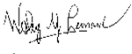




February 01, 2024

TO: Sang-Hee Lee, Chair
Riverside Division of the Academic Senate

FROM: Wesley Leonard, Chair 
CHASS Executive Committee

RE: Systemwide Review of Proposed Presidential Policy BFB-BUS-46 Use of
University Vehicles

The CHASS Executive Committee (EC) at the University of California at Riverside has reviewed the proposed revisions to Presidential Policy BFB-BUS-46 Use of University Vehicles and would like to provide the following comments:

1. CHASS EC members expressed serious concerns regarding the established links between driving violations and discriminatory racial profiling practices. Research has shown that Black people, especially, have been and continue to be disproportionately targeted for routine traffic stops (see, e.g., https://sc.edu/uofsc/posts/2020/06/racial_disparities_traffic_stops.php). This raises questions about the potential of bias and racism in the determination of driving offenses for University drivers that fall under this policy.

We advocate the adoption of the California DMV point system, where a letter of warning is sent out for the accumulation of 2 points within 12 months, 4 points within 24 months, and 6 points within 36 months; a notice of intent to suspend the license if a person receive 3 points within 12 months, 5 points within 24 months, and 7 points within 36 months; and suspension of ability to use vehicles and driver authorization for University business when a person receives 4 points within 12 months, 6 points within 24 months, and 8 points within 36 months. See: <https://www.dmv.ca.gov/portal/driver-education-and-safety/dmv-safety-guidelines-actions/negligence/negligent-operator-actions/> for reference (last accessed 1/22/2024).

2. Re: "The BUS 46 Policy applies to the use of any UC vehicle (owned or leased) and personal vehicles used in the course of University business"

CHASS EC members raised questions about types of vehicles, and where they can be driven, that are covered by this policy. For example, does the BUS 46 Policy also apply to electric vehicles used on campus sidewalks, roads, and pathways for University purposes, such as golf carts and e-assist bicycles, among others? Research has shown that golf carts, in particular, have been involved in a high number of campus accidents: <https://www.ue.org/risk-management/transportation-safety/golf-carts-on-campus/>

To address these questions, we suggest inclusion and explicit mention of which vehicles are covered under this policy and a clear definition of what constitutes “highway,” as well as inclusion within the text of any additional UC or UCR-specific policies that cover non-highway driven vehicles and where they are able to be used.

3. Aligning with “Sustainability for climate action and environmental justice” as the 5th pillar in UCR’s 2030 strategic plan, CHASS EC members believe sustainability should play a more central role in Presidential Policy BFB-BUS-46. Although the idea of supporting sustainability already exists in the current proposal, we call attention to how the associated responsibilities are framed in Section V (“Required Procedures”) only as things that *may* happen (e.g., “To ensure growth in ridesharing programs and use of public transit, specific incentives **may be** developed”). This contrasts to the other points in the same section where the actions are required (e.g., “Each Location **will establish** procedures to ...”, “... **must maintain** records”).