

Larimer County Roads Meeting Jan 12, 2026

The meeting discussed the formation of a Public Improvement District (PID) for road maintenance in Larimer County. The proposed PID would cover 95 lots and 1 mile of roads, with an estimated cost of \$2 million. The initial mill levy would be 105.245, increasing annually based on assessed values. The project timeline includes fund collection from 2027 to 2029, inspection and planning in 2030, and construction in 2031. The PID would fund full-depth road reconstruction and potentially include snow removal. Alternatives like a Local Improvement District (LID) were also considered, with a 5% interest rate and a 10-year repayment period.

Action Items

- Provide the county with the neighborhood small group's decision on whether to move forward with preparing a petition for a PID by February 15 so staff can prepare petition materials and timeline
- Prepare and post the project's portal materials and publish submitted flyer and Q&A responses on the county portal so all neighbors can view project documents and answers
- Provide individual estimated PID dollar amounts per lot/address based on the December assessed-value snapshot for residents who request their estimate
- Research and confirm LID/loan financing details including consultant fees, bank interest/term assumptions, and whether a loan lien must be paid on sale or stays with the property, then report findings to the neighborhood
- Collect neighborhood email addresses, consolidate questions from residents, and distribute answered Q&A and updates to the full neighborhood mailing list so everyone receives the same information
- Send a copy of the neighborhood flyer to county staff so it can be posted on the portal and shared with staff for posting

Outline

Larimer County Roads Funding and Inspection Criteria

- Speaker 1 discusses the need for a PID to fund road projects and introduces a graph showing the age of roads and the need for preventive maintenance.
- Speaker 1 explains the inspection criteria for roads, including areas needing patching, utility trench settlements, alligator cracking, and block cracking.
- Once roads are over 40-50% patched, Speaker 1 suggests shifting to whole-depth reconstruction projects.

- Speaker 2 explains the process of creating a maintenance plan for roads, including measuring and inspecting roads, and recommending a plan to the neighborhood.

Community Involvement and Petition Process

- Speaker 2 outlines the preliminary plan and the role of the county in working with a small group to route the petition.
- The petition needs to be signed by eligible electors, and if approved, it would go to a Commissioner's hearing and then to the ballot for a neighborhood vote.
- Speaker 2 explains the concept of a PID, where neighbors can tax themselves to fund road repairs, and emphasizes that the mill levy can only be used on roadways within the neighborhood.
- The history of PIDs in Larimer County is discussed, including the shift from county-maintained roads to neighborhood-funded maintenance in 1994.

Operational Details of PIDs

- Speaker 2 describes how PIDs are driven by state statute and function with county staff and an inspector.
- The process of appointing neighbors to an advisory board to coordinate projects and share budgets and schedules is explained.
- The financial aspects of PIDs are detailed, including a 7% fee, 2% charged by the treasurer's office, and 5% going to engineering staff.
- The benefits of PIDs, such as receiving taxes back for Motor Vehicle Licensing and having interest earned on collected funds, are highlighted.

Proposed Boundaries and Timeline

- Speaker 1 presents the proposed boundary for the new PID, including 95 lots and the estimated cost of \$2 million.
- The timeline for the project is outlined, starting with fund collection in 2027-2029 and moving to inspection and planning in 2030.
- The proposed collection for the first year is \$466,000 at a mill levy of 105.245, with the mill levy increasing annually based on assessed values.
- The work will be done by private contractors, and the PID can include snow removal within its scope.

Community Concerns and Clarifications

- Speaker 3 questions the current condition of the roads and the level of maintenance provided by the county.
- Speaker 5 explains the historical context of road maintenance, including the shift from county-maintained roads to neighborhood-funded maintenance in 1994.

- The discussion includes the impact of trash trucks on road conditions and the need for reduced loads to prevent further damage.
- Speaker 1 and Speaker 5 discuss the challenges of maintaining roads with high levels of alligator cracking and the potential need for full-depth reconstruction.

Financial Implications and Alternative Solutions

- Speaker 2 introduces the concept of a Local Improvement District (LID) as an alternative to a PID, which would involve a one-time loan to fund road repairs.
- The financial implications of an LID, including the need for a petition process, county commissioner approval, and a ballot vote, are explained.
- The potential costs and timelines of an LID are discussed, with an estimated cost of over \$3,100 per lot per year for 10 years.
- The impact of property value fluctuations on the financial feasibility of both PIDs and LIDs is considered.

Final Decision and Next Steps

- Speaker 2 outlines the next steps for the community, including forming a small group to work on the petition and providing copies of the 1977 agreement for reference.
- The importance of community involvement and the role of the road advisory board in communicating needs to the county are emphasized.
- The process for submitting questions and receiving answers is discussed, with a preference for using email to streamline communication.
- The meeting concludes with a reminder of the timeline for the petition process and the need for a decision by February 15 to meet the April-May ballot deadline.