

INDUCTIVE BUS CHARGERS



AT CHURCH
STREET
EDGARTOWN

Why does the VTA Want to Go All-Electric?

Reliability

- More reliable than diesels
- Lower maintenance costs
- Reduced “fuel” costs — charging by solar canopies at bus yard



**BUS YARD
SOLAR CANOPIES**

Progress to 100% Electric

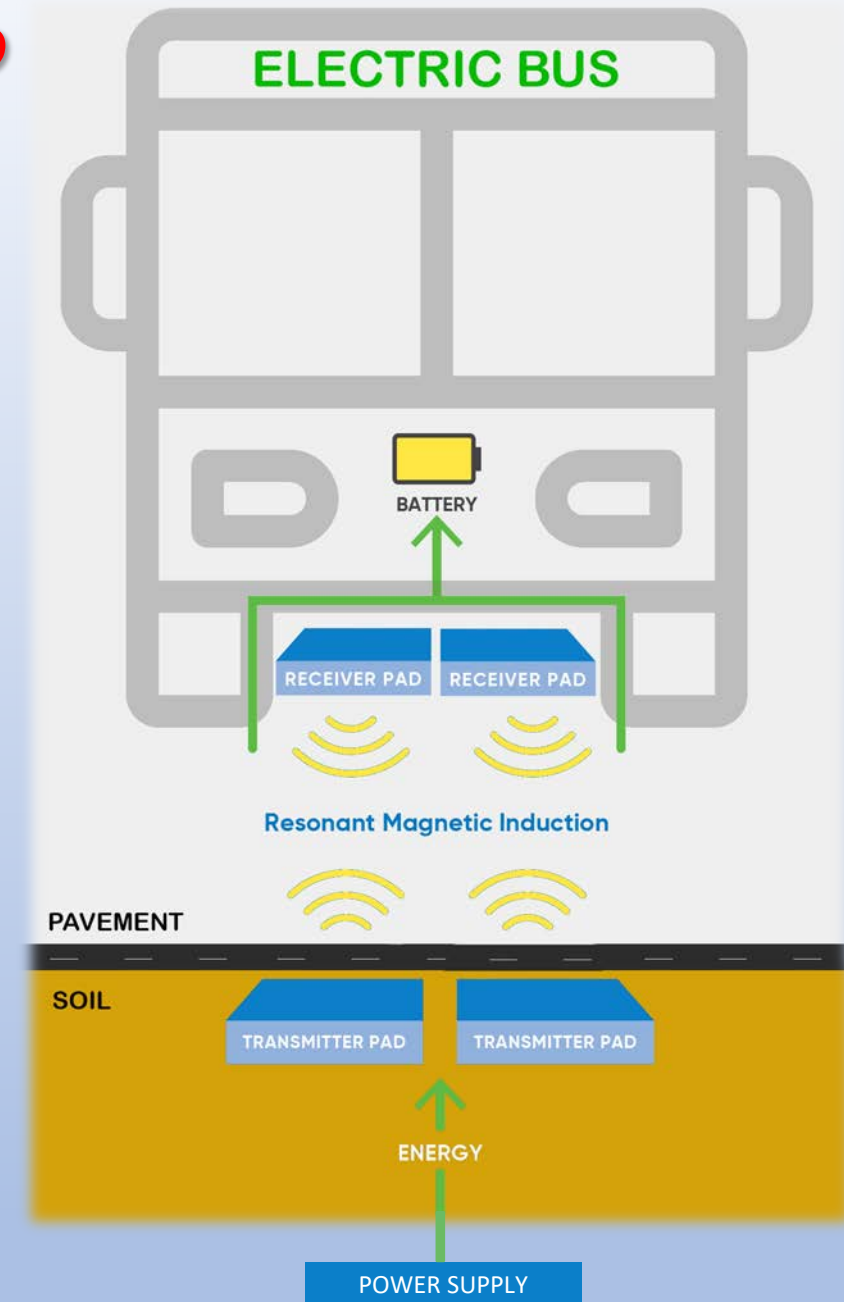
- 16 E-buses in the VTA fleet by June – about half of the fleet
- All electric by 2027

Rider and Community Benefits

- Zero operating emissions – no diesel fumes
- Quiet operation
- Increased rider comfort and conveniences

What is Inductive Bus Charging?

- Allows electric bus batteries to receive a small booster charge while stopping on-route
- **Wireless charging** – power flows from transmitter pads under the street to receiver pads on the bus
- Bus parks over charger, on-bus and in-ground charger pads synchronize, rapid charging begins
- 5-10 minute charges per route circuit are sufficient to keep the bus running all day
- Chargers are certified by Underwriters Laboratories (UL) for safety — phones and pacemakers are unaffected



Why are Inductive Chargers Needed?

- VTA buses run from early morning to late at night — 200-300 miles per day
- Available E-buses only run 150 miles per battery charge in summer, 75 miles in winter
- Without on-route charging, bus must be taken out of service for regular charging at the bus yard
- With on-route charging, buses can run all day, even in winter



Why at Church Street?

- Allows routes 1, 3-5-6, 8, 11, 13 to become fully electric
- Coupled with inductive chargers located in West Tisbury, all VTA routes go electric
- Can't charge at VH SSA – water table is too high
- Charging at OB leaves 1, 3-5-6, 8, 11 without inductive charging — keeping Church Street with diesel service



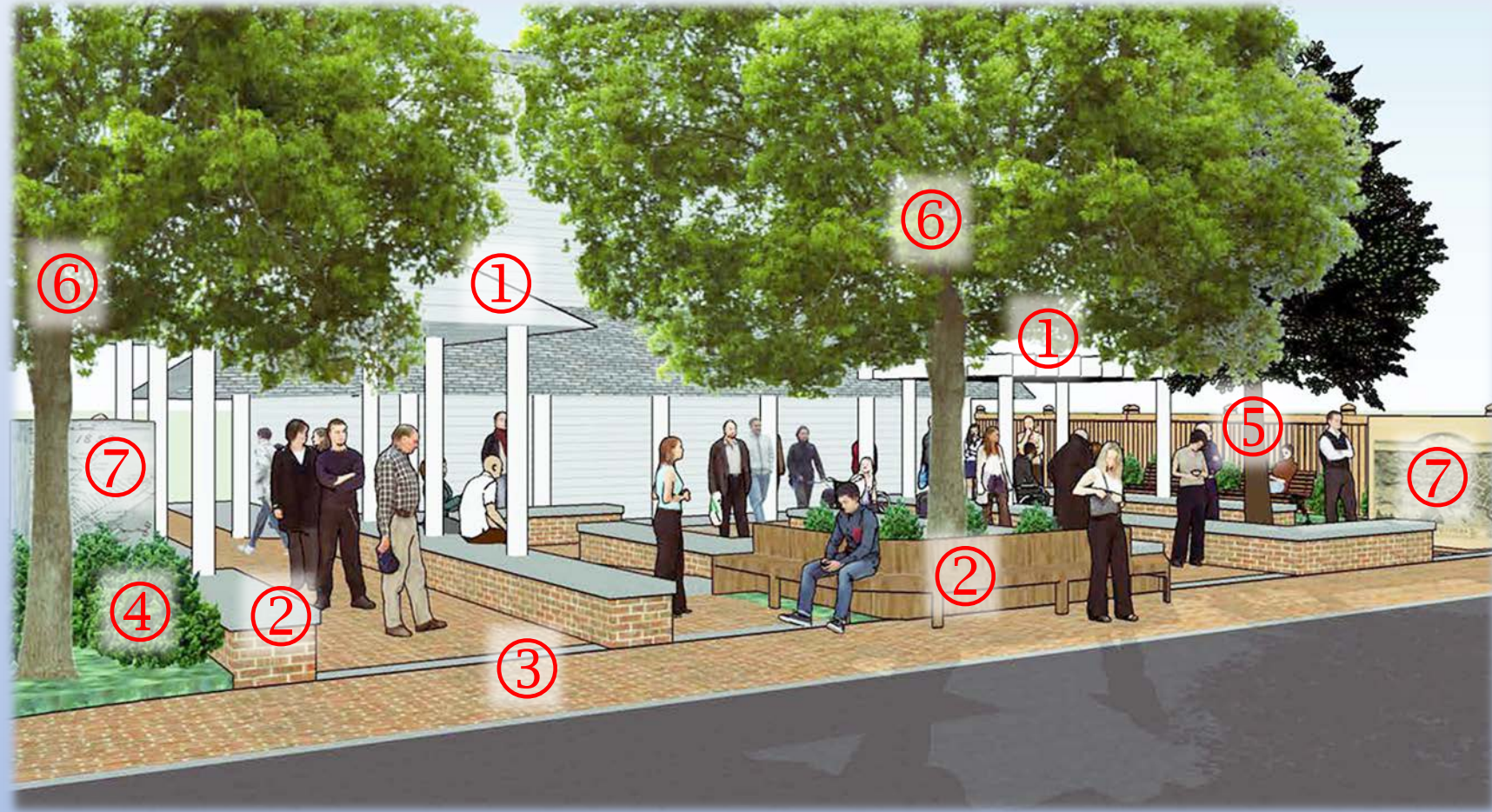
What Does the Bus Plaza Look Like Now?

- Wooden seating ①
- Bare soil ②
- Tired landscaping ③
- Dying tree ④
- Two healthy trees ⑤
- No shelter from sun or rain
- Poor lighting
- Poor drainage
- Hard to keep clean and protect from vandalism



How Will the Bus Plaza Change?

- Sun, rain shelters ①
- Permanent seating increased by 30% ②
- Fully covered by brick ③
- New landscaping ④
- Replacement tree ⑤
- Healthy trees remain ⑥
- Electrical cabinets wrapped with signage ⑦
- Proper drainage
- Permanent surfaces, easy to protect and maintain
- Improved safety – new lighting and a slightly wider roadway at the plaza



Who's In Favor? Who's Paying?

- Project is supported by:
 - Edgartown Board of Selectmen
 - Edgartown Historic District Commission
 - Edgartown Energy Committee
 - Edgartown Board of Trade
 - Vineyard Trust
- Project fully funded by:
 - US Department of Transportation
 - Massachusetts Department of Transportation
 - No cost to town



massDOT
Massachusetts Department of Transportation

How Do I Support the Project?

- If you are an Edgartown voter, approve the Warrant Article at Town Meeting on May 22
ARTICLE 69. Should the Town of Edgartown allow the Vineyard Transit Authority to install electric bus chargers on Church Street?

How Can I Learn More?

- Visit this VTA web site:
- <https://www.vineyardtransit.com/home/news/vta-fleet-electrification-charging-plan>
- Open Church St. Review Committee Final Report

