

School Bus Replacement Plan for the Years 2019 - 2030

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 2019 through 2030. 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											
				2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
1	2018 / Chevrolet Collins / 15	51	A								66,669				
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	127,750											
5	2006 / Bluebird TC FE / 72	44	D	127,750											
6	2010 / International CE / 20	62	C*		104,142									124,461	
7	2012 / Chevrolet Collins / 15	50	A	60,000							68,002				
8	2007 / International FE S / 66	40	D		106,488										
9	2007 / Thomas Saf-T-Liner / 84	43	D			132,911									
10	2008 / Thomas Saf-T-Liner / 84	34	D			132,911									
11	2008 / Thomas Saf-T-Liner / 84	42	D		130,305										
12	2008 / International RE / 84	46	D					138,280							
13	2009 / Bluebird All-Amer / 66	25	C				110,790								
14	2009 / Bluebird All-Amer / 66	45	D					138,280							
15	2015 / Chevrolet Thomas / 15	52	A				62,824							72,164	
16	2010 / Thomas Saf-T-Liner / 66	7	D						141,046						
17	2014 / International CE / 30	61	C*				108,350								126,950
18	2012 / Thomas MVP-EF / 66	16	D							117,571					
19	2012 / Thomas MVP-EF / 66	47	D						115,266						
20	2012 / Thomas MVP-EF / 66	3	D							117,571					
21	2017 / Thomas Saf-T-Liner / 30	60	C*								117,282				
22	2014 / International RE PB305 / 66	29	D								119,922				
23	2014 / International RE PB305 / 66	24	D								119,922				
24	2018 / Bluebird BBCB / 30	63	C*									119,628			
25	2015 / Thomas Saf-T-Liner / 84	19	D									149,679			
26	2015 / Thomas Saf-T-Liner / 84	35	D									149,679			
27	2016 / Thomas HDX / 84	8	D										152,673		
28	2016 / Thomas HDX / 84	32	D										152,673		
29	2017 / Thomas HDX / 72	9	D											155,726	
30	2018 / Thomas Saf-T-Liner HDX /	27	D												158,841
31	2018 / Thomas Saf-T-Liner / 46	53	D												188,841
Replacement Cost Total				315,500	340,935	265,822	281,964	276,560	256,312	301,811	425,128	418,986	305,346	352,351	285,791

* 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)(A), 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.