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What the Jerome School District Published

Operational Dimension	5-Day Legacy (Combined)	5-Day Staggered (Proposed)	4-Day Staggered (Proposed)
Avg. Elem. Route Time	1 hr 42 min	54 min	54 min (-47%)
Weekly Student Transit Fatigue	10.8 Hours	9.0 Hours	7.2 Hours (-33%)
Open Driver Positions	4 Vacancies (Critical)	1 Vacancy	0 Vacancies (Fully Staffed)
AM Daily System Mileage	496.55 Miles	700.68 Miles	560.54 Miles (+12.8%)
Operational Fuel Cost Variance	Baseline	+41.1%	+12.8% (Highly Optimized)

Every figure in Tables 2 through 4 either appears here or is calculated from what appears here. The district publishes three scenarios. A four-day week without staggering is not among them.

Source: Jerome School District No. 261, "Modernizing District Logistics: Staggered Tiers & 4-Day School Week," page 10, Logistics Performance Matrix.

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What the Jerome School District Got Wrong!?!?

Operational Dimension	5-Day Legacy (Combined)	5-Day Staggered (Proposed)	4-Day Staggered (Proposed)
Avg. Elem. Route Time	1 hr 42 min **	54 min	54 min (-47%)
Weekly Student Transit Fatigue	10.8 Hours **	9.0 Hours	7.2 Hours (-33%) *
Open Driver Positions	4 Vacancies (Critical)	1 Vacancy	0 Vacancies (Fully Staffed)
AM Daily System Mileage	496.55 Miles	700.68 Miles	560.54 Miles (+12.8%)
Operational Fuel Cost Variance	Baseline	+41.1%	+12.8% (Highly Optimized)

* this number represents a benefit to switching to four day weeks, not staggered bus schedules.

** one of these two numbers cannot be correct

Every figure in Tables 2 through 4 either appears here or is calculated from what appears here. The district publishes three scenarios. A four-day week without staggering is not among them.

Source: Jerome School District No. 261, "Modernizing District Logistics: Staggered Tiers & 4-Day School Week," page 10, Logistics Performance Matrix.

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What the numbers should have been - seems shocking

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Operational Dimension	5-Day Legacy (Combined)	5-Day Staggered (Proposed) ***	4-Day Staggered (Proposed)
Avg. Elem. Route Time **	1 hr 42 min 64.80	54 min	54 min (-47%) 16.67%*
Weekly Student Transit Fatigue	10.8 Hours	9.0 Hours	7.2 Hours (-33%)
Open Driver Positions	4 Vacancies (Critical)	1 Vacancy	0 Vacancies (Fully Staffed)
AM Daily System Mileage	496.55 Miles	700.68 Miles	560.54 Miles (+12.8%) ****
Operational Fuel Cost Variance	Baseline	+41.1%	+12.8% (Highly Optimized)

* $10.8 \times 60 \text{ min} / 5 \text{ days} / 2 \text{ trips per day} = 64.80 \text{ minutes per tri.}$ At 16.67 reduction Weekly Student Transit Fatigue

** Avg. Elem. Route Time = Weekly Student Transit Fatigue / # of days of school per week. Verified using the 5-Day Staggered (Proposed Column) and correlated with page 6.

*** Was this plan started before going to 4 day weeks? Why " (Proposed)?"

**** 560.54 was probably calculated wrong $700.68 \times 8 (5 \text{ day} \# - 1 \text{ day})$, but this is identified as the AM FAily System Mileage so this means this is the avg miles per trip.

The Column that was Missing! 4-day Non-Staggered

What Each Option Actually Buys

Student time saved against fuel cost, using the district's own figures

Scenario	Weekly Student Transit Fatigue	Student Time Saved Per Week	Fuel Cost Per Operating Day	Bell Schedule Change Required
5-Day Legacy (today)	10.80 hrs 64 min each way	baseline	baseline	none
5-Day Staggered	9.00 hrs 54 min each way	1.80 hrs	+41.1%	yes
4-Day Non-Staggered	8.64 hrs 64 min each way	2.16 hrs	-20.0%	no
4-Day Staggered	7.20 hrs 54 min each way	3.60 hrs	+41.1%	yes

Appx one way trip time, appx 10 min different between staggered and non-staggered, but remember, the 4-day non-staggered was not part of the presentation.

As published

Calculated by the author

A four-day week with no staggering saves more student time than staggering does, cuts fuel by 20 percent instead of raising it by 41 percent, and requires no change to any family's morning schedule. The district's presentation does not include this scenario.

Source: Jerome School District No. 261, "Modernizing District Logistics: Staggered Tiers & 4-Day School Week," page 10.
The district's figures do not reconcile with one another. Corrections shown here apply the district's own formula, recovered from its own columns.
They are corrections for internal consistency, not independent measurements.
The 4-Day Non-Staggered row is calculated by the author using the district's own method. It does not appear in the district's presentation.