

and experience in the care of patients. The Commissioner of Mental Health shall serve for a five year term and shall be eligible for reappointment. The Commissioner of Mental Health, with the approval of the Secretary of Public Welfare, shall develop plans and programs and make recommendations with respect to the general policy of the Commonwealth's mental health program. He shall initiate, develop and, with the approval of the Secretary of Public Welfare, carry into effect plans and programs designed to prevent, treat and cure the mentally ill. He shall recommend to the Secretary of Public Welfare such professional and skilled personnel as may be necessary to carry out the plans and programs of the department in the field of mental health. He shall organize and institute intensive and specialized training of mental health personnel in order to qualify them for dealing with special problems presented by the criminal population and shall establish, operate and maintain, in the larger district offices of the Pennsylvania Board of Probation and Parole, units to provide psychological and psychiatric services to the Board of Parole and shall assign to these units trained personnel specialized in psychiatry and psychology. He shall recommend to the Secretary of Public Welfare the appointment of the superintendents of State mental institutions who in turn shall assign, appoint and dismiss personnel of the institutions.

Section 2. This act shall take effect immediately.

APPROVED—The 27th day of December, A. D. 1965.

WILLIAM W. SCRANTON

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No. 504

AN ACT

SB 707

Amending the act of May 31, 1911 (P. L. 468), entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, and staff of assistants and employes; defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of commissioner and deputies and other appointees; providing for taking over from the counties or townships of the Commonwealth certain existing public roads connecting county-seats, principal cities, and towns and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvements, maintenance and repair of said State highways solely at the expense of the Commonwealth, and relieving

the several townships or counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of property, or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing method of application for State aid in the improvement, maintenance and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough, or incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriations to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provisions of this act," authorizing the Secretary of Highways to pay seventy-five per centum of the bid price of prestressed beams, necessary in the construction of bridges, after the same have been completely fabricated and stored on the manufacturer's premises awaiting shipment to the site of the work.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Subsection (g) of section 33, act of May 31, 1911 (P. L. 468), entitled "An act providing for the establishment of a State Highway Department, by the appointment of a State Highway Commissioner, two Deputy State Highway Commissioners, chief engineer, chief draughtsman, superintendents of highways, and staff of assistants and employes; defining their duties and the jurisdiction of the State Highway Department, and fixing salaries of commissioner and deputies and other appointees; providing for taking over from the counties or townships of the Commonwealth certain existing public roads connecting county-seats, principal cities, and towns and extending to the State line; describing and defining same by route numbers as the State highways of the Commonwealth; providing for the improvements, maintenance and repair of said State highways solely at the expense of the Commonwealth, and relieving the several townships or counties from any further obligation and expense to improve or maintain the same, and relieving said townships or counties of authority over same; requiring boroughs and incorporated towns to maintain certain State highways wholly and in part; requiring the State Highway Commissioner to make maps to be complete records thereof; conferring authority on the State Highway Commissioner; providing for the payment of damages in taking of prop-

erty, or otherwise, in the improvement thereof; providing for purchase or acquiring of turnpikes or toll-roads forming all or part of any State highway, and procedure therein; providing for work of improvement of State highways to be done by contract, except where the State Highway Commissioner decides the work be done by the State; providing aid by the State to counties and townships desiring the same in the improvement of township or county roads; defining highways and State-aid highways; providing method of application for State aid in the improvement, maintenance and repair of township or county roads and prescribing the contents of township, county, borough, or incorporated town petitions; providing for percentage of cost of improvement or repairs to be paid by State, county, township, borough, or incorporated town, and requiring contracts by counties, townships, boroughs, and incorporated towns with Commonwealth governing same; providing for the minimum width of State highways and State-aid highways, and kind of materials to be used in the improvement; providing for payment of cost of improvement and repairs; providing penalty for injuring or destroying State highways; making appropriations to carry out the provisions of the act; and providing for the repeal of certain acts relating to Highway Department and improvement of roads, and of all acts or parts of acts inconsistent herewith; and providing that existing contracts are not affected by provisions of this act," amended May 25, 1961 (P. L. 231), is amended to read:

Section 33. \* \* \*

(g) The Secretary of Highways may, in addition to the payments herein authorized, also pay seventy-five (75) per centum of the bid price of fabricated steel necessary in the construction of bridges, [after the same has been delivered on the site of the work,] and of prestressed beams, after the same have been completely fabricated and stored on the manufacturer's premises awaiting shipment to the site of the work, but only when these items are necessary in the construction of bridges and have been inspected and approved by a duly authorized representative of the Department of Highways, [but,] and whenever any such payment is made, the Commonwealth shall take, as security for the placing of the steel and the prestressed beams in the structure proper, documents transferring to it the absolute legal title thereto and a certificate of insurance supplied to the Commonwealth by the contractor insuring the Commonwealth as the owner thereof against any

loss on account of injury to, destruction or disappearance of such beams until such time as they may be delivered to the site of the work.

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APPROVED—The 27th day of December, A. D. 1965.

WILLIAM W. SCRANTON

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No. 505

AN ACT

SB 737

Amending the act of August 14, 1963 (P. L. 984), entitled "An act to increase the commerce and prosperity of the people of the Commonwealth, to improve their health and living conditions, and to alleviate the problems created by traffic congestion and the existence of inadequate mass transportation facilities, by authorizing the creation of a transportation authority to function in each metropolitan area consisting of any county of the first class and all nearby counties within a radius of twenty (20) miles of any such first class county, as a body corporate and politic for the purpose of establishing an integrated mass transportation system with all pertinent powers including, but not limited to, leasing, acquiring, owning, operating and maintaining a system for, or otherwise providing for, the transportation of persons, authorizing the borrowing of money and issuance of bonds therefor, conferring the right of eminent domain on the authority; altering the jurisdiction of the Public Utility Commission, authorizing the acceptance of grants from Federal, State and local governments, limiting actions against the authority and exempting it from taxation, authorizing counties and municipalities to enter into compacts for the financing of each authority and to make appropriations in accordance with such compacts, conferring exclusive jurisdiction upon certain courts with respect to matters relating to such authority, and empowering each authority to function outside of the metropolitan area under certain terms and conditions," exempting the transportation authority created hereunder from portions of the Eminent Domain Code and further providing for the exercise of the power of eminent domain by the transportation authority.

The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows:

Section 1. Section 5, act of August 14, 1963 (P. L. 984), known as the "Metropolitan Transportation Authorities Act of 1963," is amended to read:

Section 5. Power to Acquire Property, Franchises, Etc.—

(a) The authority shall have power to acquire by purchase, condemnation, lease, gift, or otherwise, all or any part of the property of any public utility operating a transportation system within the metropolitan area, including but not limited to, the plant, equipment, property rights in property reserve funds, employees' pension or retirement funds, special funds, franchises, licenses, patents, permits, operating rights, and