**REVENUE EXPLANATION**

There is no anticipated direct material effect on governmental revenues as a result of this measure.
Many districts supplement the minimum operational pay under current law. In order to incorporate the new compensation rates, it is likely that districts will reduce or eliminate existing supplemental pay, although this will vary by district. For example, St. Tammany Parish, which employs over 40% of the state’s school bus owner/operators, supplements the current state-mandated operational pay with a $100 monthly stipend as well as an allowance based on local diesel fuel costs; other components of St. Tammany Parish’s supplemental pay include payment for mid-day runs, payment for training other drivers, and paid mileage from their last drop-off in the morning to their first pick-up in the afternoon. Under the district’s current pay structure, an owner/operator with a route of 70 miles round-trip and a 72 passenger bus would receive an annual total of approximately $8,600 in fuel adjustment and stipends, in addition to the state-mandated operational pay, for a total compensation of approximately $19,700 per year, before accounting for the other components of the district’s supplemental pay structure. The cost to districts will be reduced to the extent that their existing operational pay rates approach or exceed the amounts specified by the proposed legislation.

The proposed legislation further requires each public school governing authority to establish supplemental operational payments to owner/operators for costs associated with the purchase and maintenance of air-conditioning equipment and equipment for transporting students with disabilities. The established supplemental pay structures will vary by district; therefore, costs are indeterminable.