

2010 SPPACE Questionnaire

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Candidates for the North Carolina General Assembly State House of Representatives – District 105

- 1. What are the top three issues facing your district and how would you address them?**
 - a. Economy – North Carolina must decrease its tax burden on individuals and businesses in order to compete for new business, and maintain existing business.
 - b. Transportation – Congestion remains a threat to quality of life for residents and reduces competitiveness for new business development. We must politicize transportation funding, prioritize road funding, and spend road money where people live, work, and drive.
 - c. Crime – Protecting citizens is a fundamental responsibility of government, and we are not meeting expectations of our citizens. We must prioritize criminal justice funding and reduce crime in our community immediately.

- 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?**
 - a. I would sponsor, support, and advocate for the repeal of the real estate transfer tax. This provision was written into a budget without discussion or debate by legislators; it's the wrong approach to fixing government at the wrong time and must be reversed.

- 3. Would you support a local bill enabling Mecklenburg County to impose a real estate transfer tax or impact fee?**
 - a. No.

- 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.**
 - a. The proposed changes to the tax structure is designed to increase tax revenue, is not true tax reform, and therefore I oppose this proposal. Rather, I would support a tax reform plan that decreases the tax burden on individuals and businesses without imposing additional taxes on the real estate industry.

- 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.**
- a. North Carolina state government has grown significantly since 2000, and must be scaled back to align with the current economic environment. We must change state government to meet the needs of the citizens, not the wants of special interests. Like business, government must be more efficient and focused on core functions.
- 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 ¼ 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.**
- a. While I support local governments' ability to meet the needs of their community, I oppose additional taxes. An additional tax on Mecklenburg County increases the tax burden on those citizens, makes Mecklenburg less competitive, and increases the difference between what Mecklenburg sends to Raleigh and receives in return. North Carolina must prioritize and fund infrastructure in urban areas.
- 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?**
- a. In 2009 I introduced a bill to revise the Equity Formula in order to spend road money where people live, work, and drive. However, the bill wasn't even heard in committee.
- 8. Would you support a Vehicle Miles Traveled (VMT) tax as a means to pay for road construction and/or maintenance?**
- a. No. The bottom line on transportation funding is that it has been a low priority for years, has been used as a political tool, and has been diluted by its use in many areas. North Carolina has sufficient revenue to meet its transportation funding needs, if the system is reformed to focus on congestion relief through the elimination of the Advisory Board, revision to the Equity Formula, and complete reorganization of the NCDOT; and an acceptance that prioritizing transportation funding will mean a reduction of other state services.