



TEXAS TECH UNIVERSITY™

Operating Policy and Procedure

OP 80.07: Vehicle Fleet Management Program

DATE: July 23, 2018

PURPOSE: The purpose of this Operating Policy/Procedure (OP) is to implement the State of Texas Vehicle Fleet Management Plan developed in accordance with Government Code, Section 2171.104 and in compliance with Education Code 51.202 to establish procedures, state responsibilities, and provide guidance for compliance under the Texas Tech University Vehicle Fleet Management Program.

REVIEW: This OP will be reviewed in August of even-numbered years by the Managing Director, Services for Operations, the Assistant Vice President for Operations, and the Managing Director of the Texas Tech University System (TTUS) Office of Risk Management with substantive revisions forwarded to the Vice President for Administration & Finance and Chief Financial Officer.

POLICY/PROCEDURE

1. Definitions

- a. Vehicle Fleet Manager – The designated individual responsible for planning, directing, managing, coordinating, and supervising programs for the acquisition, assignment, utilization, maintenance and repair, replacement, and disposal of the university fleet. The manager serves as the primary contact with the state Office of Vehicle Fleet Management.
- b. Vehicle Custodian – The appointed individual listed on inventory records as property custodian (department head/director/dean/chairperson)
- c. Vehicle Coordinator – The individual appointed by the property custodian to coordinate all vehicle use reports, purchases, transfers, and deletions. The coordinator serves as primary contact with the university Vehicle Fleet Management Office.
- d. Vehicle Operator – The individual who operates the university vehicle
- e. Utility Vehicle (UV) – slow-moving vehicles including all-terrain vehicles and golf carts

2. Personal Use/Misuse

As set forth in the Government Code, Section 2203.004, and Penal Code, Chapter 39, no state-owned or leased vehicle shall be used for personal reasons. Refer to [OP 61.01, Use of University Facilities, Equipment, Vehicles, Supplies, and Services for Private Purposes Prohibited](#) for additional guidance.

3. Driver Authorization for All Vehicles, including Utility Vehicles and Golf Carts

The department head to which the vehicle is assigned will authorize the use of university vehicles. Such use will be confined strictly to faculty, staff, and students conducting official business for the university directly relating to the academic, research, and/or administrative responsibility of the department involved.

The vast majority of property damage, personal injury, and death from motor vehicle collisions are directly attributable to driver error. It is a privilege and a serious responsibility to operate a university vehicle, particularly when there are passengers involved. For this reason, the university reserves the right to be highly selective in approving faculty, staff, and student drivers of university-owned, leased, borrowed, or rented vehicles.

All drivers must possess a valid Texas driver license or license from another state or the District of Columbia appropriate for the class of vehicle being operated and be approved by the TTUS Office of Risk Management. The TTUS *Driver Approval Request* (Attachment A) shall be used for this purpose. This form must be completed, signed, routed as instructed thereon, and approval granted BEFORE a driver operates a university- owned, leased, borrowed, or rented vehicle. The TTUS Office of Risk Management will use the information contained in the three-year driver license record provided by the appropriate state agency, apply the criteria referenced in [OP 79.13, University-related Travel by Motor Vehicle, Commercial Carrier, and Aircraft](#), and use the rating system in the *Driver Rating Evaluation Form* (Attachment B) to determine whether driving privileges will be approved or denied.

All approved drivers will be subject to an annual driver record information check (or its equivalent) through the appropriate state licensing agency and approval renewal to ensure each operator continues to possess a valid driver license and has a driver record consistent with continued approved driver status. The driver record information will reflect the driver's three- year driving history and it will be ordered from the appropriate U.S. state agency. The requesting department will coordinate with the TTUS Office of Risk Management to submit a list of drivers to be considered for renewal of approved driver status, an annual driver license record check using the Texas Tech University System TTUS *Driver Approval Request* (Attachment A) and, if necessary, the *Delete Approved Driver Form* (Attachment C). All associated costs will be the responsibility of the department requesting driver approval.

Some vehicles and positions require the employee to maintain a Class A or B driver license. The university will pay for the cost of the license if it is required in the employee's job description.

Individuals requiring a Class A or B driver license must comply with [OP 70.35, Drug and Alcohol Testing for Safety- and Security-sensitive Positions](#).

If an employee's position requires him or her to operate a motor vehicle, failure to maintain approved driver status will result in administrative action and/or termination.

4. Driver Qualifications

- a. Qualifications for drivers of all motor vehicles owned, rented, leased by, or loaned to the system or its components, including UVs are as follows:
 - (1) Must possess a valid Texas driver license or license from another U.S. state or the District of Columbia appropriate for the class of vehicle being operated;

- (2) Must have held a valid driver license, as defined in (1) above, for at least two years and have attained 18 years of age. The two-year experience requirement may be satisfied by providing an English translation of the official driving record from the individual's home country or the equivalent thereof;
 - (3) Must comply with annual driver record information check (or its equivalent);
 - (4) Must achieve an "approved" status using the *Driver Rating Evaluation Form* (Attachment B);
 - (5) Must report all driving violations or convictions and any license revocations, suspensions, or reinstatements following revocations or suspensions to their immediate supervisor within five business days of the occurrence. This includes violations, convictions, suspensions, and revocations that result from driving a privately owned vehicle. Approval to drive a university vehicle may not be granted for one year following reinstatement of a revoked license; and
 - (6) Must not have had any convictions for driving while intoxicated, driving under the influence of alcohol or drugs, or reckless driving in the five years immediately preceding the date on the *Driver Approval Request* (Attachment A).
- b. Additional qualifications for drivers of vans equipped for 15 passengers or extended cargo are:
- (1) Must be at least 20 years of age and have held a valid license, as defined in a.(2) above, for at least two years;
 - (2) Must successfully complete a 15-passenger driver training course;
 - (3) Must successfully complete a 15-passenger refresher training annually;
 - (4) Must not have more than one moving violation in the last 18 months;
 - (5) Must successfully pass a drug test; and
 - (6) Must complete the *15-Passenger Van Inspection Checklist* (Attachment H) for each trip. The inspection checklist should be kept in the vehicle glove box for the duration of the trip.
- c. Additional qualification for drivers of UVs and golf carts:
- (1) Successful completion of cart vehicle training provided by the Office of Risk Management, this is the responsibility of the department.

5. Operator Conduct

Those who operate a university vehicle, including UVs and golf carts, represent the university to the general public. The image conveyed does affect the university; therefore:

- a. DO NOT use university vehicles for personal transportation or business;

- b. DO NOT allow alcoholic beverages or illicit drugs to be consumed or illegally transported in any university vehicle;
- c. DO NOT smoke nor allow passengers to smoke in any university vehicle, including vapor smoking;
- d. DO NOT pick up hitchhikers or transport family members or any other unauthorized passenger(s). Authorized passenger is defined in [OP 79.13, University-related Travel by Motor Vehicle, Commercial Carrier, and Aircraft](#), section 1.d;
- e. DO NOT allow the vehicle to become unnecessarily dirty and present an unfavorable image to the general public;
- f. DO NOT allow the number of passengers to exceed the authorized capacity of the vehicle (the capacity of a vehicle can typically be determined by counting the number of available seat belts);
- g. DO NOT operate the vehicle unless all occupants are wearing the appropriate restraints;
- h. DO NOT text message, read or compose e-mails, or use a handheld cell phone while operating the vehicle. A Bluetooth or other hands free device is acceptable;
- i. DO observe all traffic rules and regulations;
- j. DO drive carefully, safely, and courteously.

6. Vehicle Use Reports (not including UVs and Golf Carts)

- a. Texas Tech Policy requires that each operator of a state-owned motor vehicle make a daily report of use on the *Monthly Vehicle Use Report* (Attachment D).
- b. The report will show the purpose for which the vehicle was used, miles traveled, amount and type of fuel added, oil added, passengers carried, number of trips made, and other information as may be required to provide a record of vehicle use and maintenance performed. All vehicle maintenance will be recorded on the Monthly Vehicle Use Report, reflecting the appropriate feature and sub- feature codes, cost breakdown, and other required information. Refer to Attachment E for compliance tips.
- c. If more than one operator uses the vehicle during the day, the name of each operator must be entered into the report. If more than one page is required per month, a continuation page will be used or the operator information may be provided, as approved by the TTU vehicle fleet manager.
- d. After the close of the reporting period, the custodian or coordinator of the vehicle will check the report for accuracy and sign in the designated space. The completed report then will be sent to the TTU vehicle fleet manager (Operations Division, MS 3142) no later than the fifth day of the following month.

7. Collision Reporting (including UVs and Golf Carts)

The following procedures should be followed whenever a university vehicle is involved in a collision, regardless of the extent of damage:

- a. Stop immediately and notify the proper law enforcement agency so that an official report will document the collision;
- b. Take necessary steps to prevent another collision;
- c. Call 911, if necessary, for medical assistance. Render aid to the injured until help arrives;
- d. Get names and addresses of all witnesses;
- e. Provide all requested information to the law enforcement officers; and
- f. Notify the department head or supervisor;
- g. When a vehicle is damaged through operator misuse or is operated by a person under the influence of alcohol or drugs, the department head employing the operator will be furnished a complete statement of the circumstances and a copy of the police report for the appropriate administrative action.
- h. Citations for all parking and traffic violations will be the personal responsibility of the operator. Vehicle operators must notify their supervisors when they have received any type of citation relating to vehicle operation (on-the-job and off the job).

All collisions involving a university vehicle must be documented according to the procedures established in [OP 80.08, Collisions Involving University Vehicles](#).

8. Travel Outside the Continental United States

Anyone planning to travel outside the United States in a university vehicle must follow the procedures established in [OP 80.03, Out-of-Country Use of University Vehicles](#).

9. Vehicle Security

- a. The security of university vehicles and their contents is the responsibility of the operator. When vehicles are left unattended for any reason, remove the keys from the ignition, set the parking brake, and lock the vehicle.
- b. Vehicles that become disabled on the road will be secured with all possible precautions taken to prevent theft or vandalism. In the event that a vehicle cannot be secured in its present location, the driver will have the vehicle towed to a facility where it can be secured until assistance arrives. The operator is RESPONSIBLE FOR VEHICLE SECURITY. Vehicles will not be left along highways or in any area where vandalism would be easily accomplished.

10. Vehicle Procurement (including UVs and Golf Carts)

- a. All vehicles, including UVs and golf carts, purchased (either new or previously owned) or

leased are subject to the procedures set forth in [OP 72.15, Purchasing/Leasing Motor Vehicles](#). (Attachment F)

- b. All motor vehicles, including UVs and golf carts donated to the university are subject to the procedures established in [OP 02.03, Acceptance of Gifts and Grants from Private Philanthropic Sources](#), and [OP 72.15, Purchasing/Leasing Motor Vehicles](#). (Attachment F)
- c. All motor vehicles, including UVs and golf carts, purchased from surplus, federal, or state agencies are subject to the procedures established in [OP 72.15, Purchasing/Leasing Motor Vehicles](#). (Attachment F)
- d. Additionally, for electric UVs and golf carts, charging locations, approved by Building Maintenance and Construction (BMC), must be established before purchase. This information must be included in the request to purchase vehicle. (Attachment F)

11. Rental of Motor Vehicles including UVs and Golf Carts

- a. Emergency use only and rental of UVs and golf carts, both short-term and long-term, must be approved by Department Head, TTU Fleet Manager, Managing Director of Procurement Services, and the Vice President for Administration & Finance and Chief Financial Officer. Purpose and length of rental must be included, along with arrangements for charging station(s) which is(are) approved by BMC. (Attachment F)

12. Transfers and Deletions

Vehicles, including UVs and golf carts, may be transferred from one agency to another or from one department to another within the university system with the approval of the TTU Vehicle Fleet Manager. Transferred vehicles must be in sound mechanical condition and not increase the receiving agency or departmental vehicle inventory unless documented approval is obtained from the state Office of Vehicle Fleet Management. Refer to [OP 72.15, Purchasing/Leasing Motor Vehicles](#), covering additions to the fleet.

Additionally, any university vehicle to be transferred or deleted from inventory must comply with the procedures established in [OP 63.08, Property Management](#), and [OP 80.04, Disposal of Motor Vehicles as Surplus Property](#). The transferring/deleting department will provide a fully executed copy of the applicable paperwork to the TTU Vehicle Fleet Manager and the Texas Tech University System Office of Risk Management.

13. Fleet Size

Texas Tech University will not increase the size of the vehicle fleet except in cases of legislatively mandated program changes, federal program initiatives, or documented need resulting from program growth or changes. When additional vehicles are necessary, the vehicle custodian will provide a memo stating the need for the increase that has been approved by the appropriate vice president or provost to the Vehicle Fleet Manager.

The TTU Vehicle Fleet Manager must provide the state Office of Vehicle Fleet Management with written notification of all vehicle replacements and university-approved additions. The notifications will include the following information for both the new vehicle and the vehicle

being replaced: vehicle identification number, license plate number, year, make, and model. This applies to all vehicles, including UVs.

14. Titles and Registration

All original vehicle titles and registration receipts will be acquired and maintained by vehicle fleet management.

15. Preventive Maintenance

- a. All university vehicles will be maintained on a routine basis using the following preventive maintenance schedule:
 - (1) 12 months/3,000 miles for gasoline engines
 - (2) 12 months/6,000 miles for diesel engines
- b. All licensable university vehicles must have a current state safety inspection certification. No university vehicle will be in service unless it is in good operating condition.
- c. Vehicles will be cleaned routinely to present a favorable image to the general public.
- d. The TTU Vehicle Fleet Manager will initiate and establish a formal university preventive maintenance program and provide notice to vehicle custodians when preventive maintenance is due. Failure to comply with preventive maintenance notices could result in loss of warranty coverage and/or loss of the privilege to maintain the vehicle on the department's inventory.

- 16.** Vehicle and parts warranty information will be tracked through Texas Fleet System database to achieve maximum savings on maintenance and repairs. A good warranty tracking system can prevent the department from paying for repairs or parts that are still covered under the manufacturer's warranty.

17. Operator Maintenance Checks

- a. Vehicle operators are responsible for inspection of the unit BEFORE AND AFTER operation. All defects discovered during inspections or during actual operation should be noted and reported at the completion of the day. Any deficiency that would cause further damage to the vehicle, render it unsafe, or present a hazard should be reported immediately.
- b. As a minimum, the following checks should be accomplished for all gasoline and diesel vehicles (including nonelectric UVs) on a weekly basis: tire condition and pressure; leaks (any kind); for gasoline or diesel engines, oil level; all belts; all hoses; radiator coolant level; battery fluid level; hydraulic oil level; transmission oil level; lights/signals; fuel; windshield washer fluid level; valid state inspection certification; front and rear license plates; and the complete university inscription on both sides of the vehicle per [OP 80.01, Painting University Vehicles and Equipment](#).

With engine started, but before moving the vehicle, check all gauges, brakes, and

windshield wipers and test the horn.

- c. For battery operated vehicles, including UVs and golf carts, water level in batteries should be checked weekly to ensure battery life and safety. Additionally, all tires, steering, lights, signals, and safety equipment should be checked on a weekly basis.
- d. Failure to perform operational checks may result in breakdowns or damage to the vehicle. Hours of lost vehicle time could be reduced if each driver operates university vehicles in a professional and cautious manner.

18. Vehicle Replacement Criteria

The following guidelines provide minimum replacement goals for the routine replacement of vehicles within the university fleet. Attainment of these goals should help minimize fleet capital and operating costs.

Vehicle Type	Purpose	Replacement Goals	
		Age	Mileage
Sedans and wagons	Staff or client transport	9 years	100,000 miles
Light trucks and SUVs (8600 GVWR or below)	Basic transport, light hauling	10 years	110,000 miles
Passenger vans	Staff or client transport	9 years	100,000 miles
Cargo vans	Cargo hauling	10 years	110,000 miles
Utility Vehicles	Maintenance, low-speed transportation	10-12 years	

19. Utility Vehicles

- a. For the purpose of this policy, all vehicles classified as “off the road” will be referred to as “UVs.” Examples of UVs include, but are not limited to, courtesy service club cars, maintenance club cars, golf carts, gators, and mules. These vehicles are also classified as departmental equipment. Department heads/directors/deans/chairpersons are solely responsible for following and enforcing the required procedures outlined in this OP.
- b. All acquisitions for UVs will be coordinated through the TTU Vehicle Fleet Management Office to ensure minimum safety requirements and approvals (see section j above).
- c. Only university-owned courtesy service and UVs with the required safety equipment as described in the Requirements for Utility Vehicles (Attachment F) of this OP are authorized for on-campus use. On-campus use of privately owned UVs must gain approval through the Grounds Use Committee ([OP 61.02, Use of University Grounds, Facilities, and Amplification Equipment](#)).

- d. All university-owned UVs used on campus will be numbered by the Vehicle Fleet Management Office. Additionally, all UVs and golf carts must have “Texas Tech University” painted in black letters on both sides, if possible, but clearly identified as TTU property. UVs will be scheduled into the Operations Division garage for numbering application and lettering. TTU Police Department is exempt from labeling and numbering requirements (Sec. 51.932, Texas Education Code).
- e. All UVs must have insurance coverage through Purchasing and Contracting.
- f. On-campus Use

- (1) Operational Boundaries

UVs will not be used on sidewalks or grass.

EXCEPTION: Maintenance-related and courtesy service UVs pursuing official university business (assigned job functions only). Grounds Maintenance will be notified of the need to use vehicles on walks or grounds, make the final determination of need, and give or deny permission based on its determination.

- g. UVs will normally operate only during daylight hours. Exceptions are Operation’s, Athletic Department’s, or Recreational Sports’ use of UVs to provide regular, or emergency, service to campus facilities or grounds. Other exceptions should be approved by department head, Vehicle Fleet Manager and the Managing Director of Services, Operations Division.
- h. UVs will not be operated on any municipal streets, roads, or highways.
 - (1) Approved operational boundaries for the TTU campus are 4th Street on the north, University on the east, Texas Tech Parkway on the west, and 19th Street on the south.

- i. Parking

UVs should be parked in designated service vehicle parking spaces, with prior approval from Building Maintenance and Construction. Utility vehicles cannot be parked where they impede vehicular or pedestrian traffic, nor block entrances to buildings or work areas. They cannot park in fire lanes nor impede ADA access to buildings or sidewalks.

- j. Daily Operation of UVs

- (1) UVs must not be overloaded, do not exceed recommended weight requirement or number of passengers, riding on running boards, flat beds, or any place other than a designated seat is not allowed. Use of seatbelts is encouraged, if provided. Keep equipment and all body parts inside the vehicle.
- (2) Adhere to all traffic laws for campus and be aware of surroundings. Cell phones, radios, and ear buds (headphones) or use of anything that will distract the driver or impede the driver’s ability to hear are not permitted.

- (3) When driving through congested areas, speed should match pedestrian's speed, and caution should be exercised. Pedestrians have the right-of-way.
- (4) Electric vehicles must be recharged at locations designated for such use, with BMC approved electrical supply. Extension cords from inside buildings are prohibited. Charging locations are subject to Environmental Health and Safety routine inspections for safety.

[Attachment A: Driver Approval Request](#)

[Attachment B: Driver Rating Evaluation Form](#)

[Attachment C: Delete Approved Driver Form](#)

[Attachment D: Monthly Use Report](#)

[Attachment E: Tips for Reporting Compliance](#)

[Attachment F: Requirements for Utility Vehicles](#)

[Attachment G: Departmental Vehicle Coordinator Designation Form](#)

[Attachment H: 15-Passenger Van Inspection Checklist](#)