

# Planning and Development Committee

## JOINT FAVORABLE REPORT

**Bill No.:** HB-6890

**Title:** AN ACT CONCERNING QUALIFYING TRANSIT-ORIENTED COMMUNITIES.

**Vote Date:** 3/24/2023

**Vote Action:** Joint Favorable Substitute

**PH Date:** 3/15/2023

**File No.:**

***Disclaimer:** The following JOINT FAVORABLE Report is prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and does not represent the intent of the General Assembly or either chamber thereof for any purpose.*

### SPONSORS OF BILL:

Planning and Development Committee  
Sen. Martin M. Looney, 11th Dist.

### REASONS FOR BILL:

To (1) provide financial incentives for municipalities that adopt certain transit-oriented development policies and to coordinate related state funds through the Office of Responsible Growth, and (2) establish the Office of Responsible Growth.

This bill is primarily intended to set up Transit Oriented Communities, within eligible and participating municipalities, to help with the lack of affordable and diverse housing in Connecticut. It will also begin to combat the effects of urban sprawl, economic and racial segregation, and reliance on cars.

### RESPONSE FROM ADMINISTRATION/AGENCY:

#### [OPM, Undersecretary, Martin Heft](#)

States that including “transit adjacent” communities and communities with “regular bus service,” which requires only five days a week of fixed route service rather than a certain level of frequency, as eligible for the program means that almost all Connecticut municipalities would be eligible to qualify. State that it could be difficult to administer, it could disperse state infrastructure investments to an extent that would not meaningfully support high quality transit and could result in conflicts with the CT Conservation and Development Policies Plan 2018-2023 (C&D Plan). States support for codifying ORG, originally established under Governor Rell’s 2006 Executive Order 15. Additional suggestions listed in [full testimony](#).

### NATURE AND SOURCES OF SUPPORT:

[CGA, Senator, Martin Looney](#)

States that the bill does not interfere with local governance and control; existing local Planning and Zoning boards would determine the size and location of the districts. It does encourage good local planning and helps towns and cities that want to embrace these opportunities to do so. Also says this proposal would create a higher rate of affordable housing as well as increase the availability of market rate housing in transit-oriented districts.

**[CGA, Representative, Kate Farrar](#)**

States that one of the major issues that employers share is they cannot secure enough employees due to a lack of housing. As Connecticut invests in housing development within proximity to transportation, we can put many more people to work in our state. Plus, further housing development increases our tax base – both at the municipal and state level.

**[Connecticut Chapter of the American Institute of Architects, CEO, Gina Calabro](#)**

To bring our zoning policies and practices up to date, we need to embrace transit-oriented development. The bill aims to broaden access to communities throughout the state by increasing the housing supply, promoting greater housing diversity, and encouraging the use of public transportation instead of cars. States that this bill would offer residents more alternatives for staying in their communities that are near stations.

**[National Association of Social Workers CT, President, Kathleen Callahan](#)**

Historically, exclusionary zoning has caused our state to remain one of the most racially and economically segregated in the country. This bill will begin to fix this.

**[HDF, President and CEO, Joan Carty](#)**

Studies have shown that housing stability leads to better educational outcomes for children, and shorter commutes leave residents with more leisure time to spend with their families and make meaningful connections within their communities. States the bill reduces single-driver commutes and thus eliminates many environmentally harmful emissions.

**[Spring Forward Task Force for Housing Equity, member, Carol Bartle](#)**

States that this bill addresses the issue of historic structural racism in Connecticut housing. A largely unused parking lot along a transit corridor takes up desirable and much-needed real estate due to overly restrictive zoning that effectively prohibits development. Current laws require all towns to zone for multifamily housing and play a role in meeting the need for affordable housing, but most suburban communities are not currently doing so.

**[DesegregateCT, Director, Pete Harrison](#)**

States that three consensus points emerged from discussions with local entities:

- the housing crisis is harming our state's economy and its ability to meet our climate goals
- the state needs to take more action, but needs more capacity for planning
- local governments don't like state mandates, even if they want development and need help

Says that DesegregateCT internalized this feedback and will address these challenges through legislation.

**[DesegregateCT, Campaign Coordinator, Alan Cavagnaro](#)**

States that as a P/Z commissioner, letting these local commissions have the final say on the placement and size of said districts is imperative for smart growth. Proposes the following changes:

- In high-opportunity areas, the 20% affordability requirement should be instituted for developments below 10 homes
- The language from Section 1, Subsection 5 saying “or... is located within a reasonable distance, as determined by the coordinator” should also apply to qualifying rapid transit communities.
- And to clarify confusion about what discretionary funding applies to, it should be clear that it does not include any funding impacting public health or tied to federal requirements.

#### **DesegregateCT, TOC Organizer, Sydney Elkhay**

States that measurable steps are needed to reduce transportation emissions. Posits that few people are going to go out of their way in the suburbs to utilize public transportation when it is difficult to get to and a slower form of transportation. Building housing around transit will address this problem.

#### **DesegregateCT, Legislative Director, Tucker Salls**

States that while many towns are seeking to build additional affordable housing, they run into problems such as sewer capacity, flooding, and water capacity. The ORG will aid in the planning process for these developments and help coordinate the necessary state funds to achieve the town’s goals.

#### **DesegregateCT, Organizer, Sara Trueax**

States that if we continue to support legislation that decreases the accessibility and affordability of homes, we will be facing even more crises down the road. Also states that keeping communities separate is also a hallmark of racial segregation and its history in our state.

#### **AARP, Associate State Director, Advocacy and Outreach, Anna Doroghazi**

Many communities in Connecticut are car-dependent, so older adults who lose the ability to drive can face barriers to accessing healthy food, medical care, employment, and social connection.

#### **ERN, Executive Director, Amy Dowell**

Posits that this is also a matter of educational equity. Educational resources in this state are linked to housing value because our school funding system relies heavily on local property taxes. Therefore, when the state’s housing options lead to segregated communities along economic and racial lines, students have disparate educational experiences across town lines.

#### **Partnership For Strong Communities, Senior Policy Advisor, Sean Ghio**

Provides detailed testimony on the (1) racial segregation, and (2) economic segregation in CT and how it pertains to this bill.

#### **CCAPA, Govt. Relations, John Guskowski**

States this proposal includes several elements that improve upon prior TOD bills, including establishing an “opt-in” system, empowering communities to establish their own transit-oriented communities (TOC) districts, creating tiered development density expectations

based on type of transit availability, giving credit to communities who have already established such densities, creating an incentive funding system for housing and other development projects within those districts, including required “inclusionary” set-asides of affordable housing units based on a community’s opportunity level and housing market, and providing additional technical support through the Office of Responsible Growth plus financial support through Municipal Redevelopment Authority.

**LISC, Executive Director, Jim Horan**

States that despite the loud opposition of select groups of residents, there is broad public support for the types of development proposed through H.B. 6890.

**Connecticut Coalition to End Homelessness, CEO, Evonne Klein**

Gave example/story from Darien, CT.

**Beacon Communities, CEO, Dara Kovel**

One key component of a successful development is the ability to reasonably predict cost and schedules. The adoption of these zoning rules, near transit, will make these areas more desirable for investment.

**Arts Council of Greater New Haven, Winter Marshall**

Says this bill would open housing opportunities for artists and art consumers in Greater New Haven. State that liberalizing burdensome zoning rules helps create the sort of thriving, bustling downtowns in which the arts thrive.

**CMSC, Executive Director, Michelle McCabe**

States downtown small businesses are struggling to find workers; the workforce struggles to get from where they can afford to live to retail and restaurant jobs and, oftentimes, the math simply doesn’t work. Posits that companies, looking at housing stock when considering where to move, are discouraged from choosing our state.

**Coalition on Housing and Homelessness, Chair, Steering Committee, Sue Murphy**

What these numbers tell us is that there is a mismatch between the kind of housing many Connecticut residents need and the kind that is available. Market forces alone cannot address this need.

**HBRA-CT, CEO, Jim Perras**

States that they caution against prescriptive statewide mandatory inclusionary provisions. HBRA-CT would encourage policymakers to allow for greater latitude based on market realities in which builders, municipalities and the state could partner together to determine the right amount of set asides, if any, based on tax incentives, infrastructure assistance, PILOT, etc., that would ensure the viability of an individual project.

**WestCOG, Executive Director, Francis Pickering**

WestCOG supports the concept of directing state funds to support transit-oriented development, however it does not support this bill in its current form. WestCOG has concerns that this bill as currently written may cause conflict with transit-oriented development, centralization and democratization of decision-making authority, lack of recourse, imputed liability, inconsistency with state planning, and confusion regarding local decision-making.

**[Connecticut Voices for Children, Legislative Coordinator, Eli Sabin](#)**

Outlines the numerous ways the bill would address the issues presented.

**[The Arc of Connecticut, Director of Advocacy, Carol Scully](#)**

The Arc of Connecticut supports H.B. 6890 and recommends that persons with disabilities be specifically included in the language of the bill.

**[Hartford Foundation for Public](#)**

Provides support for the bill, including an emphasis on how the housing crisis affects minority communities.

**[Transport Hartford Academy, coordinator, Jay Stange](#)**

Urges the administration and legislature to direct State Department of Transportation (DOT) officials to define a realistic goal to reduce VMT in Connecticut based on all potential remedies and programs, including E-bike rebates, transit service improvements (Bus Rapid Transit, Dedicated Bus Lanes, Shortened Route Headways, Extension of CTFAstrak, Transit Districts), rail improvements, complete streets improvements (including sidewalk improvements), and transit-oriented development.

**[Bike Walk Wethersfield, Kevin T. Sullivan](#)**

Posits that transit-oriented development will be most successful when it is coupled with Complete Streets. Ensuring safe walking and bicycling is critical to supporting the local economy and community. Suggests adding, strengthening, and clarifying the definition of Complete Streets.

**General Support:**

**[Kevin McCarthy,](#)**

Public transportation, in Connecticut and elsewhere, is heavily subsidized by the state. Ticket revenues cover as little as 10% of operating costs, and none of the capital costs of providing this service. Encouraging greater housing density near train stations and bus lines will increase ridership and, on the margin, the need to subsidize these services.

**[Lawrence Rizzolo](#)**

States that HB 6890 provides a roadmap to balance the tension between status quo and moving forward to new economic realities.

**[Nicholas Abbott](#)**

States the bill closely resembles a Massachusetts law, Section 3A, which was passed by bipartisan supermajorities and championed by a Republican governor. Says that in towns that opt in, there would be more opportunities that seniors, young people, and many families want to live in and can afford to live in. In towns that opt in, it would empower builders, and balances carrots and sticks, ensuring that state funds are used where they will catalyze equitable, sustainable growth.

**[Steven Alquesta](#)**

The housing crisis was artificially created, by individual municipalities who use overly restrictive zoning laws to limit housing stock.

**Chris and Liz D’Antonio**

This bill is a fantastic way to bring our state and local governments together to encourage and actively support such smart and sustainable land use planning in these places that need – and would benefit from – it the most.

**Isabelle Barbour**

Both public transportation and quality multi-unit housing are needed in Southeastern Connecticut. Says this bill does not force municipalities to do anything but allows towns the freedom to choose what they want to do. States that it would diminish sprawl.

**Renata Bertotti**

Adding more housing opportunities near transit stations will especially benefit people who rely on transit to access job opportunities, childcare, grocery stores, shopping, medical providers, and other vital services. Transit-Oriented developments will also empower residents with intellectual or developmental disabilities to live independently. Says that building homes near public investments in transit can generate tax revenue, create jobs, and stimulate small and local businesses. Also says the proposal excludes environmentally sensitive areas or state-owned land and compliments the common-sense protections, carving out land that can’t support home construction.

**Elena Brennan**

Emphasized the many ways that this bill would work with towns to create unique solutions across the state.

**Thomas Broderick**

There is no logical argument against allowing more homes near transit stops, and we cannot allow a small minority of residents to block such common-sense growth.

**Joseph Chrzescijanek**

Posits that due to car-centric sprawl and development, the state has been wrecked through the mass construction of highways and freeways. This bill will allow towns to undo the damage that has been done by planning around public transportation. It will push the state DOT in the next few decades to plan around these TOC districts.

**Mercatus Center at George Mason University, Research Fellow, Charles Gardner**

Maximizing Connecticut’s investment in mass transit requires adequate ridership levels, which are strongly correlated with density of housing near transit stations. Allowing additional homes to be built in the vicinity of train stations has the potential not only to boost ridership but also to alleviate the current housing shortage in the state.

**Alan Baglia**

**Anastasia Brewczynski**

**Julia Beebe**

**Patricia Boyd**

**Adam Callaghan**

**Rachel Cece**

**Leslie Cenci**

**Gus Christensen**

**Liam Daley**

**Maybeth Morales-Davis**

[Hailey DiCicco](#)  
[William Eisele](#)  
[Win Evarts](#)  
[Patricia Francek](#)  
[Thomas Gilbertie](#)  
[Ian Gilman](#)  
[Kathryn Gislstad-Hayden](#)  
[Zack Hayden](#)  
[Cole Haymond](#)  
[Brenda Henderson](#)  
[Keith Henderson](#)  
[Rebecca Hussey](#)  
[Andrew Jennings](#)  
[Nash Keyes](#)  
[Daniel Kloyzner](#)  
[Jason M. Kohl](#)  
[Mitchel Kvedar](#)  
[Patricia Lang](#)  
[Alberto Linaldi](#)  
[Liana Linaldi](#)  
[Karla Lindquist](#)  
[Erik Lindsay](#)  
[Josiah Blackwell-Lipkin](#)  
[Janet and Jim Luongo](#)  
[Melissa Kaplan-Macey](#)  
[Jennifer Markas](#)  
[Mitchell Marks](#)  
[Rita W McCleary](#)  
[Gail A. McNair](#)  
[Marissa Dionne Mead & Danielle Chapman](#)  
[Nicholas Menapace](#)  
[Mike Meyer](#)  
[Sarah Middeleer](#)  
[Deb Migneault](#)  
[Brenda Milhomme](#)  
[Quinn Molloy](#)  
[Casey Moran](#)  
[Barbara Munck](#)  
[Dustin Nord](#)  
[Zachary Oberholtzer](#)  
[Emily Oumano](#)  
[Dorothy Pagliaro](#)  
[Griffin Paterson](#)  
[Wesley Peisch](#)  
[Valli Pendyala](#)  
[CAFCA](#)  
[Jessica Price](#)  
[Adam Prizio](#)  
[Katherine Roberts](#)

[Alma Rutgers](#)  
[Noah Safian](#)  
[Lisa Sawin](#)  
[David Sax](#)  
[Ria Saxena](#)  
[Elliot Semel](#)  
[Roger Senserrich](#)  
[Samantha Sondik](#)  
[Debra St. Germain](#)  
[Christie Stewart](#)  
[Haritha Subramanian](#)  
[Jack Sullivan](#)  
[Patricia Vanicky](#)  
[David Vita](#)  
[Karen DuBois-Walton](#)  
[Aïcha Woods](#)  
[Melanie Wyler](#)

There was one anonymous testimony in favor of this bill.

#### **NATURE AND SOURCES OF OPPOSITION:**

##### **[Town of Greenwich, First Selectman, Fred Camillo](#)**

Says this bill benefits developers and developer-backed organizations, whose lobbyists are mostly paid for by the developers. States the bill will punish towns by taking away local autonomy and giving it to bureaucrats who make up the Office of Responsible Growth.

##### **[Town of Stratford, Mayor, Laura Hoydick](#)**

Outlines how TOD has been a success in Stratford. Says this bill will cause issues for other towns including the removal of incentives. Asks the legislature to recognize the work that many towns are doing with the current statutes and regulations.

##### **[Greenwich Planning & Zoning Commission, Chair, Margarita Alban](#)**

Says several people asserted that decisions will be made by municipalities when the bill places them within the prerogative of a 'coordinator' in Hartford. States that towns have just begun implementing their Affordable Housing Plans and are making progress. According to Ms. Alban, TOD is backward looking, and the focus should shift to reducing automobile dependence in favor of walkable communities. Says it would be far better to study post pandemic shifts in work, transit, and resident needs.

##### **[The Connecticut Water Works Association, Director, James Berardino](#)**

CWWA is very concerned with how this may impact a municipality's eligibility for funding under the Drinking Water State Revolving Fund (DWSRF) and others. These programs fund critical water and wastewater infrastructure projects. Given the obligation of water companies to meet state and federal requirements to address water quality issues, this funding is critical. However, under the bill, the state would be required to give priority for such funding to any qualifying transit-oriented community over any municipality that is not a qualifying transit-oriented community. As such, the bill jeopardizes major sources of funding that municipal water companies rely upon for critical water infrastructure investment.



**Yankee Institute for Public Policy, Director of External Affairs, Bryce Chinault**

States that towns would have to fundamentally change their housing development to get support from the state to clean up contamination sites. Says that many of the terms in the bill will be defined by a "coordinator" in a new and expanded Office of Responsible Growth. Says the bill also does not provide for local public input into these determinations, nor for an appeals process.

**Estuary Transit District, Executive Director, Joseph Comerford**

States that the broad definition of a transit community could apply to any town with a bus stop. Further, the definition of a transit adjacent community, even if interpreted in the most restrictive sense, would include the most rural towns in their service area.

**Lower Connecticut River Valley Council of Governments, Chair of the Regional Planning Commission, Frank DeFelice**

Provided 8 organized points of discussion in opposition to this bill.

**RiverCOG, Executive Director, Samuel S. Gold**

Provided detailed testimony on these points:

- The bill does not support the most effective use of limited state funds
- The bill puts zoning before planning and isolates development from other important infrastructure needs
- The bill contains many vague standards and requirements making it unimplementable by municipalities
- The bill is not written with an understanding of Title 8 of the Connecticut General Statutes which governs how land use regulations are created and implemented
- The bill does not support good Transit Oriented Development.
- The bill uses an inappropriate measure for determining housing needs.
- The bill may inadvertently undermine efforts to expand transit in the state.

**COST, Executive Director, Betsy Gara**

COST is very concerned that HB-6890 would undermine these successful TOD efforts by tying critical infrastructure funding to a rigid definition of Transit-Oriented Community. They suggest building on the significant progress that the state has made in advancing TOD development by:

- Continuing to adequately fund programs, such as the Transit-Oriented Development Grant Fund
- Providing technical assistance to municipalities to facilitate the use of Tax Increment Financing and other mechanisms to support Transit-Oriented Development

**CTR**

CTR supports any effort to provide incentives for development of new housing units. However, at no time should an incentive impact the ability for brownfields remediation in another municipality.

**CT169Strong, President, Alexis Harrison**

States that TOD projects include a mix of housing, retail, and commercial development to provide more walkable, vibrant communities accessible to transit stations. Says this bill seems to focus on adding housing density, just giving lip service to mixed use. Says towns

are already planning or implementing TOD in a manner that suits their community, and don't need to "opt in." Says towns shouldn't be penalized for taking initiative on their own. Also posits that there are many rural towns and especially watershed towns that don't have any demand for transit. Many of these towns fall within the bill's definition of a transit "adjacent" community, so they are not exempt from the bill. Some have no bus or rail at all.

#### **CT169Strong, officer, Tara Restieri**

Says it cannot be reiterated enough that these bills are not the answer to the building of affordable housing but are a developers dream. States that allowing the Coordinator to determine for every municipality a "reasonable distance" (line 24) where these developments should go outside of a bus or train route will create sprawl. Other concerns include lines 18-20 and the definition of Metro North as "rapid transit."

#### **CT169Strong, founder, Maria Weingarten**

States that members of DesegregateCT, backed by developer funded interests, have admitted that this is about adding more state income tax revenue to the state's rolls. Says the lack of disclosure and vague terminology in this bill is astounding. Describes the bill as forced multi-family high density market value apartment development and says it has little to no off-street parking required. Towns with narrow roads would be congested with cars.

#### **CT Republican Assembly, President, Anne Manusky**

Says that the CT General Assembly must do a better job in reviewing bill concepts for its validity under the Connecticut Constitution. Says the bill is forcing action upon our towns. Says we have local control and will continue to do so.

#### **CBIA, Public Policy Associate, Pete Myers**

CBIA asks that if this committee moves forward with this bill that it be amended to require that the high-density housing being constructed around transit communities contain workforce housing as well as the market rate and affordable housing already in the bill.

#### **General Opposition:**

##### **Kenneth Adams**

Says he disagrees with the taking away of any state funding tied to infrastructure for future "planning funding" to towns that opt out and that the bill leaves areas vulnerable to over-development with rezoned and unbridled decisions left to a "Growth Office." Says there is too much vague language used throughout the bill.

##### **Rick Aiello**

Says the bill would deprive Connecticut communities of brownfield remediation funds unless those communities' "opt-in" to the minimum housing density as mandated under the bill. This will convert every suburban downtown into a small city, regardless of inadequate infrastructure, environment, historical areas, access to affordable mass public transportation and availability of jobs.

##### **David Antonez**

Watershed towns like Easton should be rewarded for protecting the watershed but under this bill they will potentially be penalized.

**Violette Barasch**

Says the bill is designed to increase housing density without any limit, control, or remediation of the deleterious effects of this increased density upon the environment. States this bill increases the risks to public health from the additional volume of sewage created by more density and development, unfairly penalizes cities and towns that do not opt in.

**Jeff Becker**

States the bill increases sprawl, while claiming to do the opposite, and fails to address the root cause of housing affordability - gross wage inequality. Posits that under this legislation, good farmland would be given to development that would then have negative impacts on the local tax bill, environment, and region's water supply.

**Dana Benson** and **second testimony**

States that the bill purports to reduce carbon emissions which is a potential positive but ignores the deleterious effect of increased density upon the groundwater. Says it will increase population density in Fairfield County which is already the densest section of the state. Sewerage treatment systems in Fairfield County are at capacity.

**Kathryn Braun**

Says that once opting in, the Town essentially shifts its zoning responsibility to the State Coordinator, limiting public/resident opinion in decisions. Says that adjacent towns would also be affected as the TOD and its associated dense development may impact upstream waterways. States it has been suggested that Towns could use community or advanced technology septic/sewerage systems to replace single home septic in areas without public sewer capacity. But the DEEP and DPH have recently informed the State Sewerage Working Group that they have neither the staffing resources nor any program to oversee updated sewerage systems.

**Karen Fassuliotis**

Suggests the committee look at proper metrics for demand for housing, such as where jobs are in the state, what is the access to transportation, what are the limits of infrastructure, water tables, sewage capacity, and the environment, and cost of living in each area, before advancing this bill for consideration.

**Paul Pugliese**

State the proposed changes in HB06890 will unalterably change traffic intensity and safety, historic development patterns, residential density, school enrollment, and infrastructure demand, that has been carefully evaluated and planned for.

**P Santangeli**

Increased services/deliveries to these developments will INCREASE emissions

**Darin Bershefsky**

**Carla Baylis**

**Barbara Bellafiore**

**Shirley Bloethe**

**Albert Bodnar**

**Wendy Bowditch**

**Susan Brace**

[Michele Burke](#)  
[Dillon Burns](#)  
[E Campbell](#)  
[Peter Carino](#)  
[Lisa Carpenter](#)  
[Kirk Carr](#)  
[Nicholas Ciarlo](#)  
[Jerry Cincotta](#)  
[Timothy Clark](#)  
[Peter Cohane](#)  
[Rozie Cucuzza](#)  
[Vincent Cucuzza](#)  
[John Curtis](#)  
[Beverlee Dacey](#)  
[Chris Dahm](#)  
[Linda Dalessio](#)  
[Matthew Davids](#)  
[William Dealy](#)  
[Arthur Delmhorst](#)  
[Jeffrey DePanfilis](#)  
[Michela DePanfilis](#)  
[Martha Diamant](#)  
[Maryellen DiLuzio](#)  
[R Douglas](#)  
[Heather Dubrosky](#)  
[Marisela Esposito](#)  
[Rosa Fini](#)  
[paula flaherty](#)  
[David Fong](#)  
[Jamie Freitas](#)  
[Robert Friedmann](#) and [second testimony](#)  
[AnnMarie Galdenzi](#)  
[Barbara Geddis Wooten](#)  
[Anne Gobin](#)  
[Michael Grant](#)  
[John Hair](#)  
[Nicole Hampton](#) and [second testimony](#)  
[Kim Healy](#)  
[steven Healy](#)  
[David Herz](#)  
[Mitchell Higgins](#)  
[Lisa Hodges](#)  
[Eddie Imp](#)  
[David Inman](#)  
[Krystin Inman](#)  
[Margaret Jay](#)  
[Amy Jenner](#)  
[Ann Jerge](#)  
[Laine Johnson](#)

[Eugene Kaspruk](#)  
[Eva Kaufman](#)  
[David Kershner](#)  
[Stephanie Kodweis](#)  
[Jay Koolis](#)  
[Wanda Kopec](#)  
[Richard Krug](#)  
[katherine kuhn](#)  
[Michael Kuhn](#)  
[Ralph Kuhn](#)  
[David Landau](#)  
[Gail Lauridsen](#)  
[Linda Lavelle](#)  
[Michael Levin](#)  
[Jennifer Loa](#)  
[June Logie](#)  
[Nora Maloney](#)  
[Matthew Mandell](#)  
[Geoffrey McEvily](#)  
[Peter McGuinness](#)  
[James McKay](#)  
[John Mcshane](#)  
[Catherine Milke](#)  
[Tracey Miller](#)  
[Grant Monsarrat](#)  
[Robert Nelson](#)  
[Kristen Niemynski](#)  
[Mike Nintean](#)  
[Henry Orphys](#)  
[Trish Paliotta](#)  
[David Palombo](#)  
[Kenneth Pasval](#)  
[Jeannette Picard](#)  
[Jennifer Platek](#)  
[Robert A. Powell](#)  
[Leslie Razook](#)  
[Barbara Reibel](#)  
[James Reibel](#)  
[Michael Reynolds](#)  
[David G. Rhodes](#)  
[Leslie Riback](#)  
[Frank Rizzo](#)  
[Andrea Sandor](#)  
[Jan Schaefer](#)  
[Robert Scott](#)  
[David Senior](#)  
[Kathleen Setian](#)  
[Claudia Shaum](#)  
[Robin Sherwood](#)

[Anthony Simonetti](#)  
[Ronald and Julie Sorcek](#)  
[Mita Spilo](#)  
[Jayne Stevenson](#)  
[Debra Stoltze](#)  
[John Tartaglia](#) and [second testimony](#)  
[Ken Unfried](#)  
[Lynne Vanderslice](#)  
[Tim Vilinskis](#)  
[Toni Violette](#)  
[Dinyar Wadia](#)  
[Gool Wadia](#)  
[Jason Walcott](#)  
[Donna Wasik](#)  
[William Whitehead](#)  
[Doug Williams](#)  
[Francoise Williams](#)  
[Christopher Wilson](#)  
[Dori Wollen](#)  
[Peter Wrampe](#)

There were 6 Anonymous testimonies in Opposition.

**Reported by: Matthew Lombardo**

**Date: 3/29/23**