



Fact Sheet: Proposed Niwot Area Public Improvement District of Boulder County

Boulder County Comprehensive Plan (BCCP) and Subdivision Paving

The Boulder County Comprehensive Plan (BCCP) directs that funding for major repairs should be prioritized for the county’s arterial and collector roadways. Public Works Department Road Maintenance crews also conduct certain operations on local access roads in unincorporated Boulder County (“subdivision roads”), but in general the BCCP states that funding for subdivision roads shall be the responsibility of the property owners served by those roads. [Visit the Subdivision Paving webpage](https://boco.org/SubdivisionPaving) at **boco.org/SubdivisionPaving** for more information.

Resident-led Petition

Residents in Niwot have submitted a petition to form a public improvement district (PID). The petition states that the purposes of the district are for “rehabilitation and maintenance . . . including the repaving and/or reconstruction of asphalt roads; sidewalk improvements as needed to comply with Federal ADA laws surrounding roadwork; concrete curb, gutter and cross-pans directly associated with road resurfacing; and other costs directly associated with rehabilitation and maintenance activities” of subdivision roads in the proposed district. The PID’s stated purposes also include “construction and maintenance of improvements in accordance with the 2025 Niwot Master Plan adopted by the Niwot Local Improvement District” (Niwot Area PID Petition).

Public Hearing

The Boulder County Board of County Commissioners (BOCC) will hold a public hearing to consider whether the creation of the PID and authorization for its

requested taxing authority will go to the ballot for election on **Tuesday, Nov. 4, 2025.** **This hearing will take place on Tuesday, Aug. 19, 2025, at 1 p.m.** in the Commissioners' Hearing Room on the 3rd floor of the Boulder County Courthouse, 1325 Pearl Street.

The meeting can be attended in-person, online via Zoom, or by phone.

Registration links can be found on the [Subdivision Paving webpage](https://boco.org/SubdivisionPaving) at **boco.org/SubdivisionPaving**. All potential electors will receive a mailed written notice of how to participate, and the notice is being published in the Boulder Daily Camera and Longmont Times-Call.

Questions from Residents

How much maintenance of subdivision roads will Boulder County do without a PID?

Boulder County provides only minimal maintenance on subdivision roads that have been accepted for maintenance. Boulder County's maintenance includes pothole patching and crack sealing on paved roads, and snow removal at the lowest priority in storms where more than 8-12 inches of snow accumulate. [Visit the Subdivision Paving webpage](https://boco.org/SubdivisionPaving) at **boco.org/SubdivisionPaving** for more details.

If the PID is formed, which roads in Niwot will Boulder County continue to maintain, repave and reconstruct?

The following roads have been accepted for maintenance and are arterial and collector roadways subject to Boulder County funding for maintenance and major repairs: 79th, 83rd, Niwot Road, 2nd Avenue, Franklin Street, Ogallala, 95th Street, Monarch Road, and Neva Road.

How much does it cost to reconstruct a road?

Boulder County uses a general rule of thumb of \$1.75M/mile for budgeting the cost of full reconstruction.

What will the County contribute toward road maintenance and reconstruction in Niwot in the future if the PID is formed?

Boulder County will continue to provide maintenance of the existing infrastructure as described above, with or without a PID. Boulder County cannot at this time commit to any future contributions towards the purposes of the proposed PID. Any discussions regarding future contributions towards work done on subdivision roads covered by the PID, whether direct financial or in-kind, would take place on an annual basis in the context of the specific projects being considered.

Would the PID be able to finance road construction costs through the County rather than wait until taxes are collected?

Boulder County is not currently in a financial position to make any commitments regarding loaning funds to the proposed Niwot Local Improvement District (District). The petition for the PID seeks taxing authority of a 12.00 mill levy on the properties in the proposed district. If the electors of the proposed district vote to form the district, the proposed District could use bonds, loans or other debentures to fund projects which could be paid off by the revenues from the approved mill levy over time.

How will the Burgundy Park PID be handled if this is approved?

The petition for formation of the Niwot Area PID envisions that revenues generated from the mill levy on the Niwot Area PID properties will first be used to pay off the remaining debt, if any, associated with the Burgundy Park PID. The petition language outlines the intent that when the full amount of the debt owed by the Burgundy Park PID is paid, the Burgundy Park PID will seek to dissolve, and future improvement in the former Burgundy Park PID boundaries will be performed by the Niwot Area PID. While this is the stated intent of the Niwot Area PID proponents, ultimately the two PIDs would have to agree between themselves to memorialize this course of action. We do not currently anticipate that residents in the Burgundy Park PID would pay two separate District Assessments, but until the Burgundy Park debt is paid off and the District is dissolved, we can't make any predictions with certainty.

If we don't get the PID passed this year, how much more will it cost everyone three years from now, 5 years from now, etc.?

Boulder County can't provide specific cost impacts on a year-to-year basis, but for each year that there is no funding for pavement rehabilitation and replacement for subdivision roads, inflation continues to add to the costs, and the pavements continue to deteriorate which could result in higher future costs. There is no reason to anticipate that the County would be able to change its policy regarding subdivision road maintenance soon.

How does Boulder County Public Works staff assess the condition of county roads? Which roads could be saved by a mill & overlay in the short term? Which roads will likely require full removal and replacement?

Boulder County uses a 0-100 scale called the Pavement Condition Index, or PCI, to evaluate and compare the relative condition of its roadways. Although the decision on how to treat each road must be made based on direct review and analysis, we make general assumptions based on the PCI of the roadways as a starting point for decision making. Generally, a road with a PCI below 50 is no longer eligible to be improved or be effectively rehabilitated by a resurfacing effort, at that time they are due for reconstruction, although there may be years of serviceable life remaining.

Of the approximately 22 miles of subdivision roads in the proposed Niwot Area PID approximately 11 miles have a PCI below 50.

Roads with a PCI above 50 may be effectively maintained and their life cycle extended by resurfacing. The cost for a resurfacing project, usually a 2-inch mill and overlay, is approximately \$600k-\$800k/mile. Approximately 5.5-miles of roads in the Niwot Area PID currently have a PCI above 50. Roads with a PCI above 70 typically do not benefit from surface treatment to extend their life according to Boulder County engineering policies. We have attached a list of the roads in the proposed district and their respective conditions as determined by an independent consultant inspection in 2024.

--###--