

Stagecoach Hills Road Maintenance Agreement & Association
Annual Meeting Minutes- 1/14/23

Attendees: Brian & De Ann Boyd, John Fisher, Bob Fries, Steve Giddens, Julie LeBlanc, Mary Lane & Doug Leslie, Jerry Hansen & Kim Stevens, Vern Miller, Sherry Popham, Lois Rodin, Nick Stallard, Terry & Linda Thompson, Kelly & Janet Wright

The agenda was presented: (see postings of the Agenda, Balance Sheet, SHRMA Activities, Cost of Service, and Property Owners Contributions Breakdown on stagecoachhills.com)

- A. Introductions were made by those present. Julie LeBlanc introduced herself, as the Manager of the Stagecoach Hills Road Maintenance Association (SHRMA) and said her co-manager, Hank King would not make the meeting because he was working.
- B. The Annual Report was presented (see postings of all documents on stagecoachhills.com).
- The balance sheet was reviewed—Most of the funds were spent on grading, rolling, material & snow plowing. Deposits were about the same as last year. The balance in the bank would be held for snow plowing in January, February & March.
 - Activities for 2022 were reviewed--One of activities was to update Stagecoachhills.com with road information. This was done with the help of Terry Thompson. Please take a look at the updated website.
 - Cost of Services were reviewed-- The cost to grade and roll Tune Drive ran between \$4000 - \$5000 per occurrence. We spent an additional \$4000 on material for the road.
 - Contribution Breakdown was reviewed—A total of 73 property owners contributed by the end of the year. Two more contributions for 2022 were added after the holidays, bringing the total to 75.
 - A call for volunteers to help on two different committees was made.
 - Research Committee—Help with names and addresses. Go to the Taos County Tax Assessor's Office for research on SHRMA attachments to deeds.
 - Road Support Committee—Help Hank King by exploring alternatives for improving the cost of service.
 - Discussed asking for the same contributions as 2022 for 2023. That would be a voluntary \$100/unimproved property and \$300/improved property.

Questions were addressed:

--Could we get cheaper material and who was supplying it?

Mark Martinez who has been the person grading, rolling and spreading material obtains quotes for material from suppliers and goes with the best price for gravel and pitrun. This year it was \$250/truckload supplied by Robert Medina & Sons.

--Could we do something about washboarding? Could the grader be causing the problem?

An article from Scientific American (sent out by email to those using Tune Drive) suggests there is very little that can be done about washboarding. We have found that we kept it to a minimum by grading and trying to raise the dips in the roadbed. Driving at 25mph also helps to keep the depth of the washboarding at a minimum. We believe this is the best we can do unless we grade more often.

--Could we do something to reduce the depth of the ditches on each side of the road?

We will take it under consideration, but the ditches are there to catch water runoff. We do not want water to accumulate on the road, which contributes to making it very muddy. Dirt accumulates in the ditches by vehicles driving on the road and rain/snow. The dirt is graded out of the ditches to put back on the road to try to create a crown. This helps to promote runoff to the sides of the road.

--Could we grade less, save money for material, since we can't remove washboarding?

Maybe, it depends on how the road holds up after we do a grading in the spring. If it holds up, then we will try to put extra funds into material.

--It was commented that it looks like only 43% of the property owners using Tune Drive contributed for 2022. How can we increase this?

The total numbers on the Property Owners Contributions Breakdown document were the number of mailed requests for contributions. As returns came back there were some bad addresses, those in the process of buying or selling their property and few who said they don't use Tune Drive. The percent of property owners with the SHRMA on their deed that contributed was 78%. The percent of property owners without the SHRMA on their deeds who contributed was 33%. Most of the non-contributors are investors in unimproved property who have purchased the property to sell at a later date.

--Can we legally pursue those who do not contribute?

Yes, we can put a lien on the owner's property if they don't contribute. We have the SHRMA (agreement) on several properties. Easement law would allow us to pursue anyone without the agreement. We can also apply reasonable interest rates for each year of non-payment and reasonable expenses that should have been their share of cost for each year of non-payment. We will consider doing this in 2023.

--Many people don't know the difference between SNA (Stagecoach Neighborhood Association) and SHRMA (Stagecoach Hills Road Maintenance Association) and send their payments to the wrong place? Should we consider changing the name of SHRMA to Tune Road Maintenance Association?

We will point out the difference between the two organizations in the spring mailing for dues. Stagecoachhills.com has also been updated to point out the differences.

We will incorporate Tune Drive, in some manner, into the incorporation paperwork and by-laws.

--Can we add online banking capabilities for easier ways to contribute?
Yes, we added Zelle last year and we will add PayPal this year.

C. The need for two committees was presented and discussed:

Research Committee--Jim Fisher volunteered to help—

Road Support Committee—No one volunteered. It was suggested to call for volunteers in an email after this meeting.

D. Incorporation of SHRMA was discussed:

The existing organization is not a legal entity/association. Because it is unincorporated, property owners using Tune Drive to access their property, are liable for any legal action that might occur because of a mishap on Tune Drive. This is because there is no association that is responsible. Property owners whose property runs along Tune Drive are more venerable than interior property owners and the manager and co-manager of SHRMA have an even greater exposure.

Julie LeBlanc and Terry Thompson meet wit Kelan Emery, a lawyer in Taos, NM on 1/12/23 to discuss this. Kelan believes we should incorporate to shift the liability issues to the association, and it would also provide protection for the officers of the organization. Except for a small cost to do this there is no downside.

Julie LeBlanc volunteered to do as much of the work to incorporate as possible.

In order to incorporate there will be a need for a few property owners to become directors of the association. An email will be sent out to ask for volunteers to address this need.

By-laws will need to be written as part of incorporation. Julie LeBlanc will draft by-laws, obtain legal review and call a meeting for review, comment and approval.

A question was asked of whether to include a reference to SHRMA in the by-laws and this will be addressed in the draft of the by-laws.

A question on what did our insurance cover was raised since SHRMA is not a legal entity. Julie LeBlanc said she had a telephone call to Brown & Brown and she did not have a good answer right now. She will send out an email on this when she gets the answer.

The meeting was adjourned-----with more to come-----

Minutes by:

Julie LeBlanc

Manager, SHRMA

1/22/23