



## CITY OF CHELSEA, MA

### Executive Department

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March 25, 2024

Elizabeth Mahony  
Commissioner  
Massachusetts Department of Energy Resources  
100 Cambridge St. 9<sup>th</sup> Floor  
Boston, MA 02114

Dear Commissioner Mahony,

On behalf of the City of Chelsea, I am writing to express our enthusiasm for partnering with the Massachusetts Department of Energy Resources (MA DOER) on the Climate Pollution Reduction Grant (CPRG) application. We are committed to working with MA DOER in its effort to support medium- and heavy-duty fleet electrification in Massachusetts and the application's goal to equitably benefit low-income and disadvantaged communities.

While medium- and heavy-duty diesel vehicles in Massachusetts represent around 5% of total vehicles on the road, they contribute approximately 20% of on-road transportation greenhouse gas emissions and almost all of on road diesel particulate matter emissions. In addition, the emissions from these vehicles are inequitably concentrated in urban and low-income and disadvantaged communities (LIDACs), disproportionately affecting the health of residents in those communities.

In the CPRG proposal, MA DOER has proposed a set of comprehensive and effective strategies that will address the many electrification challenges faced by fleets and enable the Commonwealth to achieve the substantial emissions and pollution reduction goals outlined in the application. Through enhanced electric vehicle rebates, technical and financial support for charging infrastructure, expanded fleet advisory services, LIDAC-based outreach and engagement efforts, and workforce development programs targeting training for essential electric vehicle maintenance and repair, this project, if awarded, will definitively support an accelerated transition to zero emission medium- and heavy-duty vehicles among fleets throughout the Commonwealth.

Chelsea is a densely developed environmental justice community with over 40,000 residents living in less than two square miles. The City is majority Latinx (70%), with over 60% of residents speaking Spanish as a first language at home (2020, US Census Bureau). With a median household income of \$60,370 (2021, US Census Bureau) and poverty rate of 19% (2021, US Census Bureau), the City trails the region in most dimensions of economic mobility. Chelsea has a lengthy history of unplanned and unregulated industrial activity, including oil and gas processing along the banks of the Chelsea River, which have contributed significantly to air, land, and water pollution. These historic circumstances have also resulted in negative public health outcomes, including high rates of asthma, cancer, obesity, and respiratory illnesses. This environmental justice community has shouldered the burden of environmental disparities for decades, and will continue to face overwhelming environmental and climate challenges in the years to come.





That is why we are so glad to see the Commonwealth of Massachusetts give priority in this proposal to LIDACs who have often carried the lion's share of the burdens created by gas- and coal-powered industry. We are excited for the opportunity for communities like ours to benefit from new, clean technologies which can reduce our carbon footprint and contribute to cleaner air and water in our community.

The City of Chelsea will directly support both the outreach and engagement and LIDAC prioritization components of the MA DOER CPRG program through a host of commitments, including:

- Commit to partner with community-based organizations and MA DOER on outreach to and recruitment of fleets.
- Engage with fleets in the community and support state efforts to effectively communicate with them on the opportunities of the program.
- Prioritize the participation and recruitment of fleets that operate or garage vehicles within a LIDAC area.
- Provide ongoing feedback on the program and provide recommendations on any components that could be altered to be more effective.

The Commonwealth of Massachusetts has proven to be committed to the decarbonization and electrification of Massachusetts and its fleets specifically. Chelsea is excited about the possibility of joining MA DOER to implement this important and far-reaching program. As evidenced by its oversight of the MOR-EV medium- and heavy-duty rebate program, as well as other related programs, we believe MA DOER has demonstrated a clear ability to manage this CPRG grant and all its components. Please feel free to contact me if you have any questions or need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "F. Maltez".

Fidel Maltez  
City Manager