

## NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

**RE:** RESOLUTION AUTHORIZING THE MAYOR TO ACCEPT FUNDING FROM THE CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION (CTDEEP) AND SIGN ANY ASSOCIATED STATE AGREEMENTS, AGREEMENTS WITH CONTRACTORS AND OTHER DOCUMENTS THAT MAY BE DESIRABLE OR NECESSARY, INCLUDING ANY SUBSEQUENT AMENDMENTS TO AGREEMENTS, CONCERNING THE 2021 STATE DIESEL EMISSIONS REDUCTION ACT (DERA) FOR THE PURCHASE OF AN ELECTRIC REFUSE VEHICLE.

Submitted by: Giovanni Zinn, City Engineer

**REPORT:** 1611-07

**ADVICE:** Approve.

### BACKGROUND

The Connecticut Department of Energy and Environmental Protection is offering a grant program to cover up to 45% of the cost of an electric vehicle which replaces a diesel vehicle. The City of New Haven's refuse fleet represents the City's diesel fleet that spends the most time in our neighborhoods, and as such is a natural candidate for conversion to electric vehicles. New Haven is home to a number of environmental justice communities with a disproportionate rate of asthma and respiratory illnesses based on our location as a major regional transit center among other factors. By converting a refuse truck to electric, this eliminates a source of diesel exhaust in our neighborhoods, and improves the quality of life across the City.

An average New Haven refuse truck travels 37 miles per day. The electric version of the City's preferred refuse truck has a typical range of 100-160 miles, and has been found in New York City's testing to provide 60 curb-miles of pickup (not including transit and disposal) in New York City conditions. The City would install a 100 amp Level 2 charger in the Refuse Truck Garage at 260 Middletown Ave (near the transfer station). The electric truck was quoted in late 2021 at \$572,200 compared to a normal diesel unit at \$321,900. The CT DEEP would offer the City a grant of \$238,215.34, which would result in a purchase price of \$333,984.66 (a 3.7% increase over conventional). However, the cost per mile of electricity vs a gas vehicle, while varying with energy costs, is approximately 2-3 times less. This would result in a pay back period of well under 1 year.

### PLANNING CONSIDERATIONS

In accordance with Title I, Article XIII, Section 2(A) of the New Haven Code of Ordinances states, **"Every Ordinance or Resolution of the Board of Alders relating to the location and use of any street, bridge, boulevard, esplanade, square, park, playground, playfield, aviation field, parking space, public building, [grant funding], the facilities or terminals of any public utility, or the establishment or change in the boundaries of or regulations concerning zoning, shall be at once referred to the City Planning Commission and final action shall not be taken on any such Ordinance or Resolution until the commission shall have reported thereon, provided that the Board of Alders may establish by ordinance a period of not less than sixty (60) Days within which**

**the commission shall file its report with the City Clerk and if no report is filed within such period the approval of the commission shall be presumed.”** Accordingly, the Board of Alders seeks guidance regarding the proposed amendment.

*The Board of Alder seeks guidance as to:*

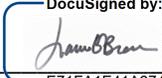
- Whether the proposal is aligned with the City’s Comprehensive Plan.
- The City’s Comprehensive Plan states, as a goal, to **“Reduce vehicle emissions.”**

**ADVICE**

The proposal is aligned with the City’s Comprehensive Plan because it:

- Reduces vehicle emissions (greenhouse gases and air pollutants with health impacts)
- Is a step toward improving air quality

**ADOPTED:** June 15, 2022  
Leslie Radcliffe  
Chair

**ATTEST:**   
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Laura E Brown  
Executive Director, City Plan Department