whole parcel of property.

Amendment 497 to **Senate Bill 5096** (transportation budget) would prohibit a Regional Transit Authority from issuing new bonds without legislative approval.

Sens. **Steve O'Ban** and **Dino Rossi** sent a **letter** to Attorney General Bob Ferguson questioning the constitutionality of Sound Transit's car-tab fees.

Car-tab fees

House Bill 2201 would create a MVET credit to make up the difference between the vehicle valuation schedule under current law and the one Sound Transit uses from the 1990s. People may see some tax relief, but not enough.

Example: The MVET for a 2017 Honda Accord EX sedan with standard equipment is currently \$207. This amount would be **\$176** under the Democratic bill. If a vehicle is more than 10 years old, a person would no longer receive a credit under the Democratic bill.

Regional Transit Authority board

No legislation to reform or bring accountability to a Regional Transit Authority board.

Opt-out

No legislation to empower local governments and voters to opt-out of a Regional Transit Authority's taxes.

Split parcels

No legislation to deal with the problem of a Regional Transit Authority imposing a property tax on less than a whole parcel of property.

Legislative approval

No legislation to reform how a Regional Transit Authority issues bonds.

Constitutional concerns

No constitutional concerns with Sound Transit's car-tab fees.