

Motor Vehicle Review Committee



July 9, 2013

MINUTES

Motor Vehicle Review Committee Members in attendance:

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| Marilee Richins | Department of Administrative Services |
| Tyler Burningham | Department of Natural Resources |
| Keith Davis | Department of Human Services |
| Mike McKay | Department of Public Safety |
| Jeffrey Casper | Department of Transportation |
| Paul Mash, substitute Chair | Division of Purchasing |
| Barbara Young | Utah Valley University |
| Dave Duey for Robin Erickson | D and S Services |

Fleet Operations and Guests in attendance:

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| Sam Lee | Division of Fleet and Surplus Services |
| Gary Robertson | Division of Fleet and Surplus Services |
| Scott Bingham | Division of Fleet and Surplus Services |

On Tuesday, July 9, 2013 the Motor Vehicle Review Committee held their regularly scheduled meeting in room 250 of the State Capitol, Salt Lake City, Utah. The meeting was called to order at 9:07 am by Paul Mash.

1. Approval of Minutes from the December 11, 2013 meeting.

There was not a quorum of committee members to approve the minutes.

2. Telematics in the State Fleet

Sam Lee stated Fleet Operations has been testing telematics for two and a half years. Fleet is coming to a decision point do a broad implementation to the State Fleet.

Fleet recommends implementing telematics as an agency by agency implementation with the exception of law enforcement and undercover vehicles.

Dave Duey asked if there would be any positive training for drivers along with the implementation. Mr. Lee stated Risk Management has an online driver training which drivers are required to take every two years.

Mr. Duey asked if the devices would be used after one vehicle life. Mr. Lee stated we have not tested long enough to know the life of the device.

Marilee Richins asked how Fleet Operations would know who was driving. Mr. Lee stated on the low end device we do not know who the driver is for sure. There is not a code which identifies the driver. With the Inthink device there is a card the driver would swipe and we could track who is driving. That device is about \$500.00 per device. Approximately eighty percent of the vehicles are assigned one driver.

Ms. Richins asked if there was a mileage comparison done with the pilot. Mr. Lee stated yes there was a mileage comparison but the pilot was only done for 6 months which doesn't really give a good comparison.

Mike McKay asked how are you going to make sure issues are being addressed by the agency. Mr. Lee stated administrative rules would need to be created. Lt. McKay stated if we fail to supervise we can put the State at risk when an accident occurs. Lt. McKay stated the consequences need to be consistent across all agencies. Human Resources should be involved in the rule making.

LT. McKay stated it would better to use it as a tool to track problem driver's rather than blanket the entire fleet. It could end up being a fishing expedition for the media with all of the data which will be collected.

Jeff Casper stated during the pilot one of the hardest parts was staffing to watch the data.

Keith Davis stated there are instances where they do not know who is driving the vehicle. Most of their vehicles are shared and the mileage logs are not always filled out.

Tyler Burningham stated he agreed with Lt. McKay about the amount of data that comes into the agency and the liability involved with keeping it. Mr. Burningham also agreed with Mr. McKay about needing to have rules set up with Human Resources to determine the disciplinary action to be taken depending on the offense. This would keep consistency across agencies.

Barbara Young stated she likes the idea of the telematics, but the cost associated with it is a concern.

Mr. Lee stated yes there is a liability we are taking on, but hopefully we can save that high risk accident and not have a fatality.

Jeff Casper stated his concerns are not using the voice response unit. Employees didn't like having the unit and would put tape over the speaker or throw it in the glove box. His next concern is employees unplugging the device. The state should buy the hard wired unit. Mr. Lee stated he agrees with the voice response unit proved to be ineffective. There is a big cost difference between the plug in unit and the hard wired unit. The low end device will alert us if it has been unplugged and is not receiving data. Mr. Lee stated we wouldn't go after the unplugging the unit each time it happens we would say 5 or more times a month and then send the incident over to the agency.

Paul Mash asked what the anticipated schedule would be for installing the units. Mr. Lee stated if you wanted to approve today Fleet would implement within our own department. We would like to turn off the Inthink and Network Fleet pilot programs since they are not cost effective. It would take approximately a year to get the data set from Administrative Services and have the rules in place.

Keith Davis stated running telematics across the Fleet Operations attorney to see if there are any implications of having the telematics data and what risks are associated with keeping that data.

MOTION: Keith Davis motioned to get more information from Fleet Operations on the Attorney General's office view of the information in terms of the GRAMA request. Also get information from DHRM and Risk Management on rules for the data and how it is to be used. Second by Dave Duey.

Motion passed unanimously.

MOTION: Marilee Richins motioned to end the current pilot with Inthink and Network Fleet. Second by Keith Davis.

Motion passed unanimously.

3. Vehicle Service Center Pilot

Scott Bingham explained the Vehicle Service Center (VSC) pilot to the committee.

Keith Davis stated they were really excited to be on the VSC pilot. They were very frustrated with ARI.

Tyler Burningham stated it is a step in the right direction to have it at a local level instead of having it in the control in the hands of someone thousands of miles away.

Meeting adjourned at 10:26 a.m.