

Notes from School Crossing Guard Committee meeting on April 21, 2015:

The School Crossing Guard Committee met on April 21, 2015 to review and discuss data provided by the Transportation Authority of Marin (TAM) on current Crossing Guard locations funded by TAM (79), additional Crossing Guards funded by School Districts (6+), and the next 30 ranked crossing guard locations on the list.

- Because of living wage increases and temporary funding sources that will be exhausted over the next three years, there will be an overall reduction of 10 TAM funded crossing guards (from 79 - 69) over the next three year period.
- A total of 77 guards qualify for funding in 2015-16, 71 guards in 2016-17, and 69 guards in 2017-18. Notifications regarding each respective reduction will be sent out to affected schools and districts in May, prior to the year when reductions will take place.
- The two crossing guard locations that are currently funded, and will no longer qualify in 2015-16 are in the Dixie School District and Saint Anselm's Catholic School.
- Some additional information is needed to complete the data on District funded crossing guards.
- Options discussed to avoid reductions and/or increase the number of funded guards included 1) Offering schools / districts the option of contracting directly with TAM for fully funded guards (\$14,800 / guard); 2) a hybrid program where schools / districts recruit volunteers, who would participate in TAM training program, and would include a paid substitute service (the cost per volunteer guard position TBD); or 3) Districts / schools create in-house solution (paid campus supervisor, junior guard program, etc.).
- Approximately \$450,000 per year is needed to fund the next 30 ranked crossing guards on the list. Possible shared funding sources were discussed including Board of Supervisors, LCFF, Cities / Municipalities / Public Works, law enforcement, and a revenue measure.
- Next steps are to explore hybrid program (and costs) described above, gather and complete data, increase awareness through marketing efforts, explore shared funding sources, seek options for the two intersections that will not qualify in 2015-16, and encourage development of crossing guard recognition efforts at each school.