

Requesting IFC Reserve funds for purchase of vehicle and installation of wheelchair lift to meet ADA standards for usage and safety: Amount requested \$42,500.

WOU Safe Ride budget for FY16 – this year.

Enhancement, Approved by IFC: \$6,552 plus Administrative Overhead = \$7,037
Approved for increased rental expense to State DAS Motorpool in Salem to rent an ADA Wheelchair lift-equipped van.

What happened last Summer:

- Request to replace 12-passenger van (2008) was denied by DAS Motorpool/Fleet Management; notification received less than 2 weeks before the end of June.
- Request to IFC Advisors and ASWOU President to proceed with purchase of vehicle and wheelchair lift utilizing IFC reserve funds.
- ASWOU President approved moving forward with purchases (van and lift), but asked that the request be brought before the full Incidental Fee Committee for review and approval. General fund dollars used for purchases with plan to request IFC repay with reserve funds.
- Vehicle and lift (with adaptation and installation) bid proposals. Vehicle received the end of October. Wheelchair lift installation completed the week before Thanksgiving.

Advantages:

- WOLF Ride service is available to all students. University departments and groups have option to utilize a 12-or 8-passenger vehicle, with or without using the lift!
- Vehicle is wheelchair-user friendly; can be 12-passenger or an 8-passenger
- No additional cost for vehicle; depreciation cost is equivalent to monthly rental fee charged by DAS (monthly rental fee did not include fuel and maintenance expenses).
- Depreciation reserve monies and proceeds from sale of vehicle (7 or 8 years from now) should cover all or the majority of the replacement cost

7. Comply with the OAR Chapter 340-257-series when purchasing model year 2009 and after light-duty vehicles.

III. REPLACEMENT AND DISPOSITION

1. Vehicle Replacement/Retention Thresholds

State government's replacement criteria goals appear in the tables below. The criteria are designed to replace vehicles in a manner that maximizes safety, efficiency and cost effectiveness. Agencies with fleets will strive to reach the replacement criteria goals as their budgets allow.

Agencies may use more specific replacement mileage thresholds based on historical costs, use data, or other relevant facts. Alternate replacement criteria developed by an agency must be reviewed and approved by the Fleet Management Advisory Council prior to implementation.

Agencies may retain vehicles past the replacement mileage or age thresholds if the cost effectiveness, operating condition and safety features of the vehicle warrant continued use of the vehicle.

Due to the varied use and low volume of diesel light-duty vehicles in state fleets, they are exempt from the replacement criteria below. In general, diesel vehicles should be retained longer than a comparable gasoline-fueled vehicle because diesel vehicles have higher cost and longer engine life.

Standard gasoline and flex-fuel vehicles		
Depreciation Months	Mileage Range	Replacement Schedule
96	1,354 or less miles per month	115,000 or 8 yrs
84	1,355 to 1,548 miles per month	120,000 or 7 yrs
72	1,549 to 1,806 miles per month	125,000 or 6 yrs
60	1,807 to 2,167 miles per month	130,000 or 5 yrs
48	2,168 to 2,708 miles per month	135,000 or 4 yrs
36	2,709 to 3,611 miles per month	140,000 or 3 yrs

Hybrid and CNG vehicles, 175,000 miles for all		
Depreciation Months	Mileage Range	Replacement Years Schedule
120	1,458 or less miles per month	10
108	1,459 to 1,620 miles per month	9
96	1,621 to 1,823 miles per month	8
84	1,824 to 2,083 miles per month	7
72	2,084 to 2,431 miles per month	6
60	2,432 to 2,917 miles per month	5
48	2,918 to 3,646 miles per month	4
36	3,647 to 4,861 miles per month	3