



Senator
STEVE O'BAN R - PIERCE COUNTY - 28th Legislative District
LAST CHANCE to lower your car tabs!

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LD28

Real or false relief: Two tracks for Sound Transit car-tab taxes

Senate car-tab tax relief

- **Cuts SOUND TRANSIT'S CAR-TAB TAX by 55 percent!**
- **Rebates overcharges** back to taxpayers—retroactive to Jan. 2017.
- Prohibits Sound Transit from using new property tax money for car-tab relief—requires real tax cuts.
- **Requires the use of the Kelley Blue Book fair market value** of your car for tax calculation.

House car-tab tax plan

- **NO CUTS TO CAR TAB TAXES.** Does nothing to fix near quadrupling of Sound Transit car-tab taxes.
- **New tax on property** used for meager reduction in car tabs, creating the "Sound Transit shell game."
- **Taxpayers stuck with "sticker shock."** Sound Transit admits the real pain is coming from its near quadrupling of the car-tab tax—not just the valuation problem.
- **DOES NOT use market rate** to value cars. Changes vehicle valuation schedule to 2006 model created by the Legislature.

SAMPLE: Current tabs for a 2012 Ford Explorer are \$248.50. Under the House plan, you'd still pay \$152.70. With my plan, you'd pay \$84.

Your choice:

False relief from the House or my plan for REAL car-tab tax cuts

This battle over car-tab taxes has come down to two choices: My plan that passed the Senate to actually CUT Sound Transit car-tab taxes — or the House plan that offers false relief. The House plan uses Sound Transit's new property tax to take more of your money so it can then give it back to you and call it "tax relief." Sound Transit supports this false-relief alternative that keeps car-tab taxes sky high!

I have asked colleagues in the House, where the other party has the majority, to meet in the hope that we can come to a compromise that substantially cuts car-tab taxes.

The King County executive appoints the controlling majority of the Sound Transit governing board

An unelected board governs Sound Transit. The King County executive **appoints the majority** of its members. If board members faced elections, they would **never** think about nearly quadrupling car-tab taxes, inflating vehicle values and raising property and sales taxes all at the same time.

I've proposed legislation to require Sound Transit board members to stand for election, stop them from inflating the value of our cars, and give taxpayers real relief.



SOUND TRANSIT DOES NOT NEED THE MONEY

My plan would cut Sound Transit's car-tab taxes by 55 percent but Sound Transit would still collect 93 percent of ST3 revenue — \$50 billion instead of \$54 billion. Remember, Sound Transit is not just increasing our car tabs, it is also raising billions on new sales tax and property tax increases.

Sound Transit's defenders claim cutting car-tab taxes would somehow destroy mass transit. Yet the House could pass my plan to cut car-tab taxes, and Sound Transit would still have all the money it needs to deliver on its promises. Sound Transit doesn't need protecting: taxpayers do.



Do you support Senator O'Ban's effort to cut Sound Transit's car-tab taxes?
Take the survey at

SenatorSteveOBan.com

