

DAS

DEPARTMENT OF
ADMINISTRATIVE
SERVICES

Fleet and Parking Services

Biennial Examination Required Under ORS 283.343 on the Use of State-Owned Vehicles

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State Fleet Reporting

As required by ORS 283.343, the Department of Administrative Services Fleet has gathered data from the state's fleets to report on the following areas:

- (1) Summaries of agency compliance examinations, with specific emphasis on non-complying state agency fleets;
- (2) Numbers of motor vehicles, listed by model and by state agency;
- (3) Mileage utilization of motor vehicles, listed by state agency;
- (4) Operating cost per mile of motor vehicles, listed by state agency; and
- (5) Recommendations for increasing motor vehicle utilization, for decreasing the overall motor vehicle population and for absorbing non-complying state agency fleets into the motor pool.

The table below shows the agencies with their own fleets.

State Agencies With Fleets	
Agency	Authority
DAS	Explicit
Agriculture	General
Education	General
Forestry	Explicit
Oregon Liquor and Cannabis Commission	Delegated
Lottery	Exempt
Military	General
State Police	Explicit
Transportation	General

Authority:

DAS has statutory authority to oversee "light fleet" which is vehicles under 10,000 pound gross vehicle weight. Some of these other agencies have specialized fleets that include "medium" or "heavy" fleet.

"Explicit" means statutory language granting authority to own and operate motor vehicles.

"General" means broad statutory language granting authority to own property and equipment for accomplishing the agency's mission. These agencies may also require the use of medium and heavy vehicles unique to their agency.

"Exempt" means exempt from DAS authority (ORS 283.310).

"Delegated" means authority has been delegated by DAS for the agency to operate its own fleet.

DAS Fleet requested vehicle information from agencies to answer the requirements. The data requested is limited to light fleet vehicles; typically, 1-ton pickup trucks and smaller, SUV's, vans, and sedans. Findings and data provided are as follows.

(1) Summary of agency compliance examinations:

In previous reports, DAS Fleet found Oregon State Police, which is subject to ORS 283.343, could not fully comply with requirements. The accuracy of the miles reported by the agency was questionable when compared to previous reports. OSP implemented an asset management system and were able to report for FY 2018. Some data for FY 2017 was not captured because the system was not fully deployed for the whole fiscal year. However, comparing data reported for 2019 and 2020 indicate that the 2017 and 2018 data still had accuracy issues. OSP is conducting further review and process improvements to ensure data is collected as required and accurately reported.

Oregon Military Department reported a system failure that led to a loss of data for FY 2015 and 2016. They could not report accurate miles nor any maintenance data. The system was repaired and the agency reported for FY 2017 and FY 2018. However, DAS requested the agency re-examine the reported information for 2019 and 2020 because vehicle counts, miles traveled, and costs varied from the previous biennium and from information collected for other reports. The agency is investigating the data but could not provide updated data in time for this reporting period.

The Oregon Department of Education was unable to report data for their six owned light fleet vehicles due to staffing changes. The very small number of vehicles owned by the agency does not affect overall reporting numbers but effort will be made to capture their information again in the next report.

Summary of Data: The three reporting requirements are incorporated into the data tables below for each agency. Detailed vehicle data by agency is included in Appendix A.

(2) Numbers of motor vehicles, listed by model and by state agency: The total number of Light Fleet Vehicles for the reporting agencies has remained relatively static. The red numbers below indicate a data anomaly that OMD reviewed- the numbers shown for 2017 and 2018 are accurate. Therefore, the overall light vehicle count has not changed significantly over the last six fiscal years. Also, the count can easily fluctuate by 100 or more vehicles in a month because of incoming new deliveries and vehicles staged to be sold.

Light Fleet Vehicles per Agency

	2017	2018	2019	2020	2021	2022
DAS	4,208	4,266	4,214	4,267	4,115	4,092
ODOT	1,217	1,190	1257	1248	1,222	1,165
Forestry	394	392	394	399	404	455
State Police	1,019	998	910	911	1,125	1,107
Military	93	93	56	69	76	74

OLCC	59	67	76	76	79	87
Agriculture	221	244	237	242	234	234
Total Count	7,211	7,250	7,144	7,212	7,255	7,140

(3) Mileage utilization of motor vehicles, listed by state agency: Most agencies saw a drop in miles traveled (some significantly) during COVID related state operation closures. Agencies such as ODOT, Forestry, and Oregon State Police did not see as much decrease in usage because of the nature of their operations. A steady increase in overall vehicle usage has occurred since state offices officially reopened in May 2022.

Miles	2017	2018	2019	2020	2021	2022
DAS	42,006,698	42,911,060	43,598,612	36,564,470	23,643,551	29,358,728
ODOT	13,775,681	14,453,501	14,045,564	13,688,458	12,814,114	12,199,214
Forestry	3,062,200	3,189,168	3,076,927	3,344,263	2,872,886	2,974,856
State Police	21,605,004	27,345,111	12,186,213	12,933,851	12,588,644	13,330,178
Military	451,213	461,293	580,316	919,814	345,842	361,402
OLCC	497,719	583,154	551,387	487,478	288,096	365,405
Agriculture	2,160,315	2,400,376	2,279,088	2,219,470	1,731,893	2,037,897
Total Miles	83,558,830	91,343,663	76,318,107	70,157,804	53,939,274	60,266,273

(4) Operating cost per mile of motor vehicles, listed by state agency: Operational costs rose in 2021 and 2022. This is primarily tied to the rise and fall of fuel costs and the reduced number of overall miles travel during COVID operation restrictions and building closures. The items in red below indicate reported amounts that may have data errors or are known data issues.

Department of Agriculture took a second look at the 2019 data because of how much it varied from other years. It appears there was simply a large number of expensive repairs that year. This is a phenomenon sometimes seen in smaller fleets and can lead to swings for Cost Per Mile for that fleet from one year to another.

Cost Per Mile	2017	2018	2019	2020	2021	2022
DAS	\$0.18	\$0.20	\$0.21	\$0.21	\$.23	\$.29
ODOT	\$0.27	\$0.29	\$0.33	\$0.33	\$.30	\$.42
Forestry	\$0.25	\$0.27	\$0.29	\$0.29	\$.27	\$.39
State Police	\$0.20	\$0.17	\$0.29	\$0.28	\$.30	\$.41
Military	\$0.17	\$0.21	\$0.19	\$0.10	\$.28	\$.22
OLCC	\$0.14	\$0.17	\$0.23	\$0.21	\$.24	\$.32
Agriculture	\$0.19	\$0.21	\$0.30	\$0.22	\$.19	\$.28
Total Average Cost per Mile	\$0.20	\$0.21	\$0.26	\$0.23	\$.27	\$.35

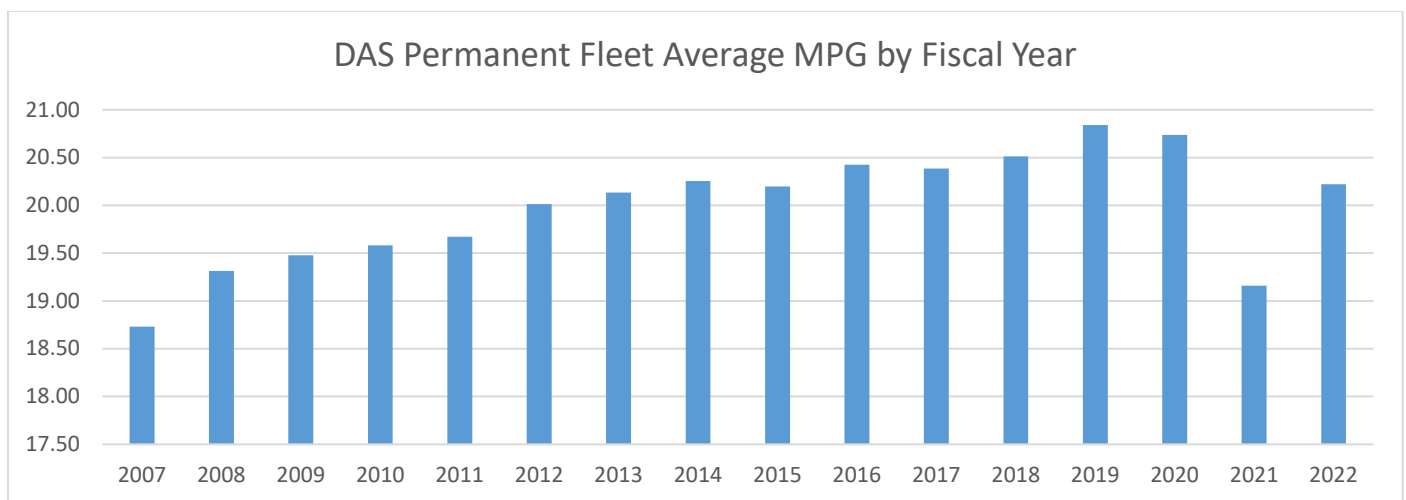
Combining fuel and maintenance cost per mile as a measure of operating costs has inherent limitations; specifically, the cost of fuel is market driven and has fluctuated wildly over the last several biennia. This fluctuation in fuel costs carries through to fluctuations in the operating costs per mile. Because the cost of fuel is outside the control of fleet managers, the requirement to track and report on fuel as part of the operational cost per mile should be considered for removal from the statute since it provides little indication on how well resources are being managed.

Overall, the statutory requirement for reporting of this data does not seemingly result in changes in practice, policy, or strategies on a statewide level because operational fuel costs are driven by market forces. Also, the number of vehicles used by agencies is directly dependent on the number of vehicles needed to accomplish agency missions. The recommendation is to remove or modify the reporting requirement in statute.

The maintenance cost per mile is an industry wide measure of cost-efficient management of the vehicle assets and should remain as a standard measurement across the state fleets. In general, if the state fleets are keeping the rise of the cost for maintenance within the rise of inflation or lower, they are managing this operating expenditure very well. However, as fleets have kept vehicles longer to reduce new vehicle budget expenditures, this cost factor needs to be monitored for increases due to aging of fleet vehicles and keeping vehicles beyond economically sound lifecycles. Currently this is a factor for DAS Fleet, which has not been funded at a level for optimal fleet replacement for over a decade now. It is a growing concern in the other fleets as well, especially because of inability to replace vehicles as normal due to COVID and world conflict related vehicle manufacturing shortages.

Measuring miles per gallon may provide better insight into efficient and cost-effective fuel management and should be considered as an alternative to fuel cost per mile. As fleets replace vehicles with more fuel-efficient models, the increased MPG also reduces overall fuel costs. DAS Fleet tracks MPG fuel efficiency as an internal performance metric and as a Legislative Key Performance Measure. The chart below illustrates how DAS has increased average fuel efficiency by 8% since 2007.

However, even this method has limitations. As illustrated in the chart below, the years impacted by COVID shutdowns (2020 through 2022) affected MPG efficiency as well.



Monitoring of MPG across the state light fleets will help ensure Oregon remains on track for incorporating fuel efficient technologies and controlling carbon impacts related to vehicle travel.

(5) Recommendations for increasing motor vehicle utilization, for decreasing the overall motor vehicle population, for increasing the percentage of zero-emission vehicles within the motor pool and agency fleets and for absorbing noncomplying state agency fleets into the motor pool:

For increasing utilization and decreasing size of the state fleet, DAS Fleet recommends continuing the efforts that began in September of 2010 to reduce the number of underutilized vehicles across the top ten DAS agency vehicle customers and with the agencies listed above who operate their own fleets.

This effort engaged these customers by providing vehicle use data, corrective course of action, and guidance on methods for optimizing use of existing resources. Since the initial meetings, agencies have returned vehicles for sale or reassignment and continue to examine areas for improvement. In many cases, this involves breaking down internal and external “silos” that exist between programs and agencies to share vehicles across budgetary boundaries.

The next biennial Minimum Mileage Review will examine calendar year 2023 data to give a clearer picture of how these newer work paradigms have begun to state fleet vehicle needs. The 2023 review is planned as a “right-sizing” exercise to remove vehicles from the fleets that do not meet minimum standards and do not have a justifiable reason for continued deployment. Vehicles identified as such will be redeployed to where other needs have been identified or sold.

Additionally, DAS and the agencies that own fleets listed on this report have implemented the following policies and practices to increase use of existing vehicles.

1. Requiring justification for replacement of vehicles that do not meet minimum mileage standards; vehicles must meet a valid exemption to be replaced. This effort is to ensure underutilized vehicles are removed from the fleet at their end of life and to increase use of remaining vehicles
2. Vehicles that do not meet required minimum mileage standards and are not granted an exemption are removed from the fleet for reassignment elsewhere or sold.
3. DAS has placed further scrutiny on fulfilling additional vehicle requests from agency customers. Agencies are directed to seek existing underutilized vehicles within their operations to meet additional vehicle needs. Setting priorities on how and where to use vehicle resources is not well developed at many agencies and DAS is assisting with analyzing vehicle usage and cost data to drive sound resource allocation decisions.
4. Implementing Executive Order 17-21, Executive Order 20-04, and SB 1044 (now added to ORS 283) to increase the number of Low Emission Vehicles (Hybrids) and Zero Emission Vehicles (Electric Vehicles and Plug-in Hybrid Electric Vehicles). It will take considerable time and funding for agencies to install charging infrastructure and budget for the additional purchase cost of the vehicles. However, over time, the overall fuel efficiency of the fleet will be greatly increased while significantly lowering carbon emissions.

To increase ZEV adoption in state fleets, a concerted, coordinated effort to manage the cost and people resources to electrify the fleet should be considered. A 2019 DAS fleet electrification study showed that the total cost of ownership is favorable in many use cases for ZEV versions of vehicles out now and emerging on the market. However, the largest hurdles to fleet electrification remains the cost and effort

to install charging infrastructure and the incremental cost of the vehicles. Add the people resources needed to manage the implementation of projects, and the cost is even higher.

DAS and ODOT have started installation of over 250 Level 2 charger ports at over 20 sites for state vehicle, employee, and limited public use. Many locations need significant site and electric service improvements to support current and future charger installation needs. The cost per charger port in the current projects ranges from \$6,618 to over \$30,000, depending on the site involved. For the DAS project, the estimated average cost for the currently usable and future chargers the project will enable is \$14,420 per port. Note: these projects and costs indicated are for state office sites and not related to ODOT's transportation electrification efforts that will install DC fast charging on major highway corridors.

Based on electrification studies, research, and consultation with others engaged in fleet electrification across the fleet industry, DAS estimates the cost to completely electrify the state's entire light fleet with the vehicles available *right now* is between \$200 million and \$300 million. This in addition to what is currently spent on operating the current fleets and includes the incremental cost between regular Internal Combustion Engine vehicles plus the charging infrastructure needed where the vehicles are deployed across the state. A further unknown, long range fiscal impact is the maintenance and replacement cost of the supporting EV charging infrastructure. Like the vehicles, the chargers have maintenance needs and a limited functional lifecycle.

The effort to electrify the state fleet will be spread out over a decade or two and we can expect to see vehicle and charging infrastructure costs to decrease over time. However, the estimate above is a good indication of the scale and cost the effort entails to meet the Zero Emission Vehicle policy goals for state fleets in Executive Order 17-21, Executive Order 20-04, and in ORS 283.327, which was updated by the Legislative Assembly in 2019.

Oregon would best be served by putting dedicated resources around developing and funding a coordinated, comprehensive plan for EV charging infrastructure that stretches across state agencies and their owned and leased facilities. Whether this effort is housed at DAS or not, the idea is to follow California's lead with a centralized program to coordinate the planning, funding, project management, and procurement activities needed to effectively install the EV charging infrastructure required to meet deployment goals for state fleets. This could include a dedicated program (like California's) to assist agencies to plan, design and manage installation projects, coordinate with external entities for funding and resources and provide technical support for EV policy. For Oregon, this would include coordinating with utilities for grant and other funding opportunities to support electrification efforts. A centralized approach may initially take longer to set up and gain traction but would yield a comprehensive, expandable, and interoperable charging system for state vehicles now and for the next decade or more. This effort would also need to incorporate the infrastructure needed for employee and public visitor charging as well.

Appendix A

Please note that the fuel cost for EV's and PHEV's is not fully captured because there is no ability to accurately capture all electricity use and public charger use across the vehicles.

DAS Fleet

FY 2021	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	13	115,045	\$17,215	\$24,609	\$0.364
Cargo Van	84	580,968	\$84,720	\$89,697	\$0.300
EVs (Full Battery Electric)	12	18,264	\$1,204	\$147	\$0.074
PHEVs (Plug-in Hybrid Electric Vehicle)	17	67,712	\$2,044	\$3,399	\$0.080
LEVs (Hybrids or over 40 MPG efficiency)	327	1,421,065	\$102,619	\$85,788	\$0.133
Other	40	92,687	\$39,003	\$25,586	\$0.697
Passenger Van	439	3,177,072	\$296,140	\$464,738	\$0.239
Pickup (one ton and under)	1,045	8,308,819	\$722,963	\$1,418,112	\$0.258
Sedans	1,339	5,905,867	\$548,984	\$635,480	\$0.201
Station Wagon	1	251	\$241	\$38	\$1.112
SUV	798	3,955,801	\$368,833	\$481,733	\$0.215
	4,115	23,643,551	\$2,183,967	\$3,229,327	\$0.229

FY 2022	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	71	135,632	\$15,391	\$49,651	\$0.480
Cargo Van	97	640,161	\$61,335	\$154,157	\$0.337
EVs (Full Battery Electric)	12	40,147	\$693	\$0	\$0.017
PHEVs (Plug-in Hybrid Electric Vehicle)	16	50,554	\$3,504	\$3,947	\$0.147
LEVs (Hybrids or over 40 MPG efficiency)	356	2,431,062	\$115,373	\$242,180	\$0.147
Other	39	65,388	\$43,923	\$26,389	\$1.075

Passenger Van	418	3,405,405	\$351,752	\$750,778	\$0.324
Pickup (one ton and under)	992	9,069,932	\$836,339	\$2,333,640	\$0.350
Sedans	1,297	7,847,658	\$716,655	\$1,258,211	\$0.252
Station Wagon	0	0	\$0	\$0	N/A
SUV	794	5,672,784	\$483,239	\$1,020,615	\$0.265
	4,092	29,358,723	\$2,628,204	\$5,839,568	\$0.288

Oregon Department of Transportation

FY 2021	Vehicle Count (June 30, 2021)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0	0	\$0	\$0	\$0.000
Cargo Van	46	310,467	\$34,812	\$56,197	\$0.293
EV's (Full Battery Electric) ELE	3	947	\$228		\$0.240
PHEV's (Plug-in Hybrid Electric Vehicle) PHV	6	2,845	\$971	\$170	\$0.401
LEV's (Hybrids or over 40 MPG efficiency) EVC	13	55,552	\$6,828	\$4,577	\$0.205
Other	0	0	\$0	\$0	\$0.000
Passenger Van	44	277,497	\$25,589	\$48,122	\$0.266
Pickup (one ton and under)	803	10,409,409	\$1,521,069	\$1,895,340	\$0.328
Sedans	112	536,810	\$40,229	\$45,666	\$0.160
Station Wagon	0	0	\$0	\$0	\$0.000
SUV	195	1,220,587	\$92,413	\$129,771	\$0.182
	1,222	12,814,114	\$1,722,139	\$2,179,843	\$0.305

FY 2022	Vehicle Count (June 30, 2022)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0	0	\$0	\$0	\$0.000
Cargo Van	24	227,616	\$21,303	\$61,956	\$0.366
EV's (Full Battery Electric) ELE	2	725	\$113		\$0.156

PHEV's (Plug-in Hybrid Electric Vehicle) PHV	6	7,643	\$2,061	\$559	\$0.343
LEV's (Hybrids or over 40 MPG efficiency) EVC	21	144,223	\$5,708	\$10,916	\$0.115
Other	0	0	\$0	\$0	\$0.000
Passenger Van	52	368,035	\$44,909	\$93,590	\$0.376
Pickup (one ton and under)	766	9,583,212	\$1,765,153	\$2,720,519	\$0.468
Sedans	101	552,771	\$22,340	\$69,892	\$0.167
Station Wagon	0	0	\$0	\$0	\$0.000
SUV	193	1,314,989	\$111,728	\$200,050	\$0.237
	1,165	12,199,214	\$1,973,315	\$3,157,481	\$0.421

Oregon Department of Forestry

FY 2021	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	3	23,553	\$379	\$3,488	\$0.164
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)					
Other					
Passenger Van	3	16,868	\$568	\$3,153	\$0.221
Pickup (one ton and under)	334	2,606,215	\$277,799	\$458,546	\$0.283
Sedans	14	32,922	\$3,042	\$2,930	\$0.181
Station Wagon					
SUV	50	193,328	\$14,307	\$23,077	\$0.193
	404	2,872,886	\$296,094	\$491,194	\$0.274

FY 2022	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	3	28,692	\$328	\$7,040	\$0.257
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)					
Other					
Passenger Van	3	13,571	\$0	\$3,631	\$0.268
Pickup (one ton and under)	378	2,729,484	\$303,209	\$761,838	\$0.390
Sedans	14	29,401	\$5,422	\$5,118	\$0.359
Station Wagon					
SUV	57	173,708	\$19,912	\$58,115	\$0.449
	455	2,974,856	\$328,871	\$835,742	\$0.391

Oregon State Police: FY 2017 data incomplete. Tracking system implemented in that year.

FY 2021	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0				
Cargo Van	7	17,089	\$8,600	\$15,078	\$ 1.39
EV's (Full Battery Electric)	0				
PHEV's (Plug-in Hybrid Electric Vehicle)	0				
LEV's (Hybrids or over 40 MPG efficiency)	0				
Other	0				
Passenger Van	9	10,685	\$11,057	\$19,386	\$ 2.85

Pickup (one ton and under)	232	3,286,486	\$285,014	\$499,728	\$ 0.24
Sedans	533	7,245,565	\$654,796	\$1,148,082	\$ 0.25
Station Wagon	0				
SUV	344	2,028,819	\$422,607	\$740,976	\$ 0.57
	1,125	12,588,644	\$1,382,074	\$2,423,250	\$0.302

FY 2022	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0				
Cargo Van	21	17,549	\$32,198	\$71,068	\$ 5.88
EV's (Full Battery Electric)	0				
PHEV's (Plug-in Hybrid Electric Vehicle)	0				
LEV's (Hybrids or over 40 MPG efficiency)	0				
Other	0				
Passenger Van	20	37,861	\$30,665	\$67,683	\$ 2.60
Pickup (one ton and under)	253	3,613,589	\$387,910	\$856,195	\$ 0.34
Sedans	566	7,452,259	\$867,814	\$1,915,440	\$ 0.37
Station Wagon	0				
SUV	247	2,208,920	\$378,710	\$835,890	\$ 0.55
	1,107	13,330,178	\$1,697,297	\$3,746,276	\$0.408

Oregon Military Department

FY 2021	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0	0	\$0	\$0	
Cargo Van	18	69,900	\$5,697	\$1,410	\$0.10
EV's (Full Battery Electric)	0	0	\$0	\$0	

PHEV's (Plug-in Hybrid Electric Vehicle)	1	120	\$348	\$85	\$3.61
LEV's (Hybrids or over 40 MPG efficiency)	0	0	\$0	\$0	
Other					
Passenger Van	6	36,276	\$442	\$6,393	\$0.19
Pickup (one ton and under)	32	95,474	\$24,374	\$28,641	\$0.56
Sedans	7	35,574	\$4,142	\$3,423	\$0.21
Station Wagon	0	0	\$0	\$0	
SUV	12	108,498	\$11,051	\$10,755	
	76	345,842	\$46,054	\$50,706	\$0.280

FY 2022	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0	0	\$0	\$0	
Cargo Van	18	73,500	\$909	\$15,820	\$0.23
EV's (Full Battery Electric)	0	0	\$0	\$0	
PHEV's (Plug-in Hybrid Electric Vehicle)	1	285	\$465	\$85	\$1.93
LEV's (Hybrids or over 40 MPG efficiency)	0	0	0	0	
Other	0	0	\$0	\$0	
Passenger Van	6	45,190	\$2,452	\$9,313	\$0.26
Pickup (one ton and under)	31	67,298	\$2,176	\$16,716	\$0.28
Sedans	6	49,944	\$1,496	\$7,608	\$0.18
Station Wagon	0	0	\$0	\$0	
SUV	12	125,185	\$5,082	\$18,937	
	74	361,402	\$12,579	\$68,479	\$0.224

Oregon Liquor and Cannabis Commission

FY 2021	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van					
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)	2	5,610		\$328	\$0.058
Other					
Passenger Van					
Pickup (one ton and under)	17	39,806	\$2,795	\$6,305	\$0.229
Sedans	41	166,752	\$26,733	\$21,018	\$0.286
Station Wagon	2	7,318	\$342	\$942	\$0.175
SUV	17	68,610	\$4,273	\$7,326	\$0.169
	79	288,096	\$34,143	\$35,919	\$0.243

FY 2022	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van					
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					

LEV's (Hybrids or over 40 MPG efficiency)	2	6,589	\$138	\$1,042	\$0.179
Other					
Passenger Van					
Pickup (one ton and under)	23	90,471	\$4,950	\$22,230	\$0.300
Sedans	41	169,787	\$30,515	\$37,900	\$0.403
Station Wagon	4	29,933	\$1,806	\$4,477	\$0.210
SUV	17	68,625	\$4,182	\$8,279	\$0.182
	87	365,405	\$41,591	\$73,928	\$0.316

Oregon Department of Agriculture

FY 2021	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0	0	0	0	0
Cargo Van	0	0	0	0	0
EV's (Full Battery Electric)	0	0	0	0	0
PHEV's (Plug-in Hybrid Electric Vehicle)	0	0	0	0	0
LEV's (Hybrids or over 40 MPG efficiency)	8	29,998	\$1,226	\$2,742.44	\$0.132
Other (minivans)	9	89,974	\$6,194	\$13,106	\$0.215
Passenger Van	1	8,512	\$132	\$1,633	\$0.207
Pickup (one ton and under)	139	1,098,333	\$39,344	\$191,690	\$0.210
Sedans	3	608	0	\$55	\$0.091
Station Wagon	0	0	0	0	\$0.000
SUV	74	504,558	\$22,344	\$57,155	\$0.158

234 1,731,983 \$69,240 \$266,382 \$0.194

FY 2022	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	0	0	0	0	0
Cargo Van	0	0	0	0	0
EV's (Full Battery Electric)	0	0	0	0	0
PHEV's (Plug-in Hybrid Electric Vehicle)	0	0	0	0	0
LEV's (Hybrids or over 40 MPG efficiency)	8	56,426	\$3,490	\$6,194	\$0.172
Other (minivans)	9	63,573	\$5,420	\$13,425	\$0.296
Passenger Van	1	5,748	\$0	\$1,536	\$0.267
Pickup (one ton and under)	139	1,288,925	\$90,046	\$327,356	\$0.324
Sedans	3	10,333	\$426	\$1,779	\$0.213
Station Wagon	0	0	0	0	\$0.000
SUV	74	612,892	\$27,657	\$97,068	\$0.204
	234	2,037,897	\$127,039	\$447,357	\$0.282