

Be it enacted by the Legislature of the State of Washington:

NEW SECTION. Section 1. The legislature finds that because of recent increases in population in our state, money previously provided to the department of licensing is currently inadequate to permit the department to provide sufficient, prompt, and convenient drivers' licensing services to our citizens. Because driver examining is an important element in the promotion of highway safety, it is essential the department receive an increased level of funding to perform this function. The purpose of this act is to provide sufficient funding to establish new drivers' license examining stations and to adequately staff them with trained personnel and to staff a new department of licensing region.

NEW SECTION. Sec. 2. There is hereby appropriated from the highway safety fund the amount of \$1,469,000, or so much thereof as is necessary to carry out the purposes of this act, for the biennium ending June 30, 1981, to be used for the establishment of eight additional drivers' license examining stations to be located in the Redmond-Kirkland area, north Kitsap county, Federal Way, Midway area, Oak Harbor, Oroville, Othello, and east King county and for the funding of thirty-four additional full-time equivalent staff years annually to staff these stations and three additional full-time equivalent staff years annually to staff a new region: PROVIDED HOWEVER, That if chapter ... (HB 1571 or HB 1543), Laws of 1980 becomes law, the appropriation and full-time equivalent staff year authorization contained in this section shall remain unexpended to the extent that appropriations are made by that act for the purposes of carrying out section 1 of this act.

NEW SECTION. Sec. 3. This act is necessary for the immediate preservation of the public peace, health, and safety, the support of the state government and its existing public institutions, and shall take effect immediately.

Passed the House February 27, 1980.

Passed the Senate February 26, 1980.

Approved by the Governor March 10, 1980.

Filed in Office of Secretary of State March 10, 1980.

CHAPTER 122

[Substitute House Bill No. 440]

SCHOOL BUSES—NONSTUDENT SPACE AVAILABLE TRANSPORTATION

AN ACT Relating to education; amending section 28A.24.055, chapter 223, Laws of 1969 ex. sess. as last amended by section 1, chapter 45, Laws of 1973 and RCW 28A.24.055; and adding a new section to chapter 223, Laws of 1969 ex. sess. and to chapter 28A.24 RCW.

Be it enacted by the Legislature of the State of Washington:

NEW SECTION. Section 1. There is added to chapter 223, Laws of 1969 ex. sess. and to chapter 28A.24 RCW a new section to read as follows:

Every school district board of directors may authorize any parent, guardian or custodian of a student enrolled in the district to ride a school bus or other student transportation vehicle at the request of school officials or employees designated by the board: **PROVIDED**, That excess seating space is available on the vehicle after the transportation needs of students have been met: **PROVIDED FURTHER**, That private or other public transportation of the parent, guardian or custodian is not reasonable in the board's judgment.

Sec. 2. Section 28A.24.055, chapter 223, Laws of 1969 ex. sess. as last amended by section 1, chapter 45, Laws of 1973 and RCW 28A.24.055 are each amended to read as follows:

Every board of directors shall provide and pay for transportation of children to and from school whether such children live within or without the district when in its judgment the best interests of the district will be subserved thereby, but the board is not compelled to transport any pupil living within two miles of the schoolhouse.

When children are transported from one school district to another the board of directors of the respective districts may enter into a written contract providing for a division of the cost of such transportation between the districts.

When commercial charter bus service is not reasonably available to a school district, the state board of education may authorize the use of school buses and drivers hired by the district for the transportation of school children and the school employees necessary for their supervision to and from any school activities within or without the school district during or after school hours and whether or not a required school activity, so long as the school board has officially designated it as a school activity. For any extra-curricular uses, the school board shall charge an amount sufficient to reimburse the district for its cost.

In addition to the right to contract for the use of buses provided in RCW 28A.24.170 and 28A.24.172, any school district may contract to furnish the use of school buses of that district to other users who are engaged in conducting an educational or recreational program supported wholly or in part by tax funds or programs for elderly persons at times when those buses are not needed by that district and under such terms as will fully reimburse such school district for all costs related or incident thereto: **PROVIDED**, **HOWEVER**, That no such use of school district buses shall be permitted except where other public or private transportation certificated or licensed by the Washington utilities and transportation commission is not reasonably available to the user: **PROVIDED FURTHER**, That no user shall be required to accept any charter bus for services which the user believes might place the health or safety of the children or elderly persons in jeopardy.

Whenever any (~~school children or elderly~~) persons are transported by the school district in its own motor vehicles and by its own employees, the board may provide insurance to protect the district against loss, whether by reason of theft, fire or property damage to the motor vehicle or by reason of liability of the district to persons from the operation of such motor vehicle.

The board may provide insurance by contract purchase for payment of hospital and medical expenses in an amount not exceeding one thousand dollars per person per injury for the benefit of persons injured while they are on, getting on, or getting off any vehicles enumerated herein without respect to any fault or liability on the part of the school district or operator. This insurance may be provided without cost to the persons notwithstanding the provisions of RCW 28A.58.420.

If the transportation of children or elderly persons is arranged for by contract of the district with some person, the board may require such contractor to procure such insurance as the board deems advisable.

Passed the House January 16, 1980.

Passed the Senate February 29, 1980.

Approved by the Governor March 11, 1980.

Filed in Office of Secretary of State March 11, 1980.

CHAPTER 123

[House Bill No. 542]

PUBLIC BROADCASTING—APPROPRIATION

AN ACT Relating to broadcasting by radio or television, including instructional and public broadcasting; creating new sections; adding new sections to chapter 223, Laws of 1969 ex. sess. and to Title 28A RCW; repealing section 28A.91.010, chapter 223, Laws of 1969 ex. sess. and RCW 28A.91.010; repealing section 28A.91.020, chapter 223, Laws of 1969 ex. sess. and RCW 28A.91.020; repealing section 28A.91.030, chapter 223, Laws of 1969 ex. sess. and RCW 28A.91.030; repealing section 28A.91.040, chapter 223, Laws of 1969 ex. sess. and RCW 28A.91.040; repealing section 28A.91.050, chapter 223, Laws of 1969 ex. sess., section 70, chapter 34, Laws of 1975-'76 2nd ex. sess. and RCW 28A.91.050; repealing section 28A.91.060, chapter 223, Laws of 1969 ex. sess., section 19, chapter 75, Laws of 1977 and RCW 28A.91.060; and making an appropriation.

Be it enacted by the Legislature of the State of Washington:

***NEW SECTION. Section 1. The legislature finds and declares that it is in the public interest of the state of Washington to promote and encourage the growth, expansion, development and programming diversity of public broadcasting which shall be responsive to the needs and interests of people throughout the state. The legislature believes that it is to the advantage of the state to realize to the fullest possible extent those potential benefits of public broadcasting. It is necessary and appropriate for the state government to complement, assist, and support financially a public broadcasting service for all the people in all of the geographical areas of the state utilizing both open circuit and cable transmission. The broadest possible instructional**