

No.	Name	Town	Comment	Page(s)	Response
01	Steve Ellis	Newington	You should consider mandatory zoom meetings and severe restrictions on government travel. Also, since so many are empty, a careful review of the bus routes and ridership could help. Even electric busses cause pollution. But these things inconvenience you, your friends and the narrative, so it won't be done	2	Thank you for your comment. The COGs routinely report on and coordinate with the local transit authorities to enhance bus routes and to ensure routes are optimized to support public transit options. We agree that hybrid/remote work and meeting arrangements are a highly valuable tool for reducing vehicle miles traveled.
02	Stephen Ellis	Newington	As an EV owner the public doesn't need to pay for EV infrastructure, as demand grows the private sector will build it. Did we build gas stations? The money would be better spent on converting residential oil heat to other. Not that I think it's the governments job. Furthermore, electricity may not be the future of auto propulsion.	28	Thank you for your comment. We appreciate your perspective on EV infrastructure expansion and feedback to prioritize measure <i>B1. Reduce Municipal, Residential, and Commercial Reliance on Heating Oil by Five Percent</i> . Some stakeholders expressed similar concerns to the ones you have raised regarding EV infrastructure, which led us to include CCAP Measure <i>T4. Convert Light-duty Municipal Fleets to EVs/Hybrids; Encourage Switching of Municipality-Owned and Privately Owned School Buses to Electric Fleets or Renewable Diesel (R-99), Propane, and/or CNG as Interim Measures</i> .
03	Eric Knapp	Old Lyme	The municipalities of the lower Connecticut River Valley are almost entirely reliant on outdated septic systems for sewage disposal. The pollution this causes to Long Island Sound is not mentioned in this document. The word "septic" does not appear. The word "sewer" appears only once, at the end. If we are to rely on a healthy Sound to mitigate the effects of sea level rise, we need to address this issue.	16	Thank you for your comment. The Comprehensive Climate Action Plan (CCAP) is focused on addressing climate change mitigation by identifying targets and measures to reduce greenhouse gas (GHG) emissions. With this primary focus, the issue of outdated septic systems impacting water quality and/or flooding in Long Island Sound, does not fall within the scope of this Plan.

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04	Carolyn Lyle	Old Saybrook	<p>I am glad to read that increasing tree canopy in municipalities is key to climate change actions.</p> <p>Old Saybrook received a DEEP grant for a tree inventory(which is actually a sample of all of our trees) which will help us take care of our canopy. However there is no reference in the COG CPA about the state road ROW trees in our town and how those trees are also very important to the municipal tree canopy. There is no communication from the state to our town from the State DOT when they take a tree down, nor is there any evidence that the state DOT takes care of their trees. Please insert how the state of CT will participate in advancing the goals of the CPA, especially as it pertains to municipal tree canopy.</p>	23-29	<p>Thank you for your comment. We have included high-level language that acknowledges the need for Connecticut Department of Transportation (CTDOT) buy-in and promotion for urban tree canopy projects along state-owned corridors in the final version of the Plan on page 23.</p>
05	Dennis Tulimieri	Old Saybrook	<p>An excellent, comprehensive, progressive plan. What consideration is being given to the additional need to prevent the current version of the federal government from completely & disastrously undermining the noble efforts of the COG ? thanks</p>	all	<p>Thank you for your comment. Overall, the plan emphasizes actions that can be undertaken by State and municipal governments. While federal support can often be critical, most of these measures can be implemented through State, local or even private sector investment.</p>

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06	Kathleen Connolly	Old Saybrook	<p>8/29/25</p> <p>I was surprised that the Comprehensive Climate Action Plan does not acknowledge the concept of fragmentation, its impact on climate, and its impact on bird, pollinator, and other populations. Nor does the plan acknowledge other measurable climate topics, including lawn reduction, pesticide and herbicide reduction, and reduction of night illumination. The plan is incomplete without them. It is not comprehensive.</p>	all	<p>Thank you for your comment. The Comprehensive Climate Action Plan (CCAP) is focused on addressing climate change mitigation by identifying targets and measures to reduce greenhouse gas (GHG) emissions. The plan primarily focuses on municipalities, whose open space and forested properties certainly do play a role in carbon sequestration, etc. The State has a separate plan, which may address your comments on State-owned parks and forests more directly. We considered including CCAP measures about maintaining forest health and forest structure and developing sustainable municipal gardens, but these measures did not reach the same level/threshold of GHG emissions reductions as the selected CCAP Measures. See Appendix A for more details on all measures considered.</p>

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06 (cont.)	Kathleen Connolly	Old Saybrook	<p>1. Forest Cover and Fragmentation Overall forest cover and tree canopy connectivity are climate issues. Yet this plan fails to acknowledge the forest cover provided by state forests, most state parks, private forests, and much utility-owned land. Urban forests, even at their best, cannot provide the services provided by dense, unfragmented forests. Unfortunately, the canopies and understories of urban forests are rarely in top condition due to forces pointed out in the existing plan.</p> <p>The state forests and other large, forested blocks are key connectors among so-called urban forests. In fact, the connectivity they provide is life-critical for many birds, pollinators, detritivores, reptiles, amphibians, and a host of other creatures. Each of these creatures provides ecological services. Notably, pollination and seed dispersal services are irreplaceable by humans, as is the natural decay of organic matter by soil fungi and detritivores. Forest cover data is easily available online and from state agencies. CT DEEP routinely measures changes in forest canopy. Overall forest cover and tree cover connectivity across regions should be part of the plan.</p>	all	See response at the top of this comment on page 3.

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06 (cont.)	Kathleen Connolly	Old Saybrook	<p>2. Lawn reduction on state and municipal properties</p> <p>Lawns are a climate issue. The plan does not mention, for instance, the amount of municipal and state space that is covered by lawns. Lawns are massively expensive in municipal and school district funds. They are atmospheric carbon generators and pollution generators. They are usually maintained with pesticides and herbicides. They offer exceptionally little value to birds, pollinators, and other wildlife. Like forest canopy coverage, lawn coverage is measurable and therefore reduction goals could be stated in a manner consistent with the rest of the plan.</p>	all	See response at the top of this comment on page 3.

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06 (cont.)	Kathleen Connolly	Old Saybrook	<p>3. Pesticide, herbicide, and other chemical use.</p> <p>Pesticide and chemical use in public spaces is a climate issue. The plan does not provide a measure of the regional use of pesticides and road chemicals by municipalities and the state. These substances are known to injure and kill birds, reptiles, and insects. Pesticides and herbicides also harm humans. The plan does not set a goal for pesticide or chemical reduction. Again, pesticide use is a measurable event, as its reduction. It belongs in the plan.</p>	all	See response at the top of this comment on page 3.

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06 (cont.)	Kathleen Connolly	Old Saybrook	<p>4. Artificial light reduction Night lighting is a climate issue. The plan does not acknowledge this fact, nor does it acknowledge that as much as two-thirds of pollination occurs in darkness. It does not detail the tremendous amount of energy used for night lighting. It does not acknowledge the value of dark skies to migrating birds, which depend on dark skies for their bi-annual flights. It does not set a goal for the reduction of ALAN—Artificial Light At Night. ALAN not only harms nocturnal creatures, but is also implicated in human sleep problems and other human health issues.</p> <p>Why is there no goal for ALAN reduction? The two geographic areas addressed in this document both contain portions of the Atlantic Flyway, a key bird migration corridor. Night illumination is a measurable factor and reduction goals will fit with the format of this climate plan.</p> <p>I hope the planning agencies will reconsider these topics. The plan is woefully incomplete without them.</p>	all	See response at the top of this comment on page 3.
07	Marilyn Ozols	Westbrook	<p>The low-income populations section is focused on identified distressed and Environmental Justice communities. Although this is likely appropriate for the funding agency and the document requirements, it would be useful for the municipalities involved to also reference ALICE data.</p>	10	Thank you for your comment. Correct - the LIDAC emphasis was a requirement of the initial program guidance. Per the requirements of the grant, tying implementation measures to Environmental Justice Communities was a priority. Going forward, the ALICE metric is another worthwhile framework for consider for implementation program design.

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08	Marilyn Ozols	Westbrook	This and subsequent sections refer to a municipality's "progress". It is not clear whether progress is related to per cent improvement or proximity to goal and how the municipality's starting baseline factors into this determination.	24	Thank you for your comment. We use the term "progress" in the Quantified GHG Reduction Measures section to refer to the level of completion for each outlined measure (i.e., 25% progress = 25% completion of the CCAP measure). The MSA's starting baseline is used to measure and quantify the amount of GHG emissions that is reduced over the next 25 years as the measures are implemented. Each CCAP measure has a Metrics for Tracking Progress section that details how progress towards measure completion is determined.
09	Marilyn Ozols	Westbrook	Has land cover information from CLEAR been investigated in determining existing tree canopy? Also, it could be a RiverCOG initiative to determine the existing canopy for each municipality.	24	<p>Thank you for your comment. A variety of publicly-available tools were used to determine existing tree canopy, though the precise usage of CLEAR data is difficult to estimate.</p> <p>RiverCOG would likely defer to UCONN and CLEAR to provide that data for municipalities.</p>
10	Marilyn Ozols	Westbrook	Goals are related to reductions without consideration of starting point which affects both the need and the per cent calculation.	32	Thank you for your comment. Existing GHG emissions data and projections were taken into consideration when determining the GHG Reduction Targets and Quantified GHG Reduction Measures featured in the Plan. Please see the GHG Inventory and GHG Emissions Projections sections for more details on our GHG calculations approach, assumptions, and methodology.
11	Marilyn Ozols	Westbrook	Again, the municipality's starting point appears not be be considered. Additionally, heating unit efficiency does not appear to be considered. It seems some degree of improvement could be obtained through more efficient units when changing the type of fuel is not an option.	37	Thank you for your comment. There is a baseline measure of GHG emissions and how reducing heating oil use would impact overall emissions over the next 25years. More efficient heating oil units would contribute to a reduction of GHG emissions from baseline. Where a complete replacement of a heating oil system is not possible, adding auxiliary systems that displace the use of heating oil should be considered. These hybrid systems could reduce GHG emissions more than keeping a pure heating oil system.

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12	Marilyn Ozols	Westbrook	Reducing reliance can be obtained by more efficient units, not just conversion.	41	Thank you for your comment. It would be preferable to replace aging, oil burning units at the end of their service life with a more efficient system that does not require heating oil, such as air source heat pumps. As an intermediate measure, heat pumps can be added to a home that uses heating oil, and be used, especially during the colder seasons, to help displace oil consumption through a hybrid system. Heat pumps also have the added benefit of providing A/C in the summer.
13	Marilyn Ozols	Westbrook	Does public charging station mean simply available to the public for free or does it include charging stations available for a fee? Considerations and impacts could vary.	42	Thank you for your comment. We define "public charging station" to include charging stations that allow the public to charge their vehicles for a fee.
14	Marilyn Ozols	Westbrook	Add reference to Public Act 22-25 and municipalities responsible to add zoning requirements for EV Charging Stations.	42	Thank you for your comment
15	Marilyn Ozols	Westbrook	Metric appear to be tied to numbers not progress.	43	Thank you for your comment. Installing EV chargers is meant to accelerate and support the adoption of Battery Electric Vehicles. The BEVs reduce the overall GHG emissions. The idea is that if there are more chargers, the network will be more resilient and spur greater BEV adoption.
16	Marilyn Ozols	Westbrook	It does not appear that the cost of electricity to the provider is considered if the EV stations are free to the public.	47	Thank you for your comment. We define "public charging station" to include charging stations that allow the public to charge their vehicles for a fee.
17	Marilyn Ozols	Westbrook	Rail is not listed as an option on this page although it is included on the next page.	47	Thank you for your comment. Please see the Measure Description section on page 47 for more detail on how pursuing recommended rail improvements could help facilitate 1-2 percent mode shift away from single-occupancy vehicles (SOVs).

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18	Marilyn Ozols	Westbrook	Last paragraph – Responsibility is placed on Zoning to amend regulations. More significant are the restrictions of the CT Public Health Code and the time consuming DEEP permit process. Updating Health Code requirements and streamlining the permitting process at the state level are essential if denser housing is to be constructed in non-sewered municipalities.	47	Thank you for your comment. Agreed, better coordination at the state level to advance denser housing developments using community septic systems should be explored.
19	Marilyn Ozols	Westbrook	It is unclear how progress is computed.	48	Thank you for your comment. Encouraging mode shift as a means of reducing GHG emissions has a variety of strategies. Some are more expensive and harder to implement than others. Each strategy is highly specific to a location or community. Better community design with a focus on multi-modal transportation options is one strategy to advance mode shift.
20	Marilyn Ozols	Westbrook	Expanded mass transit is discussed but its affordability is not. Increasing rates is not consistent with encouraging a shift away from single-occupancy vehicles.	49	Thank you for your comment. Agreed, existing rates for mass transit may be a barrier to further adoption, but the cost to own and operate a single-occupancy vehicle- which has both person and societal costs- should probably be included as well.
21	Marilyn Ozols	Westbrook	The difficulty of adding sidewalks and bike lanes on narrow rural roads or state roads is not addressed.	56	Thank you for your comment. This is a good point-the added technical difficulties of these measures adds to the overall cost of such projects. Connecting the intervention opportunity with the right location is key.
22	Marilyn Ozols	Westbrook	Low income and elderly populations are not necessarily less car-dependent. They either cannot afford a car or no longer drive. This is different.	57	Thank you for your comment.
23	Marilyn Ozols	Westbrook	The 2025 legislative session is over. This section should be updated accordingly.	70	Thank you for your comment. This report captures a certain time frame, which fell outside the regular legislative session. Politics are constantly changing, and this report attempts to be as current as possible.

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24	Marilyn Ozols	Westbrook	The metrics appear to disregard the starting point.	72	Thank you for your comment. Each measure has a baseline.
25	Marilyn Ozols	Westbrook	This section should also consider making classes/training available at the high school level in other than technical schools.	83	Thank you for your comment.