

THE ADVANTAGES OF

**A \$100,000,000  
State Bond Issue**

FOR

**Paving Iowa Roads**

222

1927

PUBLISHED BY

**The Iowa Good Roads Association**  
DES MOINES, IOWA

## THE NEW HIGHWAY LAW AND ITS EFFECT TO DATE

The last legislature passed what is known as the "State Control" bill, termed by good road advocates everywhere in Iowa as the most progressive road legislation in the history of the state.

The salient features of the new law are as follows:

First. The highway commission now has absolute power over primary roads and primary road funds. The counties have nothing whatever to do with the primary roads or funds. It is the duty of the highway commission to complete all primary roads as the money becomes available, using its judgment as to what roads should be completed first.

Second. The special assessment of  $12\frac{1}{2}\%$  against abutting and adjacent property for paving is abolished, and all special assessments heretofore levied will be refunded.

Third. The state is required to pay the interest as well as the principal on primary road bonds issued by any county for paving or graveling.

### **The counties under this new law, can do one of two things:**

First. Nothing; and in the course of years their primary roads will be graded and surfaced, as the money becomes available.

Second. Vote as many county primary road bonds as possible and pave as much of their primary road system as they can with that money. Grade and gravel the balance of the primary roads in the county, beginning now. All bonds so voted will be paid by the state both as to principal and interest. The only cost to the county will be the cost of holding a special election.

### **The advantages to the counties voting primary road bonds are:**

First. The paving of the main highways across the county and graveling of all other primary roads within the next two or three years, or as soon as the work can be done economically.

Second. The cost to the county is nothing more than they are paying now. The state must pay the interest and principal of the bonds voted.

Third. If the main highways are paved, the cost of maintenance would be reduced to about one-fourth of what it would be if these roads were gravelled.

Fourth. The average operation cost of motor vehicles on paved roads is 2.6 cents a mile less than over a dirt road, and 1.8 cents per mile less than over a gravel road. These figures are furnished by Professor Agg of the engineering department of the State College at Ames, after years of investigation.

Fifth. The paving of these highways means that they can be traveled every day in the year.



## THE PRIMARY ROAD FUND. WHAT IT IS AND WHAT HAPPENS TO IT.

In several of the counties that have defeated bond issues for immediate improvement of their highways, the argument has been advanced that their roads will rapidly be improved under the provisions of the "State Control" bill, even without the bond issue.

That this argument is wrong can readily be seen from a study of the primary road fund, and what must be done with it in accordance with the terms of the law.

The primary road fund is made up of the auto license fees, one and two-third cents of the three-cent gasoline tax, and federal aid.

Estimates for this year place the total primary road fund from these three sources at \$15,300,000.

Now the "State Control" law, passed by the last legislature provides that the following distribution of the funds must be made before any part of them be used for construction work.

Maintenance of the primary roads in present condition: \$3,400,000.

Refunds to counties annually for bridges and rights of way on primary roads: \$1,000,000 for the next five years.

Payment on principal on \$60,000,000 worth of outstanding county primary bonds: \$5,000,000.

Annual interest on county primary bonds now outstanding: \$1,600,000.

The total of these payments that must be made, is \$11,000,000.

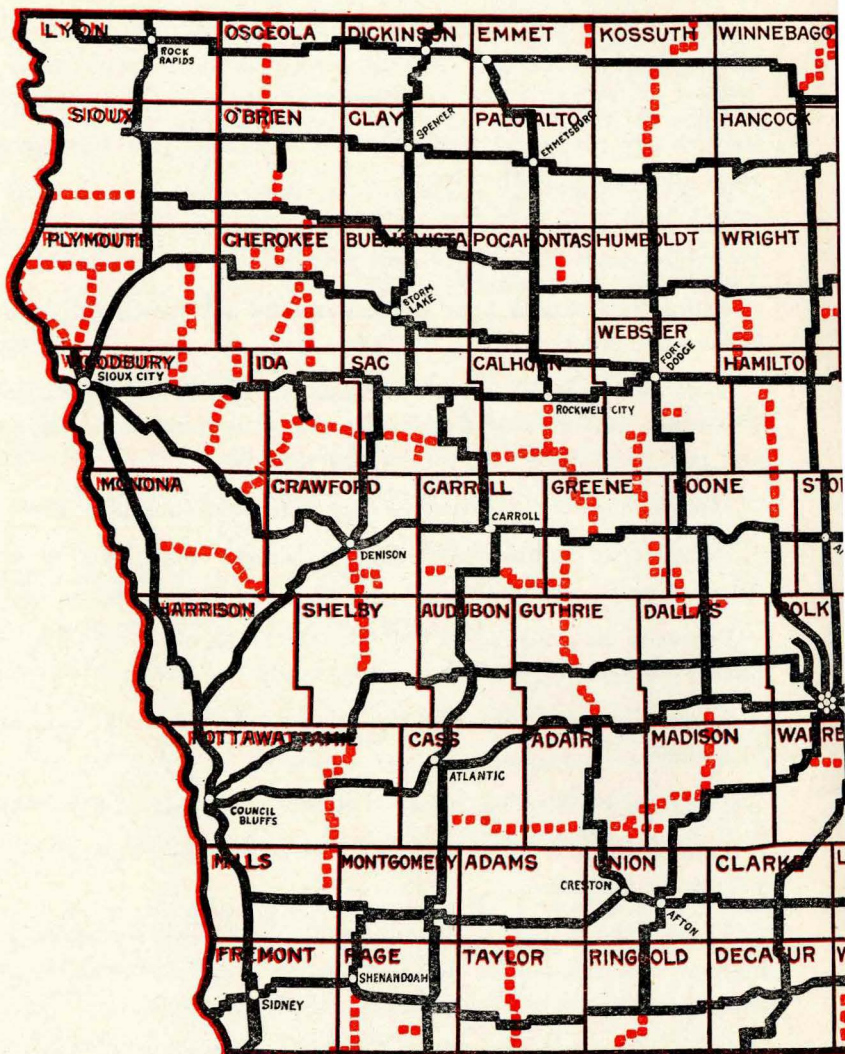
Thus a balance of only \$4,300,000 is left for construction work yearly, in the state.

A good share of this remaining \$4,300,000 will be spent by the highway commission in the 53 counties that have voted bonds to supplement the funds received from the bond issues.

**Only a small share will be left to be expended in those counties that have defeated the bond issues or have not voted.**

As a result, there is small hope that counties which have rejected a county bond issue will have paved roads until a state bond issue provides for the building of a statewide comprehensive road system.

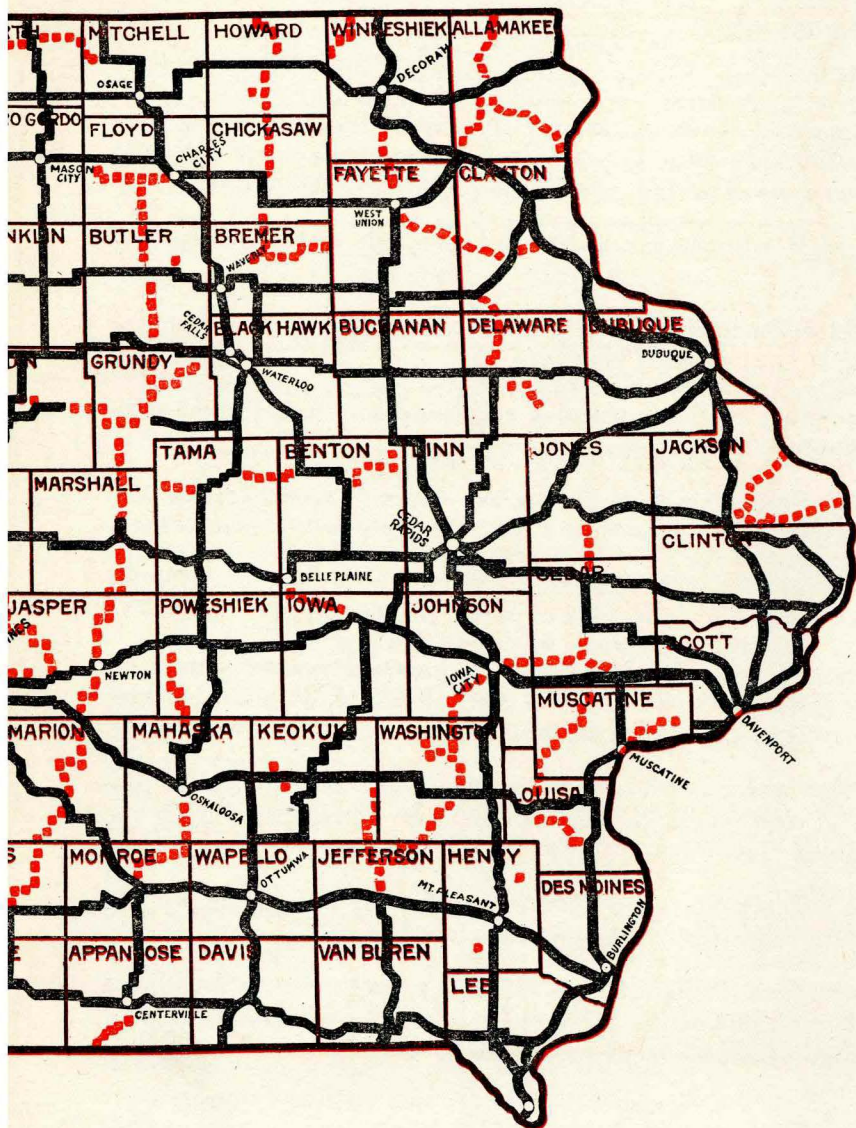
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BLACK LINES ARE PAVED HIGHWAY



# WAD BE IOWA'S MODERN ROAD SYSTEM YEARS



RED LINES ARE GRAVELED ROADS

## WHAT IS THE NEXT STEP IN PROGRESSIVE ROAD BUILDING?

Under the "State Control" law, explained heretofore, Iowa has made greater strides towards a modern system of roads than in any five years previously.

So far fifty-three counties of the ninety-nine have voted bonds.

Some idea of the great advance that has been made through the benefits of county bond issues, may be gained from the fact that so far, 1,000 miles of paving has been provided for in the state.

This great advance can be attributed entirely to the county bond issues.

It has encouraged counties to go ahead towards the ultimate securing of hard surfaced highways.

It has provided the progressive counties a way to get their roads built ahead of the less progressive ones.

It has done away with the special assessment on adjacent and abutting property, and removed that objection to the county road-building laws.

It has resulted in many miles of paving for the state.

At the same time the law has its drawbacks, from the standpoint of those earnestly seeking to put Iowa alongside neighboring states that have gone ahead with modern, comprehensive road programs.

The first and greatest of these is that it does not provide for continuity of road building. Part paving, part gravel, part dirt is the story along almost every trans-Iowa highway.

With a statewide comprehensive road-building plan, made possible by a state bond issue, these objections would be overcome.

Another gain through the adoption of a state bond issue would be a lower interest rate on the bonds—a state always commanding a lower interest rate than one of its sub-divisions.



## THE SOLUTION.

### A SPECIAL SESSION OF THE LEGISLATURE IN 1928.

The results already this year have shown that some counties will defeat county bond issues and that some will not even attempt to vote county bonds.

For these reasons it will be years before a connected system of paved roads will be secured under the present law.

The owners of the motor vehicles of the state are providing the primary road funds. No one else is paying a cent. The money now being paid into these funds can pay the entire cost of a \$100,000,000 state bond issue including all principal and interest.

A connected system of paved and graveled roads must be secured for these 700,000 motor vehicle owners of the state, who are now paying for such a system but not getting it.

There is only one way to get this system within the next ten or fifteen years, and this is by a state bond issue.

A state bond issue can only be voted upon after the legislature has submitted it to the people.

It can only be voted upon at a general election.

The next regular session of the legislature is in 1929. For this reason the people cannot vote on a state bond issue until 1930, if such a measure is left to the regular session, as the next general election after the next regular session of the legislature will not come until 1930.

If a special session of the legislature is called in January or February next year (1928) the legislature could submit a state bond proposition to a vote of the people at the general election in November 1928.

The primary road system of Iowa is no longer a county system, but affects the entire state.

Therefore the people of Iowa should be permitted to vote yes or no on the proposition to issue state bonds and build a modern, comprehensive, statewide system of paved and graveled roads, and take Iowa out of the mud, and the primary roads of the state out of politics, once and forever.

The state already is committed to \$60,000,000 worth of these bonds. By voting a state bond issue of \$100,000,000 the state will be assuming only \$40,000,000 worth more bonds than are now outstanding, and will put itself in line with its neighbors like Illinois and Missouri in the matter of road construction.

America boasts that here the majority rules. To give the people of the state an opportunity to determine for themselves whether or not they want a statewide road system through the medium of a state bond issue, is to practice the majority rule system. Let's follow the American plan.

# **Don't You Think the Iowa Voters are Capable to Decide for Themselves Whether--**

1. They want a statewide road system through the medium of a state bond issue?
2. They want the road question taken out of politics forever?

## **LET THE MAJORITY RULE**

If you are in favor of a special session of the legislature for the purpose of submitting this great public question to a vote of the people of Iowa, please advise Your Senator and Your Representative and urge that they use their influence to secure that special session.

**Let's Get Iowa Out Of The Mud!**



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