Dear Sang-Hee,

The SOM Faculty Executive Committee has reviewed the proposed Revised Policy: Presidential Policy BFB-BUS-46 Use of University Vehicles and identified several points that need clarification and discussion.

The Committee identified the following challenges with the policy:

- The committee would like to bring your attention to a fact that they (Office of Risk Services (OPRS) partnered with the systemwide UC Driver Vehicle Safety Workgroup (comprised of Risk Management, Environment Health and Safety and Fleet Management staff) revised the policy to include besides the university-owned vehicle fleet also faculty private vehicles. That means that they will request a report from DMV for your driving record and if you have a red-light ticket, etc they will not allow you to use your own vehicle for business. For example, driving to attend a meeting (will not re-imburse). This will not only create extra work for staff but is a problem with the faculty privacy. Every car owner has to have their own car insurance. Therefore, private cars and driver records are not the university’s or its committee’s purview.
- Overall, members of the FEC considered any request for your DMV record as firstly inappropriate and secondly not practical.
- For occasional drivers (as policy states), which most faculty would fit, some of the requirements are not reasonable.
- Pulling a driver record from the DMV for people who don’t drive university-operated vehicles or don’t operate vehicles on behalf of the university beyond their own work-related driving seems highly problematic and inappropriate in terms of privacy, also because there is no guideline of how the records will be kept safe, confidential, and who gets to see the information.
- It’s also unclear what the required qualifications are for people on the committee(s), such as the Vehicle Collision Review Committee (VCRC).
- Another comment: Under the pretense of safety, this proposed policy seems to have taken things a bit too far. In private industry, its common practice for an employer to monitor those that have commercial licenses and whose primary role is to drive on behalf of the operation. Neither of that applies here for faculty. The proposed procedure also places an unreasonable amount of bureaucratic effort on staff and reduces the ability of faculty to perform their duties. … What will likely be the outcome if this is implemented is that faculty will be using more expensive forms of transportation, or not seek reimbursement for business travel. The university will also need to hire additional personnel to run what appears to be a shadow system of what the DMV already does (investigating collisions, evaluating driver quality, etc). Globally, this will just lead to more expense and less faculty productivity without any material impact on safety.
Yours sincerely,

Marcus Kaul, Ph.D.
Chair, Faculty Executive Committee School of Medicine