

School Bus Replacement Plan for the Years 2023 - 2034

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 2023 through 2034. 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											
				2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
1	2010 / International CE / 20	62	C*	114,556									149,471		
2	2007 / International FE S / 66	40	D	117,137											
3	2007 / Thomas Saf-T-Liner / 84	43	D		147,636										
4	2012 / Chevrolet Collins / 14	50	A					74,767							
5	2008 / Thomas Saf-T-Liner / 84	34	D		147,636										
6	2008 / Thomas Saf-T-Liner / 84	42	D	143,336											
7	2008 / International RE / 84	46	D				156,627								
8	2009 / Bluebird All-Amer / 66	48	C			124,271									
9	2009 / Bluebird All-Amer / 66	45	D				156,627								
10	2010 / Thomas Saf-T-Liner / 66	41	D					161,326							
11	2014 / International CE / 30	61	C*			121,533								153,955	
12	2015 / Chevrolet Thomas / 14	52	A			70,475							86,676		
13	2012 / Thomas MVP-EF / 66	3	D						135,794						
14	2012 / Thomas MVP-EF / 66	16	D						135,794						
15	2012 / Thomas MVP-EF / 66	47	D					131,839							
16	2017 / Thomas Saf-T-Liner / 30	60	C*							136,786					
17	2018 / Chevrolet Collins / 14	51	A						77,010						
18	2014 / International RE PB305 / 66	44	D							139,868					
19	2014 / International RE PB305 / 66	49	D							139,868					
20	2018 / Bluebird BBCB / 30	63	C*								140,890				
21	2015 / Thomas Saf-T-Liner / 84	19	D								176,286				
22	2015 / Thomas Saf-T-Liner / 84	35	D								176,286				
23	2020 / Chevrolet Collins / 14	54	A									84,151			
24	2016 / Thomas HDX / 84	8	D									181,575			
25	2016 / Thomas HDX / 84	32	D									181,575			
26	2017 / Thomas HDX / 72	9	D										187,022		
27	2018 / Thomas Saf-T-Liner HDX / 84	27	D											192,633	
28	2018 / Thomas Saf-T-Liner / 46	53	D											222,633	
29	2019 / Thomas Saf-T-Liner HDX / 72	21	D												198,412
30	2019 / Thomas Saf-T-Liner HDX / 72	71	D												198,412
31	2020 / Thomas Saf-T-Liner HDX / 72	7	D												
32	2020 / Thomas Saf-T-Liner HDX / 72	24	D												
Replacement Cost Total				375,029	295,272	316,279	313,254	367,932	348,598	416,522	493,462	447,301	423,169	569,221	396,824

* 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.