AN ACT concerning education; relating to the Kansas school equity and
enhancement act; relating to transportation weighting; amending
K.S.A. 2017 Supp. 72-5148 and repealing the existing section.

Be it enacted by the Legislature of the State of Kansas:
Section 1. K.S.A. 2017 Supp. 72-5148 is hereby amended to read as
follows: 72-5148. (a) The transportation weighting of each school district
shall be determined by the state board as follows:
(1) Determine the total expenditures of the school district during the
preceding school year from all funds for transporting students of public
and nonpublic schools on regular school routes;
(2) determine the sum of: (A) The number of students who were
included in the enrollment of the school district in the preceding school
year who resided less than 2 1/2 miles by the usually traveled road from the
school building such students attended and for whom transportation was
made available by the school district; and (B) the number of nonresident
students who were included in the enrollment of the school district for the
preceding school year and for whom transportation was made available by
the school district;
(3) determine the number of students who were included in the
enrollment of the district in the preceding school year who resided 2 1/2
miles or more by the usually traveled road from the school building such
students attended and for whom transportation was made available by the
school district;
(4) multiply the number of students determined under subsection (a)
(3) by 2.8;
(5) divide the amount determined under subsection (a)(2) by the
product obtained under subsection (a)(4);
(6) add one to the quotient obtained under subsection (a)(5);
(7) multiply the sum obtained under subsection (a)(6) by the amount
determined under subsection (a)(3);
(8) divide the amount determined under subsection (a)(1) by the
product obtained under subsection (a)(7). The resulting quotient is the per-
student cost of transportation;
(9) on a density-cost graph, plot the per-student cost of transportation
for each school district;
(10) construct a curve of best fit for the points so plotted;
(11) adjust the curve of best fit as follows:
   (A) Identify the 10 school districts on the density-cost graph with the
   highest indices of density;
   (B) determine the median per-student cost of transportation for those
   10 school districts, excluding the highest per-student cost of
   transportation and the lowest per-student cost of transportation for the
   school districts identified under subsection (a)(11)(A); and
   (C) beginning at the point on the curve of best fit that corresponds to
   the median per-student cost of transportation determined under subsection
   (a)(11)(B), the curve of best fit shall be adjusted such that it presents a
   horizontal line with a value on the vertical axis equal to such median per-
   student cost of transportation;
   (12) locate the index of density for the school district on the base
   line of the density-cost graph and from the point on the adjusted curve of
   best fit directly above this point of index of density follow a line parallel to
   the base line to the point of intersection with the vertical line, which point
   is the formula per-student cost of transportation of the school district;
   (13) divide the formula per-student cost of transportation of the
   school district by the BASE aid; and
   (14) multiply the quotient obtained under subsection (a)(12) (a)
   (13) by the number of students who are included in the enrollment of the
   school district, are residing 2½ miles or more by the usually traveled road
   to the school building they attend, and for whom transportation is being
   made available by, and at the expense of, the district.
(b) (1) For school years 2017-2018 through 2020-2021, the
transportation weighting of the school district shall be either the product
determined under subsection (a)(13) (a)(14), or that portion of such school
district's general state aid for school year 2016-2017 that was attributable
to the school district's transportation weighting, whichever is greater.
(2) For school year 2021-2022, and each school year thereafter, the
transportation weighting of the school district shall be the product
determined under subsection (a)(13) (a)(14).
(c) For the purpose of providing accurate and reliable data on student
transportation, the state board is authorized to adopt rules and regulations
prescribing procedures that school districts shall follow in reporting
pertinent information, including uniform reporting of expenditures for
transportation.
(d) As used in this section:
(1) "Curve of best fit" means the curve on a density-cost graph drawn
so the sum of the distances squared from such line to each of the points
plotted on the graph is the least possible.
(2) "Density-cost graph" means a drawing having: (A) A horizontal or
base line divided into equal intervals of density, beginning with zero on the
left; and (B) a scale for per-student cost of transportation to be shown on a
line perpendicular to the base line at the left end thereof, such scale to
begin with zero dollars at the base line ascending by equal per-student cost
intervals.

(3) "Index of density" means the number of students who are
included in the enrollment of a school district in the current school year,
are residing the designated distance or more by the usually traveled road
from the school building they attend, and for whom transportation is being
made available on regular school routes by the school district, divided by
the number of square miles of territory in the school district.

Sec. 2. K.S.A. 2017 Supp. 72-5148 is hereby repealed.

Sec. 3. This act shall take effect and be in force from and after its
publication in the statute book.