

**ROAD DISTRICT**  
**FREQUENTLY ASKED QUESTIONS**  
**MARCH 2018**

1. **Why do property owners pay an annual “road fee”**

A. Tahitian Village was created with minimal investment in infrastructure. The roads were simply “bull dozed” into the existing land, some received minimal asphalt, and a few culverts were added to allow water to cross under certain roads. Due to the minimal investment in infrastructure, the lots were sold and are still sold at a very low cost relative to a subdivision with proper initial design. If roads were originally installed using sound engineering practices, the cost of each lot would be considerably higher. The cost of the lots are low because the value of reasonable roads is not included in the value of the lot. What is normally included in the cost of a lot before it is purchased, is being paid for after it is purchased.

The road fees are charged to construct the roads to established standards. Roads cannot be constructed without funds to pay for materials and labor. For years, the road fees were minimal and only allowed for a minimal amount of road construction to take place. The roads will only be completed as quickly as the road fees will allow for such. As the roads are completed, the market value of the lots will increase due to the completed roads.

2. **How was the Road District formed and why does it exist?**

A. The Road District came into being by an act of the TX State legislators. House Bill 2341, passed in 1989, established the Road District and the language mandated the District complete the roads, charge fees to accomplish such and to turn completed roads over to the County and/or City. The Road District was necessary since the developer vacated the

subdivision and the obligation of constructing roads. An entity was needed to maintain the roads as best as possible and the Tahitian Village Property Owners Association was not in a position to accomplish such an undertaking.

Some ponder why the County and/or the City doesn't take over the uncompleted roads and incorporate them into all the other roads. Such a move would unfairly transfer the cost to all County residents of completing the roads. Subdivisions are required to construct roads to certain standards ***prior*** to conveying to a government body. As mentioned earlier, the lots are disproportionately inexpensive because roads are being paid for ***after*** the lot was purchased and not before the lot was purchased.

**3. Will Road fees continue to rise?**

A. The road fees are presently \$180 per lot per year. The State Legislators have approved a bill which allows the road fees to reach a maximum of \$252 per year per lot. The fees charged will be the limiting variable in determining how many miles of roads can be completed per year. The lower the fees, the more time it takes to complete the roads. The higher the fees, the more work can be accomplished in a given year.

**4. How many more miles of roads need to be upgraded and turned over to the County?**

A. Approximately 30 miles are still in need of road base and final chip sealing.

**5. How is it decided each year which roads will receive the limited resources to be improved to County Standards.**

A. The primary variable is the houses per foot of road – or density. Each year the roads remaining to be paved are evaluated after all the new homes are accounted for. The highest density roads receive priority. Another important variable is that any road that will be worked on must be connected to a road that is already paved. The third variable uses practical discretion to complete a road if work is being performed on other roads in the immediate area and logistical efficiency can be applied. The process is the most equitable and practical approach to completing the work.

The process using the aforementioned mathematical formula removes the arbitrary nature of constructing roads.

**6. *What is the purpose of the annual road meeting usually held in March each year?***

A. The Annual Road Meeting is when the Annual Road Plan is presented. The Annual Meeting is a requirement established by the legislation creating the Road District. The Plan is developed using the criteria mentioned above. The financial limitation will determine the amount of roads that can be completed each year. Based on the finances, the miles of the most densely populated roads will be identified for improvement.

The Road Plan establishes the roads that will be completed for the two subsequent years. It is necessary to know what roads are to be completed a few years in advance due to the time needed to perform surveys and make preparations. Each year, it is basically the roads three years in the future that are being calculated for construction purposes.

The road meeting is not a forum to decide which roads are to be completed. It is an opportunity to share your comments and concerns.

The Road Plan is then incorporated into a Board Resolution and is shared with the County, the City and the local legislators.

The road meeting is an opportunity to share the information on what roads are scheduled to be completed next and provide an update on the overall status of the road completion efforts.

**7. Why do residents of the village pay road fees when they also pay road taxes to the County?**

- A. Road **taxes** go to pay for all the county owned roads which all County residents benefit from. Road **fees** are applied to upgrade roads in the Village.

The fees paid to the District are not a tax. They are a fee. Every lot pays the same fee.

**8. Why is a lien applied to a property for failure to pay the road fees.**

- A. If the roads are ever to be completed, cash must be generated from the fees. When some choose not to pay the fees, others who are paying the fees are adversely effected. The liens are placed on the property to ensure that when a lot is sold, all past fees are paid in full. As such, all property owners will contribute to the construction of the roads.

**9. When are invoices sent out for road fees?**

- A. Road fees are charged each year in January and the invoices are sent out in February. Those owners that still have an unpaid balance receive a statement in October. All fees are due by December 31.

**10. What is the Advisory Road Committee?**

- A. The Road Committee was established in 2010 via a resolution from the Board of Directors. The objective of the Road Committee is to provide information to the Board as to what actions may benefit the residents with respect to road activities.

The resolution establishing the Road Committee is available for review on the BCWCID2 website. Such will explain the objective of the Road Committee in detail.

**11. How is the Road District related to the Water/Wastewater District?**

- A. The Districts are governed by the same Board of Directors. The same staff administers and operates the two districts. The finances are maintained independently of each other. Each District was established by an act of the State Legislation process.

**12. Who is responsible for maintaining the various culverts throughout the Village.**

- A. The culvert under the driveway is the responsibility of the property owner to maintain and keep clear. It is in the interest of the property owner to maintain a culvert with the maximum area of flow. If all property owners were to keep culverts clear, the drainage in certain areas could be improved measurably.

The culverts under the road are the responsibility of the County (on County Roads) and the District (on District Roads).

**13. Are annual road fees effected if you are 65 or older? What about if a person is determined to be disabled?**

A. A homeowner who has homesteaded their house can have the fees “frozen” at the rate in place if they are 65 years of age **and have applied for such**. Once the fees are frozen for that homeowner, the fees stay at such a rate as long as said person owns the house.

If a person is determined to be all or partially disabled, they can have a portion of the road fees reduced associated with the level of disability.

Please stop at the office with documentation if one wishes to complete the paperwork for the 65 or over option or the disability component.

**14. Are entities that have “not for profit” 501 (3) (c) status exempt from paying road fees.**

A. No - The language in the Legislation creating the District specifically states that only those over 65 years of age and/or disabled qualify for any consideration in the payment of fees.