



PAVING FOR PROGRESS

One percent local option sales tax set aside solely for the maintenance, repair, construction and reconstruction of public streets. Sales tax generated by Cedar Rapids residents as well as visitors who shop/dine in our community, and provides approximately \$20 million annually for road repairs. The program went into effect July 1, 2014, was renewed in 2021, and expires on June 30, 2034, unless otherwise renewed.

Achievements to Date (2014 - 2022)

- \$161 million invested into our roads
- More than 93 linear miles of roadway improved
- Over 280 projects completed to date
- 74% of completed projects have been residential
- 26% of completed projects have been arterial



Strategy

- Address neighborhood streets that rarely rose to the priority list in previous years
- Invest in roads before they reach the end of their service life, when repairs are most costly
- Completely replace some of our most deteriorated streets
- Utilize a data-driven, impartial, and measurable plan

Prioritization

The City developed a 10-year management plan using data collected on every roadway in Cedar Rapids. The data is collected by a vehicle that drives the surface of the roads and collects data on texture, pavement distress, and roughness. Fresh data is collected approximately every two years, and the plan is updated accordingly. In addition to the analysis of pavement data, the plan is optimized for the most effective use of available funds and the City continues to leverage resources to complete a growing number of projects with City staff and equipment. There is a cost benefit of performing work early rather than when the street is worse and repairs are more costly. The City's strategy has been to do a little of both — completely replace some streets, while doing preventative maintenance on others.

Neighborhood Streets

Many projects funded by the sales tax — particularly neighborhood streets— would not have been possible given the past funding available. Residential streets in the past rarely qualified for federal funding, making it next to impossible to move up the priority list when competing with the needs of high volume arterial or collector streets.