

Bond Issues Give Cities Way Out

John A. Shaw Sr., writer of the letter to the editor on this page today, believes that deannexation of large tracts annexed by Norman in 1962 would eliminate complaints of those living in the annexed areas and help solve Norman's money problems.

It's true that residents who live on small tracts in the annexed areas must pay city taxes and observe city building and zoning restrictions, but deannexation by Norman would not do away with those annoyances.

Norman went into the annexation business in self-defense. Oklahoma City leaders, then in the process of annexing great chunks of land in Cleveland County, told Norman that if it did not annex the area Norman since has taken into the city Oklahoma City would do so. It was not an idle threat.

Oklahoma City recognized the recreational and scenic value of Lake Thunderbird and the surrounding area. It did not want it to become an area of thickly clustered shacks and beer joints. Since there are no sewage lines in the area residents would have to resort to septic tanks. Without restrictions on spacing, the problem of pollution arises.

Oklahoma City did not want the scenic value destroyed and the lake polluted, nor did Norman.

Deannexing all but a strip around the lake and a strip from Norman to the lake would eliminate pollution control and compatible zoning and building restrictions.

Instead of living in the 10th largest city in area in the United States, Shaw would be living in the nation's largest city in area if Oklahoma City were given an opportunity to annex land taken into the city of Norman. Residents paying city taxes to Norman would be paying similar taxes to a city with its seat of government in an adjoining county. Make no mistake about that.

Taxes have always been a headache. The city tax rate has been lower in the past. It also has been almost twice what it is now.

Oklahoma law severely limits cities in how they can raise money. Norman pays the lion's share of the ad valorem tax paid to the county, yet the only money from ad valorem taxes the city receives is that levied to meet the city's bond issue payments. Bond issues provide the only way to meet expenses of major pro-

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Norman's share of the total ad valorem tax bill is less than that of the country and less than one-third that of the school district.

Norman's tax rate to meet its bonded indebtedness is low. It can be reduced more by rejecting bond issues. But if Norman automatically rejects bond issues it will soon dry up.

As for moving Oklahoma 9 south of Lake Thunderbird, if the state had not done so it would have had to build another all-weather road south of the lake to service that side.

Yes, there are problems. But they are not so great that we must drift. Norman residents should support a \$2,197,000 bypass for Oklahoma 9 by voting Tuesday for two bond issues totaling \$397,000, Norman's right-of-way obligation to the state highway department. And we must do it with full knowledge that we pay state and federal taxes from which the remainder of the money for the project will come.

PRESBYTERIAN

FIRST

OWER

Valentine's Day Bond Vote Set on Right-of-Way Debt

Action Taken Following Plea From Chamber

By LEONARD JACKSON

The question of issuing \$397,000 in general obligation bonds to pay Norman's share of two Oklahoma 9 right-of-way debts will be put to a vote of the people Feb. 14 — Valentine's Day.

The City Commission set the date Tuesday night in authorizing preparation of ordinances formally calling the special election. The ordinances will be ready for adoption at the next meeting.

Urgent Plea

The action was taken in response to an urgent plea from the Chamber of Commerce board of directors. The chamber group said the city faces shelving of the long-sought Oklahoma 9 bypass project unless the obligations are met.

The commission also formally adopted a \$253,000 supplement to the current fiscal year's budget. It provides for beefing up the police force and for pay raises for most city employees.

The amounts sought for the highway right of way will be similar to those contained in two proposals included in a \$1,280,000 bond issue program turned down by city voters Nov. 8.

The chamber board, in a resolution adopted Monday, urged the City Commission to let the right-of-way question be voted on separately and on its own merit.

Estimate Reported

City Manager Clifford O'Key told the commission the State Highway Department has estimated \$146,375 would cover the amount Norman owes for work on a 2-mile stretch of Oklahoma 9 east of U.S. 77 and \$250,000, for the city's share of the cost of relocating utilities and acquiring right of way for the bypass between U.S. 77 and Interstate 35.

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Valentine's Day Bond Election Planned on Right-of-Way

(Continued From Page 1)

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If the local funds aren't forthcoming, the highway commission will have no alternative but to put the project on the shelf, he warned.

Supporters of the bond issue last fall pointed out the amounts owed for right of way on Oklahoma 9 both east and west of City of Norman. Failure of the city to live up to its obligations could jeopardize its chances of obtaining future highway projects, it was stated.

Haas has said the city is legally bound to pay the obligations. If the state Highway Department could secure a judgment based on the contracts, it would be collectible over a three-year period, he said.

The vote was 6-0 for the Feb. 14 date. Commissioner Robert C. Poe had left the meeting earlier because of illness and did not vote.

On the supplemental budget the city manager said the amount of surplus money accumulated during the first six months of the current fiscal

year has now been set by the auditor at \$253,000. O'Key had used a \$250,000 total in presenting his proposed supplemental budget to the commissioners at a study session last week.

He said the extra \$3,000 will be tacked onto the \$166,800 he had set aside for supplementing the appropriation for the street and sanitation divisions to pay salaries beyond Jan. 1.

The surplus developed because the commission, in adopting the budget last summer, was not able to allocate the full amount of city sales tax money it knew would become available. It could legally estimate only the four months of receipts returned to the city from the new tax before the end of the last fiscal year.

The supplemental budget sets aside \$13,272 to provide four new police patrolmen—permitting establishment of night foot patrols in the downtown and Campus Corner business areas—and the hiring of another dispatcher-records clerk and a file clerk-typist.

It calls for 7.5-per-cent increases for policemen, firemen and sanitation workers and 5-

per-cent raises for most other city employees. It also includes \$4,000 for remodeling city hall offices, \$12,000 for additional chemicals for the water treatment plant and \$8,200 to supplement payment to the Central Oklahoma Master Conservancy District for pumping water from Lake Thunderbird.

In other business the commission approved the "pay-as-you-go" approach to financing a city employees' retirement system. O'Key said it would require an annual appropriation of \$15,000. This would rise to a maximum of \$30,000 after 15 years, based on the present payroll and the benefits proposed.

The alternative, he said, would be participation in an Oklahoma Municipal League-sponsored system, which would cost Norman \$40,000 a year to start. Under the plan money is invested and the proceeds used to pay future benefits.

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Sinclair was the successful bidder at 20.39 cents a gallon for a firm tankwagon price on supplying premium-grade gasoline, while Kerr-McGee was low at 17.44 cents a gallon for a firm transport price on supplying regular-grade gasoline.

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The commission authorized resolutions be drawn up concerning condemnation action against property at 927 and 929 W. Boyd St. and at 1716 and 1726 24th Avenue Southwest. The resolution will be acted on at the next meeting, Jan. 24.

Easements were accepted from Henry A. and Joseph A. Reiger and from Joe L. Love to allow installation of a sewer line to serve the Howard Johnson Motor Lodge under construction on West Main Street. An easement was also accepted from the Dolise Co. for installation of a telemetering vault on a water main north of Robinson Street on U.S. 77.

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Valentine's Day Bond Election Planned on Right-of-W

(Continued From Page 1)

That the special election be held in February. The only question debated by the commissioners was the exact date.

Mayor William S. Morgan suggested the Feb. 14 date, noting it is Valentine's Day. "We could promote it as 'Have a heart, vote for the bonds,'" he quipped.

Commissioner Gordon Masters, who presented the chamber's resolution as chairman of its streets and highways committee, said Feb. 21 might give supporters of the bond issue more time to campaign in its behalf.

But O'Key pointed out the campaigning could start immediately and not have to wait on formal adoption of the authorizing ordinances.

The chamber's resolution referred to a letter received by Sen. Phil Smalley from Frank D. Lyons, state highway director.

Lyons said the right-of-way plans for the bypass project, which is on the 1967 program for the grading, drainage and bridges, will be completed in February. Local funds for ac-

quisition of right of way should be available in February "or as soon thereafter as possible," he said.

If the local funds aren't forthcoming, the highway commission will have no alternative but to put the project on the shelf, he warned.

Supporters of the bond issue last fall pointed out the amounts owed for right of way on Oklahoma 9 both east and west of U.S. 77 are obligations of the City of Norman. Failure of the city to live up to its obligations could jeopardize its chances of obtaining future highway projects, it was stated.

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In other business the commission approved the "pay-as-you-go" approach to financing a city employees' retirement system. O'Key said it would require an annual appropriation of \$15,000. This would rise to a maximum of \$30,000 after 15 years, based on the present payroll and the benefits proposed.

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From Page 1)
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William S. Morgan, chairman of the commission, said the bonds would be sold in February, "or as soon thereafter as possible," he said.

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Chamber Board Urges City To Call Hig

By LEONARD JACKSON

The Chamber of Commerce board of directors urged the City Commission today to call a February election on a bond issue to finance Norman's share of Oklahoma 9 right-of-way costs.

The action was taken on recommendation of its streets and highways committee, which cited a warning by Frank D. Lyons, state highway director, that the bypass project will be

shelved unless local funds are forthcoming.

Gordon Masters, committee chairman, said a February vote is essential because the highway department's right-of-way plans will be completed by then and it will be ready to start on the project.

The amounts sought for the bond issue, Masters said, would be \$125,000 for the amount Norman still owes for work on a portion of Oklahoma 9 east of

U.S. 77 and \$250,000 for its share of the cost of acquiring right of way and relocating utilities on the proposed route from U.S. 77 to Interstate 35 south of the urbanized area.

Mayor William S. Morgan, who is also a member of the chamber board, told the directors no increase in ad valorem taxes would be required to finance the bond issue.

Bond issues to finance the two highway right-of-way obliga-

tions were among nine propositions on a \$1,280,000 bond issue program rejected by Norman voters in November.

Noting this fact, the directors asked the City Commission to submit this time only the two right-of-way projects so they can be decided alone and on their own merits.

The directors also called on the citizens of Norman, if the Commission calls the election, to support the measure for the

"healthy growth and development and the reputation of their city."

The letter cited by the committee was sent to Sen. Phil Smalley.

In it Lyons said the Oklahoma 9 bypass project appears on the 1967 program for grading, drainage and bridges at an estimated cost of \$717,000. Surfacing and sodding work later would cost an estimated \$980,000, he said. Lyons said the highway de-

partment can't let either contract until the right of way has been acquired and the utilities relocated. To avoid delay in the project, local funds for right-of-way acquisition should be available in February or as soon thereafter as possible, he said. Lyons pointed out that normally it takes nine to 12 months to acquire right of way, which means the project contract wouldn't be let until late 1967 or early 1968.

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Masters told the directors his
committee will ask the cham-
ber forum committee to sche-
dule a public meeting at which
Lyons will be invited to discuss
the project.

He asked the chamber mem-
bers to "get solidly behind this

project" so prospects of pass-
ing the bond issue will be im-
proved.

The resolution passed by the
board said the project is im-
portant to the well-being, de-
velopment and economy of Nor-
man. It declared also that dis-
charging the city's obligation
is important to future projects
benefiting the community.

Lyons' letter in full:
"The State Highway Depart-
ment is presently preparing

right-of-way and construc-
tion plans for the proposed cons-
truction project on the new a-
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35 and U.S. 77. This pr-
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(See Page 2, Column 6

City Home Builders Endorse Bond Issue

The Norman Home Builders Association has endorsed the proposed bond issues to pay the city's highway right-of-way obligations and urged their passage Feb. 14.

The association's action was reported by the president, Earl A. Pedigo, in a letter to City Manager Clifford O'Key. Pedigo said the vote by the association's board of directors was unanimous.

Pedigo said the association is proud of its members' participation in the progressive growth of Norman.

He said the home builders and developers contribute to this growth through the construction of homes, subdivisions and business enterprises. These lead to new jobs, increases in business and more progress for the city, he pointed out.

A network of good streets and highways is an essential part of such progress and growth, Pedigo declared.

"The board of directors of the Norman Home Builders Association heartily endorses the bond issue for the right of way and early completion of Oklahoma 9," he said. "We urge all our friends and associates to join in this progressive and necessary effort."

Two propositions on the special Feb. 14 ballot call for issuance of bonds totaling \$397,000 to repay the State Highway Department for work done on a section of Oklahoma 9 east of U.S. 77 (\$147,000) and to meet the city's obligation for providing half the cost of right of way and relocating utilities in extending Oklahoma 9 from U.S. 77 to Interstate 35 (\$250,000).

Commission Expected To Set Bond Election

The City Commission is expected to take action tonight setting up a special election next month on a proposed bond issue to provide funds to meet Norman's highway right-of-way obligations.

City Manager Clifford O'Key said two proposed ordinances calling for a vote of the people on bond issues for \$125,000 and \$250,000 will be on the agenda.

The first amount is what Norman owes for work done on a two-mile stretch of Oklahoma 9 east of U.S. 77. The second is for Norman's share of the cost of acquiring right of

way and relocating utilities along the proposed bypass route of the same highway from U.S. 77 to Interstate 35.

Both are contractual obligations of the City of Norman.

O'Key said his preference for the election date would be Feb. 14, which would allow a full month for the City Commission to campaign in behalf of the bond issue proposal.

The commissioners' action tonight will follow closely on the heels of a resolution adopted by the Chamber of Commerce board of directors Monday calling on the city to submit the highway right-of-way bond issue question to the people again.

Two right-of-way measures were included in a \$1,280,000 bond issue package turned down by the voters in November.

Otherwise, principal business at the commission meeting, set for 7 p.m., will deal with Frank Foreman's request to revise the General Plan in regard to the Pearson property at 24th Avenue and West Main Street and rezone it for commercial and multifamily residential use.

In addition, the city manager will submit for formal approval a proposed \$250,000 supplemental budget which carries 7½-per cent pay raises for firemen, policemen and sanitation workers, adds six positions to the police force and gives most other city employes a 5-per cent wage hike.

Bond Issue Supporters Make Campaign Plans

Supporters of a bond issue package to be voted on Feb. 14 to get funds to pay Norman's right-of-way obligations have lost no time mounting a campaign.

A special committee named by Philip C. Kidd Jr., Chamber of Commerce president, met Wednesday afternoon and set up an organization to finance and carry on a promotional effort.

The group agreed to seek the cooperation and support of the Civic Improvement Council, the Cleveland County Bird Club, the University and the civic clubs.

The whole campaign will be pitched on the idea of gaining community-wide backing for the \$397,000 in proposed bond issues so Norman will not lose the long-sought Oklahoma 9 bypass project.

Wednesday's meeting came less than 24 hours after the City Commission, heeding an urgent plea from the chamber board of directors, voted to call a special election on the bond issue for Feb. 14.

The chamber directors asked that the highway right-of-way proposals, which went down to defeat with the rest of a \$1,280,000 bond issue program in November, be voted on sep-

arately and that the election be held in February.

They cited a warning from Frank D. Lyons, state highway director, that, unless local funds to help pay for right-of-way acquisition and utilities relocation are forthcoming by next month, "or as soon thereafter as possible," the bypass project will be put on the shelf.

The city has contracted to pay 50 per cent of those costs and its share is estimated at \$250,000. It also has outstanding a \$146,375 obligation for work done on Oklahoma 9 east of U.S. 77.

The City Commission will (See Page 4, Column 6)

Bond Issue Supporters Make Campaign Plans

(Continued From Page 1)

seek authority from the voters Feb. 14 to issue general obligation bonds in the amounts of \$250,000 and \$147,000 to meet the two debts.

Former State Sen. Hal Muldrow was in charge of the special chamber committee that organized Wednesday.

Meeting with him were Al Loeffelholz, John H. (Jack) Patten, James Agar, Fred Tarman, R. L. (Buddy) Pendarvis, Mayor William S. Morgan and R. D. Thompson, chamber manager. Also on the committee are Charles Hooper and R. E. Barbour.

Muldrow appointed Pendarvis chairman of a publicity subcommittee and named Morgan, Tarman and Hooper to work with him.

Patten was designated finance subcommittee chairman

and Agar will serve with him.

The Civic Improvement Council will be invited to join the chamber committee in the promotional campaign. An invitation will be extended, too, to the Cleveland County Bird Club, which pledged its support to the highway bond issue last year after the bypass route was changed to avoid cutting the Oliver Wildlife Refuge in half.

OU officials will be asked to set up a committee to emphasize the value of the highway project to the University in taking traffic off the streets around the campus.

A speakers' bureau will be established, and various committee members volunteered to contact the Kiwanis, Norman Lions, Rotary and Sooner Lions clubs and other civic groups to arrange for speakers at their meetings.

Thompson said the chamber's forum committee has agreed to schedule a public meeting with Lyons as the speaker. A date will be set after consultation with the highway director.

Among other ideas advanced was a telephone campaign to "get out the vote." It was pointed out the right-of-way bond issues will require a 60 per cent majority for passage.

Mayor Morgan said he has been assured by City Manager Clifford O'Key that no increase in the ad valorem tax rate will be necessary for the city to pay off the bonds if they should be voted. Specific figures to support the statement will be obtained and publicized.

Muldrow called another meeting of the committee for 4 p.m. next Wednesday.

1-24-67 Paper Will Answer Questions on Bonds

Norman residents who may have questions about the \$397,000 city bond issue they will be voting on Feb. 14 are invited to submit them to The Transcript.

This newspaper will refer all questions to the appropriate authority for an answer and the answers will be published.

The questions may be submitted either in writing or by telephone.

Two propositions will be on the special election ballot. In one the city seeks authority to borrow \$250,000 to pay its share of the cost of acquiring right of way and removing utilities for the relocation of Oklahoma 9 between U.S. 77 and Interstate 35.

In the other, the city asks permission to borrow \$147,000 to repay the State Highway Department for work done on the new Oklahoma 9 east of U.S. 77.

County Bird Club Set To Back Bond Issue

The Cleveland County Bird Club Thursday night took action to support passage of the Feb. 14 bond issue election to provide funds for Norman's right-of-way obligations for Oklahoma 9 south of Norman.

The bird club named a committee to support approval of a share of the cost of the route of the "bypass to be located on grassy land north of the bluff in Oliver Wildlife Refuge," south of the city. This is the route decided upon last spring.

Members of the committee are T. H. Milby, OU science librarian; Dr. Harley P. Brown, professor of zoology, and Davil-

la Bright, 520 W. Symmes St.

Dr. W. T. Penfound, last year's bird club president, and Dr. George M. Sutton, research professor of zoology, outlined areas in which the club can help. Members voted to make a financial contribution to help support passage of the \$397,000 bond issue.

In the program for the meeting, John Weske, Sandy Spring, Md., graduate student working on his doctorate in ornithology, showed slides of brilliantly colored birds he studied in the mountains of Peru in 1965-66. He also showed pictures of the albatross, shooty Shearwater, cormorant and other sea birds.

1-13-67

Election Call Due Action

The City Commission will act formally Tuesday night to authorize the special Feb. 14 bond issue election it decided two weeks ago to hold.

An ordinance formalizing the calling and holding of the election is on the agenda for the 7 p.m. session, and the commissioners will be asked to approve it on all three readings.

Mayor William S. Morgan is also expected to sign a formal election proclamation as directed in the ordinance.

Both the ordinance and the proclamation set forth the specific propositions to appear on the ballot Feb. 14. The proclamation also lists the polling places and workers.

Norman voters will be asked at the election to authorize issuing general obligation bonds in the amounts of \$250,000 and \$147,000.

The first sum is to cover the share Norman has agreed to pay for right of way and utilities removal in the relocation of Oklahoma 9 between Interstate 35 and U. S. 77 to a route south of the urban area. The other is to pay what the city owes the State Highway Commission for right of way, relocation of utilities and other expenses in the construction of a part of Oklahoma 9 east of U. S. 77.

The agenda, on which the commissioners will be briefed

at an informal session at 6 p.m., apparently will contain little of a controversial nature.

Petitioners in two zoning matters that might have caused considerable debate have asked that they be tabled.

One is a request by Carl E. Ray to rezone property on the west side of McGee Drive some 300 feet north of Lindsey Street for commercial use. City Manager Clifford O'Key said Ray has asked that the matter be put off until the June 27 meeting.

The other is the complicated zoning petition of Paradise Hills Club Estates, Inc., involving land on which a major de-
(See Page 4, Column 2)

Election Call Due Action

(Continued From Page 1)

velopment is planned on 12th Avenue Northeast south of Franklin Road. O'Key said the petitioner has requested indefinite tabling of the request.

A proposed ordinance stemming from the Paradise Hills zoning matter is on the agenda for possible final action. It would amend the zoning ordinance to make skeet and trap shooting, riding academies and public stables in the A-2 (rural agricultural) permissible on review.

The only other ordinance on the agenda is up for first reading only. It proposes amending the RM-6 and R-O zoning districts by reducing parking and livability space requirements and changing requirements on land area and front yards.

The commission will be asked to authorize condemna-

tion suits against two pieces of property on recommendation of the building inspection department and the Cleveland County Health Department.

One request involves property at 927 and 929 W. Boyd St. O'Key said a recent health department reinspection indicated no repairs have been made on the structures as promised last June.

The other property against which action is sought includes three houses at 1716-1736 24th Avenue Southwest. O'Key said the owner was notified by the health department Dec. 19 the structures don't meet the housing code but nothing has been done. The houses are on septic tanks and private water wells and the electrical wiring is in bad condition, the manager said.

Other agenda items include a drainage and flowing easement

from Bruce Drake along Bishop Creek between Lindsey and the Santa Fe railroad tracks. This is to meet a requirement set by ordinance when zoning was granted on the property.

Bids will be opened on equipment for the water department and on an industrial loader to be mounted on a tractor for the park and recreation department.

Acting as the Norman Municipal Authority, the commissioners will consider change orders in the lighting and irrigation work being done under contract at the new municipal golf course at Robinson Street and 24th Avenue Northwest.

The authority will also be asked to approve preliminary plans for a sanitary sewer to serve the clubhouse complex at the recreation area and an agreement with the Westwood North Corp. to finance the construction.

Jaycees Back Bond Proposal

1-20-67
The Norman Jaycees Thursday endorsed the proposed \$397,000 bond issue to finance Norman's right-of-way obligations for Oklahoma 9.

At their regular meeting Thursday night the Jaycees unanimously passed the following resolution concerning the bond election scheduled for Feb. 14:

"Whereas, the City of Norman has a vital interest in the completion of the new Highway 9 bypass, connecting Interstate Highway 35 and U.S. Highway 77, and,

"Whereas, the City of Norman has entered upon an agreement with the Oklahoma Highway Department to pay for a portion of such projects, and,

"Whereas, because of the recent cutbacks in federal support of state highway construction, an emergency exists, requiring the prompt action of the City of Norman to insure the completion of the above-mentioned projects,

"Therefore, be it hereby resolved, by the Norman Junior Chamber of Commerce, that this organization does encourage the people of Norman to approve both bond issue questions to be voted upon Feb. 14, 1967."

Bond Backers Discuss Plans

1-20-67
Specific projects for educating the citizens about the proposed \$397,000 in bond issues to be voted on Feb. 14 were approved Wednesday by a special campaign committee.

They included use of newspaper and radio messages to tell the reason and the need for the bond issues. Plans for a "get-out-the-vote" telephone campaign were also discussed.

The committee is made up of representatives of the Chamber of Commerce and the Civic Improvement Council.

The people will be asked Feb. 14 to approve two bond issues. One, for \$250,000, would be used to pay the city's share of the cost of acquiring right of way and removing utilities for construction of Oklahoma 9 between U.S. 77 and Interstate 35.

The other, for \$147,000, would pay what the city still owes the State Highway Department for right of way and removal of utilities on a two-mile stretch of Oklahoma 9 east of U.S. 77.

Sen. Smalley Calls Bond Okay 'Must'

1-20-67
A second proposed cut in Oklahoma's allocation of federal highway funds makes it even more imperative that Norman voters approve bonds for the city's Oklahoma 9 right-of-way obligations, State Sen. Phil Smalley said Wednesday.

Smalley made the statement after he had consulted earlier in the day with Frank Lyons, state highway director.

"At the present time Mr. Lyons is still of the opinion expressed earlier in a letter to me that if we have our right-of-way money ready in February the project will proceed pretty much as scheduled," Smalley said, "and he is still of the opinion that if we do not have our right-of-way money in hand the State Highway Commission probably will put our program on the shelf for a while."

Lyons will be in Norman Feb. 10 to explain the situation in detail. Hal Muldrow, chairman of a special bond issue promotion committee, said Wednesday the highway director will speak at a Chamber of Commerce forum luncheon that day.

The Norman City Commission has called an election for Feb. 14 on two bond issues totaling \$397,000. The city would set aside \$250,000 to cover Norman's share of the cost of right of way and the relocation of certain utilities for the proposed Oklahoma 9 relocation between U.S. 77 and Interstate 35. The state will pay the rest of the cost.

The remaining \$147,000 would be used to fulfill an agreement made by the city and the highway department in 1963 in connection with the relocation of
(See Page 2, Column 2)

1-28-67

Here's How Bond Issue Would

By LEONARD JACKSON

The total ad valorem tax bill of most Norman property owners would go down less than a dollar next year if the proposed highway right-of-way bond issue were rejected by voters Feb. 14.

Supporters of the \$397,000 bond proposal point out passage will not bring an increase in the city's tax rate.

This is possible because the

city plans to use \$8,000 in sales tax revenue to help pay off the bonds for the first year of the issue and because of rising valuations and the steady retirement of previous bond issues.

But calculations also show that the cost of borrowing \$397,000 literally means only pennies—to the majority of property owners—in terms of the difference between the present city tax rate and what it

would be if that amount were not added to the debt.

Using tax rate information developed by the city's auditing firm, Stephenson, Lynch, Speulda & Finley, City Manager Clifford O'Key has figured what this difference is in dollars and cents for the individual homeowner.

The city levies a property tax only to the extent needed to pay off bonded indebtedness. The money raised by the tax

goes into a sinking fund used to make the payments on money the city has borrowed by issuing bonds.

The city tax levy accounts for only a small part of the over-all ad valorem taxes assessed against Norman property owners.

Thus, for every \$1,000 of assessed valuation of a person's property, he paid \$56.498 to the Norman school district for 1966-

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67, \$18.410 to the county and \$16.746 to the city.

The total current tax rate for schools, city and county is \$91.654 per \$1,000 of assessed valuation.

Applying the \$16.746 city tax rate to the assessment on a \$20,000 house, the manager came up with this information:

Since property is assessed at about 25 per cent of market value, the assessed value of the house would be \$5,000. The

homestead exemption would reduce this to \$4,000.

Multiplying this sum by the city tax rate would produce a total tax obligation to the city for the year of just under \$67.

If the bond issue for \$397,000 does not pass, the city tax rate for the fiscal year 1967-68 would drop to \$16.451, the auditors report. This would mean a total city tax bill for the owner of a \$20,000 house of a little under \$66.

The actual reduction in that owner's tax bill for 1967-68 would be only \$1.03, says the manager.

By the same token a house valued at \$15,000 would be assessed at \$3,750 and homestead exemption would cut this to \$2,750. The current city tax on that property is \$46.06.

If the rate went down for 1967-68 the tax bill on a \$15,000 house would be just 80 cents less, O'Key says.

A \$10,000 house would be assessed at \$2,500 and, after homestead exemption, would be on the books for \$1,500. The current city tax on this house is \$25.12. If the rate went down next year, this owner's bill would be reduced by 43 cents.

A \$5,000 house would have an assessed value of \$250 after homestead exemption and the owner would have a current city tax obligation of \$4.18. This (See Page 4, Column 7)

Issue Would Figure in Ad Valorem

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The city tax levy accounts for only a small part of the over-all ad valorem taxes assessed against Norman property owners.

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The actual reduction in the owner's tax bill would be only \$1.08, the manager says.

By the same token, if the bond issue is passed, a house valued at \$15,000 would be assessed at \$3,750 and the homestead exemption would cut the tax bill to \$2,750. The current assessed value of that property is \$46,000.

If the rate went down to \$16.451 in 1967-68 the tax bill on a \$20,000 house would be just a little less, O'Key says.

Here's How Bonds Would Affect Taxes

(Continued From Page 1)

would go down only 7 cents if the bond issue is not passed and the city tax rate is reduced for 1967-68.

On a monthly basis the city tax bill for the owner of a \$5,000 house would go down less than a penny; for the owner of a \$10,000 house, less than 4 cents; for the owner of a \$15,000 house, less than 7 cents, and for the owner of a \$20,000 house, 9 cents.

The city's tax rate has declined 46 per cent since it reached a high point, in recent years, of \$31.248 per \$1,000 in assessed valuation in 1963.

In that year the total tax rate was \$92.438 per \$1,000 of assessed valuation. The schools received \$42.35 of this and the county, \$18.84.

In the following year the city's part of the tax rate went all the way down to \$17.346, and the total rate fell to \$80.566. The county rate edged downward to \$18.65, but the school rate went up to \$44.57.

In 1965 the city tax rate dropped off even more with the further retirement of bonds. It stood at \$16.74, while the county rate slid to \$18.12 and the school rate rose to \$47.26. The total rate was \$82.12.

Last year the city rate went to \$16.746, the county's to \$18.41 and the school rate to \$56.498 following passage of the newly authorized general support levy for schools. These accounted for the total rate of \$91.654.

The \$397,000 the city wants to borrow would be used to meet two obligations to the

State Highway Department in connection with Oklahoma 9 relocation.

One is a \$147,000 payment for work done on a two-mile segment of Oklahoma 9 east of U. S. 77. The State Highway Commission indicated at the time no further work would be done on Oklahoma 9 until the obligation is met. Specifically, the commission referred to the route at the south edge of Norman from U.S. 77 to Interstate 35.

The balance of proceeds from the bond issue, or \$250,000, would be used to pay Norman's share of the cost of acquiring right of way and removing utilities for this additional construction. Under an agreement signed with the city last year the State Highway Department will pick up 50 per cent of this cost, even though in the past it has required communities to supply all of the right of way.

It has been pointed out that approval of the bond issues will give Norman its long-sought south bypass, the total cost of which has been estimated by Frank Lyons, state highway director, at \$1,947,000.

Lyons assured Sen. Phil Smalley Friday that, if the bond issue is passed, the Oklahoma 9 project will go ahead as planned, despite the commission's decision to defer \$49 million in road jobs programmed for this year because of an \$8.9 million cut in federal funds.

Lyons said the bypass will probably be on the July contract letting.

Questions Answered On Bond Proposals

Questions raised about the \$397,000 bond issue to be voted on Feb. 14 deal with the access points on the proposed Oklahoma 9 bypass route, the arrangement by which the city has to pay only half the right-of-way cost and the separate propositions.

Answers have been obtained from the special bond issue promotion committee of the Chamber of Commerce, the State Highway Department and the city's legal counsel.

One question is concerned with the points at which motorists will be able to enter and leave the highway between Interstate 35 and U.S. 77.

The answer from Ed Kauffman, urban design engineer for the State Highway Department, is that interchanges will be located at I-35 (already built) and at U.S. 77 and that grade-level intersections will be placed at 24th Avenue Southwest, McGee Drive, Imhoff Road, Berry

Road (extended), Chautauqua Avenue, Jenkins Avenue and Dewey Avenue.

The Highway Department identifies the proposed bypass as a "partially controlled access" highway.

Another question is why the city is required to pay only half the cost of right-of-way acquisition and utilities removal on the new bypass when the project originally called for the city to pay for all of the right of way.

Hal Muldrow, chairman of the bond issue promotion committee and a former state senator, replies that the Cleveland County legislative delegation and Norman civic leaders prevailed on the State Highway Commission to take advantage of a recently passed law enabling it to assume half the cost of right of way for state roads.

On the project east of U.S. 77, (See Page 2, Column 9)

Bond Proposal In a Nutshell

Here are the two bond issue proposals to be submitted to the voters of Norman at a special election Feb. 14:

Proposition 1—Authorizes the city to borrow \$250,000 to pay Norman's share of the cost of right of way and relocation of utilities for the construction of Oklahoma 9 between Interstate 35 and U.S. 77.

Proposition 2—Authorizes the city to borrow \$147,000 to meet an obligation on Oklahoma 9 extending from U.S. 77 for approximately 2.05 miles east.

A 60 per cent majority of the persons voting on each question will be required for passage of that proposition.

All qualified and registered voters who are residents of Norman, whether or not they own property, are eligible to vote. To be a qualified elector a person must have resided in the state six months, in the county two months and in the precinct 20 days.

Voters must be registered with the County Election Board and should take their registration cards to the polls with them to be able to prove residence.

Bond issues would total \$397,000, for which Norman would get a bypass route estimated at \$2,197,000.

No increase in the city tax rate would be required. If bond issues are not passed, the total reduction in annual property tax bill for 1967-68 would be \$1.08 for owner of a \$20,000 house, 80 cents on a \$15,000 house, 43 cents on a \$10,000 house and 7 cents on a \$5,000 house.

Questions Answered On Bond Proposals

The annexation matter has been raised again in questions submitted in connection with the forthcoming special election on proposed bond issues totaling \$397,000 to meet Norman's right - of - way obligations for Oklahoma 9.

A citizen asks: "Why did Norman annex the land south of town if this obligated the city to pay for a right of way?"

The question was referred to Hal Muldrow, former state senator and chairman of a special Chamber of Commerce bond issue promotion committee, for an answer.

"As I understand the law," Muldrow said, "the State Highway Department could require Norman to pay for the right of way for the relocation of Oklahoma 9 south of town regardless of whether the new route is inside the city limits.

"Just as it did for the new Oklahoma 9 from U.S. 77 to Lake Thunderbird, the department determines the benefits a city will derive from a highway

and assesses the costs on that basis."

Another question: "What will happen if these bond issues fail? Will the approaches presently constructed lead nowhere?"

Replied Muldrow: "A lot of money has been spent on the interchange at Interstate 35. Drainage structures have been built, and the approach has been brought all the way to 24th Avenue Southwest. My personal opinion is that we'll have to provide the right of way now or later; if we don't do it now, there's no telling when the road will be built."

A third question states, "Is there any connection between Oklahoma 9 and any proposed improvement on Lindsey Street?"

Muldrow's answer: "At the present time there is nothing that can be done on Lindsey as far as getting state or federal money is concerned."

Readers seeking information about the proposed bond issues are invited to submit their questions to this newspaper

Bond Questions Answered

The question of access points on the proposed Oklahoma 9 bypass route south of the city has arisen again in connection with the forthcoming bond issue election to obtain right-of-way funds for the project.

"Why is it necessary to add more access streets?" a questioner wants to know. "It was the original statement that only 24th Avenue Southwest, Berry Road, Chautauqua Avenue and Jenkins Avenue would be involved."

Information from the State Highway Department last week indicated access from McGee Drive, Imhoff Road and Dewey Avenue (north only) is also included in the design of the bypass route.

Lyons, state highway director, said: "These 'additional' access points on the design plans have always been there. At one time we talked about interchanges at Chautauqua and other places but that was a long-range project.

"What we have designed now are crossings at grade level. They are not new or additional, so far as we are concerned. They have always been in the plans."

Two other questions were also referred to Lyons for answers.

"What will happen if only one of the two bond issue proposals on the ballot Feb. 14 passes?"

Replied Lyons: "The State Highway Commission passed a

minute (motion) to the effect that we would not go ahead with the (Oklahoma 9 bypass) project until the previous commitment was honored."

He referred to the \$147,000 the city owes the State Highway Department in connection with the construction of the relocated Oklahoma 9 east of U.S. 77.

"If the \$147,000 proposition passes and the major one (the \$250,000 proposal) doesn't, there's no project," Lyons continued.

The third question: "During the period of construction will area workers be used?"

Lyons said the successful contractor will make this decision. He said the practice of contractors is to use their regular crews and to supplement them with local workers.

Answering the question, Frank

Highway Commission passed a

2/6/67

Bond Issue Supporter Explains Road Gains

Construction of an expressway on the south edge of Norman connecting I 35 and U.S. 77 will provide university students and faculty members with a route into and out of the campus area and the south part of the city when they travel to and from cities and towns in the south half of Oklahoma, Hal Muldrow, general chairman of the Citizens Committee for the Bond Issue proposals, said Monday.

The election on two proposed bond issues totaling \$397,000 will be held Tuesday, Feb. 14, and all OU students and faculty members who are registered voters here can vote in the election. A 60 per cent majority vote is required for approval of the bonds.

One bond issue for \$147,000 is being submitted to pay off an old debt the city of Norman owes the Oklahoma State Highway Department for about two miles of right-of-way east of U.S. 77 which is part of relocated Oklahoma 9 on the south side of Lake Thunderbird.

THE OTHER ISSUE, for \$250,000, is to pay one-half of the right-of-way for the expressway

between I 35 and U.S. 77. The value of the land in that area is so high that the Highway Department under a new permissive regulation agreed to pay for the other half of the right-of-way.

The project is programmed for this fiscal year, and considerable construction work has already been done on the interchange at the I 35 end of the expressway.

If the bonds are voted, and the city pays these obligations, further construction work will be ordered immediately, Frank Lyons, state highway director, has assured Norman city officials.

IF THE BONDS are defeated the expressway project will be shelved and may not be constructed for a long time due to the recent cut of \$8.9 million in federal funds allocated to the highway department and an additional cut of \$3.5 million that is expected in the near future. Also the highway department faces a shortage in its state funds.

The expressway would have four interchanges for entry and exit of traffic: on 24th Avenue South, Berry Road, Chautauqua Avenue, and Jenkins Avenue.

2/6/67

Clarification Made On Highway Access

The exact points at which Norman residents would be able to get on and off the Oklahoma 9 bypass, to be constructed if a \$250,000 bond issue is approved Feb. 14, were clarified today.

This is one of two bond issues totaling \$397,000 proposed

to meet Norman's highway right-of-way obligations. The other, for \$147,000, would cover an obligation for the construction on Oklahoma 9 east of U.S. 77.

Questions continue to arise over the access points on the planned link between Interstate 35 and U.S. 77 south of the city.

Frank Lyons, state highway director, said last week the Oklahoma 9 bypass has been designed from the beginning to include grade-level intersections at 24th Avenue Southwest, McGee Drive, Imhoff Road, Berry Road, Chautauqua Avenue, Jenkins Avenue and Dewey Avenue (north only). These are in addition to interchanges at I-35 (already built) and at U.S. 77.

The question then was asked: "Will all these access points be available immediately to Norman residents?"

This is City Manager Clifford O'Key's answer: "No. The connections we will have in being will be at 24th, which already exists, and at Chautauqua and Jenkins. The city has no immediate plans to extend McGee, Imhoff, Berry and Dewey to intersect with the proposed bypass route although intersections at these points are included in the State High-

2/9/67

Bonds Backed By OU Senate

The OU Student Senate recently passed a resolution encouraging the voters of Norman to pass the proposed bond issues totaling \$397,000 to meet the city's highway right-of-way obligations.

The resolution stated: Transportation is an essential element of a civilized community;

The city of Norman must keep pace with the progressive demands of the 20th century;

Highway facilities running east and west are needed for numerous reasons;

The residents of Norman will have the opportunity to secure \$397,000 from bond issues that would be supplemented by approximately \$2 million in state and federal matching funds for construction of a four-lane highway connecting Interstate 35 and State Highway 77 along the proposed route of State Highway 9;

Numerous traffic problems would be eliminated, such as traffic congestion on Lindsey Street;

The construction of such a highway would open up additional possibilities to eliminate future problems;

Be it therefore resolved by the Student Senate of the University of Oklahoma that: all eligible voters be encouraged to pass the \$397,000 in bonds that will be brought to a vote on Feb. 14, 1967, in Norman.

Haas Explains Voter Eligibility

(Continued From Page 1)

authorize borrowing under this section.

But, Haas pointed out, since all registered voters are allowed to vote on propositions dealing with borrowing for non-utility uses (under Sec. 26), the framers of the constitution set the required majority for passage higher.

"Thus, this section provides that before the taxpayers can be burdened with a debt, it takes more than just a simple majority," he said. "It takes a 60 per cent majority."

Haas Explains Law On Voter Eligibility

Several residents have asked why any registered voter, and not just property owners, can vote in the Feb. 14 special bond issue election.

They point out that the property owners are the ones who will pay the ad valorem taxes to retire the debt that will be created if the issuance of \$397,000 in bonds to meet the city's highway right-of-way obligations is approved by the voters.

The answer is that the city is bound by constitutional provisions in setting up such elections.

"Cities are strictly creatures of the Legislature and of the constitution," said Fielding Haas, counsel to the city. "They can do only what they're authorized to do by the constitution."

The constitution specified two

sets of circumstances under which a city can borrow money. The only authority the city has to borrow money to pay for right of way for streets and highways is contained in Art. 10, Sec. 26, of the constitution, Haas explained.

This section authorizes the city to borrow money for non-utility uses, and streets and highways fall into this category because they are considered to be owned by the public at large.

By contrast, the authority for cities to borrow money for utilities—things they own exclusively, such as libraries, public parks, fire stations and water and sewer lines—comes under Art. 10, Sec. 27, of the constitution. Only property-owning taxpayers can vote to

(See Page 2, Column 5)

Bond Backers Vote Urged

A special bond issue promotion committee has urged supporters of the Oklahoma 9 bypass project to turn out in force Tuesday to assure a 60 per cent majority for the questions.

Members of the committee, holding its final meeting Wednesday, expressed belief the 60 per cent requirement is the biggest hurdle supporters face in campaigning for passage of the proposed bond issues.

Said Hal Muldrow, chairman of the committee set up by the Chamber of Commerce and the Civic Improvement Council: "We'd like to stress the importance of voters favorable to the bond issues turning out in strength Tuesday."

Because of constitutional provisions, each of the two questions on the ballot must receive a 60 per cent majority of the votes cast on it to be approved. They propose issuance of \$397,000 in bonds to meet the city's right-of-way obligations in connection with construction of Oklahoma 9—both the segment east of U.S. 77 and the projected bypass from U.S. 77 to Interstate 35.

Muldrow also urged a good turnout Friday for a Chamber of Commerce-sponsored forum luncheon at which Frank Lyons, state highway director, will speak.

Expected to be on hand, too, Muldrow said, is C. Hubert Gragg, Oklahoma City, State

Highway Commission member for this district. He was influential in seeing that the Oklahoma 9 project was placed on the highway department's program, the committee chairman said.

Lyons is expected to discuss the department's right-of-way purchase policies and the problems it meets in trying to protect both the property owner and the taxpayer.

James Agar, vice chairman of the chamber's forum committee, will be in charge of the meeting, which will be held in the Oklahoma Memorial Union ballroom. Reservations for the \$1.50-a-plate luncheon can be made by calling the chamber, JE 4-7260, before 5 p.m. today.

City Voters To Act Tuesday on Bond Issues

(Continued From Page 1)

and the debt would be against the ad valorem taxpayers.

However, the city's auditing firm, Stephenson, Lynch, Spaulda & Finley, has stated after an analysis of the municipal sinking fund requirements that no increase in the city tax rate would be necessary if \$7,977.66 could be provided out of the general fund for the 1967-68 fiscal year.

The city has indicated it would supply \$8,000 in proceeds from the one-cent city sales tax to the sinking fund for debt retirement for 1967-68. The tax rate would not have to be increased.

In succeeding years, as the assessed valuation goes up and prior bond issues are retired in installments, the tax rate would go down, the auditors said.

Thus, the present city tax

rate of \$16.746 per \$1,000 of assessed valuation would remain that for 1967-68 and go down to \$16.194 for 1968-69 if there are no further bond issues and the assessed valuation increases as experience indicates it will, the auditors said.

Supporters of the Oklahoma 9 project point out that, even if the bond issues were not passed, the tax from the city's ad valorem levy would decrease only a matter of pennies for most property owners.

Applying the city tax rate against the assessed values of various-priced properties and allowing for homestead exemption, they calculate the actual drop would be only \$1.08 a year for a \$20,000 home, 43 cents for a \$15,000 home, 47 cents for a \$10,000 home and 7 cents for a \$5,000 home.

Tuesday's special election was called by the City Commission

in response to an urgent plea by the Chamber of Commerce board of directors in January.

The chamber group cited a letter from Lyons to Sen. Phil Smalley warning that the Oklahoma 9 bypass project would have to be put on the shelf unless local funds for right-of-way were made available.

Right-of-way plans are scheduled for completion this month and funds for acquisition should be supplied so the highway department could get started on land buying and have the project ready for contract letting late this year or early in 1968, Lyons said.

The highway director gave assurance Friday the project is still on the program despite a slowdown made necessary by a cutback in federal funds for roads.

A special bond issue promod-

tion committee set up by the chamber and the Civic Improvement Council has stressed the importance of the bypass to traffic safety and convenience of Norman residents.

Relocating the present Oklahoma 9 from its present route through Norman to a new four-lane, divided, partially controlled access highway south of the urban area would ease much of the traffic congestion on Main, Boyd and Lindsey streets, the promoters pointed out.

Through traffic would be able to get from Interstate 35 on the west to U.S. 77 on the south without traveling on city streets, they said.

At the same time the bypass would be much more convenient to commuters and other Norman residents traveling in all directions from the city, they

Although the State Highway Department has designed the bypass for grade-level inter-sections at 24th Avenue South-west, McGee Drive, Imhoff Road, Berry Road, Chautauqua Avenue, Jenkins Avenue and Dewey Avenue, the city has indicated it has no immediate plans for extending any streets to the state right of way.

That means the only immediate connections, besides the present one at 24th and the interchanges at I-35 and U.S. 77, would be at Chautauqua and Jenkins, which already intersect the proposed route.

The Oklahoma 9 project has drawn the support of the University, the Cleveland County Bird Club and many other groups since an earlier proposed route through the Oliver Wildlife Refuge was moved so it would cut across only the northern edge.

this and are urging a heavy turnout of voters who favor the proposals to assure overcoming the 60 per cent hurdle.

The 60 per cent requirement results from a constitutional provision. Since streets and highways are used by the public at large, they are considered to be owned by the general public. The section of the constitution authorizing the borrowing of money for such a nonutility use also allows all registered voters to participate in the election but requires a 60 per cent majority for approval.

The bonds, if approved, would be issued for a 20-year period (See Page 4, Column 2)

He warned further delays will push the \$2.2 million project back on the commission's programming schedule and subject Norman to higher right-of-way costs when the road is built.

Lyons also noted the city has a standing legal obligation "to clear the books" of its portion for the previous construction of Oklahoma 9 extending east from U.S. 77.

The highway commission has stated no further road projects will be considered in the Norman area until this obligation is met.

The two propositions on the ballot require a 60 per cent majority for passage. Bond issue supporters are concerned about

utilities and other expenses in a segment running from U.S. 77 east for 2.05 miles.

Frank Lyons, state highway director, reiterated in a talk here Friday the State Highway Commission's policy that right-of-way must be underwritten before construction can start.

He said appraising and procuring of land will require several months and said this should be started immediately.

Proposition 1 is that the city borrow \$250,000 to pay its share of the cost of right of way and relocation of utilities in the construction of Oklahoma 9 from Interstate 35 to connect with the existing highway running east from U. S. 77.

Proposition 2 calls for borrowing \$147,000 to pay off an obligation remaining from the earlier project.

Norman voters will be asked Tuesday to approve \$397,000 in bond issues that will help the city square an old debt and win a new road.

Just two propositions will be on the special ballots to be cast in 40 precincts. Polls will open at 7 a.m. and close at 7 p.m.

City Voters Act Tuesday on Bond Issues

By LEONARD JACKSON

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7-12-67

Light Turnout Seen By Election Official ^{2/13/67}

A light vote was predicted today for Tuesday's special election on proposed bond issues for \$397,000 to pay the city's highway right-of-way obligations.

John Bumgarner, Cleveland County Election Board secretary, said it's hard to make a "good educated guess" about the voter turnout because of the nature of the election and the varied type of population in Norman.

He said there will be a "fair" turnout in sections of Norman, while in other parts there will be considerably less interest.

He expressed doubt that the vote will top 4,500.

Bumgarner issued his usual plea for voters to go to the polls early so the counting of ballots can be expedited. He said all polls will open at 7 a.m. and close at 7 p.m.

One proposition on the ballot seeks authority for the city to borrow \$250,000 to pay Norman's share of the cost of right of way and utilities removal in

the construction of Oklahoma 9 between U.S. 77 and Interstate 35 south of the urban area.

The other proposition asks permission for the city to borrow \$147,000 to meet a long-standing obligation, a debt Norman owes the State Highway Department on the portion of

Oklahoma 9 already built east of U.S. 77.

Because of constitutional requirements, each question must receive a 60 per cent majority of the votes cast on it for passage.

Promoters of the bond issue have stressed the importance of the city meeting its obligations so it can merit future road projects and the need for the bypass to relieve traffic congestion in Norman.

They also have emphasized the fact the bonds can be issued without raising the city ad valorem tax rate because city sales tax revenue will be used to supplement the sinking fund for the first year of the issue.

Bond Issues Need Heavy 'Yes' Vote

(EDITORIAL) ^{2/13/67}

Norman residents supporting two bond issues totaling \$397,000, the city's obligation in obtaining right of way and removal of utilities for the rerouting of Oklahoma 9, must turn out in large numbers at the polls Tuesday to assure passage of the issues.

State law requires a 60 per cent majority for approval in this kind of an election. With those odds, a good turnout of supporters is necessary. Any registered voter is eligible to cast a ballot. He does not have to own property.

One bond issue of \$147,000 is to pay off an old obligation to the State Highway Department for Norman's share of right-of-way acquisition east of U.S. 77. The other bond issue of \$250,000 is the city's share for the purchase of right of way and removal of utilities along the proposed route between Interstate 35 and U.S. 77 at the south edge of the city.

Passage of the bond issues will provide the city with a \$2,197,000 four-lane bypass. State and federal funds, to which Norman residents contribute, will pay the difference between the amount of the bond issues and the total cost.

Norman residents can get this bypass without any increase in the city's ad valorem tax rate. Rejection of the bond issues would bring only a negligible decrease in taxes next year—only pennies on a \$5,000 home and up to \$1.08 on a \$20,000 home.

Both issues must be approved or the bypass will be put on the shelf by the State Highway Department. Highway Director Frank Lyons has made that point clear on several occasions, the most recent was in a talk here Friday.

Approval of the issues will preserve Norman's priority with the highway department. It also will demonstrate the city's determination to meet its obligations.

Norman needs that bypass for quick access to other points in the state and to relieve the mounting traffic congestion on city streets. The value of this bypass to Norman would exceed the cost of the project many times.

Norman should not miss this opportunity. And it will not if every supporter of the project makes an earnest effort to get to the polls Tuesday. Overconfidence is one luxury Norman cannot afford.

The turnout, although a little larger than pre-election predictions, was light considering that Norman is a city of about 53,000 with an estimated 19,000 registered voters.

However, it apparently was a record turnout for this type of election. In the last city bond issue election—in February 1965—4,409 voters cast ballots to build Norman's new public library and to purchase the civic center site. A bond issue election in 1962 to finance construction of an addition to Norman Municipal Hospital and storm sewer and water system improvements drew only 3,389 voters.

Counting Fast

Counting went fast in the city's 40 precincts. The first box—from Precinct 15 which votes at the Assembly of God Church—came in to the County Election Board office within 15 minutes after the polls closed at 7 p.m. The final Norman box—Precinct 46 at Monroe School—was in by about 8:15 p.m.

Thirty minutes later workers at the election board office could call it a night after the final precinct reported in Moore's election on a \$71,000 street bond issue. The Moore proposal was defeated, 531 to 469. (See Story on Page 7.)

Each Measure Tops Needed 60 Per Cent

By JANE BRYANT

Norman voters Tuesday overwhelmingly authorized bond issues totaling \$397,000 to pay the city's right-of-way obligations along Oklahoma 9.

A total of 4,900 residents turned out to vote on the two issues—Proposition 1, which authorized \$250,000 in bonds to pay the city's share for right of way and utility removal along the route of Oklahoma 9 between U.S. 77 and Interstate 35 at the south edge of the city, and Proposition 2, authorizing the city to issue \$147,000 in bonds to pay right-of-way obligations for part of Oklahoma 9 already completed east from U.S. 77.

Totals Given

Proposition 1 passed, 3,141 to 1,759. Proposition 2 won, 3,113 to 1,743. Under state law both proposals had to receive 60 per cent of the vote to pass. Each received 64 per cent.

Vote During Morning Better Than Expected

2/14/67

A surprising voter turnout was reported at midday today as 1,299 persons cast ballots on the city's two bond issue proposals.

During the last city election in April only 457 votes had been cast at midday.

Comparative figures at midday at 24 precincts for that election and this one show 359 votes cast in April compared to 1,012 cast in the same precincts today.

John Bumgarner, secretary of the Cleveland County Election Board, expressed surprise at the turnout. Bumgarner had predicted no more than 4,500 persons would vote in today's election and said the number reported at noon could indicate a heavier vote than he had anticipated.

One proposition on the ballot seeks authority for the city to borrow \$250,000 to pay Norman's share of the cost of right of

way and utilities removal in the construction of Oklahoma 9 between U.S. 77 and Interstate 35 south of the urban area.

The other proposition asks permission for the city to borrow \$147,000 to pay a debt Norman owes the State Highway Department on the portion of Oklahoma 9 already built east of U.S. 77.

Because of constitutional requirements, each question must receive a 60 per cent majority of the votes cast for passage.

The polls will close at 7 p.m. Norman precincts and the number of votes cast as of midday appear below. Although the precincts have been altered slightly, the midday figures from the last city election when available are shown in parentheses for comparative purposes.

1. 40 (19), 2. 49 (9), 3. 23 (8), 4. 42, 5. 57 (13), 6. 71 (22), 7. 28 (20), 8. 32 (18), 9. 30 (11), 10. 68 (42), 11. 79 (34), 12. 71, 13. 51, 14. 26 (11), 15. 21 (12), 16. 49 (17);

17. 47 (17), 18. 48 (17), 19. and 22. not available, 24. 19, 25. 16 (6), 26. 35 (16), 27. not available, 28. 21 (8), 30. not available, 36. 1 (0), 37. and 38. not available;

41. 61 (12), 42. 66, 43. 38 (13), 44. 37, 46. 95 (19), 48., 49. and 50. not available, 51. 40 (3), 52. 38 and 55. not available.