

# DCLI Treasurer's Report, 4/26/2014

## Apologies for non-appearance

I apologize for not attending the general meeting. A family emergency required that I shuffle around my schedule.  
-- Joy

## Overview

2013-14 was a good year as far as the treasury is concerned. You may recall we began with a deficit of about \$4500, owed to Walters for work in 2012-13. We were even further in the hole, because we'd emptied the \$5000 emergency fund which we have always maintained. Luckily (from the Treasury point of view!) it was a dry winter with no emergencies.

In the **Spring 2013 general meeting we agreed on a budget of \$36,187**. Landowner bills were mailed in late June 2013, and money started coming in to refill the coffers. By August we'd paid off Walters, and by September we had refilled the emergency fund.

**Today, we have \$10,005.42 in the bank.** (To be absolutely precise, we have \$20,307.92, but we owe \$10,302.50 for the work done a few weeks ago. We're waiting for a corrected invoice from Walters before writing a check. It's a minor thing, just want the best info before making the payment.) Since we set aside \$5,000 for the emergency fund, this means **we are entering the 2014-15 fiscal year with a \$5000 surplus**. It is for the membership to decide whether to bank that for future expensive projects, or offset it against dues for 2014-15. My vote is to bank it.

## Income

Total cash income since the Spring 2013 general meeting was \$31,835.03. An additional \$530 doesn't show up in the checking account, because it was an offset of work provided against a dues balance. Total income for 2013-14 was \$32,365.03.

845s (2013-14 bills were \$5)	\$20
845s dues offset against approved roadwork	\$530
Liens paid off	\$7,494
Lien fees (interest, filing costs, etc.)	\$794
DCLI members, non-lien payments	\$23,527

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## Expense

Total expenses include \$11,781.32 actually paid out, with the additional \$10,302.50 due for the recent road work (mentioned previously). Total expenses are \$22,084. I don't have the breakdown by road section—that's part of