

Section 512. Deadline for Establishment of County Mental Health and Mental Retardation Program; Failure to Comply with Minimum Standards; Penalties.—(a) Each county acting alone or in participation with other counties as provided in section 301 shall, by [January 1, 1968] January 1, 1969, submit to the department for approval a plan for a county mental health and mental retardation program. The information and material upon which such plan shall be formulated for submission to the department shall be published and distributed to the counties by the Advisory Committee for Mental Health and Mental Retardation on or before August 1, 1968.

(b) If, by [July 1, 1968] July 1, 1969, any county has not submitted any plan or if although it shall have submitted a plan, it has not made such alterations or additions to such plan as to secure approval by the department, the department shall provide mental health and mental retardation services for such county.

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Section 701. Repeals.—(a) The act of June 12, 1951 (P. L. 533), known as "The Mental Health Act of 1951," is repealed absolutely, effective July 1, [1968] 1969.

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Section 702. Interim Powers of the Department.—(a) Between the effective date of this act and July 1, [1968] 1969, or until such time between said dates as the local authorities shall carry out the responsibilities imposed upon them by Article III, the department shall have the general power to do all things necessary to act for the State or in place of local authorities or their appointees in the designation of facilities and the furnishing of mental health and mental retardation services to the mentally disabled.

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Section 2. This act shall take effect immediately.

APPROVED—The 28th day of June, A. D. 1968.

RAYMOND P. SHAFER

No. 136

AN ACT

SB 1512

Concerning highways and bridges over the Delaware River, and responsibilities of the Delaware River Joint Toll Bridge Commission and the Department of Highways of the Commonwealth of Pennsylvania with regard to the construction of additional crossings.

Whereas, There is a demonstrated need for additional crossings of the Delaware River within the jurisdiction of the Delaware River Joint Toll Bridge Commission; and

Whereas, The United States Bureau of Public Roads has previously indicated a willingness to have constructed as part of the Interstate System a new river crossing as part of Interstate Route 78 near Easton-Phillipsburg; and

Whereas, The Delaware River Joint Toll Bridge Commission has also publicly indicated the need for new crossings at Burlington-Bristol, New Hope-Lambertville and Trenton-Morrisville; and

Whereas, The construction of the Burlington-Bristol crossing with Federal and State funds would substantially reduce the future financial requirements of the Delaware River Joint Toll Bridge Commission; and

Whereas, The Department of Highways of the Commonwealth of Pennsylvania has indicated that under certain conditions the Federal government could be prepared to add the Burlington-Bristol Bridge and the connector roads from Interstate Route 295 in New Jersey to Interstate Route 95 in Pennsylvania to the present Interstate System; and

Whereas, The Federal government is desirous of operating the Interstate System free from toll facilities to the greatest extent possible; and

Whereas, The Federal government is seeking the construction of the Interstate Route 78 crossing as a non-toll facility within ten miles of the existing Easton-Phillipsburg toll bridge and an agreement to release from toll operation at a future specific date the toll bridge at Delaware Water Gap which is a part of Interstate Route 80; and

Whereas, It is in the public interest to resolve the present difficulties preventing prompt construction of all of these bridges and wherever possible to operate these bridges as non-toll facilities; therefore

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

Section 1. The General Assembly of Pennsylvania hereby finds and determines the construction of a new river crossing at Burlington-Bristol and an additional river crossing at Easton-Phillipsburg as part of the National System of Interstate and Defense Highways is in the public interest and further finds and determines that it is in the public interest to have released from toll operation at the Delaware River Crossing that is part of Interstate Route 80 at a date consistent with the intention of the Delaware River Joint Toll Bridge Commission to construct additional toll crossings in the immediate future in the vicinity of New Hope-Lambertville and Trenton-Morrisville, and further deems that the Department of Highways of the Commonwealth of Pennsylvania and the Pennsylvania members of the Delaware River Joint Toll Bridge Commission should cooperate in an effort to accom-

plish the construction of bridges, in so far as possible, in the manner herein set forth.

Section 2. Pursuant to the authority set forth in Article X, section 1004 of the act of June 1, 1945 (P. L. 1242), the Secretary of Highways is further authorized in cooperation with the New Jersey Department of Transportation and the United States Department of Transportation to construct as part of the National System of Interstate and Defense Highways, a bridge across the Delaware River in the vicinity of Burlington, New Jersey and Bristol, Pennsylvania and a bridge across the Delaware River in the vicinity of Phillipsburg, New Jersey and Easton, Pennsylvania.

Section 3. In carrying out the provisions of this act, the Department of Highways may enter into an agreement with the Delaware River Joint Toll Bridge Commission for the purposes of constructing additional bridges and approaches over the Delaware River in the vicinity of Burlington-Bristol and Easton-Phillipsburg: Provided, however, That the costs of such construction shall not be the responsibility of the Delaware River Joint Toll Bridge Commission; and the non-Federal share shall be divided equally between the states. Upon completion, the bridges shall be owned by the State of New Jersey and the Commonwealth of Pennsylvania equally; and such bridges shall be maintained and operated by the Delaware River Joint Toll Bridge Commission as toll free facilities in accordance with the laws applicable to other State-owned bridges within the jurisdiction of the Delaware River Joint Toll Bridge Commission.

Section 4. The Secretary of Highways and the Delaware River Joint Toll Bridge Commission are hereby authorized to enter into such agreements with the New Jersey Department of Transportation and with the Department of Transportation of the United States as may be necessary or desirable in order to comply with all applicable Federal laws and regulations thereunder governing the construction and financing of facilities to be incorporated in the National System of Interstate and Defense Highways.

Section 5. Notwithstanding the provisions of this act, the construction and operation of the toll free bridges authorized herein shall be carried out in a manner which will not violate any existing covenant of the Delaware River Joint Toll Bridge Commission made for the protection of holders of its outstanding Bridge Revenue Bonds and such bridges shall not be opened to traffic until all such outstanding Bridge Revenue Bonds shall have been retired by payment, purchase or redemption, or provision for such retirement shall have been duly made, or unless the holders of such Bridge Revenue Bonds for which provision for retirement shall not have been made shall have consented in writing to such bridge opening.

Section 6. This act shall take effect immediately.

APPROVED—The 28th day of June, A. D. 1968.

RAYMOND P. SHAFER