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Passed Senate .....  
Failed to Pass Senate .....

House File 384

February 26, 1947.  
Passed on File.

By ROAD AND HIGHWAY COMMITTEE.

## A BILL FOR

An Act to amend chapter three hundred ten (310), Code 1946, relating to farm-to-market roads, to harmonize the farm-to-market road law with the federal law which authorizes aid to secondary roads, to enlarge the farm-to-market road system to coincide with the federal aid secondary road system, and to equalize farm-to-market road improvements in all sections of the state.

*Be It Enacted by the General Assembly of the State of Iowa:*

1 Section 1. Section three hundred ten point five (310.5),  
2 Code 1946, is hereby repealed.

1 Sec. 2. Section three hundred ten point six (310.6), Code  
2 1946, is hereby amended and revised to read as follows:

3 "The State Highway Commission shall keep accounts in  
4 relation to the farm-to-market road fund, crediting said fund  
5 with all amounts by law creditable thereto and charging said  
6 fund with all duly and finally approved vouchers for claims  
7 properly chargeable thereto."

1 Sec. 3. Section three hundred ten point eight (310.8),  
2 Code 1946, is hereby amended and revised to read as follows:

3 "The State Highway Commission shall proceed with the  
4 improvement of the farm-to-market road system as rapidly as  
5 funds become available therefor, until the entire mileage of

6 said road system is graded, drained, bridged, and surfaced with  
7 gravel or other surfacing approved by the commission as adequate  
8 for carrying the traffic thereon. No road shall be surfaced  
9 until it has been brought to finished grade and drained.  
10 Preference shall be given to projects which involve grading,  
11 bridging, and graveling or other similar surfacing. Such work  
12 shall be completed at the earliest practical date. Improvement  
13 of the farm-to-market roads shall be made and carried on in such  
14 manner as to equalize the work in all sections of the state, as  
15 nearly as possible, giving special attention to bringing the  
16 sections of the state where improvements have been retarded, to  
17 an equality and on the same basis with the more advanced sections.'

1 Sec. 4. Section three hundred ten point nine (310.9), Code  
2 1946, is hereby amended by striking all of that part of said  
3 section after the semi-colon (;) following the word "required"  
4 in line eleven (11) of said section and substituting the following  
5 in lieu thereof: "that the county has made every reasonable  
6 effort by the levying of local road taxes, and otherwise, to  
7 provide funds for the improvement of its farm-to-market roads,  
8 and that it is necessary that the farm-to-market road fund pay,  
9 or aid in paying, the cost of constructing said project. At  
10 least one-fourth ( $\frac{1}{4}$ ) and not over one-third ( $\frac{1}{3}$ ) of the cost of  
11 any farm-to-market road project in any county shall be paid by  
12 said county from its secondary road construction fund."

1 Sec. 5. Section three hundred ten point ten (310.10), Code  
2 1946, is hereby amended and revised to read as follows:

3 "The secondary roads of the state are, for the purposes of this  
4 chapter, divided into two (2) systems, to-wit: a farm-to-market  
5 road system of not more than thirty-five thousand (35,000) miles,  
6 and a local secondary road system. The farm-to-market road  
7 system shall embrace those main market secondary roads (not  
8 including roads in cities and towns) which connect the rural  
9 areas with cities, towns, villages, main market centers, primary  
10 roads, and other rural areas and which have already been  
11 designated by the county boards of supervisors, recommended by  
12 the state highway commission, and approved by the United States  
13 Public Roads Administration for inclusion in the Federal Aid  
14 Secondary Road System under the Federal Highway Act of 1944.  
15 The State Highway Commission shall file with the county auditor  
16 in each county a map showing the farm-to-market road system so  
17 approved in that county.

18 The farm-to-market road mileage of the state shall be  
19 equitably divided among all the counties of the state. For  
20 that purpose and in order to meet unforeseen or better understood  
21 conditions, the said farm-to-market road system in any county  
22 shall be subject to revision by the State Highway Commission but  
23 the total mileage of said system shall not be increased above  
24 thirty-five thousand miles (35,000). Any portion of said farm-  
25 to-market road system eliminated by any change shall revert to  
26 and become a part of the local secondary road system."

1 Sec. 6. Section three hundred ten point twelve (310.12),  
2 Code 1946, is hereby repealed.

1     Sec. 7 Section three hundred ten point sixteen (310.16),  
2 Code 1946, is hereby amended by inserting a period (.) after the  
3 word “fund” in line three (3) of said section and striking the  
4 remainder of said section.

1     Sec. 8. Section three hundred ten point twenty (310.20),  
2 Code 1946, is hereby amended by striking from lines seven (7)  
3 and eight (8) of said section the words “county’s allotment  
4 of the”.

1     Sec. 9. Section three hundred ten point twenty-two (310.22),  
2 Code 1946, is hereby amended and revised to read as follows:  
3     “Right of way for farm-to-market road projects under this  
4 chapter may be acquired by the county, or the county board may  
5 request the state highway commission to acquire such right of  
6 way. In either event such right of way may be paid for out of  
7 the farm-to-market road fund allotted to such project, or may  
8 be paid for by the county out of its secondary road construction  
9 fund, as may be agreed between the county board and the highway  
10 commission.”

1     Sec. 10. Sections three hundred ten point twenty-six (310.26)  
2 and three hundred ten point twenty-seven (310.27), Code 1946,  
3 are hereby repealed.

1     Sec. 11. Section three hundred ten point twenty-eight (310.28),  
2 Code 1946, is hereby amended by striking from lines four (4) and  
3 five (5) of said section, the words “said county’s allotment of”;  
4 also by striking from lines eight (8) and nine (9) of said section  
5 the words “Commission’s support fund or out of the”.

1     Sec. 12. Section three hundred ten point twenty-nine (310.29),  
2 Code 1946, is hereby amended as follows: Strike from line fifteen  
3 (15) of said section the words "said county's allotment of"; also  
4 strike from lines eighteen (18) and nineteen (19) of said section  
5 the words "said county's allotment of".

1     Sec. 13. Section three hundred ten point thirty-three (310.33),  
2 Code 1946, is hereby repealed.

1     Sec. 14. Any farm-to-market road funds allotted to any county  
2 before this act becomes effective, shall be expended on the farm-  
3 to-market roads in that county.

#### EXPLANATION OF H. J. 384

This bill revises the farm-to-market road law so as to accomplish three things,

1. Harmonize the farm-to-market road law with the Federal Aid Secondary road law.
2. Enlarge the farm-to-market road system from 10,000 miles to not over 35,000 miles to correspond with the Federal Aid Secondary road system, and
3. Eliminate the allotment of the farm-to-market road fund among the counties on the area basis and make said funds available to equalize farm-to-market road improvements all over the state.

The Federal Aid Secondary road funds allotted to this state under the Federal Aid Road Act of 1944 amount to about \$4,000.00 per year. These Federal Funds are being matched out of the farm-to-market road fund. It is therefore necessary that the farm-to-market road fund be expendable on exactly the same roads on which the Federal Aid Secondary Road funds may be spent.

The Federal Aid Secondary Road System in this state established and approved under the Federal Aid Road Act of 1944 includes 33,033 miles. The farm-to-market road system as now established by state law (Section 310.9 and Section 310.10, Code 1946) includes only about 10,000 miles. The mileage of this system should be enlarged to include all of the Federal Aid Secondary road mileage.

The total mileage of secondary roads in the state is about 94,000 miles. The Federal Aid secondary road system therefore includes a little more than one-third of all secondary road mileage. A maximum limit of 35,000 miles on the farm-to-market road system is provided by this bill.

It is a well known fact that secondary road improvements in some portions of the state are well advanced while secondary road improvements in other portions of the state have lagged far behind. Doubtless numerous factors have contributed to this condition. The principal contributing factor is topography of the county and other natural conditions which very greatly affect road maintenance and construction costs. In some counties in which secondary road improvements are farthest behind the per mile cost of constructing roads is two, three or more than three times per mile cost of constructing roads in some counties where such improvements are farthest advanced.

The allotting of state funds to the counties for roads (gasoline tax funds—Section 324.63 Code 1946. Farm-to-market road funds—Section 310.5, Code 1946) on the basis of area makes no allowance for the difference in the per mile cost of secondary road improvements in the different counties.

This bill would revise the farm-to-market road law Chapter 310 Code 1946, as to do away with the allotment of the farm-to-market road fund amount to counties on the basis of area and make said fund available for use in equalizing improvements on the farm-to-market road system in all counties over the state.

Such a program would in a relatively short period of years result in a connected system of about 35,000 miles of improved secondary roads all over the state, which

would carry seventy-five per cent of all secondary road traffic and would include all secondary roads which do not carry 35 vehicles or more per day.