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Iowa Highway Study Committee

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IOWA HIGHWAY STUDY COMMITTEE

Letter of Transmittal

TO THE GOVERNOR AND THE 60TH IOWA GENERAL ASSEMBLY:

Members of the Highway Study Committee are pleased to submit to you the Report developed by the Committee in accordance with the directives of Senate Joint Resolution 36 of the Fifty-ninth Iowa General Assembly.

This Report, which represents nearly two years of study on all phases of the interstate, primary, secondary and urban road systems in Iowa, is an attempt to update the Report of the previous Highway Study Committee established by House Joint Resolution 12 of the 58th General Assembly. That Committee, through the assistance of the Automotive Safety Foundation and the Public Administration Service, made the most thorough and comprehensive roads study ever made in Iowa.

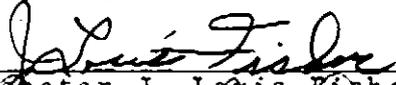
Committee members wish to thank the Iowa Highway Commission, Mr. L. M. Clauson, Chief Engineer of the Iowa State Highway Department, and many other individuals and department heads who gave of their time and information in carrying out this Study.

We feel quite sure that if the members of the General Assembly will give careful consideration to the recommendations contained in this Report, the adoption of the recommendations will materially advance the progress of Iowa's road system.

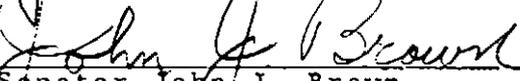
Respectfully submitted,



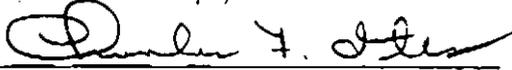
Senator Martin Wiley
Chairman



Senator J. Louis Fisher



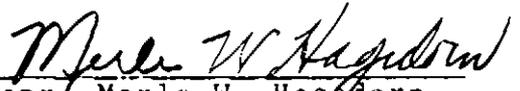
Senator John J. Brown



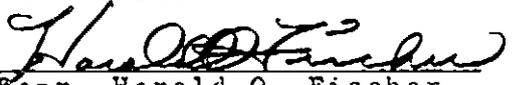
Charles F. Iles
Iowa League of Municipalities



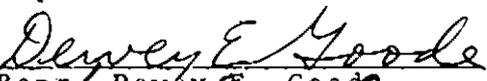
J. F. Arthurs, Jr.
State Assoc. of County Officers



Repr. Merle W. Hagedorn
Vice Chairman



Repr. Harold O. Fischer



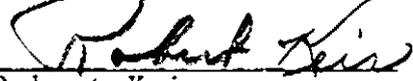
Repr. Dewey E. Goode



Kenneth Robinson
Iowa League of Municipalities



Miles P. Sutera
State Assoc. of County Officers



Robert Keir
Member, Iowa Highway Commission

I N T R O D U C T I O N

The Highway Study Committee was established by Senate Joint Resolution 36, 59th Iowa General Assembly (Chapter 350, Acts of the 59th General Assembly). The purpose of establishing the Study Committee was to continue the work of the Highway Study Committee created by the 58th Iowa General Assembly. Senate Joint Resolution 36 directed the Study Committee:

- "1. To review the work of the highway study committee created by chapter four hundred twenty-six (426), Acts of the Fifty-eighth General Assembly;
2. To complete whatever studies necessary to carry out the purposes of such Act;
3. To study and review the findings and recommendations of the Automotive Safety Foundation and Public Administration Service."

The Highway Study Committee held the first of nineteen meetings in July, 1961.¹ In order to facilitate the work of the Committee, it was decided at the July, 1961 meeting to establish four subcommittees. Subcommittee members were to study problems existing in areas designated. Problems or questions which each subcommittee believed of sufficient importance were to be presented to the full Committee for consideration. The subcommittees which were subsequently appointed were:

1. Subcommittee on Financial Aspects

Mr. Charles Iles, Chairman
Senator John J. Brown
Representative Merle Hagedorn
Mr. J. F. Arthurs, Jr.
Mr. Robert Keir
Mr. Miles Sutera

2. Subcommittee on Administrative Aspects

Representative Dewey Goode, Chairman
Senator J. Louis Fisher
Representative Harold O. Fischer
Mr. Kenneth Robinson
Mr. L. M. Clauson - ex officio

¹Two of the Committee meetings were two day meetings. Twelve subcommittee meetings were held during the Legislative Interim.

3. Subcommittee on Highway Safety

Representative Merle Hagedorn, Chairman
Senator John J. Brown
Representative Dewey Goode
Mr. J. F. Arthurs, Jr.
Mr. Robert Keir
Mr. Kenneth Robinson

4. Subcommittee on Legislation

Senator J. Louis Fisher, Chairman
Mr. Charles Iles
Mr. Miles Sutera
Mr. L. M. Clauson - ex officio

State Representative Russell L. Eldred was one of the original members appointed to the Highway Study Committee. In addition to serving on the Committee, Representative Eldred served as Chairman of the Legislation Subcommittee and was a member of the Administrative Aspects Subcommittee until the time of his death, December 30, 1961.

AREAS OF STUDY

During the eighteen months the Committee has been conducting the Highway Study, Committee members have met with representatives of groups and associations interested in highway problems. Representatives of the Iowa State Highway Commission, the Department of Public Safety, the Attorney General's Office, the Iowa League of Municipalities, the County Officers' Association, the Governor's Highway Liaison Commission, the Iowa Good Roads Association, Iowa Motor Truck Association, Inc., members of county boards of supervisors, and other interested citizens have attended Committee meetings and expressed views, opinions, and recommendations on various issues which were being considered by the Committee.

As directed by Senate Joint Resolution 36, Committee members have reviewed the following Reports of the 1959-61 Highway Study:

An Incremental Cost Analysis Relating to Iowa's Highway Needs For 1961-1980, Public Administration Service.

Iowa Highway Needs 1960-1980, Automotive Safety Foundation.

Financing Iowa's Highways 1961-1980, A Summary Report to the Iowa Road Study Committee, Public Administration Service.

Report of the Iowa Highway Study Committee, Iowa Highway Study Committee created by House Joint Resolution 12, Laws of the Fifty-eighth Iowa General Assembly.

Highway Safety Report, Prepared by the Subcommittee of the Iowa Highway Study Committee.

Numerous areas relating to highways have been studied and discussed by Committee members. The following have received consideration by the Highway Study Committee and its Subcommittees without formal action being taken by Committee members:

Over-all administration of the State's highway program.

Highway Planning; Sufficiency Ratings; Road-User Benefit Studies; Development of Highway Construction Programs; Five Year Programs.

Right-of-way acquisition procedures and advance purchase of highway right-of-way.

Reclassification and designation of the State's road system.

The total amount of road revenue available to the State of Iowa from all sources.

State gasoline tax: collections, rates, refunds.

Proportional allotment of road use tax funds for construction of Interstate Highways.

Construction, maintenance and financing of Interstate Highways and Freeways.

Frontage roads.

Channelization of intersections.

Jurisdiction for construction and maintenance of primary road extensions into cities and towns. (Highway markings, except street signs; establishment of speed limits; regulation of parking; establishment of access control; removal of snow; lighting suburban intersections; construction of storm sewers; and providing and control of overhead signs.)

Establishment of State standards for construction of streets in cities and towns.

The 25% use limitation on the urban portion of road use tax fund for streets other than arterial streets as provided by Section 312.11, Code of Iowa (1962).

Street Budgets and Reports to the Highway Commission by cities and towns required by Sections 312.12-.14, Code of Iowa (1962).

Administration of the State Highway Commission

Budget and financial control of the Iowa State Highway Commission.

Employment of a business manager by the Iowa State Highway Commission.

Tenure of county engineers.

Movement of overweight equipment over roads and highways.

Definite penalty for violation of the weight limitation on a highway. Present law [Sec. 321.475, Code of Iowa (1962)] provides that a person who exceeds the weight limitation on a highway is liable for the damage done to the highway by such violation.

Highway grade crossings for railroads.

County stubs to primary roads.

Revenue from traffic weight operations.

Removal of curbs from and widening of 18 and 20 feet wide paving on the primary road system.

Special assessment by counties for road construction.

Refund of State gasoline tax paid by cities and towns.

Use of liquid propane gas in motor vehicles.

Coloration of gasoline used in farm machinery eligible for refund of State gasoline tax.

*Length of trucks and speed limits on trucks.

*Lighting of rural intersections.

*Seat belts as a safety factor.

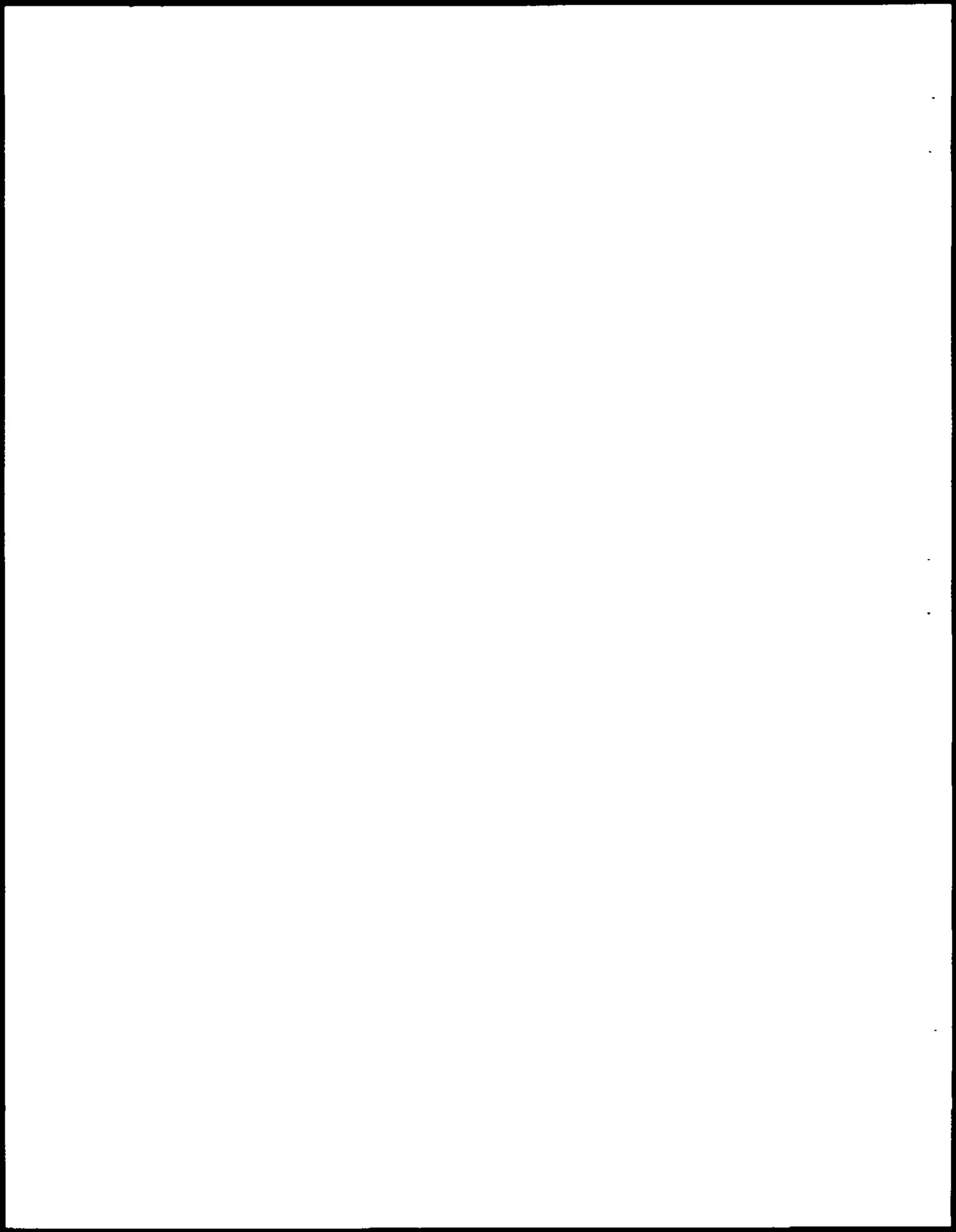
*Use of civilian employees in the Drivers' Examination Division of the Department of Public Safety.

*Physical examinations and psychological testing of drivers.

*Drivers' License Compact and the Vehicle Equipment Safety Compact.

*Homicide Motor Vehicle Law.

*Additional subjects considered by the Subcommittee on Highway Safety.



RECOMMENDATIONS OF THE HIGHWAY STUDY COMMITTEE
TO THE 60TH GENERAL ASSEMBLY

Registration Fees For Automobiles & Trucks

Automobiles

1. We recommend amending Section 321.113, Code of Iowa (1962), which pertains to automatic reduction of license fees. We recommend that the part of the automobile license fee based upon value be reduced to:
75% of the rate as fixed when new on the 11th registration; 50% of the rate as fixed when new on the 12th registration; 10% of the rate as fixed when new on the 13th registration and thereafter.
2. We recommend the present minimum motor vehicle license fee of \$10 be increased to \$20. [Section 321.112, Code of Iowa (1962)]
3. We recommend the registration fee for antiquated vehicles be increased from \$1 to \$5. [Section 321.115, Code of Iowa (1962)]
4. We recommend that Sections 321.157-.162, Code of Iowa (1962), which establish the value of new automobiles for registration be amended. We recommend that the value of new cars used for registration purposes be placed at the next even one hundred dollars above the total suggested retail list price as stated on the window sticker attached to each car pursuant to the provisions of the U.S. Automobile Information Disclosure Act. This figure would include the cost of all factory installed accessories, excise tax, new car handling charges, and transportation charges on the new car at the time of the first sale.
5. We recommend that the fee for new certificates of title to automobiles be increased from \$.75 to \$1 and the cost of duplicate certificates be increased from \$2 to \$5. [Sections 321.20; 321.42, Code of Iowa (1962)]
6. We recommend that the fee for the original set of automobile dealer's license plates be increased from \$25 to \$40; the fee for each additional set of plates be increased from

\$3 to \$10; and that dealers be given unrestricted use of such plates. [Sections 321.58, 321.60, Code of Iowa (1962)]

Trucks & Trailers

1. We recommend that the registration fee for trucks be determined upon the basis of the power unit rather than the power unit and trailer combined.¹ We also recommend that a \$10 registration fee be placed upon all truck trailers and semi-trailers. We believe this change will eliminate the inequities that exist under the present structure between, for example, a truck with a gross weight of 20 tons, and a truck and trailer combination each registered for 10 tons. The following example will show the inequity:

<u>Truck</u>	<u>Truck and Trailer</u>
Gross weight 20 tons	Gross weight 20 tons
Annual Fee - \$465	Annual Fee \$190 - 10 tons for Truck
	Annual Fee \$ <u>60</u> - 10 tons for Trailer
	TOTAL \$240 - 20 tons for Combination

The suggested registration fee based upon power units only would be as follows:

<u>Gross Weight</u>	<u>Annual Fee</u>	<u>Annual Fee Per Ton</u>
4 tons or less	\$ 40	\$10.00
6	100	16.67
8	200	25.00
10	250	25.00
12	300	25.00
14	350	25.00
16	400	25.00
18	450	25.00
20	500	25.00
22	550	25.00
24	600	25.00
26	650	25.00
28	700	25.00
30	750	25.00
32	800	25.00
34	850	25.00
36	900	25.00
38	950	25.00

¹The registration fee on the power unit--the truck or truck-tractor which supplies the power to pull the load--would be determined on the combined gross weight which the power unit is registered to pull.

We recommend that the minimum fee on all trucks be \$40.00 with the minimum fee applying only to new vehicles of 4 tons or less. The registration fee rate for trucks of 3 tons or less presently registered would remain at \$25.00. [Sections 321.119-123, Code of Iowa (1962)]

Highway Safety

1. We recommend an increase in authorized strength of the Iowa Highway Patrol. The present authorized strength of the Highway Patrol is 300 men. One of the problems encountered on Interstate Highways is communication. The manner in which Interstate Highways are built to provide the free flow of traffic by restricting all access makes it very difficult for stranded motorists to obtain assistance except from passing motorists. The Department of Public Safety feels one way to overcome the communication problem on Interstate Highways is to provide patrolmen to cover the segments of the completed Interstate system. As more and more miles of Interstate are completed, the need for additional highway patrolmen will become greater. [Section 80.4, Code of Iowa (1962)]
2. We recommend the repeal of the second paragraph of Section 321.196, Code of Iowa (1962). This paragraph provides authority to the Commissioner of Public Safety "to assign not to exceed ten percent of the total number of Iowa highway safety patrolmen" as Driver's Examiners. The repeal of this provision would give the Commissioner of Public Safety more administrative freedom to shift patrol personnel between driver examining duty and regular patrol duty.
3. We recommend the creation of a traffic safety coordinating committee of state administrative officials. This committee would be responsible for the coordination of traffic safety programs within the state. Administrators from departments such as Public Safety, Public Instruction, the Highway Commission, and the Commerce Commission would serve on such a committee.

4. We recommend the issuance of probationary licenses to young drivers. A probationary license is issued to drivers under the age of 18 in Ohio and Indiana and to drivers under the age of 21 in Connecticut and Minnesota. The probationary license can be revoked for certain violations and the driver cannot obtain another license until he reaches the age when permanent licenses are issued. The highway safety record can only be improved by responsible drivers. We believe it will serve a purpose to impress upon young drivers that a drivers license is a privilege and the operation of a motor vehicle is a great responsibility.

Highway Commission

1. We recommend to the General Assembly that legislation be enacted to define the proper role of the Iowa State Highway Commission as a policy-making body and to establish an Iowa State Highway Department. The chief executive officer of the Department should be the Chief Engineer who will be responsible to the Commission for carrying out the Commission's approved policies, for operating the Department, and for recommending revised policy. These changes should be made within the framework of a statement of legislative purposes defining the general powers and duties of the Department.

In the Automotive Safety Foundation Report entitled, Iowa Highway Law on Classification and Management, the suggestion was made that the following wording be used as a basis for implementing the recommendation establishing a State Highway Department.¹

"Sec. Highway Department There is hereby established the Iowa state highway department under the jurisdiction and control of the state highway commission.

¹ Iowa Highway Law on Classification and Management, Automotive Safety Foundation, Washington, D.C., p. 13.

"Sec. Chief Engineer Duties The state highway commission shall appoint a chief engineer who is a duly registered engineer under the laws of this state and shall have had executive and administrative experience in highway work. He shall have supervision of the work of the state highway department and shall perform such other duties as may be prescribed by the commission."

We recommend that the change be patterned in accordance with the above recommendation of the Automotive Safety Foundation.

Responsibility of County Board
of Supervisors and County Engineers

1. We recommend that the General Assembly enact legislation rewriting the pertinent laws to define and establish the board of supervisors as a policy-making body in highway matters. Legislation should prevent the board of supervisors from personally assuming duties as a superintendent or a foreman or other participant in actual construction or maintenance operations on secondary roads. The county engineer should be designated as an executive officer, responsible for the actual execution of all construction and maintenance of secondary roads within the county. The county engineer should be responsible for the approval of all bills for secondary road work to the extent that no expenditures may be made from secondary road funds without the signed approval of the county engineer. Legislation should be based on guidelines similar to guidelines cited in the previous paragraphs, "Highway Commission" with regard to defining the duties of the Highway Commission and establishing a State Highway Department.

Road Use Tax Fund

1. We recommend that any new or increased road use tax revenue be credited to the Road Use Tax fund and be allocated in the same manner as such Fund is presently allocated.

Sales Tax Refund for State Agencies

1. We recommend that Subsection 6 of Section 422.45, Code of Iowa (1962), be amended to entitle State administrative agencies, such as the Iowa State Highway Commission, to

obtain refunds of State sales tax provided for in that Sub-section. Subsection 6 of Section 422.45 provides for a refund of sales and use tax paid by contractors in fulfilling contracts with a tax certifying or tax levying body of the State when the property upon which the tax is paid becomes public property.

Miscellaneous

Purchase of Machinery by Counties

1. We recommend that Section 309.40, Code of Iowa (1962), be amended to include that all purchases or leased purchases of secondary road equipment in excess of \$5,000 be advertised and a public letting held by counties.

Road Maintenance and Construction Contracts Between Cities and Counties

1. We recommend that Section 391.2, Code of Iowa (1962), be amended to allow counties to contract for road construction and maintenance with cities and towns regardless of the size of such city or town.

Regulation of Billboards

1. We recommend that if any control of commercial signs along all highways is desired, counties and municipalities should exercise such control under present zoning authority.

Diagonal Highways

1. We recommend that Section 313.8, Code of Iowa (1962), be amended to repeal the diagonal highway restriction.

Secondary Road Research Fund

1. We recommend that Sections 310.34, 310.35 and 310.36, Code of Iowa (1962), which establish the Secondary Road Research Fund be repealed. These sections were inadvertently not repealed by Senate File 466 of the 59th Iowa General Assembly. Section 312.2, Code of Iowa (1962), provides funds which may be used for secondary road research.

Platting of Rural Subdivisions

1. We recommend, in order to give boards of supervisors authority to reject plats filed containing unimproved streets, that section 306.15, Code of Iowa (1962), be amended to read as follows:

"All road plans, plats, and field notes for rural subdivisions shall first be approved by the board of supervisors and the county engineer, and then filed and recorded by the auditor before the subdivision is laid out and platted, and if any proposed rural subdivision is within one mile of the corporate limits of any city or town such road plans shall also be approved by the city engineer or council of the adjoining municipality. In the event such road plans are not approved as herein provided such roads shall not become a part of any road system as defined in Chapter 306."

Continuing Study

1. We recommend that study of highway matters be continued and that the 60th Iowa General Assembly establish a Highway Study Committee composed similar to the Committee making this Report. We recommend the area of frontage roads as one area to be studied by such a Committee.

Access Control

Authority to establish access control on primary highways is vested with the State Highway Commission; Chapter 306A, Code of Iowa (1962). The Highway Commission is authorized to promulgate rules and regulations on access control.

Objections to the rules and regulations on access control were registered by some property owners when access to their property was regulated.

An area where misunderstanding developed was the posting of signs on primary highways which state:

"Access Restricted on this Highway. For Information Apply to the State Highway Commission at Ames."

The fact that a highway has such a sign has resulted in creating a cloud on the title of abutting property owners. Another area where a cloud on the title of property has occurred is when individuals sign applications for right of access.

The State Highway Commission reviewed the rules and regulations on access control in 1962 and adopted revised rules in October. The purpose of the revised rules was to remove some of the objectionable features of previous rules. The Highway Commission passed a resolution at the same time stating that signs posted on primary highways stating "Access Restricted on this Highway" were for "informational purposes only and it was not the intent, nor does the Iowa State Highway Commission claim, that such signs create any property rights in the Iowa State Highway Commission for the State of Iowa in or to property abutting such rights of way."

The Highway Study Committee recognizes the importance of access control on primary highways in the State. The Committee recognizes the rights of property owners in matters of access control. The Committee has given general approval to the revised rules and regulations on access control as promulgated in October, 1962.

The Committee feels that if legislation is required to remove any question or cloud on the title of property owners, such corrective legislation should be enacted.

LEGISLATION

The Subcommittee on Legislation is presently drafting legislation to implement the Committee recommendations. Upon completion of the work of the Subcommittee, appropriate legislation will be introduced in the 60th General Assembly. In the interest of better highways for the State of Iowa, the Committee asks careful consideration of the legislative proposals.

MINORITY REPORT

NO. I

We the undersigned members of the Highway Study Committee, in addition to the recommendations made by the full Committee, make the following recommendations:

1. We recommend that the Iowa State Highway Commission give high priority to the removal of existing curbing and the widening of all 18 and 20 foot primary pavement to at least 24 feet in width. The Commission should also give priority to reconstruction work needed to meet traffic requirements on such roads. Each road should be completed as soon as possible without waiting several years to complete work on a single road. We recommend a change in the law to this effect.
2. We recommend that the present proposed Interstate Highway System be completed before work is begun on the proposed Freeway System as recommended by the Automobile Safety Foundation Report. Such Freeway System should only be commenced if the Federal Government participates by paying 90% of the cost.
3. We believe that the Iowa State Highway Commission is spending far too much money on expensive bypasses and intersections. Each new foot of ground added to the present road system must be maintained in the future. We believe that if the present course being followed by the Highway Commission is pursued, maintenance costs in the future will be so high as to prohibit new construction.

John J. Brown
J. Louis Fisher
Harold O. Fischer
Dewey E. Goode
Merle W. Hagedorn
Kenneth Robinson

MINORITY REPORT

NO. II

Opening Statement

Some very important issues concerning the future development of our road and street system in Iowa were discussed by the Study Committee but without sufficient support to make recommendations thereon.

We, the undersigned, believe that the following items are of sufficient importance to receive immediate consideration at this time.

1. Urban Freeways.
2. Reclassification of the road system.
3. Funds for research.
4. Increase in the State Gas Tax.
5. Matching of Federal funds for Interstate and Defense Highways.

Urban Freeways in Iowa

We must find ways to meet the ever increasing requirements of cars and trucks which clog our streets and are becoming a more and more serious problem each passing day. The increased travel and commercial needs of our metropolitan areas are placing tremendous demands on our road and street facilities. Delay in solving these problems will have a very detrimental effect on our cities and especially our central business districts.

As a city grows in population and in area, the need for better highway facilities grows with it. Highway transportation is the most popular and most used method of transportation for both people and goods. Although only 12% of the highway mileage in Iowa is urban, the urban highways carry 42% of all highway traffic. The development and promotion of urban freeways will also develop the economic strength and increase the tax base of our cities. Urban freeways are:

1. Safer--two to four times safer than conventional streets.
2. Carry more traffic--as much as three times more than conventional streets.
3. Save time--measured in time, freeways are cutting distances in half.

4. Pay for themselves--save 2¢ per mile of accident and operating costs.
5. Spur economic growth--Alfred Marshall, the English economist, once said that the dominate factor in the industrial development of the western world was not manufacturing, but transportation.

This State should proceed as rapidly as possible with the planning, engineering, and construction of primary freeways in our cities of 50,000 population or greater. The backlog and new construction of needed urban freeways as programmed by the Needs Study, developed by the Automotive Safety Foundation for the period from 1960 to 1980, was fourteen million dollars annually for the first five years alone.

Although freeways cost more to build in urban areas, the density of the traffic makes these roads the lowest cost roads per vehicle mile traveled of any portion of the road system including the most outlying rural areas. Freeways will bring the suburbs and our downtown areas more closely together for the definite benefit of all.

Highway Research

The need for continuing research is very essential to the progress and economy of all segments of the road systems. New methods and materials for road construction are in constant demand and only through research can these needs be met.

Highway Classification

Road system classification is the heart of a sound road program in our primary, secondary and urban systems. Reclassification was the most stressed recommendation made by the Automotive Safety Foundation in their study of Iowa's road needs. Reclassification permits us to plan for balanced progress of all systems and for balanced progress within each system. Without reclassification, long range planning is less effective than it should be. Here is what reclassification accomplishes:

1. Provides equal service where conditions are similar.
2. Permits the establishment of the proper degree of access control.

3. Permits the development and application of different sufficiency rating systems.
4. Permits sound construction standards to meet engineering needs.
5. Permits the expenditure of road funds where the need is greatest.

Gasoline Tax Increase

Economic growth is the continued long term increase in real income per capita. A balanced economy is essential to economic growth.

Due to the fact that Iowa is at present twenty-five million dollars annually short of being able to bring our roads up to twenty-year program standards and due to the fact that our highways are further deteriorating at a rapid rate, the present concern for highway development is an expression of fear that our highway transportation system is a bottleneck which could seriously retard our economic growth.

Some of us on the Committee are disturbed by the refusal of the Committee as a whole to recognize the urgency of increased highway development in Iowa. We do not believe that the saturation point has been reached in motor fuel taxation.

Despite efforts by some interests to arouse public sentiment against the gasoline tax, this tax is still the most practical and the most popular means of supporting highways. The Iowa gas tax is below the national average. Twenty-two states have a higher rate of gasoline tax than Iowa and eighteen states have the same rate.

Highways have long been the prime assets of our physical plant; providing movement and accessibility to people and goods. New concepts of planning and development must include highway development in order to service and guide the ever growing metropolitan areas.

Conclusion

We therefore make the following recommendations to the 60th Iowa General Assembly. With these recommendations we ask the continued support of all members of the General Assembly in the advancement of a long range, adequate, and soundly financed highway

program for the economic future of Iowa.

1. We recommend that the Iowa State Highway Commission reclassify the primary and secondary road system substantially in accordance with the recommendations made by the Automotive Safety Foundation Report. Re-classification should include establishment of certain primary routes, both rural and urban, as a freeway system.
2. We believe that the repeal of Sections 310.34, .35 and .36, of the Code as recommended by the Committee, will certainly eliminate research within the counties and will jeopardize the receipt of Federal aid to the Farm-to-Market Road Fund. The Federal Aid Act of 1962 requires the top one and one-half percent of Federal aid funds be matched and spent for research.

We also believe a percentage of funds allocated to cities and towns under Section 312.2, Code of Iowa (1962), should be set aside for research.

We recommend that Sections 310.34, 310.35, and 310.36, Code of Iowa (1962), not be repealed.

3. We recommend a one cent increase on motor vehicle fuel tax with the additional funds distributed as set out in Section 312.2, Code of Iowa (1962).
4. We recommend that Section 312.2, Subsection 6, Code of Iowa (1962), be amended to set the amount credited as matching funds for Federal funds for Interstate Highways at one-ninth of the Federal allotment to Iowa rather than a fixed amount.
5. We recommend that the matching funds for Interstate Highways provided by Section 312.2, Subsection 6, Code of Iowa (1962), be credited monthly rather than annually.

6. We recommend that Section 313.21, Code of Iowa (1962), be amended to strike the limitation of funds which may be spent on primary road system extensions in cities and towns to twenty-five percent of the primary road construction fund.

J. F. Arthurs, Jr.
Robert Keir
Miles Sutera
Martin Wiley

MINORITY REPORT

NO. III

There is an organized effort on the part of the Iowa State Highway Commission and other organizations at the present time to increase the road use tax fund, principally by an increase in the gas tax. The Highway Commission spends more public funds than any other state agency. During the last fiscal year, 158 million dollars were spent of which 129 million accounted for construction. Despite all this spending, Iowa's primary road system has 6320 miles of highway in poor condition. The sufficiency rating shows more than 4052 miles of roads to be in critical condition.

There is an urgent need for an improved highway system. If we are to keep pace with the ever increasing volume of traffic and enhance the industrial development of our State, an efficient and progressive road program must be followed. Sound planning must not give way to political pressures. A program designed for the resurfacing and reconstruction of those highways already in existence, particularly the narrow 18 foot curbed roads carrying a heavy volume of traffic, should receive the highest priority. With this theory in mind, the 58th Iowa General Assembly provided that a 5 year road program based on a sufficiency rating be established by the Highway Commission. Experience has proven that in many areas the Highway Commission has not followed through in accordance with the purpose for which that program was established and that the same old haphazard and spur of the moment planning due to political pressures still exists.

With more than 6000 miles of the 8600 mile primary highway system in poor or critical condition, and at the same time with an annual income of over 150 million dollars, it would appear that there is much room for more effective planning and efficiency in the money spent. Therefore, we, in good conscience, cannot support an increase in road use taxes at least until the moneys now provided are used more judiciously and spent where the greatest needs exist.

John J. Brown
Merle W. Hagedorn