

No. 1984-228

A SUPPLEMENT

SB 905

To the act of July 3, 1984 (P.L.583, No.117), entitled "An act providing for the capital budget for the fiscal year 1984-1985," itemizing transportation assistance projects to be acquired or constructed by the Pennsylvania Department of Transportation, together with their estimated financial cost; authorizing the incurring of debt without the approval of the electors for the purpose of financing the projects to be constructed or acquired by the Department of Transportation; stating the estimated useful life of the projects; and making an appropriation.

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

Section 1. Short title.

This act shall be known and may be cited as the Transportation Assistance Capital Budget Act for 1984-1985.

Section 2. Total authorization.

The total authorization for the additional capital projects in the category of transportation assistance projects itemized in section 3 with respect to which an interest is to be acquired in or constructed by the Department of Transportation, its successors or assigns, and to be financed by the incurring of debt, shall be \$85,724,000.

Section 3. Itemization of transportation assistance projects.

(a) Mass transit projects.—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 Department of Transportation, its successors or assigns, and to be financed by the incurring of debt, are hereby itemized, together with their estimated financial costs, as follows:

- (1) Beaver County Transit Authority
  - (i) Replacement of buses and parts and purchase of paratransit vehicles 430,000  
(Base Project Cost - 387,000)  
(Design Cost - 43,000)
- (2) Berks Area Reading Transportation Authority
  - (i) Purchase of equipment, service vehicles, shelters and facilities renovations 92,000  
(Base Project Cost - 83,000)  
(Design Cost - 9,000)
- (3) Cambria County Transit Authority
  - (i) Transit capital program including purchase of six buses and related equipment, bus storage/maintenance building, two service vehicles, office equipment and furniture 169,000

	(Base Project Cost - 152,000)	
	(Design Cost - 17,000)	
(ii)	Purchase of wrecker, equipment and building construction	92,000
	(Base Project Cost - 81,000)	
	(Design Cost - 11,000)	
(4)	Centre Area Transportation Authority	
(i)	Section 9 Block Grant Program including purchase of fareboxes, radios, bus shelters and signs, para-transit vehicle and office equipment	60,000
	(Base Project Cost - 54,000)	
	(Design Cost - 6,000)	
(5)	City of Philadelphia	
(i)	Center City commuter connection	1,180,000
	(Base Project Cost - 1,062,000)	
	(Design Cost - 118,000)	
(ii)	Exclusive transit lanes - Phase II	105,000
	(Base Project Cost - 95,000)	
	(Design Cost - 10,000)	
(iii)	15th Street Courtyard Entrance improvements	225,000
	(Base Project Cost - 203,000)	
	(Design Cost - 22,000)	
(6)	County of Lackawanna Transit System	
(i)	Section 9 Block Grant Program including purchase of bus stop signs, bus shelters, and replacement of terminal building floor	6,000
	(Base Project Cost - 5,000)	
	(Design Cost - 1,000)	
(7)	County of Lebanon Transit	
(i)	Purchase of maintenance garage and administrative offices	98,000
	(Base Project Cost - 89,000)	
	(Design Cost - 9,000)	
(8)	Crawford Area Transportation Authority	
(i)	Purchase of four buses and bus shelters	76,000
	(Base Project Cost - 69,000)	
	(Design Cost - 7,000)	
(9)	Erie Metropolitan Transportation Authority	
(i)	Purchase of radios and related bus equipment	100,000
	(Base Project Cost - 90,000)	
	(Design Cost - 10,000)	
(10)	Lehigh and Northampton Transportation Authority	
(i)	Purchase of ten buses	333,000
	(Base Project Cost - 300,000)	
	(Design Cost - 33,000)	
(ii)	Purchase of six vans/mini-buses with lifts	28,000

	(Base Project Cost - 25,000)	
	(Design Cost - 3,000)	
(11)	Luzerne County Transportation Authority	
	(i) Purchase of buses, service vehicles and related equipment	442,000
	(Base Project Cost - 398,000)	
	(Design Cost - 44,000)	
(12)	New Castle Area Transportation Authority	
	(i) Purchase of bus-related equipment, roof repair and garage feasibility study	21,000
	(Base Project Cost - 19,000)	
	(Design Cost - 2,000)	
(13)	Port Authority of Allegheny County	
	(i) South Hills light rail transit	15,292,000
	(Base Project Cost - 13,763,000)	
	(Design Cost - 1,529,000)	
	(ii) Section 9 Block Grant Program including trolley rehabilitation, garage rehabilitation, bus window retrofit and support vehicles and equipment	3,487,000
	(Base Project Cost - 3,138,000)	
	(Design Cost - 349,000)	
	(iii) South Hills light rail cost escalation	13,167,000
	(Base Project Cost - 11,850,000)	
	(Design Cost - 1,317,000)	
(14)	Shenango Valley Shuttle Service	
	(i) Purchase of computer system	8,000
	(Base Project Cost - 7,000)	
	(Design Cost - 1,000)	
(15)	Southeastern Pennsylvania Transportation Authority	
	(i) Frankford El reconstruction (FY 83 requirement)	3,679,000
	(Base Project Cost - 3,311,000)	
	(Design Cost - 368,000)	
	(ii) Frankford El reconstruction (FY 84 requirement)	6,667,000
	(Base Project Cost - 6,000,000)	
	(Design Cost - 667,000)	
	(iii) Railroad facilities improvements	3,773,000
	(Base Project Cost - 3,400,000)	
	(Design Cost - 373,000)	
	(iv) Wayne Junction substation modernization	2,033,000
	(Base Project Cost - 1,830,000)	
	(Design Cost - 203,000)	
	(v) Purchase of 120 buses	3,867,000
	(Base Project Cost - 3,480,000)	
	(Design Cost - 387,000)	
	(vi) Ninth Street branch signal improvements	1,535,000

	(Base Project Cost - 1,381,000)	
	(Design Cost - 154,000)	
(vii)	FRA/EPA mandated car modifications - Phase III	767,000
	(Base Project Cost - 690,000)	
	(Design Cost - 77,000)	
(viii)	Commuter car rehabilitation - Phase III	840,000
	(Base Project Cost - 756,000)	
	(Design Cost - 84,000)	
(ix)	Track program - Phase V	2,100,000
	(Base Project Cost - 1,890,000)	
	(Design Cost - 210,000)	
(x)	Allegheny garage construction	2,500,000
	(Base Project Cost - 2,250,000)	
	(Design Cost - 250,000)	
(xi)	Market-Frankford GOH - Phase IIC	1,348,000
	(Base Project Cost - 1,213,000)	
	(Design Cost - 135,000)	
(xii)	North Philadelphia maintenance facility and streetcar engineering	500,000
	(Base Project Cost - 450,000)	
	(Design Cost - 50,000)	
(xiii)	Fern Rock Shop Modifications	1,144,000
	(Base Project Cost - 1,030,000)	
	(Design Cost - 114,000)	
(xiv)	CTD buildings and electrical modernization - Phase IV	2,167,000
	(Base Project Cost - 1,950,000)	
	(Design Cost - 217,000)	
(xv)	Chestnut Hill West Branch Connection	367,000
	(Base Project Cost - 330,000)	
	(Design Cost - 37,000)	
(xvi)	Norristown High Speed Line Car Purchase and Maintenance Facility	184,000
	(Base Project Cost - 166,000)	
	(Design Cost - 18,000)	
(xvii)	RHSL Car Purchase and Maintenance Facility (Engr.)	404,000
	(Base Project Cost - 364,000)	
	(Design Cost - 40,000)	
(xviii)	Ninth Street branch electrification improvements	133,000
	(Base Project Cost - 120,000)	
	(Design Cost - 13,000)	
(xix)	PCC car rehabilitation - Phase IID	286,000
	(Base Project Cost - 257,000)	

	(Design Cost - 29,000)	
(xx)	Utility fleet renewal - Phase V (Base Project Cost - 300,000) (Design Cost - 33,000)	333,000
(xxi)	Printing equipment improvements (Base Project Cost - 60,000) (Design Cost - 7,000)	67,000
(xxii)	STD buildings and bridges - Phase II (Base Project Cost - 256,000) (Design Cost - 28,000)	284,000
(xxiii)	Subway surface and Market Street transit stations - Phase III (Base Project Cost - 1,200,000) (Design Cost - 133,000)	1,333,000
(xxiv)	Olney Terminal - Phase II (Base Project Cost - 803,000) (Design Cost - 89,000)	892,000
(xxv)	Norristown transportation center construction (Base Project Cost - 900,000) (Design Cost - 100,000)	1,000,000
(xxvi)	RHSL interlocking signal control (Base Project Cost - 300,000) (Design Cost - 33,000)	333,000
(xxvii)	Commuter car rehabilitation - Phase III (Base Project Cost - 75,000) (Design Cost - 8,000)	83,000
(xxviii)	Commuter stations and parking - Phase II (Base Project Cost - 300,000) (Design Cost - 33,000)	333,000
(xxix)	Frontier garage - additional renovations (Base Project Cost - 255,000) (Design Cost - 28,000)	283,000
(xxx)	Substation modernization (Base Project Cost - 750,000) (Design Cost - 83,000)	833,000
(xxxi)	Wyoming garage - major modifications (Base Project Cost - 375,000) (Design Cost - 42,000)	417,000
(xxxii)	Subway-elevated structural rehabilitation (Base Project Cost - 150,000) (Design Cost - 17,000)	167,000
(xxxiii)	Transit fare collection improvements (Base Project Cost - 48,000) (Design Cost - 5,000)	53,000
(xxxiv)	Systemwide graphics (Base Project Cost - 113,000)	125,000

	(Design Cost - 12,000)	
(xxxv)	Broad Street subway stations - Phase II construction	1,458,000
	(Base Project Cost - 1,312,000)	
	(Design Cost - 146,000)	
(16)	Westmoreland County Transit Authority	
(i)	Storage facility and transit equipment (bus stop signs, shelters and radio equipment)	42,000
	(Base Project Cost - 38,000)	
	(Design Cost - 4,000)	
(17)	Williamsport Bureau of Transportation	
(i)	Garage and office expansion - Phase IIB & III	89,000
	(Base Project Cost - 80,000)	
	(Design Cost - 9,000)	
(ii)	Office equipment and MIS system	8,000
	(Base Project Cost - 7,000)	
	(Design Cost - 1,000)	
(iii)	Purchase of service vehicles	4,000
	(Base Project Cost - 3,000)	
	(Design Cost - 1,000)	
(iv)	Purchase of spare components	8,000
	(Base Project Cost - 7,000)	
	(Design Cost - 1,000)	
(v)	Ship equipment purchase	6,000
	(Base Project Cost - 5,000)	
	(Design Cost - 1,000)	
(b)	Rural and intercity rail projects.—Additional capital projects in the category of transportation assistance projects for rural and intercity rail service projects to be constructed or with respect to which an interest is to be acquired by the Department of Transportation, its successors or assigns, and to be financed by the incurring of debt, are hereby itemized, together with their respective estimated financial costs, as follows:	
(1)	Department of Transportation	
(i)	Berks and Montgomery Counties	
(A)	Bridge Rehabilitation - Colebrookdale Industrial Branch, No.3.74 and No.4.21	80,000
	(Base Project Cost - 80,000)	
(ii)	Clinton County	
(A)	Bald Eagle and Castanea Twps., Capital acquisition and rehabilitation costs for the Mill Hall Branch Milepost 11.1 to Milepost 13.0 by the Industrial Development Corporation of Clinton County	518,000
	(Base Project Cost - 331,000) (Land Acquisition Cost - 127,000) (Design Cost - 69,000)	
(iii)	Lackawanna County	

(A)	Rail Rehabilitation - Delaware and Hudson Railway Mainline, Length 45 Miles (Base Project Cost - 80,000)	3,000,000
(iv)	Lehigh County	
(A)	Tunnel Rehabilitation - Perkiomen Branch, U.S.R.A. No.906, Length 0.32 Mile (Base Project Cost - 80,000)	320,000
(v)	Monroe County	
(A)	Rail Rehabilitation - East Stroudsburg to Scranton, Length 60 Miles	2,200,000
(vi)	Northumberland County	
(A)	Rail Rehabilitation - Delaware and Hudson, Sunbury Mainline, Length 28 Miles	1,750,000
(vii)	Schuylkill County	
(A)	For acquisition, rehabilitation and construction of the following adjoining lines: Shimer Running Track, Milepost 148.3 to Milepost 158.4; Catawissa Branch Line, Milepost 103.5 to Milepost 109.0; and Tamaqua, Hazleton and Northern Branch Line, Milepost 109.0 to Milepost 109.5 by the Schuylkill County Rail Transport Authority	2,500,000

#### Section 4. 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 \$85,724,000 as may be found necessary to carry out the acquisition and construction of the transportation assistance projects specifically itemized in a capital budget.

#### Section 5. 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 the estimated useful life of the projects being financed as stated in section 6.

#### Section 6. Estimated useful life of projects.

The General Assembly states that the estimated useful life of the transportation assistance projects heretofore itemized is as follows:

- (1) Rolling stock, 15 years.
- (2) Passenger buses, 12 years.
- (3) Furniture and equipment, 10 years.
- (4) All other projects, 30 years.

The maximum term of the debt authorized to be incurred hereunder is 30 years.

**Section 7. Appropriation.**

The net proceeds of the sale of the obligations herein authorized are hereby appropriated from the Capital Facilities Fund to the Department of Transportation in the maximum amount of \$85,724,000 to be used by it exclusively to defray the financial costs of the 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 to the Department of Transportation the moneys as required and certified by it to be legally due and payable.

**Section 8. Federal funds.**

In addition to those funds appropriated in section 7, all moneys received from the Federal Government for the projects specifically itemized herein are also hereby appropriated for those projects.

**Section 9. Allocation of funds.**

Whenever as determined by the Department of Transportation that the full estimated financial costs of the transportation assistance projects itemized in section 3 are not necessary for the proper design, acquisition or construction of such projects, the excess funds no longer required may be allocated to increase the estimated costs of any one or more of the transportation assistance projects specifically itemized in a capital budget.

**Section 10. Repeals.**

Section 5(a)(1)(iii)(B) and 5(a)(1)(v)(A) of the act of May 18, 1984 (P.L.263, No.62), entitled "A supplement to the act of December 20, 1983 (P.L.288, No.76), entitled 'An act providing for the capital budget for the fiscal year 1983-1984,' itemizing public improvement projects, furniture and equipment projects, redevelopment assistance projects and transportation assistance projects to be constructed or acquired or assisted by the Department of General Services, the Department of Transportation, the Department of Community Affairs or the Pennsylvania Fish Commission, together with their estimated financial cost; authorizing the incurring of debt without the approval of the electors for the purpose of financing the projects to be constructed or acquired or assisted by the Department of General Services, the Department of Transportation or the Department of Community Affairs; stating the estimated useful life of the projects; authorizing issuing officials to undertake limited temporary borrowing through negotiated settlements; and making an appropriation," are repealed.

**Section 11. Effective date.**

This act shall take effect immediately.

APPROVED—The 20th day of December, A. D. 1984, except as to the following:

**Section 7. Appropriation.**

The net proceeds of the sale of the obligations herein authorized are hereby appropriated from the Capital Facilities Fund to the Department of Transportation in the maximum amount of \$85,724,000 to be used by it exclusively to defray the financial costs of the transportation assistance pro-

jects specifically itemized in a capital budget. After reserving or paying the expenses of the sale of the obligation, the State Treasurer shall pay to the Department of Transportation the moneys as required and certified by it to be legally due and payable.

This item is approved in the sum of \$85,280,000. I withhold my approval from the remaining amount because one of the projects was funded in previous capital acts and two other projects are not eligible for funding since the total project cost, including local and other funds, is less than the \$100,000 minimum cost required for bond financing under provisions of the Capital Facilities Debt Enabling Act.

Those projects which will not be funded are:

Section 3. Itemization of transportation assistance projects.

(a) Mass transit projects.—

\* \* \*

(1) Beaver County Transit Authority

- |   |         |
|---|---------|
| (i) Replacement of buses and parts and purchase of paratransit vehicles | 430,000 |
| (Base Project Cost - 387,000)   |         |
| (Design Cost - 43,000)  |         |

\* \* \*

I withhold my approval from this entire item. Funds have been provided in two previous acts. Act 1982-164 provided \$158,000 for the purchase of buses and equipment. Act 1983-38 provided two projects, each for \$291,000, for the replacement of buses. These acts provide a total of \$740,000 for buses and equipment for Beaver County Transit Authority. The additional funds provided in Senate Bill 905 are not needed.

(6) County of Lackawanna Transit System

- |  |       |
|--|-------|
| (i) Section 9 Block Grant Program including purchase of bus stop signs, bus shelters, and replacement of terminal building floor | 6,000 |
| (Base Project Cost - 5,000)  |       |
| (Design Cost - 1,000)  |       |

\* \* \*

I withhold my approval from this entire item. The total cost for this project, including State, local and other funds, is less than the \$100,000 minimum required for bond financing under the provisions of the Capital Facilities Debt Enabling Act. Therefore, I cannot approve this item.

(14) Shenango Valley Shuttle Service

- |                                 |       |
|---------------------------------|-------|
| (i) Purchase of computer system | 8,000 |
| (Base Project Cost - 7,000)     |       |
| (Design Cost - 1,000)           |       |

I withhold my approval from this entire item. The total cost for this item, including State, local and other funds is less than the \$100,000 minimum required for bond financing under the provisions of the Capital Facilities Debt Enabling Act. Therefore, I cannot approve this item.

DICK THORNBURGH