

# Department of Administrative Services



## **2021-23 Report on State Owned Light Fleet Vehicles**

# Department of Administrative Services



## What is this report for?

ORS 283.343 requires DAS collect data and report on motor vehicles owned by state agencies.

## Reporting criteria required by the statute:

- Agency compliance of state policy
- Number and type of vehicles owned by agencies
- Miles traveled by the vehicles
- Operating cost per mile of the vehicles (fuel + maintenance / miles)
- Recommendations for increasing utilization, decreasing fleet count, increasing adoption of zero emission vehicles, and absorbing noncompliant fleets into DAS.

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## Who needs to report?



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**The report focuses on Light-Duty Vehicles.**

# Compliance



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**Agencies were responsive to data reporting deadlines and answering follow-up questions. There were no noted issues with data supplied for FY2021 and FY2022.**

## **Data anomalies:**

- Department of Education.
- Oregon State Police
- Oregon Military Department

# Vehicle Counts



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<b>Light Fleet Vehicles per Agency</b>						
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>DAS</b>	4,208	4,266	4,214	4,267	4,115	4,092
<b>ODOT</b>	1,217	1,190	1,257	1,248	1,222	1,165
<b>Forestry</b>	394	392	394	399	404	455
<b>State Police</b>	1,019	998	910	911	1,125	1,107
<b>Military</b>	93	93	56	69	76	74
<b>OLCC</b>	59	67	76	76	79	87
<b>Agriculture</b>	221	244	237	242	234	234
<b>Total Count</b>	<b>7,211</b>	<b>7,250</b>	<b>7,144</b>	<b>7,212</b>	<b>7,255</b>	<b>7,140</b>



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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
SUV	794	5,672,784	\$483,239	\$1,020,615	\$0.265
<b>Totals</b>	<b>4,092</b>	<b>29,358,723</b>	<b>\$2,628,204</b>	<b>\$5,839,568</b>	<b>\$0.288</b>

# Miles Traveled



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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
<b>Total Miles</b>	<b>83,558,830</b>	<b>91,343,663</b>	<b>76,318,107</b>	<b>70,157,804</b>	<b>53,939,274</b>	<b>60,266,273</b>

# Operating Cost per Mile



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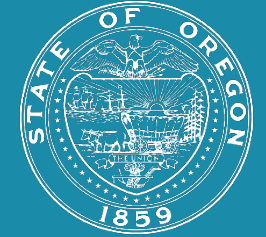
Operational costs rose in 2021 and 2022. This is primarily tied to the rise fuel costs and the reduced number of overall miles travel during COVID operation restrictions.

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

Is Operational  
Cost per Mile a  
Good Metric?



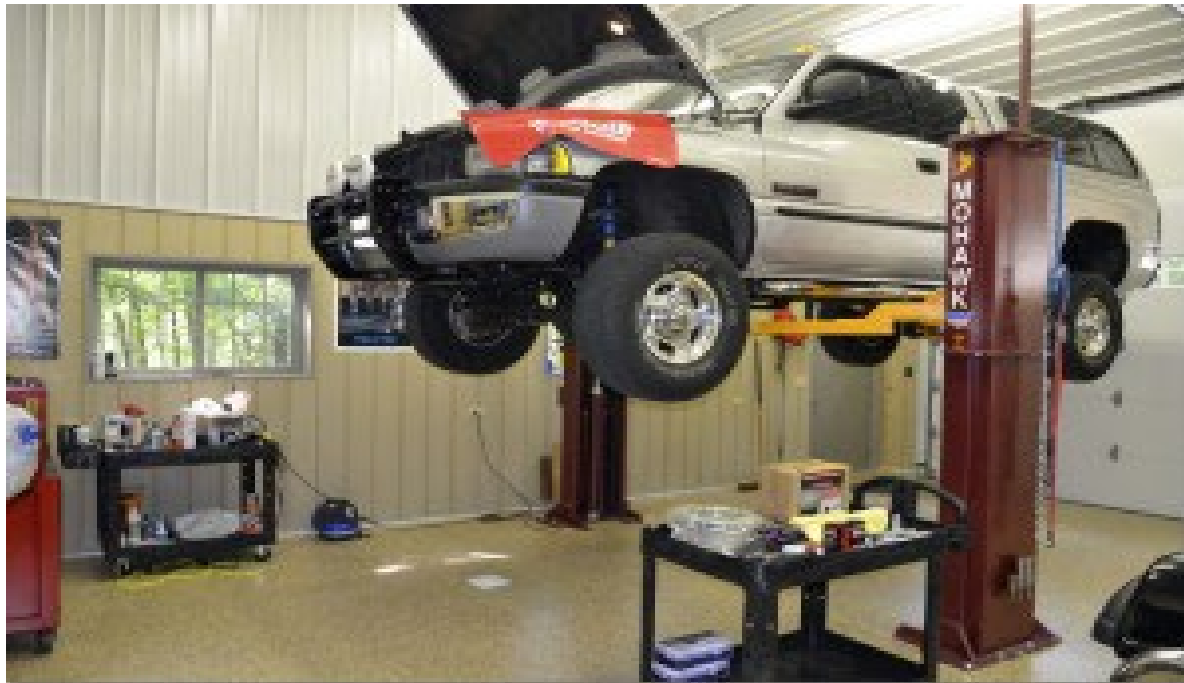
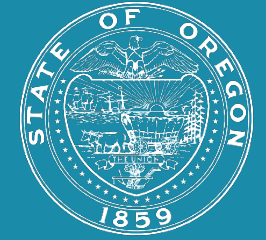
# Metric Limitations



Combining fuel and maintenance cost per mile as a measure of operating costs has inherent limitations:

- The cost of fuel is market driven and has fluctuated wildly over the last several biennia
- Fluctuation in fuel costs carries through to fluctuations in the operating costs per mile
- The cost of fuel is outside the control of fleet managers
- The number of vehicles and the miles they drive is mostly driven by the scope of the mission assigned to the agency to accomplish.

# Measuring Maintenance Cost



**Maintenance cost per mile is an industry wide measure of cost-efficient management of the vehicle assets**

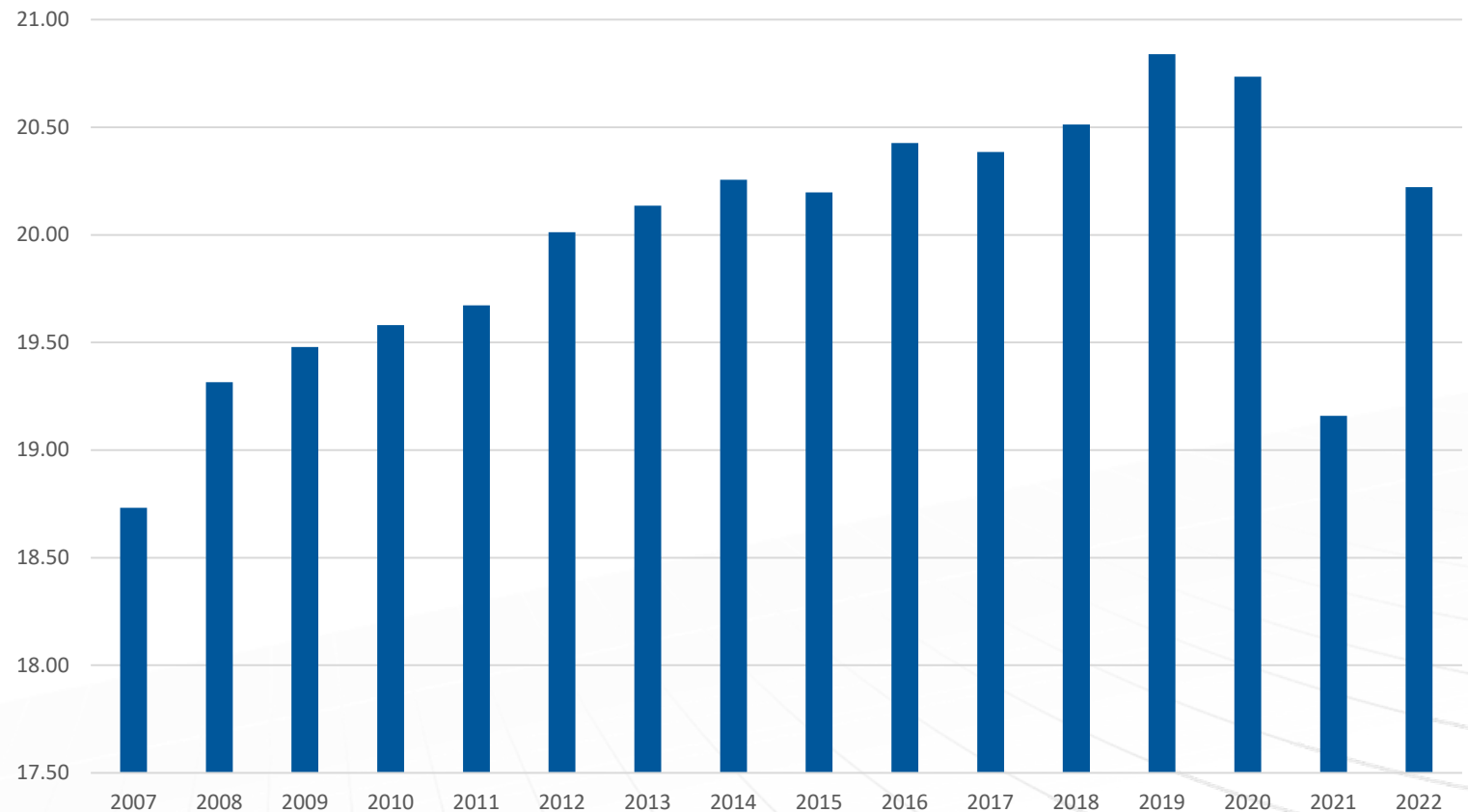


# Measure Fuel Efficiency Instead?

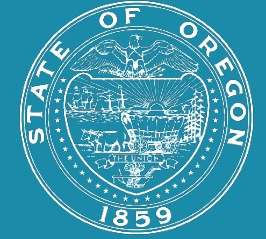


Higher Fuel Efficiency =  
Lower Cost and Lower  
Carbon Emissions

DAS Permanent Fleet Average MPG by Fiscal Year



# Recommendation

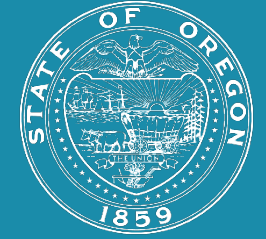


Possibly changing the reporting requirement in statute to monitoring of MPG across the state light fleets.



# ORS 283.343 Required Recommendations





# Absorbing Noncomplying Fleets into DAS

**DAS does not currently recommend absorption of any of the other state light fleets.**

**The state fleets work together and with DAS closely on managing vehicles. The vehicle owning agencies and major DAS customers meet regularly to discuss fleet issues, problem solve, and plan.**

# Increasing motor vehicle utilization and decreasing the overall motor vehicle population



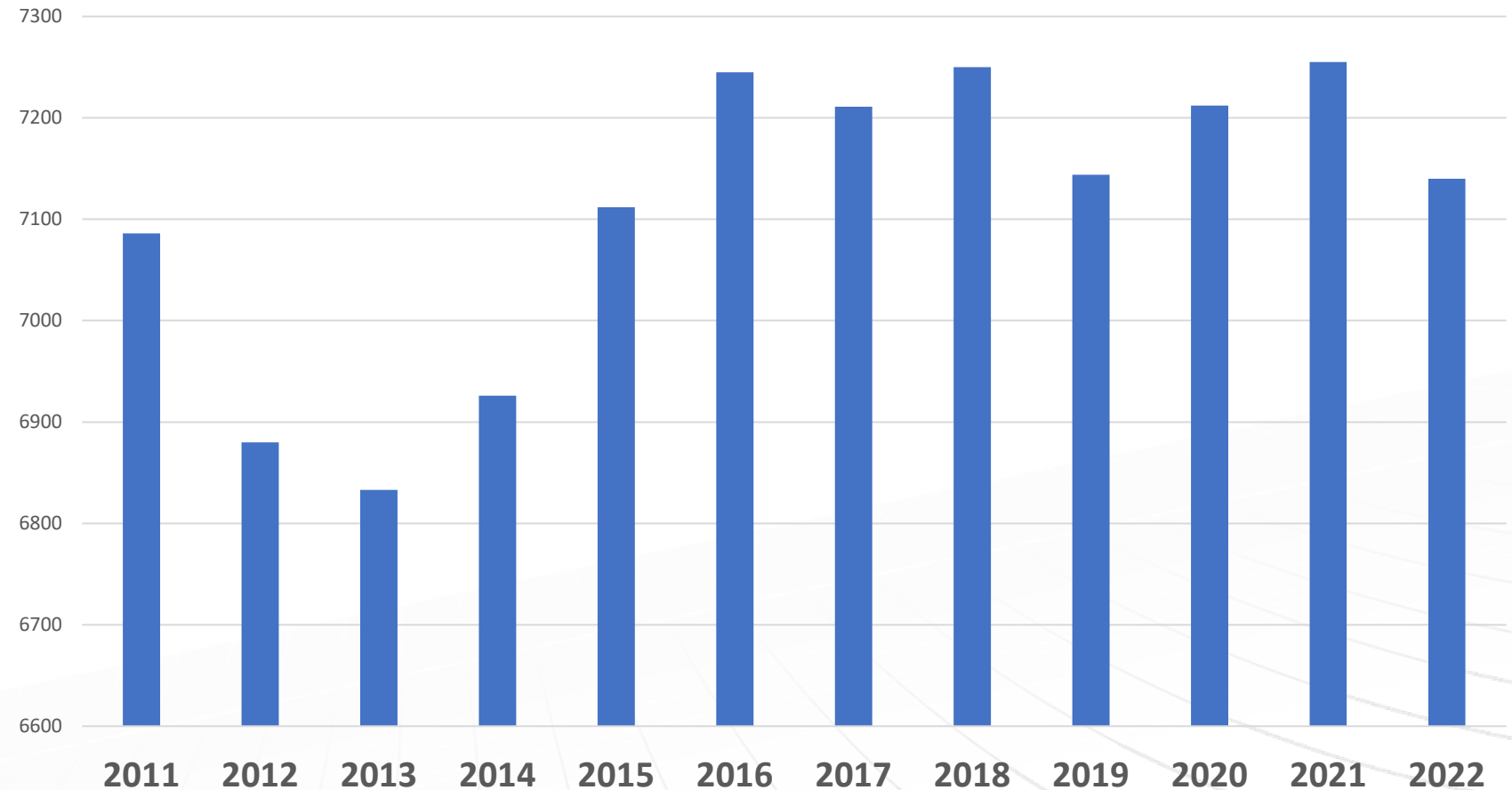
The next biennial Minimum Mileage Review will examine calendar year 2023 data to give a clearer picture of how newer work paradigms have affected state fleet vehicle needs.

# Increasing motor vehicle utilization and decreasing the overall motor vehicle population continued...



DAS and the agencies that own fleets have also implemented the policies and practices to increase use of existing vehicles and control fleet size

## Light Fleet Size



# Increasing Zero Emission Vehicles (ZEV's)



**Executive Order 17-21**

**+**

**Senate Bill 1044 (2019) → ORS 283.327**

**+**

**Executive Order 20-04**

**=**

**By 2025, agencies will procure Zero Emission Vehicles for new light fleet purchases where feasible.**



# A long road with a steep climb...

It will take considerable time and funding for agencies to install charging infrastructure and budget in the additional purchase cost of the vehicles

The largest hurdles to fleet electrification remains the cost and effort to install charging infrastructure and the incremental cost of the vehicles.





# If we could electrify right now...



DAS estimates the cost to completely electrify the state's entire light fleet with the vehicles available on the market *right now* is between \$200 million and \$300 million.



Thank You

