



Operations Committee Meeting Agenda

June 13, 2022, 10:00 AM
101 Queen City Road, Burlington VT 05401

The mission of GMT is to promote and operate safe, convenient, accessible, innovative, and sustainable public transportation services in northwest and central Vermont that reduce congestion and pollution, encourage transit oriented development, and enhance the quality of life for all.

Attendees may join in-person or remotely via Zoom.

To join the meeting via Zoom:

Video Conference: <https://us02web.zoom.us/j/81497617945>

Phone-in Audio Only: (646) 558-8656

Meeting ID: 814 9761 7945

- 10:00 AM. 1. Open Meeting
- 10:01 AM 2. Adjustment of the Agenda
- 10:02 AM 3. Public Comment
- 10:04 AM 4. Approval of Committee Minutes (April 11, 2022)
- 10:05 AM 5. Monthly Transit and Technical Operations Updates & Performance Report
- 10:15 AM 6. FY23 & FY24 Heavy Fleet Capital Replacement
- 10:30 AM 7. Berlin Operations staffing and potential impacts
- 10:45 AM 7. Adjourn meeting

<p>People & Co-worker Staffing</p>	<ul style="list-style-type: none"> • Overall Operations staffing improved in May to nearly 87% of its 152 planned positions. While this consistent trend is welcome, GMT has made little headway in sourcing over 20 positions and lessening the burden long borne by staff across the Operations enterprise. • Rural staffing continues as a growing concern. With a recent spate of Berlin driver staff retirements and resignations expected over the next two months, Berlin could be at least five full time driver positions open in a very short period of time. With over 30% vacancy for Berlin drivers forecasted, and with protracted recruitment and onboarding time needed to backfill, service impacts in the Berlin and Montpelier area especially could become challenging. Contingency planning has begun that will be shared with the Board but substantial service impacts can be expected.
<p>Fleet Performance</p>	<ul style="list-style-type: none"> • Maintenance chargeable roadcalls during May continued to favorably outperform monthly FYTD averages, now at 5.8 occurrences per 100,000 miles. This is a remarkable achievement for a critically short staffed maintenance group. For reference, this is a nearly 50% improvement over early FY22 months when GMT experienced over 12 occurrences per 100,000 miles. • Mean Distance Between Failure (MDBF) continued an respectable run against year-to-date metrics, with May hitting 12,288 miles compared to FYTD MDBF of 9,888. The heavy urban diesel fleet MDBF continues to outperform FYTD, at 8,261 for May (though down from our February apex of over 13,000 miles). Now that we are nearing the end of FY22, we have developed a critical baseline of performance metrics that allows us to better manage our business and provide greater transparency to both our struggles and the costs of operating the oldest diesel fleet in New England with an overwhelmed GMT staff doing incredible work under the circumstances. • Preventative maintenance inspections in May were completed within 95.8% of goal, a vast improvement over months prior. Urban Burlington Diesel fleet PM performance improved substantially from February levels, now at 100.0% of goal. Our gasoline fleet PM program was challenged by our remote support of the Franklin/St. Albans rural fleet serviced by the Burlington shop, which remains a critical need for St. Albans.

Operations Staffing

May 2022

Division	Unit	Title	Plan	Staffed	Need	Coverage
Burlington	Operations	Bus Operator FT	68	63	5	92.6%
		Bus Operator PT	8	7	1	87.5%
		Supervisor	4	4	0	100.0%
	Subtotal	Transit Operations	80	74	6	92.5%
	Stations	Stations DTC	3.7	3.7	0.0	100.0%
	Maintenance	Master	8	5	3	62.5%
		Journeyman	3	3	0	100.0%
		Apprentice	1	0	1	100.0%
		Body/Exterior Repair	1	1	0	100.0%
		Fleet Servicing	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	21	15	6	71.4%
	Subtotal	All	104.7	92.7	12	88.5%
St. Albans	Operations	Bus Operator FT	7	7	0	100.0%
		Bus Operator PT	5	1.4	3.6	28.0%
		Operator PT Van	3	2.2	0.8	73.3%
		Supervisor	1	1	0	100.0%
	Maintenance	Custodial	0.2	0.2	0	100.0%
Subtotal	St. Albans	16.2	11.8	4.4	72.8%	
Berlin	Operations	Bus Operator FT	21	18	3	85.7%
		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%
		Custodial	1	1	0	100.0%
Subtotal	Berlin	31.2	27.2	4	87.2%	
Total	All	May	152.1	131.7	20.4	86.6%
		April	153.1	131.1	20	85.6%
		Trend		0.6	-0.4	↓

GMT Fleet Snapshot Report

May 2022	Trend	May 2022				FY22 Monthly YTD Average			
Measure		Diesel	Electric	Gasoline	All	Diesel	Electric	Gasoline	All
Fleet Total Miles Operated	↑	121,330	3,858	80,649	205,837	136,533	2,275	77,874	216,682
Fleet Mean Distance Operated	↑	1,838	1,929	1,876	1,854	2,069	1,138	1,811	1,952
Chargeable Road Calls	↓	10	0	2	12	14.5	0.2	0.7	15.5
Chargeable Roadcalls per 100K miles	↓	8.2	0.0	2.5	5.8	10.7	8.0	0.9	7.1
Fleet Mean Distance Between Failure	↑	12,133	12,514	80,649	17,153	9,387	12,514	107,077	14,021
PM Inspections completed (#)	↑	24	0	16	40	24.4	0.2	14.8	39.4
PM Inspections completed in limits (%)	↑	100.0%	100.0%	87.5%	95.8%	94.0%	99.7%	88.5%	93.8%

	Diesel	Electric	Gasoline
Active Fleet Age	9.8	2.4	3.4
Asset Useful Life Life Used	82.0%	20.2%	68%

Electric Fleet Update

- **The Proterra electric fleet had its best month ever with over 1,929 miles operated in May and OPERATED MORE MILES PER UNIT THAN ANY OTHER FLEET CLASS!!!!** (Sorry! We are very, very excited and proud of this remarkable milestone considering where we came from). We are so very proud, thankful and impressed with the extraordinary work of our Maintenance and Operation teams, especially Foremen Bob Chagnon and Shawn “Amos” Riley, and our core driving teams, and of course Farhan Ahmed of our Operations Dispatch desk who made the magic happen! Kudos to so many, including our business partner Proterra and Maintenance Manager Tyler Austin and Maintenance Coordinator Alec Robinson, and many others.
- Another MAJOR milestone was achieved as our electric charger time-of-day control system that automatically limits expensive peak charging was brought fully online and functional. This has been a long, elusive, complex engineering issue that has caused so many issues for the GMT program. But EUREKA! We are thankful to Matt Kimball, our VTrans collaborator VEIC, and technical teams at Proterra and Vericiti for reaching our own Holy Grail and this major project milestone.

Updates

- Operations has been razor focused on preparing for the arrival of our six new Gillig G27-class urban diesel transit buses. Final in-plant inspections at the Livermore facility were completed with some typical (and a few not-so-typical) issues that will be resolved either prior to or shortly after they arrive. These onsite inspections greatly expedite our receiving program and advances critical fleet resources that we desperately need. Gillig has made their scheduled commitment to deliver three 35-foot and three 40-foot buses that feature a number of new onboard improvements, most importantly a vastly improved wheelchair securement system that reduces awkward close contact with customers and task time to secure a wheeled mobility device, notably three

wheeled scooters. High contrast vertical stanchions for sight-reduced customers and a folding attendant priority seat next to the wheelchair position are additional ADA systems that were incorporated into this order. Our 35-foot bus seating was changed to allow better circulation on the main deck and access to the back upper deck seats and rear exit doors to reduce front door crowding as well. A warmer, brighter “Santa Monica Bleu” as an first step toward future fleet livery improvements provides a friendlier curbside greeting. The final results are especially exciting and we look forward to sharing with our customers and stakeholders very, very soon!



	<ul style="list-style-type: none">• Air conditioning and HVAC system performance has faced critical shortcomings as staff exits during FY22 continue to ricochet across our fleet, especially in the HVAC system servicing arena. Training and factory support for our fleet have been especially difficult to source as well. This shortcoming has been felt across the fleet with limited units during peak times, especially during warmer days thus far. We are especially thankful to Tyler Austin for his tenacity in seeking long needed training and better support in this critical business need.• Major milestones were also attained in getting now four fully functioning mobile column lifts into Burlington Maintenance. This has been a critical effort as Maintenance permanently suspended use of its legacy in-floor piston lift systems that were far beyond useful life and a critical occupational safety risk. While frustrating, slower, and not as versatile, the mobile lift posts will buy some time until a critical and major \$1m capital replacement project gets under way for a late 2023/2024 replacement.
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Operations Staff Summary	
FY23 & FY24 Urban Bus Fleet Renewal Program New Flyer XD40 Diesel Bus – Interagency Option Order Assignment Commitment for Six (6) Heavy Urban Transit Buses	June 9, 2022 Prepared by: Connie Englert, GMT Transit & Technical Operations

Summary	<ul style="list-style-type: none"> ▪ GMT Operations is requesting concurrence to enter into a non-binding interagency commitment letter with the Pioneer Valley Transit Authority (PVTA) of Springfield MA and/or Merrimack Valley Transit Authority (MVRTA) for the contract option assignment of up to six (6) diesel New Flyer XD40 model forty foot diesel powered buses.
General Approach	<ul style="list-style-type: none"> ▪ The interagency assignment of order options is allowable with certain procurements so long as the original contract is structured to do so, as the Massachusetts agreement does. GMT has used interagency “piggybacking” in prior procurements and it is a common method that streamlines procurement and benefits the host agency by increasing unit sales volume to secure future cost advantages. Both PVTA and MVRTA have both reviewed and approved this piggyback request. ▪ The FY23 and FY24 Board-approved capital programs for four heavy diesel buses. GMT expects to seek to make an amended capital program request for two additional heavy diesel buses to support our rural Mountain Division operation in the coming months. These six buses at current contract buses would be \$570,000 or less per unit, for a total capital matched program of \$3,420,000. ▪ While the interagency piggyback request and assignment request it is non-binding, it should be viewed with great deference as the host agency is allocating production slots that others would otherwise be able to use. We highly value our new interagency and peer transit relationships and have taken great strides to expand information and technical sharing with other New England transit agencies, including the PVTA. ▪ This option order commitment allows GMT and New Flyer Industries to enter into those negotiations within the overall framework of the host master agreement. The Purchase Order with NFI would be developed, negotiated and submitted to the Board of Commissioners later as a Major Capital Purchase action. ▪ While the bus would be similar to the PVTA’s Springfield and Northampton (MA) fleet in its style and configuration, GMT will have the ability to customize some minor features within the contract provisions, including seating styles, technology and other common features to the GMT Gillig

fleet. PVTA has had great success in its fleet diversification program and operates both NFI and Gillig interchangeably.

- This acquisition would proceed concurrently with any possible award of our Low and No Emission Grant application with an award that could be made as soon as August 2022. GMT has partnered with New Flyer Industries (NFI) in its submitted grant request for five heavy urban 40' ZEB electric buses. These capital programmed diesel units are identical in virtually every way as the NFI XE40 electric buses we would order if our grant is successful. These diesel units allows GMT to begin to advance a fleet diversification program and pave the way for our ZEB program on a single platform.
- GMT Operations recommends the diversification of its fleet with the addition of New Flyer Industries (NFI). NFI is the largest and most service proven heavy diesel and now electric transit bus manufacturer in North America. NFI is headquartered in Winnipeg Manitoba, with Buy America facilities in Minnesota and Alabama. The NFI Xcelsior model bus is among the most successful designs in the history of transit bus manufacturing and leverages years of innovations and collaborations with North America's premier transit agencies, including MBTA Boston, MTA New York City Bus, and Los Angeles Metro, as well as successful regional programs at CDTA Albany, Connecticut DOT (ConnDOT), NFTA Buffalo, PVTA and many modest sized properties.
- GMT greatly values our business partners Gillig and Proterra and looks forward to many, many collaborative years ahead. NFI offers GMT with greatly enhanced ADA systems, best in class product support and training, and parts provisioning. GMT already does substantial business with NFI Parts for our Gillig fleet, long considered the best in industry. NFI technical training programs offer a broad array of training and development programs for current and new GMT technicians.



Recommendation	<ul style="list-style-type: none">▪ GMT Operations staff request concurrence to enter into a non-binding interagency commitment letter with the Pioneer Valley Transit Authority (PVTA) of Springfield MA and/or Merrimack Valley Transit Authority (MVRTA) for the contract option assignment of up to six (6) diesel New Flyer XD40 model forty foot diesel powered buses.
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