

2013

# Larimer County Fleet Services Annual Report

Fleet Services is Committed to Excellence



## The Good With The Bad

2013 was another challenging year for Larimer County Fleet. We had initiated the Fleet Utility model and the initial implementation went fairly well. It is an ongoing process that we are continuing to fine tune as we go. We also had a long term employee retire in July. This presented us with an opportunity to review, improve and enhance internal processes and job duties. By the middle of September things did not go so well when the monsoon season started and the rains began to fall. The cumulative totals of a week's worth of rain created extensive damage and destruction to Larimer County and beyond. Extreme destruction to roadways and infrastructure created a huge disruption to the lives and livelihood of the citizens. This event tested the creativity of all the Larimer County's employees.

The Fleet staff did an excellent job, of providing support to the front line departments that directly responded to the disaster. A couple of our vendors also went out of their way to provide fuel on our requests. I am very pleased and impressed with the dedicated, hard working and professional staff we have here at Fleet Services.



Kim Nohava  
Fleet Services Department Head

### On The Cover:

*A Tandem Dump Truck headed into the shop for repairs. Photo by Lois Mueller*



## The Unexpected

*A story told through the eyes of Roger Barnes*

It was a morning no one in Estes Park will forget. At about 3:30 a.m. I woke to a shaking house and a very loud rumble outside that I could not identify. When I cautiously walked outside I was so surprised to see that the little creek in my front yard no bigger than 2 feet wide and maybe 6 in. deep, was now 50 feet wide and 10 feet deep. I remember saying to myself, WOW I'm going to be late to work today. As I watched the river bounce off my driveway (the culvert couldn't pass that much water) the water bounced 10 or 15 feet in the air and within minutes my driveway was gone. I immediately called my boss who could barely hear me through the noise from the rising river. I stood on my patio deck and watched everything from cars, trucks, spewing propane tanks, garages and patio decks float by. The next day or two would prove to be endless work from pulling

two young children and a grandma from a stalled car in the river, to trying to save my neighbor's house. There was no way to enter or leave Estes Park since both canyon roads were washed out and the only way to get to Estes Park was through Trail Ridge Road in the national park, though that road was questionable due to the weather. It was several days before supplies and things we take for granted like bottled water could get to Estes Park. We had no sewer, electricity, internet or cell service. There was limited ability to contact anyone except for standing in line at the shelter waiting to use the Red Cross phone. It was as if we were trapped on an island. It's been about 6 months since the flood, but the work to get things back to normal seems endless. I believe Estes Park will have to adjust to a new normal now - work will continue for years to come.

# What'd I Miss?

Article by:

Brian Steege

*Equipment Maintenance Supervisor*

Two days before the flooding of 2013 I boarded a plane to San Antonio, Texas with my wife and daughter. Our son was graduating basic training at Lackland Air Force Base and it was the only chance we were going to have to see him for quite a while and we didn't want to miss it. That night after graduation we were all fast asleep at our hotel when my cell phone came alive. First a text alert. Then another one. After that, e-mail alert. I thought why I am getting e-mails at one in the morning. I grabbed my phone and saw they were all alerts to flooding back home. One emergency text was from the City of Fort Collins to move our equipment to higher ground. I was hoping that someone back home was getting these as well. By this time my wife was awake as well wondering what all the noise was about. When I told her, she grabbed her iPad and hit the internet. We couldn't believe what we were finding. This wasn't just localized flooding; this was the whole northern half of Colorado. What were we going to find when we got home? Were we going to be able to get home? First thing that morning was to call family back home. Everybody was safe. Then we called our neighbors to check on our house. Everything was good there as well. Now to get a hold of someone at work. Only a couple of Fleet personnel were able to make it in as every bridge that went over a river was closed at that time. I was able to get a hold of the shop and was told so far no major emergencies. I couldn't believe it. Years ago when Spring Creek going through Fort Collins flooded we had two vehicles that submarined and had to be completely stripped down to dry out. Could we really be that lucky with such devastation? When we landed at DIA we found they had reopened I-25 northbound and we were able to get home.

The next day at work I found out one of the Sheriff's department F-350's had taken a boulder to the oil pan and transmission case while crossing a flooded area. The tranny was toast and Ford didn't have a complete transmission available since the truck was so new, so they were pulling one off their assembly line and shipping it to us. Thanks Ford. The only other big issue they were dealing with was finding that a Chevy Tahoe doesn't like to go swimming for extended periods of time. Luckily, one was able to limp back to the shop in Fort Collins. The other was stuck on Hwy. 36 landlocked and not running after the Deputy had to abandon it. There were quite a few minor incidents, especially because Chargers weren't meant for off-roading (they did it anyway), but all in all it could have been much worse. Good job first responders!

Now that the waters were receding, other county departments had a lot of work to do, and to do it they needed more vehicles, especially "four-wheel drives." Everything four wheel drive that had been taken out of service that was still in good condition was put back into service in some capacity. Departments such as Engineering, Planning, Building Inspection, Health and Road & Bridge needed extra vehicles to get people out in the field. It will take years to put northern Colorado back together, and Fleet Services will do whatever we can to assist in that endeavor.



# Tire Safety Myths and Tips

Whether it's the middle of a historic winter blizzard or a scorching, sticky summer day, properly maintained tires keep vehicles on the road and running safely. When it comes to tire safety, though, in addition to the high number of tips out there to help keep the rubber on the road, there are also some myths that can get drivers in a heap of trouble if they are blindly followed.

**Myth #1: You can check air pressure by just looking at your tires or kicking the tires.** This of course is a myth. Inaccurate tire pressure can cause poor mileage, uneven tire wear, or a tire blow-out. To prevent this from happening it's important to maintain proper pressure by checking your tires every month when your tires are "cold." This means that the vehicle hasn't been driven. Checking air pressure in cold tires ensures that the air hasn't expanded from heat, giving you a more accurate reading.

**Myth #2: As long as there is tread design left, the tire is safe to use.** This of course is not the case. You should routinely look for signs of tread wear or damage. The 'penny test' is a simple way to check tread wear. Place a penny in

the tread. If Lincoln's head is visible, the treads are too worn and need replacing. Regular tire rotations also will help prevent irregular and premature wear.

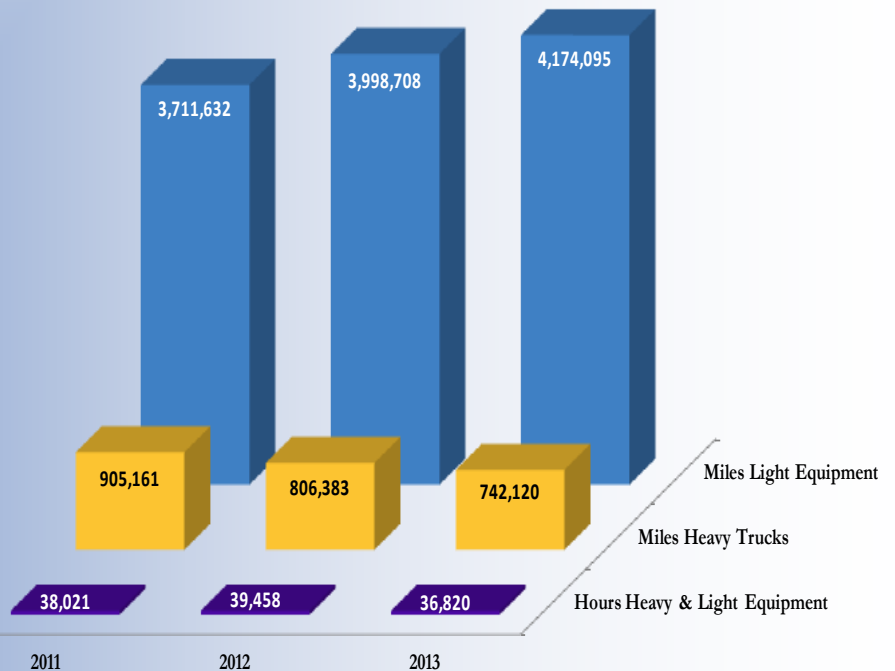


**Myth #3: It's OK to ignore the warning from tire pressure monitor system (TPMS), as you can probably drive for hundreds of miles before service is needed.** As with any vehicle warning system, drivers need to take them seriously, ignoring them could cause damage to the vehicle or an accident.

Tire safety and maintenance can add up to a cost-efficient ride and also a safer driver on the road.

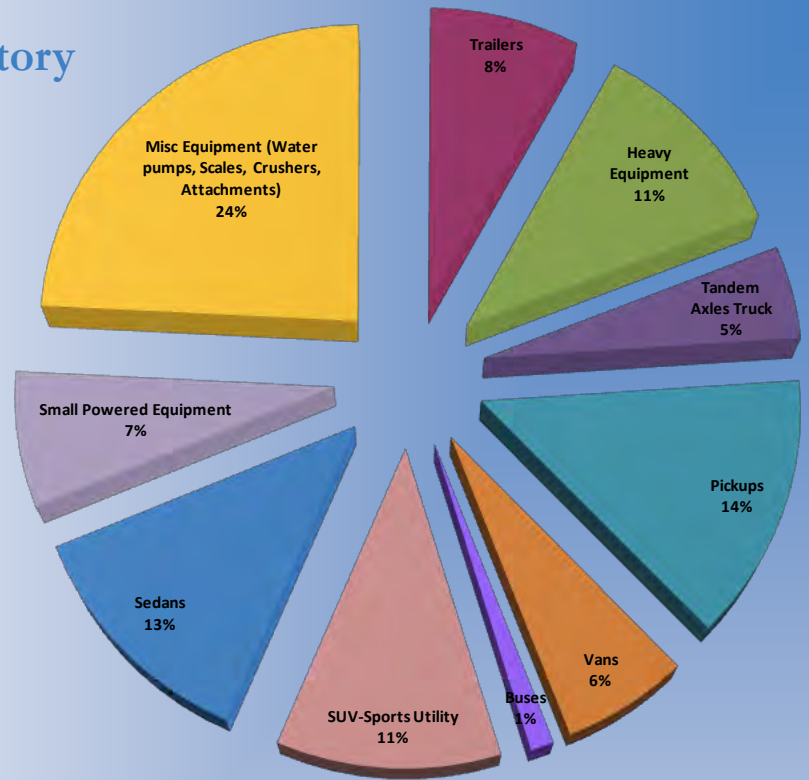
## Right Sizing Our Fleet

The total amount of miles traveled every year by Larimer County employees remains fairly consistent. In 2011 they traveled 3,711,632 and in 2013 they traveled 4,174,095. There has been a small rise in mileage due to the unforeseen disasters that Larimer County has been faced with the last two years. With that said Larimer County is still down from the amount of miles driven in 2010 by 265,274. With fuel prices consistently rising we would like to see the miles driven lower, but the services that are provided still have to be performed. As times change and fuel prices continue to climb we may see reductions in some operations. With changing technology and more efficient vehicles we should be able to deliver the services to the public they are accustomed to by right-sizing our fleet.



# Vehicle and Equipment Inventory

From passenger sedans to tandem dump trucks to water pumps, Fleet provides a variety of services that meet our customer's needs. In 2013 our inventory consisted of 777 pieces of equipment. With so many different types of equipment, our technicians' skills and experience must be diversified.



*“Larimer County will always need vehicles and our job is to make sure we keep those vehicles running in a cost-effective manner.”*

Kim Nohave, Fleet Director

## What's Next

The Larimer County Fleet Utility model has been implemented, beginning January 1, 2013. The original work plan had been to bring in all departments in 2013, with the exception of Natural Resources, which would then be brought into the plan in 2014. As we progressed into 2013 we found out that the integration was a little more complicated than originally thought, attainable but with much more planning to be done. After reviewing our list of things to address, our staff decided it would be better to go slow and do the implementation correctly rather than go fast and rework it after implementation. The start date to bring in Natural Resources is now January 1, 2015. Another project planned for 2014 was the upgrade of our AssetWorks Fleet Anywhere fleet management software.

It will entail the assistance of a consultant from AssetWorks for training on the new system. Another goal for 2014 is to implement the WEX commercial fuel cards and integrate it into our Fleet management system. This will be another busy year for Fleet Services.



## Fleet Financials



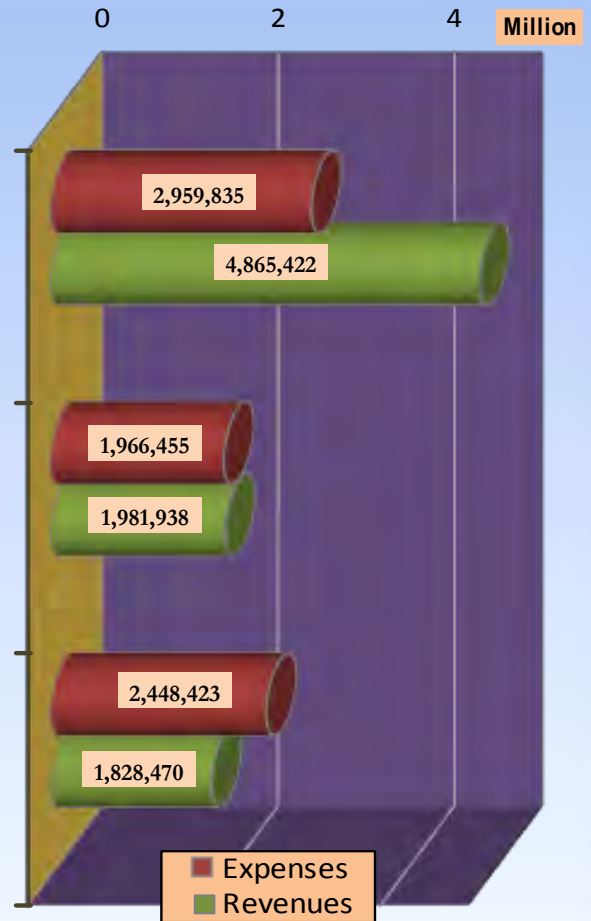
In 2013 Fleet converted to a rental system and became the sole owner of the county vehicles and equipment. Our revenues were increased for the purchases of heavy equipment. Units are now rented to other internal county departments monthly. Fuel and specialty accessories are an additional cost. In prior years Fleet purchased vehicles for internal departments and charged for repairs, maintenance and fuel directly or customers paid a rate amount based on mileage per month - fuel included.

## Major Services

**Equipment Purchases**

**Fuel Operations**

**Equipment Maintenance**



*These figures are unaudited; audit to be completed mid-2014.*

**Did You Know?**



Last year we issued 61,437 parts, processed 5,896 work orders, and had 17,488 total shop labor hours.

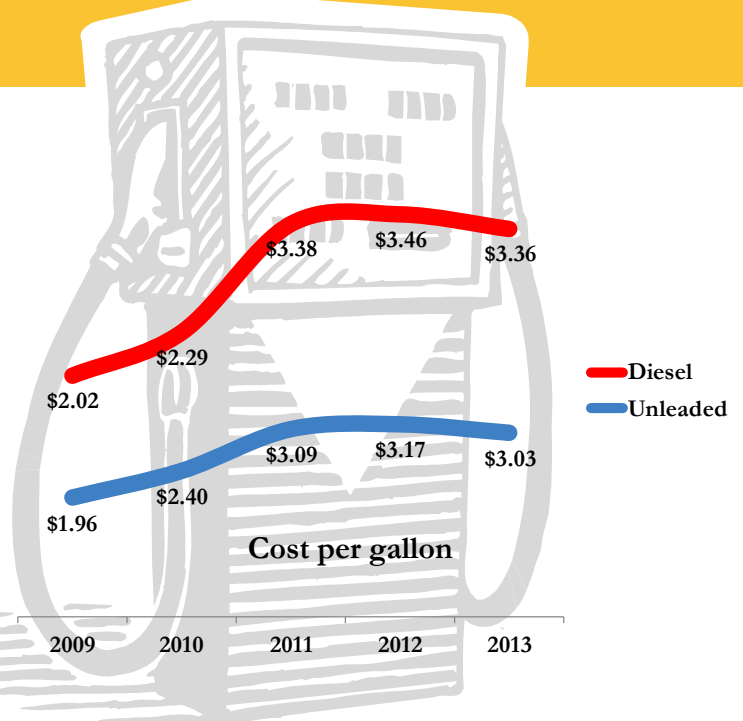


Last year we dispensed 601,818 gallons of unleaded and diesel fuel from our nine fueling sites.



Fleet spent \$1,155,696.10 in credit card purchases for 2012 and in 2013 we spent \$1,064,234.08.

## Fleet Average Retail Fuel Price





*Roger, Paul, and Dieter came out to ride with the Patriot Guard to show their support for veterans.*

Way TO GO!

## **C**ongratulations to the 2013 Innovation Program Finalists

Marc Engemoen, Public Works Director, nominated Kim Nohava, Fleet Services, and Drew Davis, Public Works, for implementing this innovation.

Fleet Services Utility is an entirely new way of providing County elected offices and departments with the vehicles and equipment necessary for the delivery of services to citizens.

Fleet Services Utility pro-

vides users 1) with an understanding of the full cost of acquiring and utilizing vehicles and equipment, 2) a way of making these costs more predictable and easier to budget, and 3) a significant and meaningful role in the governance of the Fleet Services Department.



## **C**ounty Employee of the Month for September 2013



Brian Steege is an Equipment Maintenance Supervisor with Fleet Services. His nomination letter follows: "He takes pride in his job. There have been numerous times where I have had a county vehicle in need of immediate service - and he has helped me right away.

No matter if it is a vehicle with a flat tire - to fixing it himself to a vehicle that has stopped running - right in the middle of traffic. He is always willing to help. This is the best way that I can think of to thank him for his hard work and dedication. To think of how many county vehicles there are and how they manage to get scheduled for service takes someone of great talent. And like I mentioned before - there have been times that he has fixed the issue himself rather than pulling a technician from another job to get a vehicle back on the road."



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### Public Works Division

Engineering  
Fleet  
Natural Resources  
Road and Bridge  
Solid Waste  
The Ranch



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