

Martha's Vineyard Regional High School Transportation Sub-Committee Meeting
Thursday, May 5, 2022, 8:00 AM
In Person Only - CADR

Present: Chair – Kimberly Kirk, Roxanne Ackerman, Kathryn Shertzer, Michael Watts
Others/Staff: Regional Business Manager/Highland Electric Fleets – Jason Raposa,
Director, Fleet Solutions/Highland Electric Fleets – Michael Callender,
Island Climate Action Network (ICAN) – Noli Taylor,
Coordinator of Pathways and Special Projects – Samuel Hart,
Transportation Director – Marc Rivers, Asst. Transportation Director – Ana Carter,
Transportation Assistant – Chyenne Ward, Facilities Director – Mike Taus
Supt.'s Office: Superintendent – Matthew D'Andrea, Asst. Superintendent – Richie Smith,
School Business Administrator – Mark Friedman
Recorder: Teresa Kruszewski **Late arrivals or early departures of Sub-Committee members (see * in text)*

Call to Order: (Agenda Item #I)

The meeting of the Martha's Vineyard Regional High School (MVRHS) Transportation Sub-Committee was called to order by Chair Kimberly Kirk at 8:06 AM on Thursday, May 5, 2022. *(Recorder's Note: Discussions are summarized and grouped for clarity and brevity).*

Approval of Minutes: (Agenda Item #II)

KATHRYN SHERTZER MOVED TO APPROVE THE TRANSPORTATION SUB-COMMITTEE MARCH 2022 MINUTES AS WRITTEN; MICHAEL WATTS SECONDED; MOTION PASSED UNANIMOUSLY: 4 AYES, 0 NAYS, 0 ABSTENTIONS.

Overview, Q & A with Highland Fleets Representative: (Agenda Item #III)

Jason Raposa and Michael Callender shared with the Committee background and services of Highland Electric Fleets (HEF). Some highlights of the presentation:

- Four years headquartered in Beverly, Massachusetts, they were growing nationwide operating in 23 states plus Canada.
- They offered vehicle to grid technology, a viable option to offset the costs of electrifying their fleets.
- Their mission was to provide electrification to school bus fleets in an affordable way; bundling everything in an uncomplicated way while making it affordable to school districts.
- *Their Promise:* to deliver a fully charged bus every school day.
- Six components of what they (HEF) does *(from powerpoint presentation)* :
 - Plan: Design and implement the entire project.
 - Budget: Create a subscription plan that includes all your buses, charger and depot improvements.
 - Build: Procure the school buses and manage the construction of depot upgrades.
 - Train: Train the team to use and maintain your fleet.
 - Charge: We charge (managed charging program) the school buses during off-peak hours, ensuring a “full tank” before each trip.
 - Maintain: We provide a complete service plan, reimbursing for all repair costs, including parts and labor. Does not include coverage for theft, damage, vandalism and so forth.
- Subscription flexibility:
 - Turnkey Subscription: Covers all 6 items listed above.
 - Ownership Subscription: Customized solution.

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Discussion:

- ❖ HEF partners with districts that see long term benefits of electrifying their fleets and work at their pace.
- ❖ HEF offers *power back to the grid* software solutions and analysis; this is provided to keep the fleet running efficiently; they adjust and analyze ongoing solutions and changes for efficiency.
- ❖ Multi-year deployments; the more time passes, improvements of technology occur. (*Example cell phone progress*)
- ❖ Local maintenance source: who would that be? The Vineyard Transit Authority (VTA)? HEF likes to work with local providers for service.
- ❖ Both subscriptions offered ongoing support; there were no consultation charges.
- ❖ HEF bases the starting subscription on average mileage for the fleet and creates a package; as long as the mileage was not exceeded; the more buses, the less per mile. Models are structured by the fleet assessment sheet completed up front. Marc Rivers said monthly mileage was taken on the 30th of each month for each bus; he had that accumulated information.
- ❖ They continue to review their packages, to adjust and adapt as this industry unfolds.
- ❖ Concerns that the buyback program, solar back to the grid and cost neutrality have not yet been realized; HEF said they took the risk if there were issues.
- ❖ Vehicle [special] requests would have to be reviewed/included/evaluated as the model unfolds.
- ❖ HEF said the electric bus average life in Massachusetts was 12 years; on the longest charge/coldest day of the year, the bus was anticipated to run at 80 miles. It was suggested to have charging stations around the Island, not just at the MVRHS.
- ❖ HEF had a team for grants research/writing, to offset costs, Environmental Protection Agency (EPA), Federal Funding and so forth. They stayed current with all government changes and updates; timing was imperative to get federal money.

Chair Kirk asked for the next steps:

HEF said in the short term, they would review the existing depot and assess any other locations for a longer term picture and present a few options/solutions. She thanked them and looked forward to taking a deeper dive.

Discussion of Changing Station Options: (Agenda Item #IV)

A bus electric engineer from Anderson Motors, based in East Providence, Rhode Island, recently visited the campus to assess locations. With challenges for a significant upgrade of service to the existing bus lot, other locations were reviewed that provided access to phase 3 power. Chair Kirk said this was turning into a Facilities Sub-Committee issue; Michael Watts, Chair, said he would add it to his agenda.

Arrival of Electric Buses: (Agenda Item #V)

Mark Friedman said they would arrive by the end of the month; final details of delivery were still being ironed out, including Steamship Authority reservations.

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Topics not reasonably anticipated by the Chair: (Agenda Item #VI)

Asst. Superintendent Richie Smith said he was emailed by Dr. Elaine Cawley Weintraub, the co-founder of the Martha's Vineyard African American Heritage Trail. She asked for consideration to use buses for summer programming for large groups from colleges and cities. She requested use of one bus and would pay for expenses. Members wanted to support the education based request, but needed more information including the timeframe, needed driver, and so on, to continue the discussion.

Chair Kirk said she didn't like the one-off requests, and felt strongly of a needed policy to be fair for all requests. This was not a vote on the use of the bus, but on policy; concerns were expressed over precedent setting and the needed insurances.

Mr. Rivers said all the buses had *school bus* license plate registrations expressly for that use; *bus plate* registrations would have broader use and suggested designating one or two buses within the fleet to maintain the *bus plate*.

Adjournment: (Agenda Item #VII)

KATHRYN SHERTZER MOVED TO ADJOURN THE TRANSPORTATION SUB-COMMITTEE MEETING AT 9:32 AM; MICHAEL WATTS SECONDED; MOTION PASSED UNANIMOUSLY: 4 AYES, 0 NAYS, 0 ABSTENTIONS.

Meetings/Events:

- Transportation Sub-Committee Meeting: May 19, 2022 at 8:00 AM.

Documents on File:

- 1) 5.5.22 Transportation Sub Committee.pdf
- 2) DRAFT Minutes Transportation Sub-Committee March 10.pdf

Respectfully submitted,



Teresa Kruszewski – Recorder

May 19, 2022

Date

Kimberly Kirk – Transportation Chair

Date

Matthew D'Andrea – MVRHSD Superintendent

Date

APPROVED MAY 19, 2022