

2010 SPPACE Questionnaire

JOHN ANERALLA Candidates for the North Carolina General Assembly State Senate – District 40

1. What are the top three issues facing your district and how would you address them?

Economy (jobs & taxes)
Government efficiency
Choice in education

Simply stated, NC must once again become the place to work, create jobs and live in the Southeast. We must restructure State government, reduce taxes across the board and reprioritize how the state spends our funds. My goal would be to make NC the lowest taxed state in the Southeast versus the highest. I would also like to lift the cap on charter schools.

2. In 2007, the North Carolina General Assembly authorized counties, subject to voter approval, the ability to impose an additional general fund revenue source (a .4% land transfer tax or a .25% sales tax). To date, the transfer tax has been defeated in every county where it has been considered. Would you support legislation to repeal the transfer tax option?

YES. Not only do I not support such a tax, the tax does not make fiscal sense. It would not provide a steady, dependable source of revenue. I am sure during the last two years of this recession, transfer tax revenues would have been down even more than sales or income taxes. NC citizens pay enough in taxes. We do not need additional new taxes.

3. Would you support a local bill enabling Mecklenburg County to impose a real estate transfer tax or impact fee?

NO. Mecklenburg County is already the highest taxed county in the highest taxed state in the Southeast.

4. Because North Carolina is facing an estimated \$3 billion shortfall, comprehensive tax reform for the state continues to be at the forefront of discussion in the General Assembly. The prevailing thought is to “broaden the base and lower the rate”. This means taxing items, services, transactions, etc. that are currently untaxed and either reducing the rate or eliminating altogether the taxes on items, services, transactions, etc. that are taxed at a high rate. Are you in agreement with this concept? Please explain your answer.

As previously stated, NC does not need additional taxes. All of the above could potentially lead to people not using these services or not using them as much. In order to create higher tax revenues, we need to speed up the velocity of money. In other words, we need to create

an environment where consumer spending occurs more often at less tax revenue per transaction and taxes become less of an impediment in the decision making process.

- 5. There are over 20 different environmental agencies in the State of North Carolina that regulate water, air quality and land use. Would you support the consolidation of these departments? Please explain your answer.**

NC needs to become more business and deal friendly. Twenty agencies! That sounds like way too many. I am for auditing all agencies and consolidating any that are duplicated. I think getting feedback from users would be helpful in streamlining the process they have to go through as well. Any costs that can be lowered in the approval process will be beneficial to both the developer and the end users.

- 6. Do you support giving North Carolina's Counties the authority to hold a "Pennies for Progress" referendum similar to South Carolina's? (South Carolina's program is a 1/4 cent sales tax dedicated to a specific list of projects that sunsets after a period of time or when the projects are completed.) Please explain your answer.**

I am opposed to any additional dedicated taxes. The problem in NC is that many of these special taxes often end up going to the general fund. We already have a much higher sales tax rate than neighboring counties and states.

- 7. Would you consider changing the current NCDOT funding formula to make it more equitable for the growing urban areas? If so, what would you propose?**

Absolutely. Road money needs to be allocated by objective criteria not by subjective criteria. Fund projects based on congestion, accident reduction, economic and environmental impact.

- 8. Would you support a Vehicle Miles Traveled (VMT) tax as a means to pay for road construction and/or maintenance?**

NO. We don't need to add a VMT because we already have a dedicated Transportation Trust Fund which is funded by a gas tax, which is the highest in the Southeast. The problem is that the state takes the funds out of the TTF every year for use in the general fund.