

No. 1978-138

AN ACT

HB 2528

To the act of September 28, 1978 (No.151), entitled "An act providing for the capital budget for the fiscal year 1978-1979," itemizing a transportation assistance project to be acquired or constructed by the Pennsylvania Transportation Assistance Authority together with its estimated financial cost; authorizing the incurring of debt without the approval of the electors for the purpose of financing the project, stating the estimated useful life of the project, and making an appropriation.

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

Section I. Itemization and Authorization of Project.—Additional capital projects in the category of transportation assistance projects with respect to which an interest is to be acquired in or constructed by the Pennsylvania Transportation Assistance Authority, its successors or assigns, and to be financed by the incurring of debt, are hereby itemized, together with its estimated financial costs and the total additional amount authorized for the transportation assistance projects as follows:

A. Total Project Authorization . . . . . \$1,669,805

B. Itemization of Projects:

I. Southeastern Pennsylvania Transportation Authority.

(1) Acquisition of Rail Lines, Rail Stations and Shops not accepted for inclusion in the Consolidated Rail Corporation or AMTRAK. \$1,427,805 (Base Acquisition Authorization \$1,241,570)

Included in the above project are the following rail lines, stations and shops, together with attendant equipment:

- Rail Lines
  - Doylestown Branch
  - Lansdale-Fortuna
  - New Hope Branch
  - Glenside-Bonair
  - Norristown Branch
  - 16th Street Junction-Ivyridge
  - New York Branch
  - Jenkintown-Neshaminy
  - Ninth Street Branch
  - Spring Garden-Tabor Junction
  - West Chester Branch
  - Arsenal-West Chester
  - Chestnut Hill Branch (West)
  - North Philadelphia-Queen Lane

Schuylkill Branch  
Valley (52nd Street)-Ivyridge  
Bethlehem Branch  
Tabor Junction-Hilltop  
New York Branch  
Neshaminy-West Trenton  
Norristown Branch  
3 Piece Connection  
New York Short Line Branch  
Newtown Junction-Cheltenham

## Stations

Andalusia  
Ardmore  
Baldwin  
Berwyn  
Bridesburg  
Bristol  
Bryn Mawr  
Chester  
Coatesville  
Colwyn-Darby  
Cornwells Heights  
Croydon  
Crum Lynne  
Curtis Park  
Devon  
Downingtown  
Daylesford  
Eddington  
Eddystone  
52nd Street  
Folcroft  
Frankford Junction  
Glenolden  
Haverford  
Highland Avenue  
Holmesburg Junction  
Lamokin  
Levittown  
Malvern  
Marcus Hook  
Merion  
Moore  
Narberth  
Norwood  
Overbrook

Paoli  
 Parkesburg  
 Phoenixville  
 Pottstown  
 Radnor  
 Ridley Park  
 Rosemont  
 Royersford  
 St. Davids  
 Sharon Hill  
 Strafford  
 Tacony  
 Torresdale  
 Valley Forge Park (Port Kennedy)  
 Villanova  
 Wayne  
 Whitford  
 Wissinoming  
 Wynnewood  
 Shop  
 Paoli Shop

II. Lebanon County

- (1) Purchase of land and construction of Rail Spur and Bridge to maintain service previously provided by USRA No.180 to General Commodities Warehouse. Length 0.1 mile. . \$242,000  
 (Base Cost \$210,000)

Section 2. Allocation of Funds.—Whenever as determined by the Pennsylvania Transportation Assistance Authority, for all of the lines specified in section 1, the full estimated financial costs of the transportation assistance project itemized herein is not necessary for the proper design, acquisition of an interest in or construction of such project, the excess funds no longer required may be allocated by the Pennsylvania Transportation Assistance Authority to increase the estimated cost of any one or more of the transportation assistance projects specifically itemized in a capital budget.

Section 3. Debt Authorization.—The Governor, Auditor General and State Treasurer are hereby authorized and directed to borrow, from time to time, in addition to any authorization heretofore or hereafter enacted, on the credit of the Commonwealth, subject to the limitations provided in the current capital budget, money not exceeding in the aggregate the sum of \$1,669,805 as may be found necessary to carry out the acquisition of the transportation assistance project specifically itemized herein.

Section 4. Issue of Bonds.—The indebtedness herein authorized shall be incurred from time to time and shall be evidenced by one or more series of general obligation bonds of the Commonwealth in such aggregate

principal amount for each series as the Governor, Auditor General and State Treasurer shall determine, but the latest stated maturity date shall not exceed 30 years from the date of the bond first issued for each such series.

Section 5. Estimated Useful Life of Projects.—The General Assembly states that the estimated useful life of transportation assistance projects heretofore itemized in the capital budget for fiscal years 1978-1979 is not less than 30 years from the date of completion or acquisition of rights-of-way, track, roadbeds, tunnels, electrification systems, structures, airport improvements, buildings, stations, lands and interests therein and the like; is not less than 15 years from the date of acquisition of rolling stock; and is not less than 12 years from the date of acquisition of passenger buses. The term of the debt authorized to be incurred hereunder is 30 years from the date of the first acquisition or completion.

Section 6. Appropriation.—The net proceeds of the sale of the obligations herein authorized are hereby appropriated from the Capital Facilities Fund to the Pennsylvania Transportation Assistance Authority in the maximum amount of \$1,669,805 to be used by it exclusively to defray the financial costs of transportation assistance projects specifically itemized in a capital budget. After reserving or paying the expenses of the sale of the obligation, the State Treasurer shall pay out to the Pennsylvania Transportation Assistance Authority the moneys as required and certified by it to be legally due and payable.

Section 7. Effective Date.—This act shall take effect immediately.

APPROVED—The 1st day of July, A. D. 1978.

MILTON J. SHAPP