



GOVERNMENT FLEET

VP and Group Publisher
Sherb Brown

(310) 533-2451 • Sherb.Brown@bobit.com

Publisher
Eric Bearly

(310) 533-2579 • Eric.Bearly@bobit.com

Editorial Director and Associate Publisher

Mike Antich

(310) 533-2467 • Mike.Antich@bobit.com

Senior Editor

Thi Dao

(310) 533-2544 • Thi.Dao@bobit.com

Web Editor

Greg Basich

(310) 533-2572 • Greg.Basich@bobit.com

Advisory Board

Paul Condran, Culver City, Calif.

Richard Weston, Thurston County, Wash.

Paul Starling, City of Gainesville, Fla.

Pete Scarafioti, City of Mesa, Ariz.

Steve Weir, New York City

Barb Bonansinga, State of Illinois

J. Darryl Syler, City of Dublin, Ohio

Mark Crawford, Sandia National Laboratories

Chris Hoffman, Oklahoma State University

Mike Powell, Skoook GSA

Carey Picklesimer, AssetWorks

Cheryl Graham, ARI

Jett Kuntz, NAPA Integrated Business Solutions

Scott Brockelmeyer, Ferrellgas

Tony Gratson, Ford Motor Company

Elliott Benson, General Motors

Mary Jaye, Chrysler Group

Production Director/Manager

Kelly Bracken

(310) 533-2574

Brian Peach

(310) 533-2548

Art Director

Vince Taroc

Editorial Consultant

Howard Rauch

DISTRICT ADVERTISING MANAGERS

Publisher/Sales Manager

Eric Bearly

(310) 533-2579 • Eric.Bearly@bobit.com

Great Lakes

Robert Brown Jr.

(248) 601-2005 • Robert.Brown@bobit.com

Sales & Marketing Coordinator

Tracey Tremblay

(310) 533-2518

Chairman

Edward J. Bobit

President & Chief Executive Officer

Ty F. Bobit

Chief Financial Officer

Richard E. Johnson

Business and Editorial Office

Bobit Business Media

3520 Challenger Street

Torrance, CA 90503-1640

FAX: (310) 533-2503

Change Service Requested Return Address

Government Fleet

PO Box 1068

Skokie, IL 60076-8068

Printed in USA

MAIL STOP

SWEET SUCCESS FOR COLUMBUS

The City of Columbus, Ohio, was named the No. 3 fleet in North America in the 100 Best Fleets program, and the No. 1 Government Green Fleet this year! I would like to thank *Government Fleet*, Tom Johnson, the sponsors, and all the dedicated judges who pour endless hours into reviewing every application and scoring the same. These achievements did not happen overnight; rather, it has been a journey that began several years ago to bring Columbus to where it is today. We presented our first application for the 100 Best Fleets back in 2008, and we have come a long way since then.

I thought about the key ingredients to our success as we celebrated these achievements: It is a result of the “pursuit of excellence” within the organization — like that of John Hunt’s organization in Portland, Ore., which received the No. 1 position in the 100 Best Fleets program, and deservedly so.

The City of Columbus has become involved with organizations such as 100 Best Fleets, attending conferences and listening to the success stories from “overachievers” like John and Sam Lamerato (Troy, Mich., No. 1 Public Sector Fleet Manager of the Year for 2011). However, listening is just not good enough. One must come back to his or her operation with these fresh ideas, creating a vision for the pursuit of excellence, implementing best practices, and bringing management and labor together to discuss the “hows” of getting there.

After articulating the vision for an improved fleet, we began setting goals for our organiza-

tion and how we could work together with both labor and management to effect change.

We take the nine criteria used to benchmark the organization and broke every one of them down, searching out areas for improvement. Once we identified those areas, we began to shout it from the mountain tops to all employees: “Change is comin’, hang on, and please join us to make our organization the very best that it can be.” Shouting it from the mountain tops also means telling our success stories to the Director’s Office, the Mayor’s Office, and our elected officials. They have been extremely supportive.

All these efforts have also contributed to the City being placed as the No. 1 Government Green Fleet in North America. The ranking was based upon 18 criteria used to measure the performance of a public fleet’s focus on cleaning the environment. We have dedicated resources to building the largest CNG fueling center in the Midwest. In addition, fleet continues to implement Mayor Michael Coleman’s Green Fleet Action Plan and in doing so, has positioned itself as a leading fleet operation.

However, while getting the needed support and coming up with plans is necessary, we have learned that our success rests within our employees. Listening is an important part of management’s philosophy for helping all our employees be the very best that they can be.

Kelly Reagan

Fleet Administrator
City of Columbus, Ohio

THE VALUE OF CREATING A FLEET ADVISORY BOARD

I read the Public Forum editorial in the May issue entitled

“The Value of Creating a Fleet Advisory Board” and wanted to report that the City of Loveland is proposing creating a similar committee. Testimonials from department heads where this committee works would help convince directors here that it’s not a bunch of uninformed bureaucrats making fleet decisions. Rather, its various department representatives solving problems and cutting costs, which elected officials can’t dispute.

For an advisory board to have unchallenged credibility, its members can’t have conflicting interests, even implied ones. For example, if one of the board members was a department director, it could lead to political trades: “If you approve my dump truck this year, I’ll approve your sewer jet truck next year when I’m on the board.” Or: “Public Works gets all their vehicle requests because the director is on the fleet advisory board.” Since the primary focus of the board is cost control while maintaining core services, the board should be chaired by a representative of either the city manager’s or mayor’s office. Other membership should include the agency CFO, budget manager, fleet manager, a rotating crew supervisor (appointed to serve on the board for one year) and if possible, a member of a citizen’s financial advisory committee. When department heads are asked to attend a board meeting to defend their fleet requests and to “bring the keys to the meeting” they will not be willing to fight for that “just-in-case we need it” vehicle causing the infamous “fleet creep.”

Steve Kibler, ACFM

Fleet Manager
City of Loveland, Colo.