

GMT Operations Report

September 2022

People & Co-worker Staffing	<ul style="list-style-type: none">• Operations staffing improved in August to nearly 87.0% of its 150.3 planned full time equivalent (FTE) positions. Recruitment across the organization has gained momentum, especially in our driver positions – and hopefully – our long standing Berlin maintenance position vacancy. While FTE incumbency performance has improved “on paper”, current and upcoming medical vacancies in Maintenance will place an extraordinary burden on Operations, particularly in Berlin. While we are focused on recruitment and onboarding technicians, we continue to develop contingency plans – as limited as they are given widespread workforce trends across the region. This is especially problematic as GMT spools up its Mountain Division services with additional commitments at both Stowe and Sugarbush in what is expected to be a very active winter visitor market.
Fleet Performance	<ul style="list-style-type: none">• Overall August 2022 fleet performance indicators continued favorable trends against the FY22 annual averages. August 2022 Mean Distance Between Failure (MDBF) continued positive results with 15,522 miles between chargeable roadcalls for all fleets. While better than FY22 average, August performance was down from July 19,314 MDBF, or a 25% single month decline. The heavy urban diesel fleet MDBF continued to modestly outperform FY22, at 10,230 in August, versus 12,648 in July. Most chargeable roadcalls continue to be concentrated in older powertrain and engine systems that are typical in older fleets like GMT.• Preventive maintenance (PM) inspections in August improved substantially to 97.6% of goal, far above the 86% July actual. This was driven in major improvement in the rural mid-duty fleet inspection completions.

GMT Fleet Snapshot Report

August 2022	Trend	August 2022				FY22 Monthly Average			
Performance Metrics		Diesel	Electric	Gasoline	All	Diesel	Electric	Gasoline	All
Fleet Total Miles Operated	↑	143,223	1,246	72,841	217,310	137,219	2,155	77,935	217,309
Fleet Mean Distance Operated	↑	2,170.0	623.0	1,821.0	2,012.1	2,079	1,078	1,812	1,958
Chargeable Road Calls	↑	14	0	0	14	14.0	0.2	0.7	14.8
Chargeable Roadcalls per 100K miles	↓	9.8	0.0	0.0	6.4	10.2	7.7	0.9	6.8
Fleet Mean Distance Between Failure	↑	10,230.2	12,930.0	72,841.0	15,522.1	9,801	12,930	116,902	14,650
PM Inspections completed (#)	↑	22	0	19	41	25.2	0.3	14.9	40.3
PM Inspections completed in limits (%)	↑	100.0%	100.0%	94.7%	97.6%	94.0%	99.7%	88.5%	93.8%

Fleet Age & Lifecycle		Diesel	Electric	Gasoline	Total
Active Units		66	2	40	108
Active Fleet Age		8.9	2.7	3.1	6.8
Asset Useful Life Used		74.3%	22.2%	62.3%	

Electric Fleet Update

- The Proterra electric bus fleet operated 1,246 miles in August, or more than 50% more than July 2022, albeit from a statistically nominal base. GMT had only one of its two Proterra buses operational during August due to supply chain delays in receiving a replacement CCS electric receptacle. GMT has just received this long overdue replacement part and expects both Proterra units to be operational and back to revenue service by September 15, 2022. Nevertheless, this fleet continues to operate both less reliably than all other GMT transit fleets and even itself from FY22 levels which diverts limited GMT maintenance staff resources.
- Federal Transit Administration (FTA) awarded VTrans a total of \$9.2 million for 9 electric buses through its “Low and No Emissions Bus and Bus Facilities” grant program. GMT is a collaborative partner with VTrans and Rutland’s Marble Valley Regional Transit District in this award and will use its portion of the funds for five new 40’ New Flyer XE40 and one 30’ Letenda low floor zero emission bus, along with new indoor fleet charging equipment in the main bus storage building. This application was a major staff effort during the Spring and we are pleased to be part of the successful team to expand Vermont’s electric transit fleet with a service proven transit platform.

Operations Staffing

August 2022

Division	Unit	Title	Plan	Staffed	Need	Coverage
Burlington	Operations	Bus Operator FT	68	64	4	94.1%
		Bus Operator PT	8	7	1	87.5%
		Supervisor	4	4	0	100.0%
	Subtotal	Transit Operations	80	75	5	93.8%
	Stations	Stations DTC	3.7	3.7	0.0	100.0%
	Maintenance	Master	7	5	2	71.4%
		Journeyman	3	3	0	100.0%
		Apprentice	1	0	1	0.0%
		Body/Exterior Repair	1	1	0	100.0%
		Fleet Service	3	2	1	66.7%
		Custodial CDL	1	0	1	0.0%
		Custodial	3	3	0	100.0%
		Parts/Materiel	1	1	0	100.0%
	Subtotal	Maintenance	20	15	5	75.0%
	Subtotal	All	103.7	93.7	10	90.4%
St. Albans	Operations	Bus Operator FT	7	7	0	100.0%
		Bus Operator PT	5	1.4	3.6	28.0%
		Operator PT Van	2.2	2.2	0	100.0%
		Supervisor	1	1	0	100.0%
	Maintenance	Fleet Service	0.2	0.2	0	100.0%
Subtotal	St. Albans	15.4	11.8	3.6	76.6%	
Berlin	Operations	Bus Operator FT	21	16	5	76.2%
		Operator PT Van	2	2	0	100.0%
		Supervisor	2	2	0	100.0%
		Dispatcher	2	2	0	100.0%
	Stations	Stations MTC	1.2	1.2	0	100.0%
	Maintenance	Master	2	1	1	50.0%
		Fleet Service	1	1	0	100.0%
	Subtotal	Berlin	31.2	25.2	6	80.8%
Total	All	August	150.3	130.7	19.6	87.0%
		July	152.1	131.7	20.4	86.6%
		Trend		-1.0	0.8	0.4%

Full Time Equivalent (FTE); Includes hourly co-workers only

Updates

- GMT is finalizing its six bus order with our new business partner New Flyer of America (NFI). Leveraging industry partnerships, GMT is piggybacking on the Pioneer Valley Transit Authority (PVTA of western Massachusetts) contract with New Flyer for their Xcelsior XD40 clean diesel transit bus. Riding various coattails, GMT has been able to enter into an expedited delivery calendar of only four months (usually 18+ months) with four of the six units scheduled for build in November with delivery by late December/early January, and the balance in the SFY24 capital program year in July (due to GMT's cash flow needs). GMT has been actively working with NFI staff daily to streamline configuration review and approvals and make this magic actually happen on an impossible calendar, and we are exceedingly pleased with the NFI collaboration, engineering and project management services. Many of the enhancements of our recent Gillig fleet – including new interiors, improved ADA systems, and technology – will cascade into the NFI fleet. The work currently underway will also serve as the common platform for our New Flyer electric XE40 transit bus program, which is identical in nearly every visible and most operational ways. It is important to note that these NFI buses will not arrive with fare collection equipment as our fare policy and programs may be under review that make spending \$150,000 in fareboxes either unnecessary or overkill – though noting that they can be added after delivery.
- End of the line...GMT has been hard at work retiring and auctioning eligible vehicles in its fleet. After many months and even more hours of effort, we have released nine GMT and affiliated fleets via public auction, allowing us to free up outdoor storage space. A thankless task, lifecycle management is a cumbersome effort and we thank Tyler Austin for dogging DMV, auctioneers and “winners” since last Fall to finally complete this process made even more “interesting” during COVID-19.
- Major maintenance training programs in Air Conditioning and Multiplexing control systems have been completed in July and August. Reversing long dormant training programs, we have worked closely with our Gillig business partner to bring Thermo-King HVAC and I/O Controls multiplex training to our technical staff. Multiplex systems are the central nervous communications system that allow various onboard systems to interface with each other. Both of these areas are critical to support and troubleshoot our fleets, and we are experiencing instant return on our investment in these programs. We're already hard at work on our next training modules, including substantial programs supporting our New Flyer XD40 transit buses.
- Major Bus Operator training in ADA systems, including policy, securement, bus stop announcement and disability awareness was completed in August. We are grateful to our trainers Hunter Eddy and Jeremy Whiting in moving this critical program forward and working one-on-one with our operators to ensure that they have the skills to deliver compliant transit services.

	<ul style="list-style-type: none">• Facility maintenance efforts focused on improving co-worker spaces continued in August, with bird “proofing” our Building 31 annex that was a favorite of every Starling bird in northwestern Vermont who perched (amongst other things) throughout our Fleet Appearance Shop. We also deployed two “swamp” evaporative cooling units for two locations in our shops to help improve working conditions for our Fleet Service and Fleet Appearance business unit staff. Rounding out the projects was a long overdue carpet extraction and cleaning service for work and common areas. Painting our co-worker spaces in St. Albans and the Burlington Downtown Transit Center are up next in September. And we have made major changes to our facility cleaning in Berlin by in-sourcing recurrent and deep cleaning programs to significantly improve co-worker conditions and reduce costs.• Thanks to the tireless efforts of Matt Kimball, GMT received two small 2022 Dodge Voyager passenger vehicles on advance loan from CiDER and SSTA. These two vehicles are better sized for our Berlin MyRide service, and allows GMT to shift two critically needed mid-sized transit cutaway buses to support the Sugarbush Mountain Division services while GMT awaits an overdue replacement order for these cutaway Turtle Top vehicles. Without these loans and swaps, our Mountain services would be put to extreme stress due to missing maintenance staffing and the extraordinary disruption that our aged cutaway fleet presents when disablements occur at a remote location far from Berlin. This also allows MyRide to finally operate its service with more appropriate sized vehicles.
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