

**SCHOOL BUS REPLACEMENT PLAN
FOR THE YEARS 2022 - 2026**

Pursuant to IC 20-40-18, **Brownsburg Community School Corporation** does hereby submit to the Department of Local Government Finance the following School Bus Replacement Plan for the five (5) year period 2022 through 2026. 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**

	Bus Description	Corp ID Number	Type of Bus/Vehicle per DOE "TN"	Owned or Leased	Estimated Replacement Costs				
					2022	2023	2024	2025	2026
1	2003 Thomas HDX 84 passenger	65	D	Owned	\$ 164,335.51				
2	2004 Thomas HDX 84 passenger	29	D	Owned	\$ 164,335.51				
3	2004 Thomas HDX 84 passenger	71	D	Owned	\$ 164,335.51				
4	2004 Thomas HDX 84 passenger	72	D	Owned	\$ 164,335.51				
5	2004 Thomas HDX 84 passenger	73	D	Owned	\$ 164,335.51				
6	2004 Thomas HDX 84 passenger	26	D	Owned	\$ 164,335.51				
7	2004 Thomas HDX 84 passenger	77	D	Owned	\$ 164,335.51				
8	2005 Thomas HDX 84 passenger	21	D	Owned	\$ 164,335.51				
9	2005 Thomas HDX 84 passenger	22	D	Owned	\$ 164,335.51				
10	2005 Thomas HDX 84 passenger	23	D	Owned	\$ 164,335.51				
11	2005 Thomas HDX 84 passenger	36	D	Owned	\$ 164,335.51				
12	2005 Thomas HDX 84 passenger	79	D	Owned		\$ 169,265.58			
13	2005 Thomas HDX 84 passenger	80	D	Owned		\$ 169,265.58			
14	2005 Thomas HDX 84 passenger	104	D	Owned		\$ 169,265.58			
15	2005 Thomas HDX 84 passenger	107	D	Owned		\$ 169,265.58			
16	2007 Thomas HDX 84 passenger	81	D	Owned		\$ 169,265.58			
17	2007 Thomas HDX 84 passenger	82	D	Owned		\$ 169,265.58			
18	2007 Thomas HDX 84 passenger	83	D	Owned		\$ 169,265.58			
19	2007 Thomas HDX 84 passenger	84	D	Owned		\$ 169,265.58			
20	2008 Thomas HDX 84 passenger	87	D	Owned		\$ 169,265.58			
21	2008 Thomas HDX 84 passenger	88	D	Owned		\$ 169,265.58			
22	2008 Thomas HDX 84 passenger	89	D	Owned		\$ 169,265.58			
23									
24									
25									
Replacement Cost Totals					\$ 1,807,690.61	\$ 1,861,921.38			

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					2022	2023	2024	2025	2026
1	2008 Thomas HDX 84 passenger	90	D	Owned			\$ 174,343.55		
2	2008 Thomas HDX 84 passenger	91	D	Owned			\$ 174,343.55		
3	2009 Thomas HDX 84 passenger	38	D	Owned			\$ 174,343.55		
4	2009 Thomas HDX 84 passenger	40	D	Owned			\$ 174,343.55		
5	2009 Thomas HDX 84 passenger	49	D	Owned			\$ 174,343.55		
6	2010 Thomas HDX 84 passenger	13	D	Owned			\$ 174,343.55		
7	2010 Thomas HDX 84 passenger	17	D	Owned			\$ 174,343.55		
8	2010 Thomas HDX 84 passenger	24	D	Owned			\$ 174,343.55		
9	2010 Thomas HDX 84 passenger	110	D	Owned			\$ 174,343.55		
10	2011 Thomas Minotour 14 passenger	7	A	Owned			\$ 81,537.15		
11	2011 Thomas Minotour 14 passenger	8	A	Owned			\$ 81,537.15		
12	2012 Thomas Minotour 14 passenger	4	A	Owned				\$ 83,983.26	
13	2012 Thomas Minotour 14 passenger	9	A	Owned				\$ 83,983.26	
14	2012 Thomas HDX 84 passenger	14	D	Owned				\$ 179,573.86	
15	2012 Thomas HDX 84 passenger	15	D	Owned				\$ 179,573.86	
16	2012 Thomas HDX 84 passenger	16	D	Owned				\$ 179,573.86	
17	2012 Thomas Minotour 14 passenger	105	A	Owned				\$ 83,983.26	
18	2012 Thomas Minotour 14 passenger	108	A	Owned				\$ 83,983.26	
19	2014 Thomas C2 66 passenger sp needs	112	C	Owned				\$ 160,417.69	
20	2014 Thomas HDX 84 passenger	20	D	Owned				\$ 179,573.86	
21	2014 Thomas Minotour 14 passenger	102	A	Owned				\$ 83,983.26	
22	2015 Thomas Minotour 14 passenger	1	A	Owned				\$ 83,983.26	
23									
24									
25									
Replacement Cost Totals							\$ 1,732,166.25	\$ 1,382,612.69	

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					2022	2023	2024	2025	2026
1	2015 Thomas Minotour 14 passenger	2	A	Owned					
2	2015 Thomas HDX 84 passenger	18	D	Owned					\$ 184,961.08
3	2015 Thomas HDX 84 passenger	19	D	Owned					\$ 184,961.08
4	2016 Thomas Minotour 14 passenger	28	A	Owned					\$ 86,502.76
5	2016 Thomas Minotour 14 passenger	48	A	Owned					\$ 86,502.76
6	2016 Thomas HDX 84 passenger	32	C	Owned					\$ 165,230.22
7	2016 Thomas HDX 84 passenger	50	C	Owned					\$ 165,230.22
8	2016 Thomas HDX 84 passenger	63	D	Owned					\$ 184,961.08
9	2016 Thomas HDX 84 passenger	64	D	Owned					\$ 184,961.08
10	2017 Thomas Minotour 14 passenger	3	A	Owned					\$ 86,502.76
11	2017 Thomas Minotour 14 passenger	10	A	Owned					\$ 86,502.76
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Replacement Cost Totals									\$ 1,416,315.80

SECTION II
JUSTIFICATION FOR ADDITIONAL BUS PURCHASES, TRANSPORTATION SERVICES, AND/OR EARLY BUS REPLACEMENT

1. Pursuant to IC 20-40-18-9(2)(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 buses from the prior school year, explain for each additional bus and the circumstances of the demand for increased transportation services within the School Corporation.

Enrollment has increased by an average of 250 a year the past three years. According to our information, this growth will continue at this pace in the coming years. The district will not be able to handle the increased growth without the possibility of additional school buses.

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.

At the same time the district is seeking to minimize the number of buses and routes, there is a block of buses purchased in the period 2004-2006. Some of these purchases were a result of a bus recall that caused a greater number of buses to be purchased in a single year than would have ordinarily occurred. The balance of the purchases were made at a time of rapid enrollment growth (the average annual enrollment growth between 2003 and 2006 was over 338 students per year). The end result is over 50% of the current fleet comprised of four model years. While many buses at 12 years of age will be functionally adequate to continue in operation, the district is attempting to spread the replacement of such a large portion of its fleet over a greater period of time. Buses of less than 12 years of age would be selected on the basis of their repair record and mileage. Bus Replacement Fund revenues as currently structured and projected will simply not cover such a large purchase of replacement over such a short period of time.

