

School Bus Replacement Plan for the Years 2026 - 2037

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 2026 through 2037. 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											
				2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
1	2010 / International CE / 20	62	C*		146,261									190,837	
2	2012 / Chevrolet Collins / 14	50	A					126,066							
3	2008 / Thomas Saf-T-Liner / 84	34	D		173,817										
4	2008 / Thomas Saf-T-Liner / 84	42	D	168,754											
5	2008 / International RE / 84	46	D			179,032									
6	2009 / Bluebird All-Amer / 66 / STEM	48	C		122,461										
7	2010 / Thomas Saf-T-Liner / 66	16	D		173,817										
8	2014 / International CE / 30	64	C*			150,649								196,562	
9	2015 / Chevrolet Thomas / 14	52	A			118,829								150,529	
10	2012 / Thomas MVP-EF / 66	41	D				133,817								
11	2012 / Thomas MVP-EF / 66	47	D				133,817								
12	2012 / Thomas MVP-EF / 66	49	D				133,817								
13	2017 / Thomas Saf-T-Liner / 30	60	C*							174,644					
14	2018 / Chevrolet Collins / 14	51	A						129,848						
15	2014 / International RE PB305 / 66	24	D					137,832							
16	2014 / International RE PB305 / 66	44	D					137,832							
17	2018 / Bluebird BBCB / 30	63	C*								179,883				
18	2015 / Thomas Saf-T-Liner / 84	35	D						195,633						
19	2015 / Thomas Saf-T-Liner / 84	43	D						195,633						
20	2020 / Chevrolet Collins / 14	54	A									141,888			
21	2016 / Thomas HDX / 84	7	D							201,502					
22	2016 / Thomas HDX / 84	8	D							201,502					
23	2017 / Thomas HDX / 72	9	D								207,547				
24	2018 / Thomas Saf-T-Liner HDX / 84	2	D								207,547				
25	2018 / Thomas Saf-T-Liner / 46	53	D										250,186		
26	2019 / Thomas Saf-T-Liner HDX / 72	71	D									213,773			
27	2024 / Chevrolet Collins/ 14	56	A												155,045
28	2021 / Thomas Saf-T-Liner HDX / 72	3	D												
29	2021 / Thomas Saf-T-Liner HDX / 72	23	D												
30	2024 / Chevrolet Collins/ 14	55	A									141,888			
31	2025 / Thomas / 84	19	D												233,596
32	2025 / Freightliner / 30	61	C*											150,529	
Replacement Cost Totals				168,754	616,356	448,510	401,451	401,730	521,114	577,648	594,977	497,549	441,023	497,620	388,641

* 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.

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 Type A (MFSAB = Multi-Function School Activity Bus) are used for transportation purposes not appropriate for "school buses". The smaller vehicles are 14-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 student activities throughout the school year.