

Republican and Democratic approaches to the Sound Transit 3 car-tab controversy

Unfortunately, none of the bills highlighted below made their way through the legislative process and to the governor's desk.

REPUBLICAN APPROACH	ISSUE	DEMOCRATIC APPROACH
<p>House Bill 2168 (Rep. Mark Harmsworth) would prohibit the Department of Licensing from contracting with a Regional Transit Authority (RTA) to collect a motor vehicle excise tax (MVET), unless the RTA assesses vehicles using Kelley Blue Book or National Automobile Dealers Association values, whichever is lower, and the MVET levied does not exceed 0.5% of a vehicle's value. A companion bill, Senate Bill 5893 (Sen. Steve O'Ban), passed the Senate three times in 2017.</p> <p><u>Example:</u> The MVET for a 2017 Honda Accord EX sedan with standard equipment is currently \$207. This amount would be \$129 under House Bill 2168. All vehicles, regardless of age, would see a lower MVET.</p> <p>House Bill 2825 (Rep. Joyce McDonald) would have provided MVET relief to low-income senior citizens and disabled individuals.</p> <p>House Bill 2569 (Rep. Melanie Stambaugh) would have exempted trailers from the MVET imposed by RTAs.</p> <p>House Democrats did not act on these four bills.</p>	Car-tab relief	<p>House Bill 2201 (Rep. Mike Pellicciotti) would create an MVET credit to make up the difference between the vehicle valuation schedule under current law and the one Sound Transit uses from the 1990s.</p> <p><u>Example:</u> The MVET for a 2017 Honda Accord EX sedan with standard equipment is currently \$207. This amount would be \$176 under House Bill 2201. If a vehicle is more than 10 years old, a person would no longer receive a credit.</p> <p>House Bill 2357 (Rep. Kristine Reeves) would allow for semiannual or quarterly payment plans for RTA MVET.</p> <p>The House passed House Bill 2201 in 2017 and 2018, but the Senate did not act on it.</p> <p>House Democrats did not act on House Bill 2357.</p>
<p>House Bill 1029 (Rep. Mark Harmsworth) and Senate Bill 5001 (Sen. Steve O'Ban) would change the board of an RTA from appointed to elected to make it more accountable to voters.</p>	RTA board	<p>No legislation to reform or bring accountability to an RTA's board.</p>
<p>House Bill 2166 (Rep. Mark Harmsworth) and Senate Bill 5817 (Sen. Dino Rossi) would allow counties and cities to opt-out of an RTA's taxes.</p>	Allow counties and cities to opt-out of an RTA's taxes	<p>No legislation to empower local governments and voters to opt-out of an RTA's taxes.</p>
<p>Amendment 497 (Rep. Ed Orcutt) to the 2017-19 transportation budget would prohibit an RTA from issuing new bonds without legislative approval.</p>	Legislative approval for new bonds	<p>No legislation to reform how an RTA issues bonds.</p>