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
Liquor Control Commission	Delegated
Lottery	Exempt
Military	General
State Police	Explicit
Transportation	General
OUS	Exempt

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 able to report for the first time the data for their six owned light fleet vehicles. The agency's effort to capture this data to be compliant with the reporting requirements is greatly appreciated.

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 is reviewing- the numbers shown are not likely accurately. Therefore, the overall light vehicle count is very similar to 2018

	2015	2016	2017	2018	2019	2020
DAS	4,116	4,221	4,208	4,266	4,214	4,267
ODOT	1,281	1,276	1,217	1,190	1257	1248
Forestry	374	357	394	392	394	399
State Police	860	912	1,019	998	910	911
Military	104	101	93	93	**56**	**69**
OLCC	59	60	59	67	76	76
Agriculture	318	318	221	244	237	242
Total Count	**7,112**	**7,245**	**7,211**	**7,250**	**7,144**	**7,212**

(3) Mileage utilization of motor vehicles, listed by state agency: Most agencies saw a drop in miles traveled from 2011 and then an increase that began in 2014. This is most likely attributed to drop in agency activity during budget shortages years that is starting to reverse as agency budgets have been restored to higher levels.

Miles	2015	2016	2017	2018	2019	2020
DAS	43,351,083	42,992,335	42,006,698	42,911,060	43,598,612	36,564,470
ODOT	15,936,415	15,275,017	13,775,681	14,453,501	14,045,564	13,688,458
Forestry	3,120,630	1,674,260	3,062,200	3,189,168	3,076,927	3,344,263
State Police	**5,709,291**	**5,576,938**	**21,605,004**	**27,345,111**	12,186,213	12,933,851
Military	**356,102**	**345,141**	451,213	461,293	**580,316**	**919,814**
OLCC	525,683	471,354	497,719	583,154	551,387	487,478
Agriculture	2,929,933	2,428,621	2,160,315	2,400,376	2,279,088	2,219,470
Total Miles	71,929,137	68,763,666	**83,558,830**	**91,343,663**	76,318,107	70,157,804

(4) Operating cost per mile of motor vehicles, listed by state agency: Operational costs rose from dropped slightly in 2017 and 2018. This is primarily tied to the rise and fall of fuel costs. The items in red below indicate reported amounts that may have data errors or are known data issues.

For ODOT, the CPM's reported for 2019 and 2020 are $.04 per mile or about 14% higher the previous biennium and about the same higher than Forestry's data for 2019/2020. Normally, the agencies are closer together for their CPM's as they both have high percentages of pickups and SUV's. DAS has suggested review of the data to see if this is a new trend up for

OSP continues to refine its data collection and the amounts reported prior to 2019 are inaccurate. However, the data for 2019 and 2020 does seem to be consistent with other agencies and likely accurate. OSP is conducting further review and process improvements to ensure data is collected as required and accurately reported.

Oregon Military Department has also had data collection difficulties. For 2019 and 2020, DAS requested the agency re-examine the reported information because vehicle counts, miles traveled, and costs varied from the previous biennium and from information collected for other reports. The agency was unable to provide updated information in time for this report submittal.

Department of Agriculture is taking a second look at the 2019 data because of how much it varies from other years. It may be there was simply a large number of expensive repairs that year but the agency will review data for each vehicle to see if there is an anomaly.

Cost Per Mile	2015	2016	2017	2018	2019	2020
DAS	$0.21	$0.18	$0.18	$0.20	$0.21	$0.21
ODOT	$0.31	$0.25	$0.27	$0.29	**$0.33**	**$0.33**

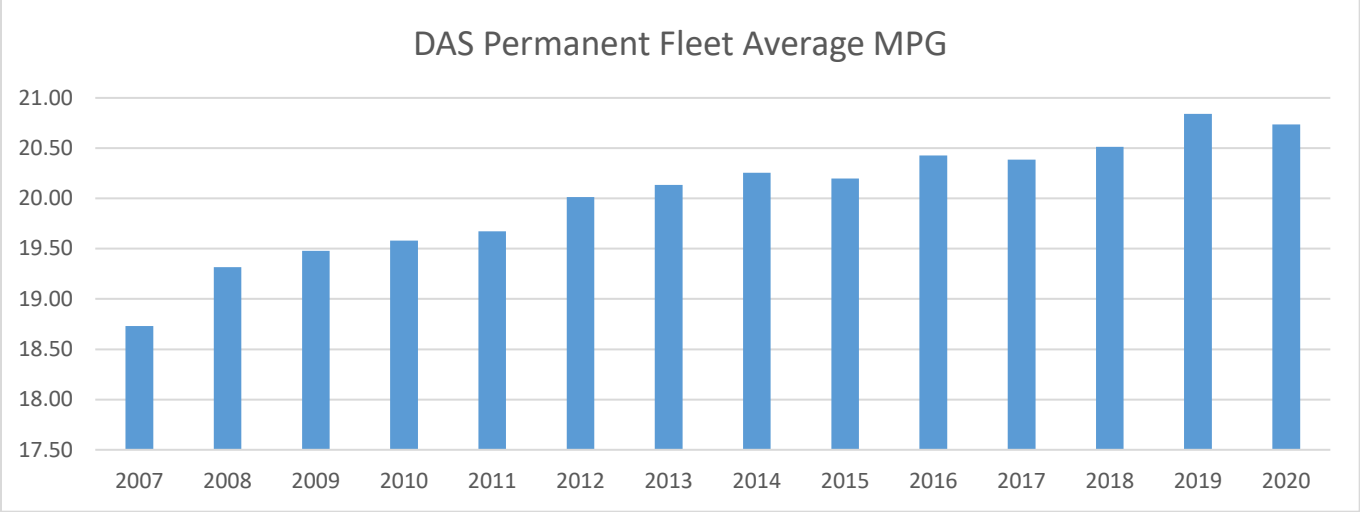
Forestry	$0.29	$0.25	$0.25	$0.27	$0.29	$0.29
State Police	**$0.77**	**$0.63**	**$0.20**	**$0.17**	$0.29	$0.28
Military	**$0.17**	**$0.24**	$0.17	$0.21	**$0.19**	**$0.10**
OLCC	$0.22	$0.21	$0.14	$0.17	$0.23	$0.21
Agriculture	$0.24	$0.22	$0.19	$0.21	**$0.30**	$0.22
Total Average Cost per Mile	**$0.25**	**$0.23**	**$0.20**	**$0.21**	**$0.26**	**$0.23**

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 removed 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 amount 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.

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 11% since 2007.



Monitoring of MPG across the state light fleets will help ensure Oregon remains on track for incorporating fuel efficient technologies and controlling greenhouse gas emissions.

(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.

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 additional vehicle requests to 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 most 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). This will take some time to install charging infrastructure and budget for the additional purchase cost of the vehicles. However, over time, the fuel efficiency of the fleet will be increase while lowering carbon emissions.

To increase ZEV adoption in state fleets, a concerted effort to manage the cost and people resources to electrify the fleet should be considered. A recent 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 soon emerging on the market. However, the largest hurdles to fleet electrification is the cost and effort to install charging infrastructure and the incremental cost of the vehicles. Add to that the substantial cost of the people resources needed to manage the implementation of projects, and the cost is even higher.

While there are not vehicles currently available that would meet all use cases, DAS estimates that were the state able to electrify all state light fleet with Zero Emission Vehicles right now, the cost to install enough charging infrastructure and pay the incremental cost for the higher price vehicles would be approximately $200 million more than what the state currently would pay to replace the fleet with conventional ICE vehicles.

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 Governor Brown's Executive Order 17-21, Executive Order 20-04, and in ORS 283.327 that was updated by he 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. However, the cost for electricity as a fuel should not be significantly higher than what is shown. For example, if we estimate the electricity used for the DAS Fleet EV miles traveled, we get about 2,180 kWh at a cost of approximately $240. Overall cost would be higher since public and privately owned chargers often have a markup on kWh supplied to cover the costs to provide the charging services.

DAS Fleet

FY 2019	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	17	155,285	$12,271	$37,927	**$0.323**
Cargo Van	85	655,176	$87,682	$121,243	**$0.319**
EV's (Full Battery Electric)	13	67,973	$1,350	$594	**$0.029**
PHEV's (Plug-in Hybrid Electric Vehicle)	12	137,163	$3,942	$8,174	**$0.088**
LEV's (Hybrids or over 40 MPG efficiency)	297	3,249,969	$166,836	$224,098	**$0.120**
Other	46	258,146	$34,594	$39,761	**$0.288**
Passenger Van	446	4,380,459	$371,351	$757,670	**$0.258**
Pickup (one ton and under)	1,071	10,495,191	$861,297	$2,031,519	**$0.276**
Sedans	1,416	14,714,947	$941,525	$1,739,380	**$0.182**
Station Wagon	1	8,695	$2,855	$1,288	**$0.476**
SUV	810	9,475,608	$452,030	$1,245,549	**$0.179**
	4,214	**43,598,612**	**$2,935,735**	**$6,207,203**	**$0.210**

FY 2020	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis	14	145,243	$19,524	$31,858	**$0.354**
Cargo Van	81	640,215	$71,715	$102,810	**$0.273**
EV's (Full Battery Electric)	12	66,073	$866	$90	**$0.014**
PHEV's (Plug-in Hybrid Electric Vehicle)	17	142,184	$3,657	$7,616	**$0.079**
LEV's (Hybrids or over 40 MPG efficiency)*	343	2,595,479	$130,109	$164,282	**$0.113**
Other	43	161,808	$29,707	$35,550	**$0.403**
Passenger Van	451	3,869,247	$365,396	$606,829	**$0.251**
Pickup (one ton and under)	1,054	9,852,502	$790,911	$1,695,398	**$0.252**
Sedans	1,427	11,383,905	$885,048	$1,272,472	**$0.190**
Station Wagon	1	4,758	$1,781	$654	**$0.512**

SUV	824	7,703,056	$497,219	$945,413	**$0.187**
	4,267	**36,564,470**	**$2,795,933**	**$4,862,972**	**$0.209**

Oregon Department of Transportation

FY 2019	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	56	477,420	$76,538	$98,983	**$0.368**
EV's (Full Battery Electric)	5	3,573	$741	$266	**$0.282**
PHEV's (Plug-in Hybrid Electric Vehicle)	5	15,484	$479	$1,265	**$0.113**
LEV's (Hybrids or over 40 MPG efficiency)	10	69,222	$4,877	$4,199	**$0.131**
Other					
Passenger Van	59	484,408	$56,344	$92,861	**$0.308**
Pickup (one ton and under)	803	10,043,768	$1,646,564	$2,122,627	**$0.375**
Sedans	133	1,187,231	$66,786	$118,009	**$0.156**
Station Wagon					
SUV	186	1,764,458	$112,910	$210,415	**$0.183**
	1,257	**14,045,564**	**$1,965,239**	**$2,648,625**	**$0.328**

FY 2020	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	51	481,941	$52,663	$84,455	**$0.285**
EV's (Full Battery Electric)	5	1,906	$1,507	$237	**$0.915**
PHEV's (Plug-in Hybrid Electric Vehicle)	6	31,851	$724	$1,865	**$0.081**
LEV's (Hybrids or over 40 MPG efficiency)	10	46,603	$5,178	$2,785	**$0.171**

Other					
Passenger Van	50	362,470	$55,063	$61,694	**$0.322**
Pickup (one ton and under)	794	10,108,054	$1,806,673	$1,946,388	**$0.371**
Sedans	135	982,341	$59,987	$87,863	**$0.151**
Station Wagon					
SUV	197	1,673,292	$114,459	$177,199	**$0.174**
	1,248	**13,688,458**	**$2,096,254**	**$2,362,487**	**$0.326**

Oregon Department of Forestry

FY 2019	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	2	14,991	$ 1,042	$ 2,699	
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)					
Other					
Passenger Van	7	38,327	$ 2,840	$ 8,080	
Pickup (one ton and under)	326	2,503,588	$ 276,617	$ 492,981	
Sedans	16	125,759	$ 5,471	$ 13,836	
Station Wagon					

SUV	44	394,262	$ 33,136	$ 53,321	
	395	**3,076,927**	**$319,106**	**$570,917**	**$0.289**

FY 2020	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	13,178	$ 10,075	$ 2,641	
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)					
Other					
Passenger Van	6	42,619	$ 4,127	$ 8,726	
Pickup (one ton and under)	330	2,903,134	$ 331,264	$ 524,306	
Sedans	16	95,323	$ 14,529	$ 10,022	
Station Wagon					
SUV	44	290,009	$ 19,980	$ 43,421	
	399	**3,344,263**	**$379,975**	**$589,116**	**$0.290**

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

FY 2019	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	8	41,821	$2,359	$4,727	0.17
EV's (Full Battery Electric)	0	0	$0	$0	0.00
PHEV's (Plug-in Hybrid Electric Vehicle)	0	0	$0	$0	0.00
LEV's (Hybrids or over 40 MPG efficiency)	0	0	$0	$0	0.00
Other	19	17,161	$8,126	$3,293	0.67
Passenger Van	9	53,415	$1,160	$7,032	0.15
Pickup (one ton and under)	222	2,753,915	$372,999	$608,548	0.36
Sedans	500	7,122,754	$661,441	$1,234,882	0.27
Station Wagon	0	0	$0	$0	0.00
SUV	152	2,197,147	$239,583	$391,902	0.29
	910	**12,186,213**	**$1,285,668**	**$2,250,384**	**0.29**

FY 2020	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	0.00
Cargo Van	8	44,572	$5,667	$4,991	0.24
EV's (Full Battery Electric)	0	0	$0	$0	0.00
PHEV's (Plug-in Hybrid Electric Vehicle)	0	0	$0	$0	0.00
LEV's (Hybrids or over 40 MPG efficiency)	0	0	$0	$0	0.00
Other	20	18,429	$13,284	$986	0.77
Passenger Van	9	48,788	$2,089	$5,488	0.16

Pickup (one ton and under)	222	2,860,479	$411,959	$568,098	0.34
Sedans	500	7,652,596	$762,250	$1,182,211	0.25
Station Wagon	0	0	$0	$0	0.00
SUV	152	2,308,987	$317,462	$380,732	0.30
	911	**12,933,851**	**$1,512,711**	**$2,142,506**	**0.28**

Oregon Military Department

FY 2019	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	25	108,403	$8,540	$18,250	
EV's (Full Battery Electric)	0	0	$0	$0	
PHEV's (Plug-in Hybrid Electric Vehicle)	1	6,660	$305	$688	
LEV's (Hybrids or over 40 MPG efficiency)					
Other					
Passenger Van	1	2,059	$325	$6,631	
Pickup (one ton and under)	16	107,631	$3,631	$24,608	
Sedans	8	85,712	$447	$9,701	
Station Wagon	0	0			
SUV	5	269,851	$16,827	$19,432	
	56	**580,316**	**$30,074**	**$79,310**	**$0.188**

FY 2020	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	26	152,448	$4,693	$14,624	
EV's (Full Battery Electric)	0				
PHEV's (Plug-in Hybrid Electric Vehicle)	1	8,344	$824	$796	
LEV's (Hybrids or over 40 MPG efficiency)	0				
Other					
Passenger Van	1	3,707	$1,226	$723	
Pickup (one ton and under)	17	222,161	$9,838	$18,510	
Sedans	8	167,226	$8,441	$4,842	
Station Wagon	0	0	$0	$0	
SUV	16	365,928	$6,423	$21,052	
	69	**919,814**	**$31,445**	**$60,547**	**$0.100**

Oregon Liquor Control Commission

FY 2019	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Cab-Chassis					
Cargo Van	1	4,239	$1,188	$631	**$0.429**
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)					

Other					
Passenger Van					
Pickup (one ton and under)	17	80,809	$1,103	$17,737	**$0.233**
Sedans	42	303,585	$38,696	$46,421	**$0.280**
Station Wagon	1	13,731	$518	$1,531	**$0.149**
SUV	15	149,023	$2,754	$15,886	**$0.125**
	76	**551,387**	**$44,259**	**$82,206**	**$0.229**

FY 2020	**Vehicle Count (June 30)**	**Total Annual Miles Traveled**	**Total Annual Maintenance Costs**	**Total Annual Fuel Costs**	**Operational Cost per Mile**
Cab-Chassis					
Cargo Van	1	3,304	$163	$600	**$0.231**
EV's (Full Battery Electric)					
PHEV's (Plug-in Hybrid Electric Vehicle)					
LEV's (Hybrids or over 40 MPG efficiency)					
Other					
Passenger Van					
Pickup (one ton and under)	17	110,194	$1,623	$20,457	**$0.200**
Sedans	42	248,513	$32,694	$30,843	**$0.256**
Station Wagon	1	6,730	$453	$870	**$0.197**
SUV	15	118,737	$3,092	$11,663	**$0.124**
	76	**487,478**	**$38,025**	**$64,433**	**$0.210**

Oregon Department of Agriculture

FY 2019	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)	3	30,437	$1,059	$2,736	$0.125
Other (Minivan)	18	100,753	$16,866	$27,910	$0.444
Passenger Van	1	8,080	$232	$1,986	$0.275
Pickup (one ton and under)	137	1,320,050	$132,992	$300,571	$0.328
Sedans	3	18,901	$2,172	$2,027	$0.222
Station Wagon	0	0	0	0	0
SUV	75	800,867	$92,419	$111,410	$0.255
	237	**2,279,088**	**$245,740**	**$446,640**	**$0.304**

FY 2020	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)	9	24,413	$1,514	$2,159	$0.150
Other (Minivan)	18	112,059	$11,434	$27,430	$0.347
Passenger Van	1	9,426	$257	$2,116	$0.252
Pickup (one ton and under)	137	1,373,667	$77,280	$251,055	$0.239
Sedans	3	9,305	$351	$1,904	$0.242
Station Wagon	0	0	0	0	0
SUV	74	690,600	$31,539	$87,860	$0.173
	242	**2,219,470**	**$122,375**	**$372,524**	**$0.223**

Department of Education

FY 2019	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Passenger Van	5	16,255	$3,314	$4,335	$0.470
Pickup (one ton and under)	1	892	$120	$300	$0.480
	6	**17,147**	**$3,434**	**$4,635**	**$0.471**

FY 2020	Vehicle Count (June 30)	Total Annual Miles Traveled	Total Annual Maintenance Costs	Total Annual Fuel Costs	Operational Cost per Mile
Passenger Van	5	3,118	$135	$375	$0.160
Pickup (one ton and under)	1	166	$0	$65	$0.390
	6	**3,284**	**$135**	**$440**	**$0.175**