



VOTERS' GUIDE

The League of Women Voters is a nonpartisan organization whose purpose is to encourage the informed and active participation of all citizens in government and politics. The League does not support or oppose any political party or candidate. It does publish and distribute factual information, such as this Voter's Guide, to help prepare the voter to cast an informed vote.

League membership is open to all women and men of voter age. If you are interested in joining the League of Women Voters of Canton, please write for information to P.O. Box 1021, Canton, CT 06019 or contact membership chair Nancy Donoghue at nance627@gmail.com.

For this guide, candidates for each office were asked the same questions. The League of Women Voters of Canton board members formulated the questions. Candidate responses are printed exactly as they were submitted to us with no editing except to terminate the response where the maximum number of words had been exceeded or to present consistency, by eliminating bolded wording.

Candidates are listed in alphabetical order by last name within the office for which they are running.

8th District State Senate Questions

Should the State of Connecticut encourage the increased production of residential and commercial renewable clean energy? If so, how could this be accomplished?

Arthur House (Democrat)

Connecticut needs an integrated, comprehensive energy policy to increase supply and decrease energy consumption. Renewable, clean energy sources are vital to the success of an integrated approach to decrease reliance on foreign oil and ensure security of sources. We must strengthen

existing tax credits and financial support for renewable energy sources such as wind, solar and geothermal. But development of fuel cell technology and biomass remain promising potential sources deserving new support.

Kevin Witkos (Republican)

Connecticut is dependent on fossil fuels to provide our electricity. This had led to the recent price spikes we have seen and poor air quality. With the volatile price of fossil fuels, we will continue to see these price spikes. As State Representative, I supported the legislation that increased the minimum amount of Renewable Energy the state must use for electricity 20% by 2020 and will continue to support measures that encourage renewable energy.

Should the State of Connecticut support public transportation. If so, how could this be accomplished?

Arthur House (Democrat)

The answers are increased, reliable bus service and development of mass transit. Both reduce transportation costs, enable commuting to work and cities from affordable housing and lessen suburban sprawl. These measures would help stop the flight of our educated young people aged 24-35 – Connecticut's ranking is the worst of all 50 states. Top public priorities should be opening the New Haven to Springfield rail line to commuters and expanding the bus service along Route

Kevin Witkos (Republican)

Our state needs to provide better and easier access to public transportation. An efficient public transportation system, would allow all of us more options than the traditional "car ride to work." I supported creating the New Britain-Hartford Busway and reinstating the New Haven-Hartford commuter rail. I would support other proposals that would increase the use of public transportation around the state; this could include changing our bus fleet to hydrogen buses, that have zero-emission.

Increasing education costs continue to burden local property owners. What would you propose to remedy this situation?

Arthur House (Democrat)

There are three major problems: the flawed process funding local schools, absence of regional planning and shared services and forced commercial development competition. The state must decouple heavy dependence of education funding from property taxes. Shared operating, maintenance and educational expenses including voluntary use of school facilities in summer on a contributing basis would reduce capital and operating budgets. Commercial development should be based more directly on regional plans, not desperate need for revenue.

Kevin Witkos (Republican)

This state education grant formula is fundamentally flawed. It rewards failure and funnels much of the tax dollars from our small town residents to the three big cities. I have worked to make changes to the formula resulting in the most state education funding to the towns I represented ever, but the formula needs to be thrown out and rewritten. Then we won't continue to get short-changed by the state, resulting in higher local

17th District State House of Representatives Questions

Should the State of Connecticut encourage the increased production of residential and commercial renewable clean energy? If so, how could this be accomplished?

Brett Eisenlohr

Connecticut can and should be a leader in this area. In 2001, the State of Connecticut established the Connecticut Clean Energy Fund (CCEF) which is administered by Connecticut Innovations. Since inception the CCEF has invested approximately \$52,000,000 in rebates for various renewable energy projects throughout the state. The incentives are designed to encourage the commitment of public/private investments of renewable energy production. Investing 100% of the revenues received through the new cap-and-trade initiative is imperative.

Tim LeGeyt

Renewable clean energy's time has come. Never has it been so beneficial to adopt the systems and technology that have been developed for the production of renewable clean energy. The State can and should provide more incentives for business to adopt these processes. Business tax

rebates for incorporation of these processes will encourage their use. Other programs, administered through our municipalities and aimed at encouraging residents to adopt these processes, would foster participation.

Should the State of Connecticut support public transportation. If so, how could this be accomplished?

Brett Eisenlohr

Yes, we desperately need to support mass transportation. Automobile traffic is expected to grow 130 percent in the next 15 years. In order to offset this expected rate of congestion on our public roads and highways we must develop a long-term strategic plan that includes a commitment of state and federal funding. This plan must be designed to include short term solutions that will progress over the long-term, and focus new business developments near

Tim LeGeyt

The State already supports and provides some measure of public transportation, but these times call for an increase in this effort, especially in light of fuel prices and the carbon footprint issue. The State could subsidize the creation of a private intra-city transportation system as well as a suburban-to-urban system, developed by the private sector and assisted by the State with seed money and programs to encourage commuters to use such a system.

Increasing education costs continue to burden local property owners. What would you propose to remedy this situation?

Brett Eisenlohr

I will strongly advocate for property tax reform that reduces our reliance on property tax as the major revenue component for educational cost. Support a significant increase in state funding for the basic education grant, create an educational cost of living adjustment, and fully fund special education without burdening our towns with the pressure to raise property tax. Provide state funding to integrate energy conservation measures in schools to reduce energy cost for school budgets.

Tim LeGeyt

The property tax system continues to fail to supply an equitable level of education funding. Inequities abound, and requiring growth in the grand list to fund an increase in costs is short-sighted. A suggestion has been suggested to allow a percentage of the sales tax generated in a municipality to remain there and be used for revenue purposes. Several initiatives have been implemented whereby private fundraising groups provide revenue for specific educational projects.