

Medium and Heavy-Duty One-Time Fleet Reporting Guide

March 2022



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DEQ is a leader in restoring, maintaining and enhancing the quality of Oregon's air, land and water.



State of Oregon
Department of
Environmental
Quality

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DEQ can provide documents in an alternate format or in a language other than English upon request. Call DEQ at 800-452-4011 or email deqinfo@deq.state.or.us.

Definitions

“Broker” means a person who has broker authority from the Federal Motor Carrier Safety Association and, for compensation, arranges, or offers to arrange, the transportation of property by an authorized motor carrier.

“Common ownership or control” means ownership or control by the same individual(s), corporation(s), partnership(s), association(s), or parent company(ies). A business organization operated by, and vehicles managed day to day by, the same directors, officers, or managers, or by corporations controlled by the same parent company or the same majority stockholders, are considered to be under common control even if title to vehicles is held by different business organizations.

“Dispatched”, means to provided direction or instruction for routing a vehicle(s), whether owned or under contract, to specified destinations for specific purposes, including but not limited to delivering cargo, passengers, property or goods, providing a service, or assisting in an emergency. For example, it does not include simply ordering materials or equipment without actively providing direction or instruction on routing of the vehicle.

“Motor carrier” means a person that transports passengers or property for compensation. A motor carrier, or person who is an employee or agent of a carrier is not a broker when it arranges or offers to arrange the transportation of shipments that it is authorized to transport and that it has accepted and legally bound itself to transport.

1. Introduction

In November, 2021 the Oregon Department of Environmental Quality (DEQ) adopted the Clean Trucks Rule. The rule has a one-time reporting requirement for large businesses, government agencies, or contractors that operate or dispatch vehicles with a manufacturer's gross vehicle weight rating (GVWR) greater than 8,500 lbs. in Oregon. This includes vehicles from medium-duty vehicles such as vans and $\frac{3}{4}$ ton pickups to heavier vehicles such as delivery trucks, school buses, transit buses, and tractor-trailer trucks. The information is required by June 30, 2022.

This guide describes who needs to report, provides guidance on how to use data you already have, identifies the type of records you need to keep, and explains the process on how to submit the reporting responses by the deadline.

This guide is organized into three primary sections. The first relates to the general information about the reporting organization, the second is about the vehicle home base location, and the third is primarily about the vehicles and their operation (fuel type, body type, GVWR, vehicle usage, daily mileage, etc.).

2. Who has to report?

Fleet owners, businesses, government agencies, municipalities, brokers, etc., (hereafter referred to as "organization") will report information about their vehicles over 8,500 lbs. GVWR (hereafter referred to as "vehicle"); if in 2021 they operated a facility in Oregon and meet any of the following criteria:

- Had gross annual revenues greater than \$50 million in the United States for the 2021 tax year, including revenues from all subsidiaries, subdivisions, or branches, and had one or more vehicles under common ownership or control that were operated in Oregon in 2021; or
- Any fleet owner in the 2021 calendar year that had 5 or more vehicles under common ownership or control; or
- Any broker or organization that dispatched 5 or more vehicles into or throughout Oregon, in the 2021 calendar year; or
- Any Oregon government agency including all state and local municipalities that had five or more vehicles that were operated in Oregon in 2021; or
- Any federal government agency that had five or more vehicles that were operated in Oregon in 2021.

Organizations with a brokerage and/or motor carrier authority that meet any of the above criteria must report even if, no vehicles are owned by the subsidiary (a company controlled by another company), corporate parents, or joint ventures.

Each organization must provide complete information about all the vehicles they own or dispatch but there is flexibility in how to submit the information. Before getting started with the reporting process, your organization should decide whether to complete one spreadsheet form or whether you would prefer to complete multiple spreadsheets as described below.

A single reporting form is sufficient for an organization with several locations. However, larger organizations with subsidiaries, joint ventures or multiple divisions that manage their vehicles separately may find it easier to submit separate forms for each subsidiary or distinct part of the organization. Either approach is acceptable as long as the entire fleet of vehicles is reported and there is a common parent Taxpayer ID reported for each of the sub-fleets.

For government fleets, the reported vehicles are those associated with the unit that is directly responsible for the vehicles day-to-day operational control. A city may collect the information for all its departments and report it in a single form for each location or may separately complete and submit individual forms for each department provided all vehicles are reported.

Reporting is not required for:

- Military tactical vehicles and military tactical facilities owned or operated by the United States Department of Defense and/or the United States military services; or
- Vehicles awaiting sale; or
- Emergency vehicles

3. General Entity or Organization Information

This section focuses on information and questions about your entity/organization. You will need to report information like the organization name, contact person information, fleet owner, tax ID, and operating authority. In addition, there are questions about annual revenue, and sustainability plans. If your organization is a motor carrier or broker you will also need to provide information such as the number of subhaulers and vehicles operated by subhaulers.

Each reporting question is listed below and is labeled with a “Q”. In certain cases, additional clarifying information, guidance, or examples are also provided directly below the question.

(Row 6) Q. Organization Name

- Input the name of the organization/fleet owner, business, government agency, municipality, broker (or part of the organization) that you are reporting.

For example: If you are reporting for a subsidiary then include the subsidiary name. If you are reporting for a department for a city, then include the city and department name.

(Row 7) Q. Doing Business As

(Row 8) Q. Public or private fleet

- Select an option from the drop down menu

(Rows 9-12) Q. Mailing address: street name or P.O. box, city, state, and ZIP code (Rows 9-12)

- Provide the business address for the reporting organization. Do not provide a personal residence address.

(Row 13) Q. Designated contact person, first and last name

- Provide information for the contact person who can answer questions about the reported information.

Row (14) Q. Designated contact person title (optional)

(Row 15) Q. Designated contact person’s email address

(Row 16) Q. Designated contact person’s phone number

(Row 17) Q. Corporate parent name or governing body (if applicable)

- If the highest-level parent of a large organization is reporting on behalf of the entire corporation using only one reporting form, then enter “Not Applicable”.

1	Information about your Organization	
2	DEQ MHV Fleet Reporting Form, version 1.0. Last updated 2/4/2022	
3		
4	Please fill in information about your organization here.	
5		
6	Organization Name	Oregon DEQ
7	Doing Business As name	DEQ
8	Private or public fleet	Government Agency
9	Street Name / P.O. Box	700 NE Multnomah Ave, Suite 600
10	City	Portland
11	State	OR
12	ZIP code	97232
13	Designated Contact Person Name	Jane Doe
14	Designated Contact Person Title	Fleet Manager
15	Designated Contact Person’s E-mail Address	jane.doe@oregon.deq.gov
16	Designated Contact Person’s Phone Number	503-229-5659
17	Corporate Parent Name or Governing Body (if applicable);	State of Oregon
18	For government entities, select the jurisdiction	State
19	Primary six digit North American Industry Classification System (NAICS) code (enter N/A if this does not apply)	456123

(Row 18) Q. For government organizations, select the jurisdiction

- Select the appropriate government organization from the drop down menu, if applicable

- Select one NAICS code (<https://www.census.gov/eos/www/naics>) that is appropriate to represent your organization.

(Row 20) Q. Non-governmental organizations must identify the total annual revenue in the United States for 2021. Select the best response in millions of dollars (Select: <\$10, \$10-\$49, \$50-\$99, \$100-\$499, \$500-\$999, >\$1,000)

- Select the appropriate bin for the organization (or subpart of the organization) that is represented in the spreadsheet.
- Subsidiaries reporting separately from the highest-level parent should only include the annual revenue of the reporting subsidiary. The annual revenue of the corporate parent should not be incorporated in the individual subsidiary's reporting.
- For parent organizations reporting separately from their subsidiaries, only include the parent's annual revenue, and do not incorporate the separately reported subsidiary annual revenues
- Highest-level organizations reporting as a whole on one form should include annual revenue for the combined parent and Oregon based subsidiaries.

(Row 21) Q. Identify if your organization has broker authority under the Federal Motor Carrier Safety Administration (Select: Yes, No or Not Applicable)

(Rows 22-25) Q. Enter each of the following operating authority numbers, if applicable:

- Motor carrier identification number
- United States Department of Transportation number
- Oregon Carrier Identification number
- International Registration Plan number

(Row 26) Q. Identify the number of organizations with whom you had a contract to deliver items or to perform work in Oregon using vehicles over 8,500 lbs. GVWR in 2021 to serve your customers while representing your organization's brand. Select number of subcontractors: (Select: 1-10, 11-20, 20-50, >50);

- A subhauler is a for-hire motor carrier who enters into an agreement to provide transportation services on the behalf of another motor carrier, or broker.
- If you subcontract with different organizations to serve your customers and to represent your organization's brand, this question only applies to agreements where your company hires another company and their vehicle displays your organization's brand (using the exact brand or logo) to deliver items on your behalf or perform work for your clients or customers. This question does not apply to other types of contracts when the company is operated under their own brand or are not affiliated with your organization.
- For example, if your organization is an online shopping service and hires another party to

deliver an item purchased from the online shopping service to customers' shipping addresses and identifies themselves as a representative of your company's shopping service, they would be counted.

- If, however, your organization hires another company that displays its own brand on their vehicles but also displays your logo as endorsements and is not their sole identifying marker they would not be counted.
- These questions do not apply to the following:
 - o An organization that is not a for-hire motor carrier, or
 - o Contracts where you do not determine how the delivery is made

Q. If your organization has motor carrier or broker authority and contracts with subhauled to serve your customers, please select the appropriate bin for the questions below for the year 2021; if you do not have motor carrier or broker authority, mark 'Not Applicable'

- This question applies to the following questions (Rows 28-30)

(Row 28) Q. Number of subhauled you contracted with in Oregon to transport goods or other property.

- For these purposes, a subhauler is a for hire motor carrier who enters into an agreement to provide transportation services on behalf of another motor carrier or broker. If you are an organization that is not a for hire motor contractor or if you have contracts where you do not determine how the delivery is made you can select N/A.

(Row 29) Q. Estimate the number of vehicles operated by your subhauled on your behalf in Oregon

- If you do have subhauled, estimate the total number of vehicles your subhauled operate on your behalf.

(Row 30) Q. Estimate the number of vehicles operated by subhauled that operated under your motor carrier authority in Oregon

- If you have a motor carrier or broker authority, and contract with subhauled to serve your customers, use 2021 data to answer the question. If you are not a for hire carrier, select NA.

(Row 31) Q. Do you have a written sustainability plan to reduce your carbon footprint?

- This can be any written plan that establishes goals or identifies actions for your organization to reduce its carbon footprint. If your reporting department or subsidiary does not have a written plan but your parent or head company has one that covers the whole organization, then select yes.

(Row 32) Q. Does your written sustainability plan includes transportation emissions reduction goals?

- For example, this could include installing charging infrastructure or moving towards alternative fuel vehicles.

(Row 33) Q. In 2021, how many vehicles did your organization own and operate in Oregon that do not have a home base in Oregon. (Enter the number)

- This should be interstate vehicles or vehicles that do not have a home base in Oregon Enter the number of vehicles.

Q. Comments (Optional)

- This is where you can indicate if any of the information you provided contains trade secrets or should remain confidential.

4. Home Base Information

This section is about determining the vehicle home base and the information to be reported about the facility. **The “home base” means the location where a vehicle is domiciled meaning a business location where a vehicle is typically kept when not in use.** Vehicles that are kept at a personal residence or kept at a location that is not operated by the organization shall use the location where the vehicle is dispatched from or where the vehicle is repaired or maintained. For example, the home base would include a depot, yard, or terminal where the vehicle is domiciled, or where the vehicle is parked on a nightly basis. For vehicles that go home with the driver, operate remotely, or are routinely used at multiple locations, the home base is the location where the vehicle is repaired or maintained. This can be an office building or other location with a physical address. The “home base” should not be reported as a residential address.

For multi-use properties, like a campus or military base, the home base may be reported as a single address and does not need to include specific building addresses even if the vehicles are kept at multiple location on the campus or base.

Vehicles that accrue a majority of their annual miles in Oregon, regardless of the state of registration, but are not assigned to a particular location in Oregon must be reported as part of the Oregon headquarters or another location (i.e., the out of state location) where the vehicles’ operation is managed. Brokers that dispatch vehicles they do not own, need to list their own office as the home base location unless they also operate a truck yard where the trucks are kept.

Each question is listed below and is labeled with a “Q”. In certain cases, additional clarifying information, guidance, or examples are also provided directly below the question.

(Column A) Q. Facility Name

- Enter the name in which you identify the specific vehicle home base (please see how home base is defined above). This name will be displayed in the spreadsheet on the Vehicle Tab to make it easier to associate the vehicles with the home base location without needing to repeat the address. It can be any name you choose as long it is unique for each location. If you are reporting for multiple subsidiaries, please be sure to give each one a unique name.

(Column B) Q. Street Address

- Enter the street address for the facility/home base listed in the previous question. This should not be a residential address.

(Column C) Q. City

- Enter the City for the street address listed in the previous question.

(Column D) Q. State

- Enter the State associated with the city listed in the previous question.

(Column E) Q. Zip Code

- Enter the Zip Code associated with the state listed in the previous question.

(Column F) Q. Contact person name

- Provide the contact person who can answer questions on this home base

(Column G) Q. Contact person email address

- Should not be personal information

(Column H) Q. Facility type. For each home base location, identify the best-fit response from the following list.

- Administrative/Office Building - means a building or structure used primarily for day-to-day activities that are related to administrative tasks such as financial planning, record keeping & billing, personnel, physical distribution and logistics, within a business.
- Distribution Center/Warehouse - means a location used primarily for the storage of goods, which are intended for subsequent shipment.
- Hotel/Motel/Resort - means a commercial establishment offering lodging to travelers and sometimes to permanent residents.
- Manufacturer/Factory/Plant - means a location with equipment for assembling parts, producing finished products, intermediate parts, or energy products.
- Medical/Hospital/Care - means an institution engaged in providing, by or the supervision of physicians, inpatient diagnostic and therapeutic services or rehabilitation services by or under the supervision of physicians.
- Multi-Building Campus/Base means a property typically operated by a single organization with several buildings, often serving multiple purposes.
- Restaurant - means a business establishment where the primary purpose is serving meals or refreshments may be purchased.
- Service Center - means a facility that supports a business operation that generates revenue by providing a specific service or product, or a group of services or products to a customer.
- Store - means an establishment that sells goods or a variety of goods and services to

the public.

- Truck/Equipment Yard - means an establishment that primarily stores or dispatches trucks and equipment such as a garage or parking lot.
- Any Other Facility Type - means any facility type that is not listed above.

(Column I) Q. Does your organization own or lease the facility? (Select: Lease or Owned)

- Please select lease or owned

(Columns J-O) Q. Identify what type of refueling infrastructure is installed at the facility, if any, by selecting all of the fuel types dispensed at the facility.

- If you have multiple types of fuels refueling at your facility, select all that apply by indicating ‘yes’ or ‘no’ for the different types of fuels.

(Column P) Q. Does your organization pull tractor trailers?

- Please select yes or no

(Columns Q-X) Q. For any semi-tractors associated with this home base, identify what types of trailers you pull.

- (Select all that apply: Van-dry, Van-reefer, Tanker, Flatbed, Shipping container, Low bed, Curtain side, Other). (Select all that apply: Van-dry, Van-reefer, Tanker, Flatbed, Shipping container, Low bed, Curtain side, Other).

Q	R	S	T	U	V	W	X
Trailer Types pulled (If you have tractor trailers on site, these columns should add to 100%)							
Van-Dry	Van- Reefer	Tanker	Flatbed	Shipping Container	Low Bed	Curtain Side	Other- please specify in comments
▼	▼	▼	▼	▼	▼	▼	▼

Enter a percentage between 0% to 100% for each item

(Column Y) Q. Enter a comment (optional) about the home base section submissions

- To the extent submitted responses contain data claimed to be “trade secret” or otherwise exempt from disclosure or under other applicable provisions of law, please identify the responses containing such data as “confidential” in this comment section.

5. Vehicle Information

This section focuses on questions about the vehicles associated with each home base and how they are used. Each vehicle needs to be associated with a home base location.

All on-road vehicles with a GVWR >8,500 lbs. need to be included in this section regardless of fuel type or use. You can find your vehicle's GVWR by checking the label usually found on the driver's side doorjamb or you can use a VIN decoder(<https://vpic.nhtsa.dot.gov/decoder>) such as this one.

For most questions, you are expected to use data you already have, like maintenance or dispatch records, and for you to use your knowledge about your fleet operation to respond to questions in this section. You must use data for any time-period you choose during 2021 and should be based on your knowledge of the vehicle data you have and is more representative of the daily operation of your vehicles. The period can be a full year, quarter, month or week.

If you use a "unique" reporting period, such as having driver's record daily mileages for a two-week period in March 2021, the reporting form provides you a comment box where you can describe the reporting period used and you can keep the driver's mileage logs as acceptable records.

The expectation is that most fleets will use existing records to determine the response. For several questions, we typically mean how a vehicle is used 9 out of 10 workdays (that is considered the majority of use).

- For example, if you are using a 30-day period from January 2021 to answer the daily mileage questions and a vehicle operates less than 100 miles per day nearly every day, but travels 200 miles one day in the month for a special event, then the best response for that vehicle is that it typically travels less than 100 miles per day.

Brokers must also report information about the vehicles they dispatch or direct while under contract, based on dispatch record. For example, if a broker hires a truck to move a load, only the miles driven under that contract should be considered for the responses and the broker is not expected to have information about the miles driven outside the contract. In addition, some of the questions do not apply to brokers. For example, a broker is not expected to have information on where the vehicle is domiciled, where it is fueled, nor whether it returns to the home base.

Responses for a vehicle group at one home base location may be repeated for the same vehicle group at another vehicle home base location if the respondent that is familiar with the vehicle operation determines the operation at that location is substantially similar to another location.

- For example, an HVAC repair fleet that has a consistent operation at all locations in the central valley may use the usage responses for their service vans at one location and apply that same information for their service vans at other locations. In this case, simply keep notes on which home base location was used to apply to vehicles at other home base locations.

What if I have back-up vehicles or non-operational vehicles?

Do not include back-up vehicles nor vehicles that are not in operation or otherwise not being used when calculating vehicle group mileage averages so that the mileage responses do not underestimate your daily (non- back-up) vehicle usage.

- For example, a vehicle group of 10 street sweepers, where 1 is a back-up vehicle used intermittently and a majority of the vehicles in the group are facility-based operations only, then you will include the mileage records for the 9 vehicles that operate normally. The one back-up vehicle in the group will be excluded from the responses.
- For example, a vehicle group of 20 water trucks where 2 are not operational and are to be used for parts then the 18 vehicles would be used for the mileage responses.

Each reporting question is listed below, is labeled with a “Q”, and corresponds to the heading in the spreadsheet in the Vehicle Information tab. In certain cases, additional clarifying information, guidance, or examples are provided directly below the question.

Column A – Q. Facility name

In this section, please select the facility or “home base location” for which you are reporting. If you have multiple facilities, you will need to select one and fill out the form for each facility.

Once you select a facility you will need to start grouping vehicles for each facility. Additional explanation is provided in b) Vehicle Groupings.

Vehicle Groupings (Columns B-F)

Vehicles may be grouped by body type, fuel type, and weight class bin for each home base location as described below by entering information in the data table for each group of vehicles.

For example, a freight hauler may have 50 diesel tractors, that are all in the Class 7-8 category, and one diesel truck with a service body and one gasoline truck that also has a service body and both in the Class 4-6 category. In this example, all 50 tractors would be grouped together, but the service trucks would be separate because of the different fuel type.

For each group of vehicles, there is a series of questions including daily miles traveled, average annual mileage, radius of operation, number of years kept, and other questions. See the example in the following table. You may also break up your fleet information into more groups as long as all vehicles are included in the spreadsheet.

	A	B	C	D	E	F
1	Information about Vehicle Types					
2	DEQ MHV Fleet Reporting Form, version 1.0. Last updated 2/8/2022					
3	Please fill in one row for each vehicle body type, at each home base facility. The facility names are pop					
4						
5						
6						
7	Facility Name	Vehicle Body Type	Vehicle Fleet Sector	Fuel Type	Weight Class Bin (Gross Vehicle Weight Rating Range)	Number of Vehicles
8						
9	ODOT - Portland office	Sweeper	Other (please specify)	Diesel	Class 4-5 Trucks (14,000 lbs - 19,500 lbs)	5
10	ODOT - Portland office	Flatbed Or Stake Bed	Construction	Diesel	Class 4-5 Trucks (14,000 lbs - 19,500 lbs)	15
11	ODOT - Salem office	Pickup Bed	Construction	Gasoline	Class 2B-3 (8,501 - 14,000lbs)	15

(Column B) Q. Vehicle Body Type (Select the appropriate body type for the vehicle/s you are reporting)

- For each group of vehicles you will include in the spreadsheet, select each body type from the pull down menu

(Column C) Q. Vehicle Fleet Sector (Select the appropriate fleet sector type for the vehicle/s you are reporting)

- For each group of vehicles you will include in the spreadsheet, select each body type from the pull down menu

(Column D) Q. Fuel Type (Select the fuel type associated with the body type from the previous question)

- For each group of vehicles you will include in the spreadsheet, select the fuel type from the pull down menu

(Column E) Q. Weight Class Bin

- There are five weight class bins to select from as follows:
 - o Class 2b-3 – These vehicles have a GVWR from 8,501 lb. to 14,000 lb. They include full-size pickup trucks, smaller utility trucks, cargo vans, and passenger vans that are larger than an F150.
 - o Class 4-5 - Have GVWR from 14,001 lb. to 19,500 lb. The types of vehicles include mid-size shuttle buses and trucks such starting with the E450 or F450 series models. These trucks can be operated by drivers without a commercial license.

- Class 6-7 - Have GVWR from 19,501 lb. to 33,000 lb. The types of vehicles include mid-size shuttle buses and trucks such starting with the E450 or F450 series models. These trucks can be operated by drivers without a commercial license
- Class 8a-8b - Have a GVWR greater than 33,000 lb.
- Class 7-8 – Have a GVWR greater than 26,000 lbs. and generally are vehicles that must be driven by drivers with a commercial license.

(Column F) Q. Number of Vehicles

- Provide the number of vehicles for this body type

Information for each vehicle group (Columns G-AD)

G	H	I	J	K
culated based on what you entered on the "Facility" tab.				
What percentage of these vehicles operate... (Total should be around 100% Cells will highlight red if the total is over)				
less than 100 average miles/day (%)	100-150 average miles/day (%)	150-200 average miles/day (%)	200-300 average miles/day (%)	more than 300 average miles/day(%)
▼	▼	▼	▼	▼
100%	0%	0%	0%	0%
50%	50%	0%	0%	0%
75%	15%	10%	0%	0%

- Operate up to 100 average miles per day;
- Operate up to 150 average miles per day;
- Operate up to 200 average miles per day;
- Operate up to 300 average miles per day;

- Operate more than 300 average miles per day
- The purpose of this question is to indicate how many miles each vehicle in the group will travel on a given workday to better indicate daily range needs. The response to this question excludes mileage from back-up and non-op vehicles. A vehicle should only be counted in one bin. When answering this question apply the 9 out of 10 rule.
 - o For example, if a vehicle operates less than 100 miles per day 7 out of 10 times, and less than 150 miles all other days, then the best response for this vehicle is that it typically operates less than 150 miles per day. It would not be placed in the “less than 100 miles per day” bin because it does not operate less than 100 miles 9 out of 10 days. This question does not apply to brokers that do not own the vehicles being dispatched.
- For this question, you are expected to use mileage or dispatch records you have available to determine the best response for the vehicles in each group.
 - o For example, if you already have annual mileage data and your vehicles are operated 5 days a week, then dividing the annual miles by 260 workdays a year may be the appropriate indicator of the best daily mileage bin for each vehicle in the group. However, a seasonal fleet that only operates the vehicles 3 months of the year would take the mileage for each vehicle and would divide by 90 workdays. Alternatively, you could collect daily data for each vehicle in the fleet for an alternate representative period (such as a two-week period) and use that information to determine the best response.
- Responses to this question should add up to approximately 100% (due to rounding) for each vehicle group and excludes mileage from back-up vehicles or vehicles not in Oregon. If the cells on the spreadsheet reporting form turn red, this indicates the total is more than 100%.
 - o For example, if the mileage for a group of 110 vehicles is being evaluated where vehicles are back-up vehicles, then the percentage calculation would be based on the 100 vehicles that are being operated. If 16 vehicle operate less than 100 miles per day then the response would be rounded to 20% of the vehicles operate less than 100 miles per day.

(Column L) Q. What is the average annual mileage for a typical vehicle in this vehicle group? (Select the best mileage response: 5,000 or less, 10,000, 20,000, 30,000, 40,000, 50,000, 60,000, 70,000, 80,000, 90,000, 100,000, or more than 100,000).

- This response should be based on odometer readings from maintenance records or other available mileage data to determine the median or average annual miles for the vehicles in each group.

(Columns M-N) Q. What percentage of miles are driven in Oregon and outside of Oregon?

- Estimate to the nearest 10% the percentage of miles driven in and outside of Oregon. Responses to this question should add up to approximately 100% (due to rounding).

(Column O) Q. What percent of the vehicles have a predictable usage pattern? Provide the response to the nearest 10% of vehicles in each vehicle group.

- This question is intended to be an indicator of vehicle usage patterns for the vehicle group and is based on the distance travelled and not where the vehicles travel. The response to this question can be informed by dispatch records, mileage records and your judgement based on your knowledge of the fleet type of fleet operation you have.

- For example, refuse trucks or package delivery trucks typically have predictable usage patterns because they tend to serve the same neighborhoods each week even though they may not be on the exact same route each day.
- For example, trucks used in a tree trimming business that typically travel less than 100 miles per day 8 out of 10 times have a predictable usage pattern even if the trucks go to different locations every day.
- For example, a furniture store that delivers to customer homes may regularly operate less than 150 miles every day and still have a predictable usage pattern even if the truck is used to deliver to different homes in the area.
- A long haul tractor would also be listed as having a predictable usage pattern if it regularly travels more than 300 miles per day for 9 out of 10 workdays.
- Vehicles that do not have a predictable usage pattern would be trucks that have highly variable usage like construction trucks that may be local some days, on a job site for days or weeks at a time, and at distant locations on other days in a month.
- For record keeping purposes, keep notes on what information was used to determine the usage pattern and the criteria you used to make the interpretation.

(Column P) Q. What percent of the vehicles fuel at the home base as the primary means of fueling the vehicle? Provide the response to the nearest 10% of vehicles in each vehicle group.

- If a vehicle fuels at the home base at least 9 out of 10 times it is fueled, then it should be counted as fueling at the home base, otherwise it would not.
- For home base locations where there is no on-site fueling the response would be zero.

(Column Q) Q. What percent of the vehicles typically return to the home base daily? Provide the response to the nearest 10% for each vehicle group.

- If a vehicle returns to the vehicle home base nightly for at least 9 out of 10 workdays, or is on a campus and always stays at home base, it would be counted as typically returning to the home base.
- However, if a vehicle regularly returns to a personal residence most days or the vehicle returns to the home base fewer than 9 out of 10 workdays, the vehicle would not be counted as typically returning to the home base daily.

(Column R) Q. What percentage of the vehicles in the group stay within approximately 50 miles of the home base on a given typical day? Provide the response to the nearest 10% for each vehicle group.

- If a vehicle operates within a 50- mile radius of the home base location at least 9 out of 10 workdays, then it would be counted as staying within the 50-mile home base area. The expectation is that you would use dispatch records, job site locations or other information you have for the time-period you chose to inform the basis for your response. An alternate representative period (such as a two-week sample) is adequate to inform your response. Keep notes of what information was used to make the decision for record keeping purposes.

- Brokers are expected to respond to this question and use information they have in their dispatch records about where the pick-up and drop-off points are.

(Column S) Q. How many vehicles tow a trailer more than 100 miles per day? Provide the response to the nearest 10% for each vehicle group.

- This response is expected to be based on mileage data already used for prior mileage responses in comparison to how many vehicles in the group tow a trailer and how often. This response should be consistent with the question about how many vehicles operate less than 100 miles per day.
 - o For example, if there are 100 vehicles in the group and 60 out of 100 operate less than 100 miles per day, then only 40 typically operate more than 100 miles per day. The question then becomes how many of the 40 vehicles pull a trailer. If the group is a tractor fleet, then all 40 pull a trailer and the response is 40%. If the fleet is a group of service trucks used for road maintenance, and 10 of the 40 pull trailers to the job site, then the response would be that 10% (10 out of the 100) of the vehicle group pulls a trailer more than 100 miles.

(Column T) Q. How many vehicles commonly operate at their weight limit? Provide the response to the nearest 10% for each vehicle group.

- This question applies to how many vehicles are at the legal weight limit to operate on the road or are loaded to their maximum axle weight or total capacity of the vehicle. For this response count the number of vehicles that are at their weight limit on a given workday.
 - o For example, if the vehicle group has 100 tractors, determine the best method to count the number of trucks that are at their weight limit each day. Apply the 9 out of 10 workday rule to determine how many trucks each day are regularly at their weight limit even if that count represents different trucks each day.
- Brokers are expected to respond to this question based on dispatch records and load information to determine whether the load being moved is likely to be at the legal weight limit.

(Column U) Q. How many vehicles are not registered in Oregon? Provide the response to the nearest 10% for each vehicle group.

- Determine the number of vehicles in the group that are registered in other states or jurisdictions, or are registered as non-operational.

(Column V) Q. How many vehicles are regularly parked at the home base more than 8 hours each day? Provide the response to the nearest 10% for each vehicle group.

- The expectation here is that the time the vehicle is at the home base will be based primarily on business hours and dispatch records of the fleet operator.
 - o For example, a utility fleet that returns to the yard nightly is likely to be at the home base 8 hours before leaving the next day and all the vehicles would be counted. A tractor fleet that regularly travels long distances and does not return to the home base location nightly would not be counted as being parked at the home base 8 hours each day.

- For record keeping purposes, the decision can be supported with a sample of dispatch records that identifies when the vehicle was being used or employee records of time worked if the vehicle is only used for one shift and returns to the home base daily.

(Column W) Q. What percent of the vehicles have onboard global positions systems (GPS) or other form of electronic mileage tracking? Provide the response to the nearest 10% for each vehicle group.

- This is simply the count of trucks in the group that is equipped with GPS or another electronic form of tracking daily mileage that is available to the fleet manager. It does not include odometers. Brokers are expected to respond to this question and use information they have in their dispatch records about the vehicles.

(Column X) Q. How many vehicles are equipped with all-wheel drive? Provide the response to the nearest 10% for each vehicle group.

- For this response count the number of vehicles equipped with any drivetrain that propels all of the wheels on the vehicle. For example, a two-axle truck with four-wheel drive would be counted.

(Column Y) Q. How many vehicles are not being operated or are used as back-up vehicles? Provide the response to the nearest 10% for each vehicle group.

- “Backup vehicle” means a self-propelled motor vehicle designed for on- highway use that is used intermittently to maintain service during periods of routine or unplanned maintenance, unexpected vehicle breakdowns, or accidents but is not used in everyday or seasonal operations.

(Column Z) Q. What percent of the vehicles are 2010 and older model year vehicles? Provide the response to the nearest 10% for each vehicle group.

- Determine the number of vehicles in the group that are 2010 and older model year vehicles.

(Column AA) Q. What percent of the vehicles are retrofitted or repowered vehicles? Provide the response to the nearest 10% for each vehicle group.

- Determine the number of vehicles in the group that are retrofitted or repowered.

(Column AB) Q. How long after purchase or lease does your organization typically keep the vehicles in this group? (Select the best response in years: Less than 4, 5 to 10, 11-15, 16-20, or more than 20)

- Select the most appropriate bin based on your past purchase patterns. Use the model year distribution or other information to support your response.
 - o For example, if all of the trucks in the group are less than 10 years old, then that would be consistent with the selection of “5 to 10” years.

(Column AC) Q. Identify whether your organization is the fleet owner for this group of vehicles, or if they are dispatched under your brokerage authority. (Select: Owner or Broker)

- If you are not a broker, select “owner”. Owner includes organizations in direct possession or control of the vehicles.

(Columns AD-AE) Q. Identify the start and end date of the reporting period selected. Enter the date range.

- Enter the dates that best represent whether you used annual or quarterly or another timeframe to determine responses other than the annual mileage response.
- If an alternative timeframe other than annual or quarterly information is used, you must describe the approach used in the optional comment box and keep records of the method and the data used for answering each question.

(Column AF) Q. Enter a comment (optional) about the vehicle usage section submissions

- To the extent submitted responses contain data claimed to be “trade secret” or otherwise exempt from disclosure please identify the responses containing such data as “confidential” in this comment section.

6. Recordkeeping

The responsible official shall maintain all records of information used to complete this reporting until December 31, 2026. In addition, the responsible official must maintain all fleet, vehicle, contract, and facility records used to compile responses. This includes the data and analysis period used, driver mileage logs, etc.

Records must include the following:

- For owned on-road vehicles and off-road yard tractors, mileage records and dates from records such as maintenance logs, vehicle logs, or odometer readings, or other records with the information used to determine the response.
- For on-road vehicles and off-road yard tractors not owned but dispatched by the organization, dispatch records and dates, contracts, or other records with the information used to determine the responses.
- Vehicle registration date and jurisdiction for each owned vehicle in the Oregon fleet.
- Any contracts with contractors, subcontractors, or contracts with subhaulers, or other records with the information used to determine the responses.

DEQ staff may request clarification of reported data. DEQ staff will reach out to the identified contact person first in attempt to clarify any issues.

However, if the reporting organization is not responsive, a formal request from DEQ will then be made. The reporting organization will have 14 days from the formal request to respond in order to avoid being referred to DEQ’s Office of Compliance and Enforcement. Subsidiaries reporting separately from the corporate parent using multiple forms must:

- Identify the highest-level parent of the organization, and
- Only include information on that specific subsidiary.