

Texas State Vehicle Fleet Management Plan



**Developed by the
Office of Vehicle Fleet Management
Statewide Procurement Division
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Executive Summary

Statutory Authority

Texas Government Code, Chapter 2171, Subchapter C, [§2171.104](#), requires the Office of Vehicle Fleet Management (OVFM), as directed by the Statewide Procurement Division (SPD) to develop a management plan with recommendations for improving the administration and operation of the state's vehicle fleet. The State Vehicle Fleet Management Plan ("the Plan") addresses each component specified in and provides additional direction to implement provisions of the statute.

Additionally, OVFM is statutorily required to submit a Biennial Report on the fleet to the Legislature by January 1 of each odd-numbered year. This report will include the status of each agency's fleet and recommendations for improvement.

Further statutory authority for the Plan and OVFM administration is found in Chapters [2158](#), [2171](#) and [2175](#) of the Texas Government Code.

Plan Scope

The Plan applies to all state-owned vehicles. Leased vehicles may have different reporting requirements than state-owned vehicles. The Plan addresses:

- The number and types of vehicles owned by each agency and the purpose each vehicle serves.
- Procedures to increase vehicle use and improve the efficiency of the state vehicle fleet.
- Procedures to reduce the cost of maintaining state vehicles.
- Lower-cost alternatives to using state-owned vehicles.
- Opportunities for consolidating and privatizing the operation and management of vehicle fleets in areas where there is a concentration of state agencies, including the Capitol Complex and the Health and Human Services Complex in Austin.

All vehicles purchased with state-appropriated funds are subject to all requirements of the Plan. Agency vehicles purchased with non-appropriated funds (such as federal or local funds) are subject to all requirements of the Plan except minimum use criteria. Institution of Higher Education vehicles purchased with non-appropriated funds are exempt from all Plan requirements but must adhere to the Plan's reporting requirements to satisfy Texas Government Code Section [2171.101](#). Donated vehicles that are incorporated into an agency's fleet must follow the same guidelines as those purchased with non-appropriated funds.

Vehicles used for law enforcement purposes, including pursuit and emergency vehicles, are required to adhere to all data collection and agency reporting requirements of the Plan but are exempt from all other plan requirements. Agencies utilizing covert and seized vehicles in the conduct of law enforcement duties must maintain data on these vehicles. The data on these coverts and seized vehicles is not required to be maintained in the Texas Fleet System (TXFS), the state's web-based fleet reporting and management system, but an accurate count of these vehicles must be made available to OVFM upon request.

Vehicles acquired or used specifically for vehicle industry research (such as crash tests and alternative fuel studies or vocational training programs) are not considered part of an agency's fleet and are exempt from Plan requirements.

Plan Maintenance

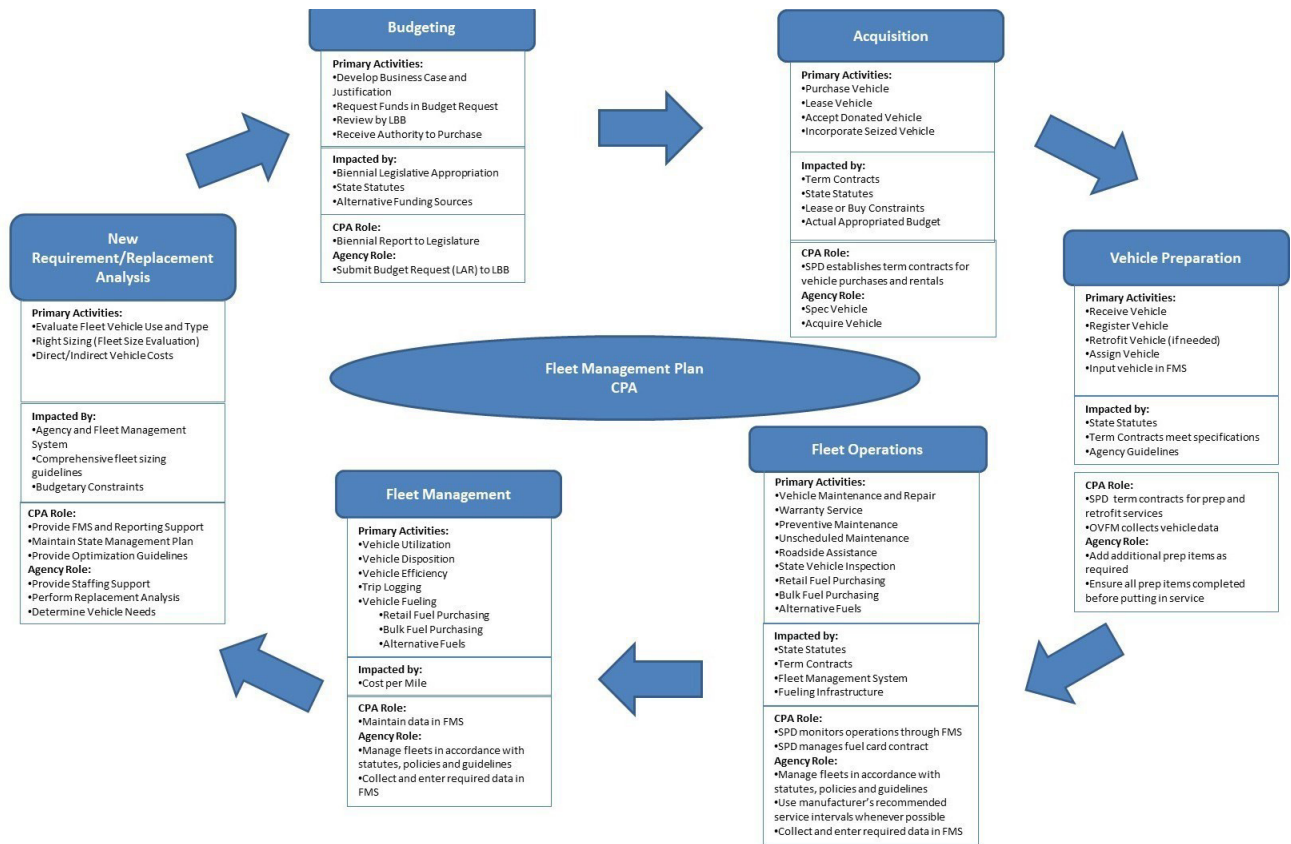
OVFM will review the Plan annually. OVFM may periodically recommend best practices for implementation by state agencies and institutions of higher education are incorporated in the Plan.

Plan Organization

This plan is organized to reinforce a Fleet Vehicle Life Cycle management process and provides recommendations on how agencies may standardize their respective Fleet Vehicle Life Cycle management processes. This process incorporates all major facets of vehicle life cycle management from needs determination to retirement of the acquired vehicle. Agencies are encouraged to adopt this life cycle as the basis for their agency plans.

Figure 1 provides agencies with a graphic representation of the Fleet Vehicle Life Cycle summarizing key phases of the life cycle that will be utilized as the overall organizational structure for this plan. Each section of the plan provides agencies with a summary of the phase of the Fleet Vehicle Life Cycle, and provides an overview of key inputs, processes, Associated Policies and Guidelines, best practices, and outputs, where applicable, for each phase.

Figure 1: Fleet Vehicle Life Cycle



Office of Vehicle Fleet Management

The Statewide Procurement Division (SPD) Office of Vehicle Fleet Management (OVFM) section plays a central role in the support of the Fleet Vehicle Life Cycle.

Key functions of the OVFM include:

- Create and implement the state fleet management plan with the State Procurement Division
- Review the Plan annually.
- Gather and organize fleet data for the required State of the Fleet Report.
- Establish, implement, and monitor state fleet management guidelines.
- Assist as needed in the development of reports for state agencies.
- Serve as liaison between SPD and agencies for fleet reporting and other fleet management related responsibilities.
- Offer fleet management support through publications, the OVFM web site, meetings including an annual conference, and other forms of communication as needed.
- Identify and share best business practices for fleet management activities.

Phase I: New Vehicle Requirement/Replacement Analysis

In this phase of the Fleet Vehicle Life Cycle, agencies are tasked with evaluating their fleet to determine if the number and types of vehicles currently deployed in the fleet are meeting the agency mission. Agencies should utilize data from both internal and external sources, as well as established criteria, policies, and procedures to perform a detailed analysis of the fleet toward this effort.

Inputs:

- Internal data related to agency fleet vehicles.
- TXFS data related to agency fleet vehicles.
- Agency established policies, procedures, criteria, or best practices.
- Agency Activities.

Agency Activities

Perform a Vehicle Replacement Evaluation

Agencies should evaluate their fleet vehicles to determine which vehicles need to be replaced in accordance with establish agency replacement policies. Agencies should evaluate the entire fleet to identify vehicles meeting the agency's established replacement criteria, or vehicles with excessive repair, maintenance, or operating costs.

Agencies should utilize all available data on agency fleet vehicles, including internally tracked data and data available in TXFS, in evaluating vehicles for replacement.

Conduct Fleet Right Sizing Evaluation

Agencies are encouraged to perform fleet “rightsizing” or optimization evaluations to help determine their appropriate fleet size and composition. Factors to consider in sizing an agency’s fleet (in terms of both overall number of vehicles and vehicle type) are the agency’s mission and whether the need will be short-term (perhaps met by rentals or unassigned motor pool units) or long-term (perhaps met by lease or purchase). When conducting a “rightsizing” or optimization evaluation, one of the main factors considered should be whether the vehicle is being fully utilized; if it is not, the vehicle should be considered for reassignment or disposal.

In analyzing fleet composition, agencies should evaluate the vehicle application, number of passengers typically carried, special needs of the operator, and any limiting factors (i.e., towing, payload, seasonal use) of current vehicles.

Fleet Assessment Report

Agencies should document findings derived from the Vehicle Needs Evaluation and Right Sizing Evaluation in a report. The report should outline recommendations for replacement, realignment or disposal of existing agency fleet vehicles and any identified needs for new fleet vehicles. The report should include details of the analyses performed, and policies, criteria and/or best practices used in developing recommendations.

Development of a vehicle replacement plan that addresses both short and long-term replacement needs help agencies to prevent and/or eliminate backlogs of deferred replacements and provides management with a predictable level of annual funding requirements.

Associated Policies and Guidelines

Vehicle Utilization and Minimum Use

Per Government Code, [2171.105](#), this section does not apply to Institutions of Higher Education.

Minimum use guidelines apply only to vehicles with a Primary Purpose of Staff and are established to ensure agencies are getting the optimal use for their vehicles in the Staff Vehicle category. The minimum mileage target for Staff vehicles (sedans, carryalls, vans, and other vehicles intended primarily for carrying passengers) is 10,000 miles annually. OVFM will develop and distribute agency-specific semi-annual reports, based on reported fleet data, to flag vehicles that have accumulated less than the minimum mileage for the designated reporting period. This minimum mileage amount may be amended by OVFM with SPD approval. OVFM may establish other suitable minimum use criteria for specific agencies when appropriate.

The intent of this requirement is to call attention to vehicles that may not be fully utilized. It is not to direct agencies to drive vehicles solely for the purpose of putting mileage on them to attain a minimum mileage level. The six-month reports will assist agencies evaluating their staff vehicle utilization to ensure that all staff vehicles are being effectively used and identify staff vehicles which do not meet the annual utilization requirement.

The following vehicles are exempt from minimum use criteria:

- Vehicles with a manufacturer's Gross Vehicle Weight Rating (GVWR) of more than 8,500 pounds.
- Vehicles purchased with federal or local funds; and
- Vehicles granted waivers by OVFM.

Agencies will have 60 days from the OVFM end of fiscal year report date to submit written justification for retaining vehicles that fail to meet minimum mileage criteria. Extensions may be granted by OVFM for agencies to justify special use vehicles not identified in the Exemptions list.

Agency justification information for OVFM review may include, but is not limited to:

- How does the vehicle help accomplish the core mission of the agency?
- What services are provided through use of the vehicle?
- What is the primary function of the vehicle and how does this relate to the core function of the agency?
- Is the vehicle campus or complex-bound? If so, how many trips per day or per month is the vehicle used?
- How many passengers per month are carried?
- How many trips per month are logged?
- What is the cost to rent a comparable vehicle for the same number of days or trips compared to the cost of ownership?

OVFM may provide waivers for specific time periods for individual vehicles based on justification information submitted by an agency.

OVFM may grant a lifetime waiver to a vehicle determined to be so unique in its function or design that an agency is unable to use the vehicle for any other purpose or to rotate the vehicle within the fleet.

No waivers will be granted for motor pool assigned vehicles.

Should OVFM disagree with an agency's justification, it will provide the agency a written rationale for the disapproval.

Replacement Guidelines

The following guidelines provide criteria for routine vehicle replacement.

Replacement following these guidelines is intended to minimize fleet capital and operating costs.

Passenger vehicles should be evaluated for replacement when they reach nine (9) years of service and accrue 100,000 miles. Cargo vehicles should be replaced when they reach 10 years of service and accrue 110,000 miles.

Fleet managers may make exceptions to the replacement guidelines on a case-by-case basis. For example, vehicles may be replaced sooner if they incur excessive maintenance or repair costs or may be retained longer if they have unusually low maintenance costs. Specialized equipment, such as heavy highway construction equipment, may require the use of customized replacement guidelines.

Disposal of State Vehicles

Agencies must dispose of vehicles through standard state surplus and salvage property disposal means as directed by Government Code, Chapter 2175. Agencies must document disposal of vehicles in TXFS using the vehicle status code. A leased vehicle is not subject to these requirements at the termination of the lease period because it is not a purchased and capitalized asset.

Best Practices

Vehicle Replacement and Disposal

- Establish clear replacement criteria for each type of fleet vehicles maintained by the agency based on the guidelines provided.
- Dispose of surplus vehicles promptly, in accordance with state surplus property procedures. The longer they sit, the more they depreciate.
- Prepare vehicles for disposal by using the least number of resources for the best sales price. If you can use inmate labor or part-time student labor to clean and refurbish vehicles to be sold, you may be able to sell a vehicle for considerably more than it would sell for otherwise.
- Update TxFS with sales proceeds remitted to the agency in the net disposal proceeds box located on the equipment inventory page.

Outputs:

- Report providing recommendations for realignment or replacement of existing fleet vehicles or procurement of new fleet vehicles.
- Associated analysis documentation providing an overview of the analysis performed and the policies, procedures or criteria utilized in developing the report recommendations.

Phase II: Budgeting

In this phase of the Fleet Vehicle Life Cycle agencies are tasked with reconciling the recommendations derived from the analysis performed in Phase I with the available agency budget to construct a fleet related budget request. Agency fleet managers and staff should work closely with agency management and budget staff to be certain to meet all requirements, both internal and external, to properly prepare their biennial budget request for inclusion in the Legislative Appropriations Request (LAR).

Inputs:

- Fleet Assessment Report.
- Available agency fleet budget.

Agency Activities**Develop Business Case**

The budget process is the primary method of requesting funding to purchase vehicles. Steps agencies should consider in developing a business case for requesting vehicle purchase funding in their biennial LAR are:

Review recommendations from the agency Fleet Assessment Report:

- Determine the number and types of vehicles to be replaced over the next biennium, acquire pricing for those vehicles and formulate an estimate of the amount of funding needed to replace those vehicles.
- Determine if the types of vehicles considered for acquisition meet the current statutory requirements for alternative fuel usage and greenhouse gas emissions ratings.
- Determine if appropriate funding is included in the agency's base budget or whether an exception item request is necessary.

Agencies should make all efforts to avoid adding new vehicles to their fleet and should consider the following when contemplating adding vehicles:

- Can an existing vehicle be reassigned to fill the need.
- Will the vehicle meet minimum use requirements where applicable; and/or
- Is there a cost savings (e.g., normally a personally owned vehicle is used, but it is more cost effective to provide a state-owned vehicle rather than reimburse for mileage).

Agencies should note that additional vehicles should only be requested in those instances outlined in "Operating Fleet Size" located in the Phase III section of this Plan.

Request Funds in Legislative Appropriations Request

Once the agency has developed its business case and funding needs, the agency's management and budget team will prepare the agency's LAR and submit it to the Legislative Budget Board (LBB). If there is a need to request vehicle replacement funding on an exception item request, the agency will prepare any required justifications for inclusion in the LAR.

The LBB is responsible for reviewing state agencies' budget requests and presenting them to the Legislature for consideration. Occasionally, agencies may request a meeting with the LBB prior to LAR submission, to discuss any concerns and to provide additional information and background on certain requests.

An agency's budget request is presented to the Legislature by the LBB for review, approval, and inclusion in the General Appropriations Act, which defines each state agency's budget.

Authorization to purchase vehicles and the dollar amount for each fiscal year of the biennium will be included in each agency's capital budget. The Legislature may place certain restrictions on how the agency spends these funds. Usually, these directives will be communicated to agencies' management during the legislative process.

Outputs:

- Approved General Appropriations Act with agency authority to acquire fleet vehicles.

Phase III: Acquisition

In this phase of the Fleet Vehicle Life Cycle agencies are tasked with acquiring fleet vehicles authorized through the budget process, in the most cost-effective manner available, that meets agency needs.

Inputs:

- Approved General Appropriations Act with agency authority to acquire fleet vehicles.

Agency Activities

Acquire Vehicle

Agencies should identify the specifications of the vehicle needed and seek to acquire that vehicle in the most cost-effective manner available. Options for acquisition include:

- Purchase through Term Contract or other approved method.
- Purchase of surplus or seized vehicles.
- Acceptance of a donated vehicle.

Agencies should note that the SPD maintains Term Contracts for fleet vehicles of all kinds including automobiles, law enforcement vehicles, trucks, and dump trucks. SPD also maintains Term Contracts for automobile and truck accessories, automobile and truck maintenance items, and replacement parts. Agencies are encouraged to work closely with SPD in acquiring fleet vehicles to be sure they are getting the best value for the vehicle they are attempting to acquire.

Agencies should also be sure to consider alternatives to vehicle acquisition including:

- ***Leasing of vehicles.*** Agencies should perform a detailed buy-versus-lease study prior to entering a lease arrangement to ensure the most cost-effective method of acquisition is utilized. Vehicles leased by agencies or institutions will be subject to all data collection and use requirements of the Plan. Exceptions may be granted through waivers approved by OVFM if other than appropriated funds are used for the lease.
- ***Rental of vehicles.*** It is highly recommended that rentals be used only to meet temporary, short-term, and/or seasonal requirements. Agencies should consider vehicle acquisition if

the requirement for transportation is on-going. Vehicles rented by agencies for short term requirements (generally shorter than one month or for a specific requirement, e.g., contingency operations) are not subject to data collection and Plan requirements.

- ***Use of utility carts instead of licensed vehicles where appropriate.*** Utility or electrical golf cart type vehicles can be useful instead of trucks or other licensed vehicles when used exclusively in campus or complex environments.
- ***Outsourcing general transportation vehicles.*** It may be more cost effective to outsource general transportation or a special purpose vehicle through a contracted rental vehicle agency on an as-needed basis rather than to own such a vehicle.
- ***Mileage reimbursement for the use of personal vehicles*** when this option is more cost effective.

OVFM will conduct reviews at the request of SPD of the feasibility of alternatives to state-owned vehicles, including leased and rental vehicles and reimbursement for the use of employee-owned vehicles.

Associated Policies and Guidelines

Operational Fleet Size

Agencies should not exceed their current approved operational fleet size except in cases of legislatively mandated program changes, federal program initiatives, or need resulting from program growth or changes. To maintain compliance with fleet size guidelines, agencies must electronically submit to OVFM documentation to support the need to increase their operational fleet size. OVFM will provide a standardized means for reporting operational fleet size increases, maintain those records and adjust the operational fleet size in TXFS.

Should those legislated program changes, federal initiatives or program growth changes cease or be reduced, agencies must notify OVFM and return to their previously approved fleet size by the end of the fiscal year or within six months of termination of the program change, initiative, or other documented need, whichever is later.

OVFM will evaluate agency fleet size at the end of each fiscal year and adjust the operational fleet size as required.

OVFM will monitor fleet size through semi-annual and other operational fleet size reports from TXFS to ensure agencies remain at or below their current approved fleet size. If it is determined that an agency is over its operational fleet size at the end of the fiscal year, the agency will have six months to make the necessary adjustment to return to its previously approved operational fleet size. OVFM will provide this information by comparing vehicle program changes submitted by the agency with the agency's current operational fleet size.

OVFM will instruct each agency to return its fleet to the previously approved operational fleet size if the agency remains over its fleet size without sufficient documentation.

Motor Pools

Agencies not currently operating motor pools should establish them, consisting of all vehicles not assigned to field employees, if feasible. Field employees are employees whose regular duties require work in locations other than agency headquarters or regional offices and who regularly require a vehicle for ongoing daily duties. Agencies should review, on a regular basis, the use of all field vehicles and implement opportunities for reduction/consolidation or establishment of motor pools or other sharing mechanisms for field employees. Pool vehicles should be available for checkout as needed and based upon availability.

Agencies with existing motor pools should consider the use of pool vehicles whenever possible, rather than relying on rental vehicles or employee reimbursement for use of personal vehicles, except in cases where pool vehicles are unavailable or there is a more cost-effective alternative. Motor pools may be located within different agency organizational entities such as divisions, regions, districts, or other subordinated groups. Pool vehicles that are consistently underused should be assessed by the owning agency for potential reassignment, transfer, or disposal.

Outputs:

- Agency acquired fleet vehicle or alternative.

Phase IV: Vehicle Preparation

In this phase of the Fleet Vehicle Life Cycle agencies are tasked with preparing the vehicle, as necessary, for active use in the agency fleet. This includes the addition of such equipment as radios, computers, emergency lights, logos, decals, and painting. An agency should allow for the necessary preparation time to ensure all added equipment and features are installed and tested properly.

Inputs:

- Agency acquired fleet vehicle or alternative.

Agency Activities

Receive Vehicle into Fleet

Agency personnel must inspect and accept vehicle into the agency fleet. Special care should be taken to make certain that the vehicle meets all specifications requested during acquisition process prior to accepting the vehicle.

Register Vehicle

Agencies are required to keep agency vehicles properly registered with the State. Agencies must submit paperwork to their local titling authority, based on assigned location, to obtain title and license. Where applicable, alternative fuel permits should be obtained as required.

Prepare/Retrofit Vehicle

Prior to placing vehicles into active use in the fleet, agencies should make the vehicle ready for service by installing any required aftermarket equipment and applying agency required logos.

Assign Vehicle

Agencies are required to assign the fleet vehicle to a specific using location, organizational unit and/or individual to properly account for, track and monitor the vehicle.

Create Vehicle Record in TXFS

Agency fleet managers or assigned agency staff is required to establish a vehicle record in the TXFS before vehicle(s) are put into operation, except as exempted by Government Code Section 2171.101, subsection (d).

Associated Policies and Guidelines

Individual Administrative or Executive Employee Vehicle Assignment

Assignment of a vehicle to an individual administrative or executive employee on a permanent or daily basis is prohibited without written documentation on file with the agency signed by the agency's executive director stating that the assignment is critical to the mission of the agency.

An agency assigning a vehicle to an individual administrative or executive employee must report the following information for inclusion in TxFS:

- Vehicle identification number, license plate number, year, make and model.
- Name and position of the individual to whom the vehicle is assigned (except in case of law enforcement officers where disclosure of this information could jeopardize the individual's safety or security).
- Justification of the assignment regarding the mission of the agency or institution.

The name and job title of each state officer or employee authorized to use a state owned or state leased vehicle and the reasons for the authorization must be reported in the agency's annual report as directed by [Texas Government Code 2113.013](#).

Outputs:

- Agency fleet vehicle prepared for active use in agency fleet.
- Accurate fleet record in TXFS system.

Phase V: Fleet Operations

In this phase of the Fleet Vehicle Life Cycle agencies are tasked with operating the agency fleet in accordance with state statutes, and state and agency policies and guidelines.

Inputs:

- Agency fleet vehicle prepared for active use in agency fleet.
- Accurate fleet record in TXFS system.
- Vehicle manufacturer's recommended service interval schedule.

Agency Activities

Develop Agency Policies and Procedures

All agencies operating fleet vehicles must maintain written policies and procedures governing operations. These policies and procedures must be submitted electronically to OVFM upon request or be made available online to ensure that the agency maintains current and appropriate policies and procedures necessary to retain its vehicle purchasing authority. Agencies and institutions are encouraged to adopt practices specific to their fleets. Any additional policies and procedures must be consistent with the requirements of the plan. Vehicle operation policies and procedures should address, but are not limited to:

- | | |
|--|---|
| <ul style="list-style-type: none">• Driver eligibility.• Use of personally owned vehicles.• Vehicle acquisition.• New vehicle delivery and acceptance.• Vehicle replacement schedules.• Disposal of used vehicles.• Preventive maintenance.• Vehicle cleaning.• Warranty tracking.• Repair. | <ul style="list-style-type: none">• Vehicle assignment procedures.• Responsibilities of drivers.• Appropriate use of state vehicles• Commitment to provide Staffing.• Traffic violations.• Registration renewals.• Support.• Timelines for performing Replacement Analysis.• Agency Staffing Responsibilities |
|--|---|

Agency Staffing Responsibilities

Each agency must appoint an individual specifically responsible for the management of its fleet and for reporting to OVFM. This person(s) should serve as the principal point of contact for OVFM regarding fleet matters and may make fleet management decisions within OVFM guidelines, including, but not limited to:

- Vehicle purchase decisions.
- Vehicle replacement decisions.
- Preventive maintenance decisions.
- Repair decisions.
- Vehicle assignment and use decisions.
- Disposal decisions.
- Fuel decisions
- Minimum use decisions
- Review of reported inappropriate usages of state vehicles.

Each agency chief executive is responsible for ensuring that the fleet manager is supported in implementing and enforcing the Plan. This position is responsible for reporting vehicle use data, responding to queries about the agency's fleet, preparing waiver requests, and conducting any other applicable business with OVFM. This position will also be responsible for observing and enforcing statewide fleet management policies and procedures at the agency level.

Vehicle Maintenance and Repair

Agencies are required to properly maintain and repair state fleet vehicles as necessary to keep fleet vehicles in proper working condition. Proper maintenance and repair of vehicles includes the following:

- Scheduled/Preventive Maintenance – Agencies will maintain a scheduled/preventive maintenance schedule for all vehicles in accordance with manufacturer's recommended service intervals and will coordinate scheduled/preventive services to those vehicles.
- Warranty Service – Agencies will maintain warranty information on all vehicles and coordinate all warranty service required during the life of each vehicle warranty.
- Unscheduled Maintenance and Repair Services – Agencies will coordinate service for all vehicles in cases of unscheduled breakdown or in cases where the vehicle requires repairs due to collision.

Agencies should utilize the most cost effective means available to maintain agency fleet vehicles including, but not limited to, agency managed maintenance shops, other state or local government managed maintenance shops, retail maintenance facilities or state or agency contracted service locations.

Roadside Assistance

Agencies should contact Texas Roadside Assistance (1-800-934-6521) when operating a state vehicle and in need of roadside assistance. Agency personnel should inform the operator that

you're from a state agency and operating a state vehicle. Agencies should include this information in their roadside assistance operating procedures.

State Vehicle Inspection

In accordance with Transportation Code 502.059(e), governmental entities that possess exempt license plates are not required to affix the registration insignia inside the vehicle's windshield; this decision is at the agency's discretion. For details on the inspection criteria for the annual safety inspection, please visit www.dps.texas.gov.

Trip Logging

Agencies should establish procedures detailing agency requirements for trip logging, where applicable. Agencies should clearly outline when trip logging is required and what data elements are required to be logged by agency personnel when utilizing fleet vehicles.

Driver Eligibility

Agencies should establish policies regarding driver eligibility, including required qualifications, training and/or certification.

Vehicle Use and Safety

Agencies should establish policies for the proper use of agency fleet vehicles, including any required driver vehicle or safety training.

Vehicle Fueling

Agencies are required to establish procedures for fueling fleet vehicles. Agencies should utilize the most cost effective means available to procure fuel for fleet vehicle including, but not limited to, agency managed bulk fuel locations, other state or local government managed fuel locations, or retail fuel establishments which accept the state fuel card and do not charge state tax.

Agencies should be sure to consider and implement existing state contracts in their procedures including use of those detailed in the Associated Policies and Guidelines section below.

Agencies may also wish to utilize Letters of agreement (LOA) or memoranda of understanding (MOU) between agencies or with other local government entities to establish contracted relationships to use fueling facilities on a chargeback basis.

In accordance with state statute, agencies should use alternative fuels whenever necessary to fuel fleet vehicles. Alternative fuels include compressed natural gas, liquefied natural gas, liquefied petroleum gas, methanol or methanol/gasoline blends of 85 percent or greater, ethanol or Ethanol/gasoline blends of 85 percent or greater, biodiesel or biodiesel/diesel blends of 20 percent or greater, or electricity, including electricity to power a plug-in hybrid motor vehicle.

Insurance / Accident Claim Coordination

Agencies needing procedures for coordination and management of insurance claims for fleet vehicles involved in accidents are to contact the State Office of Risk Management (SORM).

Maintain Vehicle Information in TXFS

Except as exempted by Government Code Section [2171.101](#), subsection (d), agencies are required to collect and enter required data in TXFS. TXFS serves as the state's official record of state vehicle data. It also provides state agencies the capability to monitor their fleet maintenance and other vehicle information without having to maintain a separate system, especially in the case of agencies with relatively small fleets. Required and optional data elements are found at Appendix A.

Develop Report for Legislature on Agency Alternative Fuel Vehicle Efforts

Agencies are required to report to the Legislature in their annual financial report their progress in achieving the percentage requirements in this section through:

1. The number of purchases, leases, and conversions of motor vehicles.
2. The usage of alternative fuels including compressed natural gas, liquefied natural gas, liquefied petroleum gas, methanol, or methanol/gasoline blends of 85 percent or greater, ethanol or ethanol/gasoline blends of 85 percent or greater or electricity, including electricity to power a plug-in hybrid motor vehicle.
3. The availability of CNG, LNG, LPG, methanol, methanol/gasoline blends of 85 percent or greater, ethanol, and ethanol/gasoline blends of 85 percent or greater or electricity, including electricity to power a plug-in hybrid motor vehicle.
4. Information reasonably needed to determine the air quality benefits of using alternative fuels including compressed natural gas, liquefied natural gas, liquefied petroleum gas, methanol, or methanol/gasoline blends of 85 percent or greater, ethanol or ethanol/gasoline blends of 85 percent or greater or electricity, including electricity to power a plug-in hybrid motor vehicle.

Associated Policies and Guidelines

Fleet Reporting Requirements

OVFM developed a list of fleet data elements to meet fleet reporting guidelines. The required data elements are those needed for OVFM recurring reports. Optional data elements may be used by agencies to assist in making fleet management decisions and meeting the requirements of Texas Administrative Code, Title 34, Part 1, Chapter 20, Sub-chapter E, Rule [20.435](#).

Each agency must report complete vehicle information through TXFS in compliance with Texas Government Code [2171.101](#). Specific data collection requirements are detailed in Appendix A.

Low-Emission Vehicles Purchase Requirements

An agency must ensure that not less than 25 percent of the ground transportation vehicles the agency purchases during any state fiscal biennium are vehicles that meet or exceed the emissions standards necessary to be rated by the United States Environmental Protection Agency as a Tier II, Bin 3 emissions standard vehicle with a greenhouse gas score of eight under regulations of that agency as they existed September 1, 2007. A ground transportation vehicle is defined as a vehicle having a Primary Purpose in TXFS of “Staff” or “Client.” Examples include sedans, carry-all’s, passenger vans and SUVs.

An agency is exempt from the low emissions requirement if a vehicle meeting the agency’s operational needs is not commercially available or if an agency demonstrates that it will incur net cost in meeting the requirements.

This section does not apply to an agency’s purchase of a vehicle to be used by a peace officer, as defined by [Article 2.12, Code of Criminal Procedure](#), whose duties include the apprehension of persons for violation of a criminal law of this state.

Alternative Fuel Vehicle 50 Percent Fleet Size Requirement

Excluding law enforcement and emergency vehicles, agency fleets with more than 15 vehicles must operate a fleet of which at least 50% use alternative fuel. ([Government Code, Chapter 2158.005](#)) Alternative fuels include compressed natural gas, liquefied natural gas, liquefied petroleum gas, methanol, or methanol/gasoline blends of 85 percent or greater, ethanol or ethanol/gasoline blends of 85 percent or greater, biodiesel or biodiesel/diesel blends of 20 percent or greater, or electricity, including electricity to power a plug-in hybrid motor vehicle. Hybrid electric and plug-in hybrid vehicles are considered alternative fueled vehicles for the purpose of meeting the 50% requirements.

An agency that does not meet the 50% alternative fuel fleet size requirement must submit a waiver request electronically to OVFM for each vehicle not using an alternative fuel until the number of vehicles using an alternative fuel plus the number of waived vehicles equals at least 50% of the total fleet vehicles.

OVFM will review the waiver request and will apprise the agency as to whether the waiver request is granted and annotate in TXFS accordingly.

Alternative Fuel Vehicle 80 Percent Fuel Consumption Requirement

A vehicle capable of using an alternative fuel will use the alternative fuel at least 80 percent of the time it is driven. 80 percent is measured by the number of gallons of alternative fuel used divided by the total gallons of all fuels used in each vehicle (Alt fuel consumed / Total fuel consumed = 80%). Hybrid electric and plug-in hybrid vehicles are considered electric vehicles and do not require an 80% percent-usage calculation or waiver.

Alternative Fuel Waivers

An agency must request a waiver for each alternative fuel capable vehicle that does not meet the 80% alternative fuel usage requirement. Each waiver request must be submitted to OVFM for approval.

To be considered for approval, a waiver request must provide sufficient justification and the agency must certify that the vehicle meets one or more of the following conditions (Government Code, Title 10, Chapter 2158, Subchapter A, [Section 2158.004](#)):

1. The vehicle will be operating primarily in an area in which neither the agency nor a supplier has or can reasonably be expected to establish a central refueling station for alternative fuels.
2. The agency is unable to acquire or be provided equipment or refueling facilities necessary to operate vehicles using an alternative fuel at a projected cost reasonably expected to result in no greater net costs than the continued use of traditional gasoline or diesel fuels measured over the expected useful life of the equipment or facilities supplied.
3. The agency is unable to acquire or be provided any alternative fuel vehicles or equipment necessary for such vehicles.
4. Conversion of the vehicle for alternative fuel use would render the vehicle unusable for its intended purpose.

OVFM will notify the agency of the waiver status and record it internally. The waiver will be valid so long as there is no alternative fuel facility readily available. The agency must use the alternative fuel should it become readily available (Government Code, Title 10, [Chapter 2158](#), Subchapter A).

Retail Fuel Card Contract

Whenever possible, agencies are required to use the SPD contract statewide fuel card for all fuel and automotive repair and parts purchases other than when using state fueling facilities. The fuel card should be issued for a specific vehicle and not for an individual driver whenever possible, except in the case of law enforcement vehicles, where more than one driver may be assigned to a vehicle during multiple shifts. This allows for improved fuel cost monitoring of individual vehicles and vehicle classes and permits charges to be allocated to specific programs or agency departments or organizations. Fuel usage and type must be reported quarterly or monthly in TXFS. Agency

Employees will use self-service pumps rather than full-service pumps when refueling at commercial service stations.

Other Gasoline Fuels

Unless specifically prohibited by manufacturer warranty or recommendations, all state vehicles operating on gasoline must use regular unleaded gasoline. Higher octane blends (marketed as premium, super-unleaded, plus, etc.) should be used only when recommended by the vehicle manufacturer or to reduce/eliminate engine clatter on older vehicles to prevent engine damage.

Interagency Agreements

Agencies are encouraged to develop interagency agreements to obtain maintenance, repairs, and fuel where feasible. The providing agency must furnish a copy of the agreement to OVFM no later than 30 days signature by all parties.

Best Practices

Fleet Operator Guidelines

Each agency should:

- Offer and track completion of a formal Defensive Driving course for all employees authorized to operate a state vehicle.
- Create a reference card summarizing fleet policies and place a copy of the card in every agency vehicle. Reference page numbers in your agency's complete fleet policies and procedures handbook.
- Provide drivers and operators an easy-to-understand booklet that translates complicated policies and procedures into more understandable language.
- Establish minimum driver qualifications for all employees using vehicles regularly as part of their job and for those who may only occasionally drive a vehicle in work-related activities.
- Screen drivers annually through the Department of Public Safety (DPS) for driving violations and license status. Set clear penalties for failure to maintain an acceptable driving record.
- Establish a formal training program to familiarize new drivers with the type of vehicle they will be driving. The program should include safe driving techniques (such as Smith School), alternative fuels, as well as information specific to the area (such as a congested campus or roadways) where the vehicle will be used.

Communications

- Improve communications with drivers and fleet coordinators. Institute regular communications such as meetings, written memos, or newsletters to keep agency drivers and departmental fleet coordinators informed of changes to fleet practices, policies, and procedures. Provide information that drivers and those with vehicle responsibilities can use to improve safety save money or efficiently use present resources.

Provide a vehicle user manual with each vehicle. This should be an agency specific manual that includes:

- Proof of insurance statement.
- Vehicle use rules or policies.
- Accident reporting procedures.
- Emergency contact telephone numbers.

Maintenance and Repair

- Rotate tires at manufacturer-recommended intervals and require drivers to check tire air pressure weekly. Assist drivers by providing a tire gauge in each vehicle. Properly inflated tires last longer and contribute to fuel efficiency. Read owner's manual for proper inflation guidelines.
- Replace brake pads and shoes before they wear disks or drums.
- Establish local agreements for service and repairs with city, county, or other state entities.
- Municipal and state shops usually offer less expensive rates and are often faster than large commercial operations. If you operate a shop, plan to provide services to other state entities when possible.
- Recycle parts from wrecked vehicles. Reuse driveline components (motors, transmissions) from totaled vehicles, where appropriate. Body components such as sheet metal and air bags can also be reused. Savings are compounded when such parts are used to refurbish a unit rather than disposing of them. Be sure to remove usable parts from wrecked vehicles as soon as possible and store for future use. Do not keep unused vehicle frames on the premises indefinitely, as they can pose safety and environmental hazards.
- Create a specific vehicle maintenance policy or schedule for each class of vehicle operated. Enforce the policies and schedules to ensure routine service is completed on time.
- Consider the benefits of establishing relationships with vehicle manufacturers. If your fleet contains several of the same make or model from one manufacturer, you should get to know the manufacturer's representatives in the areas of sales, service, and engineering. These relationships can expedite service, warranty claims and information requests. If a manufacturer requests your cooperation in testing new fixes for persistent problems or new equipment, try to accommodate them.
- Track vehicle and parts warranties to achieve maximum savings on maintenance and repairs. A good warranty tracking system can prevent your agency from paying for repairs or parts that are still covered under manufacturer warranties.
- Change oil and fluid levels at manufacturer-recommended intervals. Incorporate oil change intervals with a reliable oil analysis program.

Vehicle Use

- Never overload vehicles; always stay within the manufacturer's gross vehicle weight guidelines. Overloading vehicles stresses body parts and can be dangerous, as well as harmful to the vehicle.
- Evaluate vehicle use and rotate underused vehicles within and between departments to achieve maximum use.
- Transfer high mileage pooled vehicles to maintenance and grounds departments where they

will not be driven as far. This can extend useful vehicle life by several years.

Motor Pool Management

- Create a centralized motor pool(s) to help reduce fleet size. Make it available to all departments on an as-needed basis. Create sub-pools, as needed, for remote locations or departments with special needs.
- Use state vehicle rental contracts for pool units and for vehicles used infrequently or as back up units.
- Investigate partnering with other state entities nearby to create a joint use vehicle pool to downsize individual fleets.

Shop Management

- Use an automated parts inventory system to track parts availability. Such a system can help guarantee that frequently used parts are available when needed and can simplify ordering procedures.
- Use an automated work order system to schedule preventative maintenance, enhance shop productivity, detail repair information and update billing systems.
- Use rebuilt or recycled parts and supplies when possible. An example would be re-refined oil. Rebuilt and recycled parts are usually less expensive than new parts and may be preferable for high mileage vehicles. Sell used batteries, oil, tires, and scrap metal to firms specializing in recycling these materials.
- Train technicians and encourage them to obtain continuing education and certifications. Consider being recognized as a warranty center by an original manufacturer; this will allow you to perform warranty work in your own shop. This requires technicians to be highly trained and to receive additional training directly from the manufacturer.
- Review possible cost-savings of consolidating maintenance areas into centralized shops. Possible cost-savings may result from fewer staff, bulk purchases of commonly used parts, decreased need for equipment and tools, and better control of billing procedures.

Outputs:

- Agency Fleet Management Plan with agency specific policies and procedures.
- Detailed fleet vehicle records in TXFS.
- Report for Legislature on Agency Alternative Fuel Vehicle Efforts.

Phase VI: Fleet Management

In this phase of the Fleet Vehicle Life Cycle agencies are tasked with monitoring and tracking the use of fleet vehicles to be certain they are being utilized in accordance with all appropriate statutes, policies, and guidelines.

Inputs:

- Agency Fleet Management Plan with agency specific policies and procedures.
- Detailed fleet vehicle records in TXFS.

Agency Activities

Data Analysis and Reporting

Agency fleet managers should periodically review internal and TXFS related fleet vehicle data to evaluate whether state and agency policies and procedures for proper fleet vehicle use are being followed by agency personnel. In addition, fleet managers should also utilize this data to evaluate vehicle utilization and efficiency.

Associated Policies and Guidelines

Fleet Reporting Requirements

OVFM developed a list of fleet data elements to meet fleet reporting guidelines. The required data elements are those needed for OVFM recurring reports. Optional data elements may be used by agencies to assist in making fleet management decisions and meeting the requirements of Texas Administrative Code, Title 34, Part 1, Chapter 20, Sub-chapter E, [Rule 20.435](#).

Each agency must report complete vehicle information through TXFS in compliance with Texas Government Code [2171.101](#). Specific data collection requirements are detailed in Appendix A.

Best Practices

Fleet Management

- Large agencies should assign department or division vehicle coordinators as contact persons for departmental vehicle matters. The agency fleet director or manager should meet with vehicle coordinators to discuss their roles and responsibilities as well as policies and vehicle use issues as they arise.
- Fleet Managers should continuously monitor trade publications for improved processes, products, and training materials. Use environmentally friendly products and processes whenever possible.
- Fleet Managers should consider the benefits of having their agency's fleet manager or directors participate in professional educational opportunities and management conferences.

Outputs:

- Complete and accurate vehicle record in TXFS.
- Agency records for fleet vehicles.

Texas Fleet System (TXFS)

System Description

The requirement to manage the state vehicle reporting system is found in [Chapter 2171](#), Subchapter C of the Government Code for Vehicle Fleet Services and the General Appropriations Act of 2008-2009. On Apr. 27, 2009, the Comptroller of Public Accounts awarded a contract to Agile Assets, Inc. to implement a web-based fleet management system to fulfill this requirement, and TXFS was put into production on August 28, 2009. Fleet managers and other official users may access the system by going to: https://txfs.ovfm.state.tx.us/fleet/Kernel/w_login.jsp.

Required Reports

OVFM is required to report biennially to the Legislature on vehicle information submitted by state agencies. This report contains an inventory of agency vehicles by class of vehicle and the average cost of operation for each class of vehicle.

Not later than January 1 of each odd-numbered year, OVFM will review agency fleet operations and report to the Legislature the status of agency fleets and recommendations for the improvement of agency fleets.

State Agency Reporting

State agencies must submit their vehicle fleet reports quarterly, following the Fiscal Year calendar. Reports are due between the 45th and 60th day after the end of each reporting quarter. Agencies are also encouraged to provide monthly electronic fleet data updates to OVFM. The Fiscal Year begins on September 1 and ends on August 31.

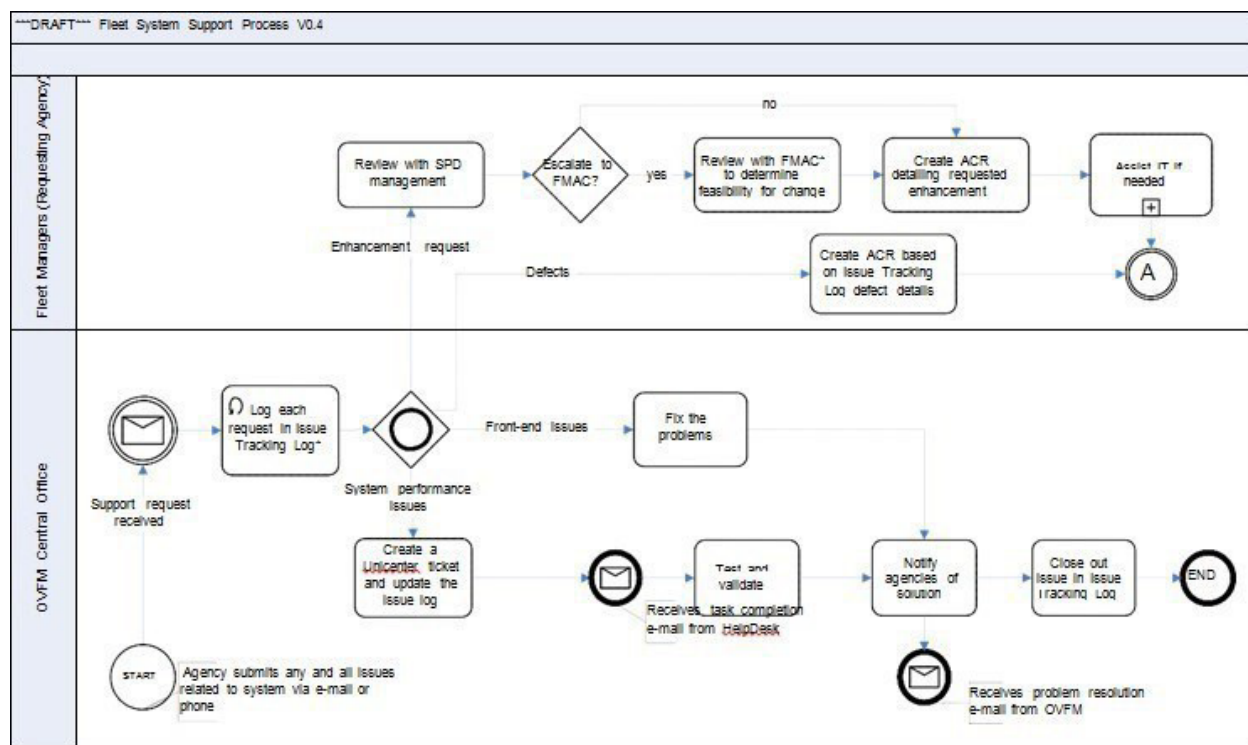
Data Elements

Two categories of data elements exist for TXFS: Required Data Elements and Optional Data Elements. Required Data Elements are those data elements necessary for fleet managers to complete their quarterly reports on the status of their fleets. Optional Data Elements are those data elements available for use by fleet managers to assist in managing their fleets and producing various agency level fleet reports. Appendix A of the Plan contains both categories.

Recommendations are solicited from all fleet managers and should be sent to OVFM for consideration. The priority for addressing system corrections and enhancements is:

1. *Bug fixes*. An obvious problem with the system wherein a function or field fails to operate and does not allow the user to complete the operation.
2. *System repairs*. Configuration, security (read/write access) or other minor fixes that allow the complete or easier completion of a business process or task within the system.
3. *Minor Enhancements*. Relatively simple system improvements which to improve the intended business process or functionality of the system, e.g., configuration changes such as screen changes, field names, field changes, etc.
4. *Major Enhancements*. Fairly complex system improvements to add new functionality, reporting capability or require system programming changes from the vendor.

The business process flow for addressing bugs and enhancements to TXFS is depicted in the following graphic:



Documentation and Training

OVFM will maintain the documentation for TXFS and post changes to those documents on the OVFM web site as they occur. Current documentation consists of **Getting Started**, the Training Tutorial; **Enterprise Asset Management System: First Steps**, User Guide, Batching Specs, and training presentation.

Questions about or recommendations for documentation changes should be sent to OVFM at ovfm@cpa.texas.gov.

Training requests should be directed to OVFM and may be provided on-site. Travel costs for training outside the metropolitan Austin area must be paid by the requesting agency. Agency fleet managers may access a training database link located on the same web page as that for training users. This TXFS version will be kept current with the production system and regularly refreshed with current fleet data for all agencies.

Training requests should be directed to OVFM and may be provided on-site. Travel costs for training outside the metropolitan Austin area must be paid by the requesting agency. Agency fleet managers may access a training database link located on the same web page as that for training users. This TXFS version will be kept current with the production system and regularly refreshed with current fleet data for all agencies.

Annual Support Fee

Except as exempted by Government Code Section 2171.101, subsection (d), state agencies and institutions of higher education will be assessed a prorated annual system support fee based on fleet size. This is done through an electronic Inter-agency Contract Agreement (IAC). The assessment rate is \$15.50 per vehicle for entities owning five (5) vehicles or more or \$25.00 total for entities owning less than five (5) vehicles. All funds collected through interagency agreements for the statewide vehicle fleet management system will be expended solely on the fleet system contractor's annual maintenance charge, system enhancements, and direct cost incurred in delivering user training. Agency fleet managers are requested to forward the IACs to their appropriate accounting office and to reply to the email to confirm receipt. Changes to fleet manager assignments must be reported to OVFM. Questions regarding the annual support fee should be addressed to OVFM.

Appendix A: Fleet Management Reporting Requirements

Required Data Elements

Data No.	Data Name	Entry Frequency	Data Description
1.	Agency Number	Once	Three-digit state agency number as defined by the CPA
2.	Parent Agency	Once	Complete name of owning agency
3.	Vehicle Identification Number	Once	Vehicle identification number as defined by the manufacturer.

4.	Year	Once	Year in which vehicle was manufactured
5.	Make/Manufacturer	Once	Vehicle manufacturer
6.	Model	Once	Vehicle Model
7.	SPA Number	Once	State Property Accounting number
8.	Meter Type	Once	Type of use tracked by the vehicle's odometer calculated in miles or hours
9.	In-service Odometer Reading	Once	Odometer reading at time vehicle is entered into state services
10.	Vehicle Class Code	Once	Vehicle type defined by SPA class code
11.	Fuel Type	Once	Fuel type used by the vehicle
12.	Acquisition Date	Once	Date vehicle was accepted or received
13.	In-service Date	Once	Date vehicle entered into use for agency operations
14.	Acquisition Cost	Once	Original cost to acquire vehicle
15.	Procurement Funding Sources	Once	Source of funds for vehicle purchases
16.	License Plate Number	Once	License plate number as listed on registration
17.	Planned Disposal Date	Once	Expected date of vehicle replacement based on Fleet Management Plan or other replacement guidelines
18.	Out-of-service Date	Once	Date vehicle permanently removed from agency service
Data No.	Data Name	Entry Frequency	Data Description
19.	Wheelbase	Once	Vehicle's wheelbase measurement as provided by the manufacturer
20.	GVWR	Once	Gross Vehicle Weight Rating provided by the manufacturer

21.	Fuel Capacity	Once	Maximum number of gallons of fuel the vehicle can carry
22.	Tier	Once	EPA overall fuel efficiency grading for a vehicle
23.	Bin	Once	EPA rating scale of 1-10 for clean fuel. It is combined with Tier for grading vehicles. 5 is average; 3 is required for agency passenger vehicles.
24.	Transmission Type	Once	Designation of manual or automatic transmission
25.	Drive Type	Once	Designation of 2 or 4-wheel drive
26.	Vehicle Emissions Rating	Once	EPA Greenhouse gas score of vehicles denoted by Tier and Bin rating as provided by the manufacturer
27.	Passenger Capacity	Once	Total number of individuals the vehicle can carry including the driver
28.	Odometer Reading at Disposal	Once	Odometer reading at time of disposal
29.	Disposal Date	Once	Date vehicle was sold, or ownership was transferred
30.	Disposal Price	Once	Gross vehicle sale price or total value from other disposal method
31.	Odometer Reading	Occurrence	Most recent odometer reading
32.	Odometer Reporting Date	Monthly	Date of most recent odometer reading
Data No.	Data Name	Entry Frequency	Data Description
33.	Physical Location	Update	Location code for the facility, region, district, or section where the vehicle is assigned
34.	Assignment/ Management Unit	Update	Organization to which the vehicle belongs

35.	Shop Location	Update	Location where vehicle maintenance is performed
36.	Primary Purpose	Update	Vehicle's primary purpose
37.	Primary Purpose Narrative	Update	Detailed description of the primary purpose of the vehicle
38.	Capitalized Value	Update	Total cost of vehicle (new or transferred) including conversions, components, and/or add-ons affixed to the vehicle
39.	Added Equipment Cost	Update	After market vehicle additions, such as toolboxes, cargo racks, light bars, radios, etc.
40.	Commute to Home	Update	Designation of vehicle used to commute to and from an employee's home
41.	PM / Repairs	Occurrence	Description of preventative maintenance work and repairs performed
42.	PM / Repairs Facility	Occurrence	Type of shop where the preventative maintenance or repair work was performed
43.	PM / Repairs Cost	Occurrence	Total cost of maintenance and repair work conducted
44.	PM / Repairs Time	Occurrence	Time between receipt of vehicle at maintenance facility and completion
Data No.	Data Name	Entry Frequency	Data Description
45.	Fuel Source	Occurrence	Type of fueling facility used: in-house, commercial or interagency
46.	Fuel Type Used	Occurrence	Type of fuel purchased
47.	Fuel Quantity	Occurrence	Quantity of fuel purchased, in gallons or gallon equivalents
48.	Fuel Cost	Occurrence	Total cost of fuel purchased

49.	Incidental Lubricant Cost	Occurrence	Cost of lubricants used during preventative maintenance and repairs
50.	Assignment Detail	Update	Individual or group to which vehicle is assigned
51.	Assignment	Update	Designates vehicle as assigned to an individual, group, or motor pool

Optional Data Elements

Data No.	Data Name	Entry Frequency	Data Description
1.	PM Schedule	Optional	Preventative maintenance schedule
2.	Number of Tires	Optional	Number of tires needed to operate the vehicle
3.	Tire Size	Optional	Tire specifications as provided by the vehicle manufacturer
4.	Engine Oil Capacity	Optional	Engine oil capacity in quarts or liters
5.	Transmission Fluid Capacity	Optional	Transmission fluid capacity in quarts or liters
6.	Downtime	Optional	Total time vehicle was out of use during repair or maintenance work including transfer time before and after work is conducted
7.	Incidental Lubricant	Optional	Lubricants used during preventative maintenance and repairs, such as engine oil, transmission, and brake fluids
8.	Incidental Lubricant Quantity	Optional	Quantity of lubricants used during preventative maintenance and repair
9.	Accident/Incident/Repair Expense	Optional	Total cost to repair damage unrelated to normal use of vehicle, e.g., weather

10.	Engine Size	Once	Engine size, in either liters or cubic inches as provided by the manufacturer
11.	Number of Cylinders	Once	Number of engine cylinders
12.	EPA MPG Rating	Once	Average mileage in the city and highway as approved by EPA and provided by the manufacturer
13.	Depreciation Rate	Once	Rate at which vehicle's value will be depreciated
Data No.	Data Name	Entry Frequency	Data Description
14.	Number of Trips	Monthly	Total number of trips vehicle completes during the month
15.	Number of Passengers	Monthly	Total number of passengers transported in the vehicle during the reported month
16.	Accumulated Depreciation	Update	Dollar amount of the vehicle's depreciated value to date
17.	Current Book Value	Update	Book value of vehicle as carried in SPA system
18.	Standard Labor Rate	Update	Standard labor rate Value of maintenance and repair work
19.	Factory installed Options	Once	Optional equipment installed by the manufacturer prior to purchase or delivery

Appendix B: Definitions

The following definitions are use in this plan and may be applied to field selections in TXFS when recording the most applicable daily use of a vehicle. If a vehicle is used for more than one purpose, select the purpose that best represents most of the vehicle's use time. Selecting law enforcement as a use selection identifies that vehicle as solely used for that purpose.

TERM	DEFINITION
Agency	Refers to all State of Texas agencies. Except where identified otherwise, the term agency includes institutions of higher education.
SPD	Texas Council on Competitive Government.
Outfitting Costs	A comprehensive process that involves installing commercial vehicle accessories to meet the specific needs of the owning entity.
Client Transport	A passenger vehicle primarily utilized for ground transportation of passengers in the conduct of official state business.
Construction	Vehicle is used in the actual construction or repair of buildings, facilities, or roadways. This includes, but is not limited to cranes, dump trucks, bulldozers, cement mixers and graders.
CPA	Texas Comptroller of Public Accounts.
Emergency Vehicle	A vehicle used specifically for emergency operations, including municipal, industrial, and private fire engines, ambulances as identified in Texas Transportation Code Section 541.201. This includes emergency vehicles designated as such by the governing body of a municipality, state accredited blood bank or tissue bank vehicles when making emergency deliveries and vehicles used for law enforcement purposes owned or leased by the federal government.

Fleet Size	Formerly called Fleet Cap, Fleet Size is the authorized fleet ceiling an agency may have without a mandated program change, requirement to meet a federal program initiative or documented program growth change or approved waiver from OVFM to increase fleet size.
LAR	Legislative Appropriations Request.

TERM	DEFINITION
LBB	Legislative Budget Board.
Law Enforcement	Vehicle is used exclusively for official law enforcement purposes of a state agency or institution of higher education. This purpose includes pursuit, covert and security vehicles used for the pursuit of potential law offenders and the enforcement of state and institution laws.
Maintenance	Vehicle is used to maintain a specific building, facility, roadway, or groups of structures in a specific geographic area. This includes but is not limited to refuse collection trucks, vans or trucks used by electrical or plumbing technicians and vehicles used specifically for the conduct of custodial work. Inspection of work is not maintenance and should be considered staff transport.
Materials Transport	Vehicle is used to transport agency materials to and from state and commercial facilities while conducting official state business. Agency materials include raw or manufactured components or goods used in the official daily business of state agencies. This includes but is not limited to lumber, paper, mail, building supplies, office supplies, machinery, and equipment.
OVFM	Office of Vehicle Fleet Management.
Plan	The Texas Vehicle Fleet Management Plan.
Safety	Vehicle is used to maintain safe working or environmental conditions and/or monitor for specific safety or environmental threats. Vehicles used to enforce safety or environmental codes and to investigate incidents or enforce code should be designated as Safety.
Scientific Research	Vehicle is equipped and specifically designated to conduct scientific research.
Staff Transport	Vehicle is used to transport agency personnel to and from public, state, or private facilities while conducting state business.
SPD	Statewide Procurement Division.
TXFS	Texas Fleet System – the official electronic repository of state fleet data reporting.

TXMAS	Texas Multiple Award Schedule (Texas use of GSA contracts).
Trip	The course of travel taken by a vehicle from its starting location to its destination, including any additional stops between the starting location and destination.

Recommendations and corrections may be sent to OVFM at ovfm@cpa.texas.gov. For additional information about state fleet management in Texas visit the CPA website at:

<https://comptroller.texas.gov/purchasing/programs/ovfm/publications.php>

2025 by the Office of Vehicle Fleet Management,

Statewide Procurement Division

Comptroller of Public Accounts

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