

School Bus Replacement Plan for the Years 2020 - 2031

Pursuant to IC 20-40-18, the Metropolitan School District of Mt. Vernon, Indiana, does hereby submit to the Department of Local Government Finance the following School Bus Replacement Plan for the twelve (12) year period 2020 through 2031. This plan is based upon the presumption that the minimum useful life of a school bus is not less than twelve (12) years.

SECTION I Replacement Cost of Bus/Vehicle During Specific Year

Count Number of Buses	Bus Description	Corp ID No.	Type of Bus/ Vehicle per DOE-TN	Estimated Replacement Costs											
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
1	2018 / Chevrolet Collins / 15	51	A							68,010					
2	2019 / Thomas Saf-T-Liner HDX /	21	D												
3	2019 / Thomas Saf-T-Liner HDX /	71	D												
4	2006 / Bluebird TC FE / 72	41	D	130,305											
5	2006 / Bluebird TC FE / 72	44	D	130,305											
6	2010 / International CE / 20	62	C*		106,225									126,950	
7	2012 / Chevrolet Collins / 15	50	A	60,390							69,370				
8	2007 / International FE S / 66	40	D		108,618										
9	2007 / Thomas Saf-T-Liner / 84	43	D			135,569									
10	2008 / Thomas Saf-T-Liner / 84	34	D			135,569									
11	2008 / Thomas Saf-T-Liner / 84	42	D		132,911										
12	2008 / International RE / 84	46	D					141,046							
13	2009 / Bluebird All-Amer / 66	25	C				113,006								
14	2009 / Bluebird All-Amer / 66	45	D					141,046							
15	2015 / Chevrolet Thomas / 15	52	A				64,087							73,615	
16	2010 / Thomas Saf-T-Liner / 66	7	D						143,867						
17	2014 / International CE / 30	61	C*				110,517								129,489
18	2012 / Thomas MVP-EF / 66	16	D							119,922					
19	2012 / Thomas MVP-EF / 66	47	D						117,571						
20	2012 / Thomas MVP-EF / 66	3	D							119,922					
21	2017 / Thomas Saf-T-Liner / 30	60	C*								119,628				
22	2014 / International RE PB305 / 66	29	D								122,320				
23	2014 / International RE PB305 / 66	24	D								122,320				
24	2018 / Bluebird BBCB / 30	63	C*									122,021			
25	2015 / Thomas Saf-T-Liner / 84	19	D									152,673			
26	2015 / Thomas Saf-T-Liner / 84	35	D									152,673			
27	2016 / Thomas HDX / 84	8	D										155,726		
28	2016 / Thomas HDX / 84	32	D										155,726		
29	2017 / Thomas HDX / 72	9	D											158,841	
30	2018 / Thomas Saf-T-Liner HDX /	27	D												162,018
31	2018 / Thomas Saf-T-Liner / 46	53	D												192,018
Replacement Cost Total				321,000	347,754	271,138	287,610	282,092	261,438	307,854	433,638	427,367	311,452	359,406	291,507

* Special Education / Handicapped Equipped

SECTION II

Justification for Additional Bus Purchases, Transportation Services, and/or Early Bus Replacement

1. Pursuant to IC 20-40-18-9(3), if the School Corporation is seeking to acquire or contract for transportation services that will provide for additional school buses or buses with a larger seating capacity as compared to the number and type of school bus from the prior school year, explain for each additional bus and the circumstances of the demand for increased transportation services within the School Corporation. (Attach additional sheets if necessary.)

None needed.

2. Pursuant to IC 20-40-18-9(4), if the School Corporation is seeking to replace an existing school bus earlier than twelve (12) years after the existing school bus was originally acquired or requires a contractor to replace a school bus, explain for each bus the circumstances for that need. (Attach additional sheets if necessary.)

Buses of type C* or D* are Special Education or Vocational buses that may transport students district-wide on a daily basis. Because of the possible high mileage on those routes when compared to other district routes, these buses may need to be replaced every 8-10 years.

Buses of DOE-TN type A, Multi-Function School Activity Bus, are used for transportation purposes not appropriate for "school buses". The smaller vehicles are 15-passenger mini-buses that do not have a useful lifetime of twelve years due to the nature of their construction. They need to be replaced every five to six years because of mechanical limits and normal wear. The larger MFSAB is a 46-passenger Wildcat Bus that will not have a useful lifetime of 12 years because of its high mileage trips for ECA teams throughout the school year.