

School Bus Replacement Plan for the Years 2021 - 2032

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 2021 through 2032. 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											
				2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
1	2010 / International CE / 20	62	C*	104,142									124,461		
2	2007 / International FE S / 66	40	D	106,488											
3	2007 / Thomas Saf-T-Liner / 84	43	D		132,911										
4	2012 / Chevrolet Collins / 14	50	A					65,369							
5	2008 / Thomas Saf-T-Liner / 84	34	D		132,911										
6	2008 / Thomas Saf-T-Liner / 84	42	D	130,305											
7	2008 / International RE / 84	46	D				138,280								
8	2009 / Bluebird All-Amer / 66	48	C			110,790									
9	2009 / Bluebird All-Amer / 66	45	D				138,280								
10	2010 / Thomas Saf-T-Liner / 66	41	D					141,046							
11	2014 / International CE / 30	61	C*			108,350								126,950	
12	2015 / Chevrolet Thomas / 14	52	A			62,830							72,172		
13	2012 / Thomas MVP-EF / 66	3	D						117,571						
14	2012 / Thomas MVP-EF / 66	16	D						117,571						
15	2012 / Thomas MVP-EF / 66	47	D					115,266							
16	2017 / Thomas Saf-T-Liner / 30	60	C*							117,282					
17	2018 / Chevrolet Collins / 14	51	A						66,676						
18	2014 / International RE PB305 / 66	44	D							119,922					
19	2014 / International RE PB305 / 66	49	D							119,922					
20	2018 / Bluebird BBCB / 30	63	C*								119,628				
21	2015 / Thomas Saf-T-Liner / 84	19	D								149,679				
22	2015 / Thomas Saf-T-Liner / 84	35	D								149,679				
23	2020 / Chevrolet Collins / 14	54	A									70,757			
24	2016 / Thomas HDX / 84	8	D									152,673			
25	2016 / Thomas HDX / 84	32	D									152,673			
26	2017 / Thomas HDX / 72	9	D										155,726		
27	2018 / Thomas Saf-T-Liner HDX / 84	27	D											158,841	
28	2018 / Thomas Saf-T-Liner / 46	53	D											188,841	
29	2019 / Thomas Saf-T-Liner HDX / 72	21	D												162,018
30	2019 / Thomas Saf-T-Liner HDX / 72	71	D												162,018
31	2020 / Thomas Saf-T-Liner HDX / 72	7	D												
32	2020 / Thomas Saf-T-Liner HDX / 72	24	D												
Replacement Cost Total				340,935	265,822	281,970	276,560	321,681	301,818	357,126	418,986	376,103	352,359	474,632	324,036

* 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.)

School bus drivers are in short supply, and it helps to have additional buses of Type A (MFSAB) so that a CDL is not required for the driver for student activity trips. In 2020, we purchased a new Type A Bus 54 and did not trade in Bus 51, which added one (1) additional MFSAB bus to our fleet.

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.