

Later Start Time Scenarios (Considered or Modeled as of Sept. 27, 2007)

Start Times	Est'd Cost	Issues
Current:		
7:50 – 9:25 am (ES)	\$0	Too early HS, Tier 3 ES too late; neither in keeping with biology of age group.
7:20 – 8 am (MS) (2 outliers)	(Status Quo, \$109 million for FY 07-08)	
7:20 – 7:30 (HS) (TJ: 8:30)		
MPS Phase 2:		
Scenario 1:		
8 - 9:45 am (ES)	\$3.36 - \$6.6 M	Tier 3 ES too late MS put at "prime time"
8:20 and 8:55 am (MS)	(for +5% buses)	
8:50 am (HS)		
Scenario 2:		
8 – 9:35 am (ES)	\$5.9 - \$9.2 M	Tier 3 ES later than now MS put on "prime time" Higher cost than Scen. 1
8:20 and 8:55 am (MS)	(for +9% buses)	
8:50 am (HS)		
Scenario 3:		
8:45 – 9:55 am (ES)	\$0	Many ES too late (Not modeled per Scope of Work: ES supposed to be on Tier 1&2, MS on Tier 3)
8 am (MS)	(no new buses)	
8:04, 8:23, 8:27 am (HS)		
School Board Scope of Work:		
Tier 1 and 2 (ES) Approx. 8 am/8:45 am	No information	MPS did not model
Tier 2 (HS) approx. 8:45 am		
Tier 3 (MS) (+ a few ES) approx. 9:30 am		
MPS Phase 1:		
Scenario D (consensus)*		
7:45 and 9:15 am (ES)	\$44 million (no reroutings or other cost-saving measures) (D estimated at 55% more buses; E at 47% more, averaged to +51%)	High estimated cost "Prime time" to MS rather than ES
8:35 and 8:55 (MS)		
8:30 am (HS)		
Scenario E (consensus)*		
7:50, 8:15, 9:15 (ES) (ES across all three tiers)	early ES required many split runs to avoid civil twilight, MPS suggested slight slide to reduce cost by 40%.	
8:35 or 9:15 (MS) (MS tier on Tier 2 or 3)		
8:30 (HS) (Tier 2)		

* For scenarios A, B, C considered by Community Advisory Committee see pp14-15 of MPS Phase 1 report (A: HS on Tier 3 at 9-9:10 am; Scenario B, HS on Tier 2, 8:10-8:15 am; Scenario C: HS in Tier 2 or 3, 8:25 or 9:10 am)

1998 Task Force:

20-minute Slide:

7:40 am (HS/MS)

8:55 am (ES1)

9:30 am (ES2)

\$0

Puts Tier 3 ES
too late (end time
4:05 pm) civil
twilight concerns

40-minute Slide:

8 am (HS/MS)

9:15 am (ES1)

9:50 am (ES2)

\$0

Ditto, only worse

Two-Bell Flip:

8 am (all ES)

9 am (HS/MS)

\$33.7 M

High cost, largely
due to going from
three-tier system to
two-tier model

The 1998 Task Force also considered a 10 minute slide, but rejected it as not making a significant impact on HS and MS student needs.

The Task Force also considered a **Split**:

ES A: 8 am

ES B: 9 am

HS/MS: 8:30 am

They rejected this early on as unworkable.

Madison HS proposed pilot, 2001:

Scenario 1*

Tier 1: 7:20 am MS

7 more buses

Tier 2: 8:10 am: HS

Tier 3: 8:35 am: 3 ES

9:15 am: 3 ES

Earliness of
Tier 1 an issue

Scenario 2

Tier 1: 7:20 am MS

5 more buses

7:40 am: 2ES

8 am: 1ES

Tier 2: 8:30 am: HS

Tier 3: 8:35 am: 2ES

9:15 am: 2ES

Earliness of
Tier 1 an issue

Scenario 3

Tier 1: 8-8:10 am, 3 ES

6 more buses

Tier 2: 8:35, 9 am, 4 ES

Tier 3: 9:45 (MS) 10 am (HS)

Lateness of HS
an issue

Scenario 4:

Tier 1: 7:35 MS; 8:10, 1 ES

4 more buses

Tier 2: 8:35, 4 ES

Tier 3: 9:10-15, 2 ES; 10 am (HS)

Lateness of HS
an issue

*several approaches were considered before these emerged.

Arlington scenarios

Status Quo before change:

7:30, HS
8:10, MS
8:10, 8:50 am, ES
9:20, HB Woodlawn

Considered*

Alternative 1:

8:30 am, HS, HB Woodlawn
9:10 am, MS
7:50, 8:30, 9:10, ES

Alternative 2:

7:55 am, HS, HB Woodlawn
8:35 am, MS
7:55, 8:35, 9:10 am, ES

Alternative 3:

7:50 am, MS
8:15 am, HS
7:50, 8:25, 9:10 am, ES

* Arlington needed 40 minutes between tiers; Fairfax needs 45 minutes; many other options considered, narrowed down to these as having most potential. They took these and tweaked them to reduce need for buses, turned them into Alternatives 1A, 2A, 3A.

Steering Committee recommended **Alternative 3A (below)** and asked that Alternative 1A be sent as a second option to be considered by School Board.

Alternative 1A:

7:50, 8:30 am, ES
8:30 am, HS
9:10 am, MS

Adopted Recommendation (Alternative 3A):

7:50 am MS
8:15 am, HS
8:25, 9 am, ES
9:20, HB Woodlawn

Compiled by Sandy Evans, 9/27/07