

As held at Scopazzi's Restaurant in Boulder Creek

Attending: Tys, Marco, Andrew, Ron Chandik, Derek Roy, Les Isaksen, Jeff Schulken, Mac Marshall, Gail Webster and guest, Ira Thompson, Chris Daly, Rich Tucker,
Meeting start scheduled for 11 AM, started 11:12 AM.

\$50 meeting cost ("drink the coffee" - quipped Tys)

The DCLI Spring meeting is used to set the budget and conduct half of our elections for board members. We try to be as transparent as possible about our core purpose, which is to maintain the Deer Creek Road system for the benefit of landowners.

The Road Manager position continues vacant. Our board members are continuing to step up, would be awesome to have a road manager however. ("If you want a cup of coffee, raise your hand. Congratulations, you are the new road manager. No? Drat.")

President Report

We are a volunteer organization 501 (c)4. No paid staff. The Joint Maintenance Agreement (JMA) specifies how we collect funds and work together to maintain the road. There have been many ideas and suggestions on how to improve it. However changing the JMA would require filing with the county notarized statements from landowners with a filing fee of \$75 per page, so approximately \$3000. So the JMA on DCLI.org is the rules of the road at present.

Two meetings / year general membership. Official board meeting with notes. Transparent as possible.

Board meetings have become Zoom and phone calls instead of in person pre pandemic.

We collect via public shame and by liens. Processes in effect since 2006 and working well, kudos to past boards for setting these up.

If a member owes over \$1000, we file a lien for unpaid road dues. Stiff late fees are included. It is difficult to maintain our roads on an uncertain dues collections system.

Four liens filed so far this year. Total number of liens (per landowner) is 24. Lien has to be paid prior to sale. Sometimes will work with land owners so that sale goes through and funds for past road dues are recovered as part of the land sale.

Treasurer Report attached: Note admin expense does not reflect out of pocket expenses incurred for printing and mailing the bills which were reimbursed via bill credit versus reimbursement

Also emergency road expenses do not reflect out of pocket expenses incurred by volunteers who rec'd credit for purchasing. Tarps, cones, and other items to mitigate the active road slip-outs.

(A printout of the Liberty Bank account from December 2021 to May 2, 2023 was handed out at the meeting and is not included. If you want it, E-mail Treasurer or Secretary.)

Secretary Report

Taking notes. Observed that no quorum is present. Agree with transparency.

We had a very heavy winter with a lot of storm damage. Costs of maintenance are going up due to inflation.

We are making use of Google Drive and Sheets to track membership and payments, which is helping split the load among board members.

Tracking master list

Three step process for billing. Tys has started E-mailing bills which is great. THEN if the E-mailed bills are not paid, we send out a mailing. Saves stamps. If there is no response to the mailing after a decent interval, individual board members and Tys try to contact people and ask what's up.

Please keep your info updated. Name, APN, mailing address. Resident status. (Non-residents don't use the road as much so pay less.)

Election Process

Spring elections. Half the board is up - President, Treasurer, Ginny Director #1, Mac Director #3
All re elected by acclamation. Winter elections will be the other half of the board.

845 Civil Code vs JMA discussion

Front of the road did not want to join (before yellow gate) so first 1.2 miles is not DCLI, share with the front landowners especially Palm Drive. Don't want to join DCLI, but still work together because we all use the front of the road. "845" is how they are referred to because that is how they pay for their share.

Everybody shares equally in 845 work. But 845s are not billed for administrative costs or for work done more than 1.2 miles in. So their bills are relatively tiny.

JMA changes require quorum, then a filing of \$75 per page with the County with notarized signatures, estimate \$3K if we were to do that which we don't plan to.

Budget Discussion

Sidebar about compacting when using rock, and about using railroad ties.

Loan to SBA for past paving

Admin - director insurance, mailing, meeting fees

4 culverts, 2 rebuilds, 2 pavement repairs
24" culverts, 20foot lengths, circa \$900
Replacing 12" metal culverts likely crushed
Recommended by Shanti

FEMA? Estimate \$15K in damage repair costs from this winter's storms. Ginny went down to FEMA, they won't give money, only loans.

Access and maintenance for all roads, not shorting roads where people are not paying

25' right of way from center of the road

Loan Payment		13000
Admin		3000
Culvert by Dave McGuires (culvert + tractor work)		5000

culvert by Jack's Road (culvert + tractor work)		5100
Deer Creek at Ramble dip fill (2 boxes + tractor work)		1200
Top of Ramble rebuild (6 boxes + tractor work)		3000
General system Culvert and ditch clearing		2400
culvert by Tomaso's (culvert + tractor work) + shaving road back		7000
cold patch 1st bridge to BCR		2000
fixing pavement mess at bottom of Parni Falls		3000
Little Buck tractor work		2000
	total:	40400

The members present agreed on the budget above. Tys commented that if someone wants to revisit, bring it up at the next meeting and/or organize people to bring a quorum.

Whether or not to recharge the reserve funds was discussed. We have at times maintained either a 5000 or a 10000 reserve. Consensus was not to do so.

Culverts are most efficiently done in pairs. They are 20' wide and our roads require a 30' width. So it is better to buy three 20' culverts and do two 30' wide sections (cutting one in half).

A possible fourth culvert was discussed above Jack's Road. DCLI might provide the culvert but not pay for the work as only two parcels are served.

Work was done on upper Hartman this year. However Lost Valley is outside the scope of DCLI's work. We do have a gate up there.

Discussion of grants from FEMA and from RCD. FEMA will loan money but will not give money, board member Ginny tried to work with the FEMA folks at Felton but was not successful. RCD sent a team up to look at our roads last year and made promising noises but "ghosted us." Board members will keep following up and interested members are encouraged to help.

Wildfire Stuff

We live in a high fire risk area with significant fire history. Both San Lorenzo Valley residents and the County of Santa Cruz have expressed concerns about fires in Deer Creek, Bear Creek Canyon and Lost Valley. Of course we are all aware of the devastating CZU Lightning Complex fires of 2020.

<https://www.fire.ca.gov/incidents/2019/9/3/deer-fire/> Caused by burning trash, which is illegal. Haul your trash to Ben Lomond Transfer Station or another dump. 10 acres.

<https://www.fire.ca.gov/incidents/2017/10/16/bear-fire/> Caused by an arsonist. You can still see scars from this fire along some of our roads. 391 acres.

Everyone should be signed up for Reverse 9-1-1 disaster notices so that you get timely warning of the need to evacuate. <https://www.scr911.org/> Click on the "Code Red" banner at the top. You can provide your landline phone, mobile phone number, E-mail addresses, etc. Consider that we don't have mobile phone coverage in most of the canyons so signing up for several notification methods is a good idea.

Andrew said that in his opinion, the time to consider evacuating Deer Creek is when a wildfire is in the Castle Rock area to the west, a fire threatens Bear Creek Road from the east, or any fire threatens the Bear Creek Road / Deer Creek Road intersection which is our primary access in and out. That is a huge area!

For those with good views, CalFire aircraft are white in color with red trim and will fly back and forth all summer doing good work. If they CIRCLE however, that means they think they are over the problem and you should be concerned. Also, any rising column of smoke, even at a great distance, should be reported to 9-1-

1. There is a camera system at <https://alertca.live/> - if one of the mountaintop cameras is centered on the fire, they know about it.

Andrew adds that trailers, RVs, sheds, tiny homes, yurts, etc. have no resistance to embers cast by wildfires. Have a smoke detector for any sleeping area and be careful with cooking and warming fires including stoves and heaters. We have had three trailer fires in the greater canyon area and one of them was a fatality. If you have something bigger and you want Andrew to look at it for defensible space and wildfire preparedness, he will cheerfully do so.

A few great references for more information:

<https://www.readyforwildfire.org/>
[https://localwiki.org/95033/What To Do If You Smell Smoke](https://localwiki.org/95033/What_To_Do_If_You_Smell_Smoke)
[https://localwiki.org/95033/What To Do If You Hear Sirens Or See CalFire Aircraft](https://localwiki.org/95033/What_To_Do_If_You_Hear_Sirens_Or_See_CalFire_Aircraft)

Work Party Stuff

Much of the tedious work of maintaining the road is done by the members. Clearing culverts and box drains with shovels, making sure water runs off the road, picking up trash and branches that fall on the road (that when driven over makes ruts that will become road damage!) - we ask that all members do this whenever they can. "Carry a shovel in your car!"

When there is a tree fall, especially during storms, the members often clear it themselves so that the road remains usable. The Board asks that "hazard trees," i.e. trees beyond ordinary skill to mitigate or trees that are hung up on our utility lines, be notified to DCLI so that we can find someone and/or notify Frontier Communications as appropriate.

We frequently try to hold "work parties" to fill in potholes, patch asphalt, and do other tasks. DCLI buys the materials for these work parties and/or reimburses members with prior permission from Tys or a board member. These materials can include cold patch and crack fill from Home Depot.

Beer is not served until AFTER the work for the day is completed.

Contractor Stuff

Major work on the road should always go through the Board.

(Andrew adds: it is important to note - only the Board can ask contractors to do work on the road for which the contractor will be paid. Occasionally, there are members - and not necessarily members in good standing - who take it upon themselves to involve a third party. If work is done without Board approval, the contractor risks not getting paid and the person who asked for the work risks being responsible for paying for that work. In other words, contractors should check with Tys or a board member before starting work. We value our vendors but can't commit to paying with dues money for work we didn't authorize.)

Meeting adjourned.