



President's Letter to Landowners

Dear Landowner,

March 24, 2025

I am pleased to announce that the Board has voted to modernize the Association's road policy which had been unchanged since 2008. In the past 17 years, much has changed, and the new policy reflects the growth in density, development, and traffic volume in our community. It is largely based on a 2017 draft that went through many rounds of revisions and landowner input. The final 2025 Road Policy has been debated and edited over recent months, at the committee level and the Board level.

For those new to the Association, Board policy is just that, it is simply the current policy that guides decision-making on a particular subject matter, in this case, the community's private road network. It is not the same thing as Bylaws or Covenants, which require a review period and landowner vote to modify. Board policies are always subservient to the controlling Governing Documents, that only landowners can amend.

Please take time to read the new policy carefully. The Board welcomes any feedback you wish to offer. Since policy positions can be modified by a majority vote of the Board, this document would be subject to additional refinement if we learn new information through landowner comments.

As we have in the past, we ask for your engagement. Please attend committee and Board meetings. They are open to all landowners and conducted by Zoom, so they are very easy to join and to be heard. Check out the GLA website for times and dial-in instructions.

The next important debate for the Roads Committee and Board will be examining how we generate revenue to pay for road maintenance. We are examining such concepts as a graduated road use assessment that would be based on the distance of a driveway from the nearest county road. Those who live at higher elevations and travel more of the road network would pay an incrementally higher annual rate. Also, we are exploring property use as another metric. For example, is the property a second home, or is it a high-traffic short-term rental

property? These different property uses could have different road use fees due to relative wear and tear on the roads. As you likely know, it has always been the case that each parcel and each dwelling pay the same annual assessment. That is not practical.

Lastly, we are studying a change to GLA project application road impact fees. The idea is that a small project will impact our roads less than a much larger one, and the fees need to be proportionally higher.

Again, let this note serve as a call to action. We want to hear your opinion. Please join in these meetings and express your views.

GLA President Doug Gill

Please email your thoughts to: info@glamontana.org

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