

# THE BASS LAKE BULLETIN

The Voice of the Bass Lake Community  
<http://basslakeaction.org>

## THE BASS LAKE ACTION COMMITTEE

The Bass Lake Action Committee was formed by a group of concerned property owners in the Bass Lake Area and incorporated in 2003 as Non-profit organization, a 501(C)(4) corporation.

### Our Mission Statement:

To provide a voice for Bass Lake homeowners in dealing with the county and other community agencies.  
To keep homeowners informed about issues and meetings.



*image credit - John Davey*

## EDH CSD BOARD OF DIRECTORS APPROVES CITYHOOD ANALYSIS

*By John Davey*

The El Dorado Hills Community Services District (EDH CSD) Board of Directors has voted to move forward with an analysis to determine the viability of incorporating El Dorado Hills as a city. The 4-0 vote, taken after over three hours of discussion at a special meeting on May 1, authorizes the EDH CSD to take the lead agency role in the incorporation process, partner with the El Dorado Hills Citizens for Cityhood, and pursue financial and environmental studies.



*(continued on page 2)*

## CITYHOOD ANALYSIS

*(con't)*

During the meeting, the board also adopted a preliminary boundary map for the proposed city, which aligns with the existing EDH CSD boundary but excludes the Marble Valley Specific Plan area and includes the Rolling Hills Community Services District. Additionally, the board approved a plan outlining which services a potential new city government would provide and which would remain under county jurisdiction should El Dorado Hills voters approve incorporation.

Director Heidi Hannaman, speaking after public comments both for and against cityhood, emphasized the importance of local control and citizen involvement. "But this, really to me, is about local control and citizen involvement," Hannaman stated. She cited instances of perceived unresponsiveness and inflexibility from the county, suggesting that a city of El Dorado Hills would be able to address and resolve such issues more effectively through its own staff. "Tonight I am actually excited to move this along to the ... next phase," she concluded.

Director Michael Martinelli echoed Hannaman's sentiments and expressed a commitment to maintaining an open mind throughout the process. Addressing potential concerns about the costs associated with the analysis,

Martinelli stated, "I don't see it as a cost. I do see it as an investment, an investment in our community ... to see if, in fact, it's the right thing for us to do. It's getting the information out there so that we all can evaluate it and see if, in fact, it does make sense to to really pursue this before we run the risk of it being maybe too late." Martinelli subsequently made the motion to proceed with the incorporation process, which was seconded by Hannaman.

Before the vote, Director Noelle Mattock underscored that the board's action is preliminary and aimed at gathering necessary information. "This is about getting the information to make a decision down the road. We have a long way to go/ This is just the first step," Mattock reiterated.

Board President Stephen Ferry, who campaigned for a seat on the EDH CSD board with a focus on the cityhood issue, expressed his satisfaction with the board reaching this stage. He joined the other three directors in the unanimous vote to move forward with the cityhood analysis.

In some other California County LAFCO organizations, the LAFCO covers the costs of the Comprehensive Fiscal Analysis, and the

*(continued on page 3)*

## **CITYHOOD ANALYSIS**

*(con't)*

Environmental Impact studies. This is not the case in El Dorado County.

The EDH CSD will split the Comprehensive Fiscal Analysis and Environmental Impact studies costs with El Dorado Hills Citizens for Cityhood group at a 50-50 share, via a Memorandum of Understanding. Initial cost estimates range from \$300,000 to \$600,000. Either party can put a halt to the agreement during the process. El Dorado Hills Citizens for Cityhood has made the commitment to stop the process if the Comprehensive Fiscal Analysis concludes that revenue to support a future city would prove inadequate.

Sources:

EDH CSD Board Meeting Recording [Village Life May 5, 2025 Reporting by Noel Stack](#)

## **CAMERON PARK CSD APPROVES NEW CAL FIRE CONTRACT THROUGH 2030**

*By John Davey*

The Cameron Park Community Services District (CPCSD) Board of Directors has approved a new five-year agreement with Cal Fire to provide fire protection services through fiscal year

2029-30. The decision, made at the April 16 board meeting, renews a partnership that has been in place for the past 29 years.

This agreement comes after the district explored alternative fire service options over the past 18 months due to structural budget deficits. These explorations included discussions with the El Dorado Hills Fire Department, which ultimately did not result in a contract due to affordability concerns. According to reports, a contract with El Dorado Hills Fire was estimated at \$6,393,000 annually, along with \$1.5 million in one-time expenses.

CPCSD General Manager Maurice Johnson acknowledged the effort involved in reaching the new agreement with Cal Fire. "This agreement took a lot of time and hard work ... and we're happy to have it," he stated.

The approved five-year contract with Cal Fire outlines the following not-to-exceed costs for each fiscal year:

- 2025-26: \$3,582,713
- 2026-27: \$3,761,848
- 2027-28: \$3,949,941
- 2028-29: \$4,147,438
- 2029-30: \$4,354,810

The agreement ensures the

*(continued on page 4)*

## **CAMERON PARK CSD - CAL FIRE CONTRACT** *(con't)*

continuation of current staffing levels at both Station 88 and Station 89, with two personnel assigned daily to each station, along with a battalion chief providing oversight. This addresses previous concerns raised by Cameron Park residents regarding a potential closure of Station 88 proposed by Cal Fire as a cost-saving measure.

Johnson's staff report also highlighted a "one-year intent to terminate clause" within the agreement, allowing either the district or Cal Fire to end the contract with one year's notice if necessary. Furthermore, any future adjustments to staffing levels will be subject to discussions between the District and Cal Fire.

Recognizing the ongoing budget challenges faced by the CSD, Johnson informed the board and the public that staff has already begun to identify potential cost-cutting measures and revenue-generating strategies to ensure the district can meet the financial obligations of the contract, particularly as the annual cost exceeds \$4 million in the later years.

The board vote to approve the Cal Fire contract was 4-0, with Board President Dawn Wolfson, Vice President Katie Gilchrest, and Directors Sidney Bazett

and Monique Scobey all voting in favor. Director Tim Israel was absent.

This new agreement solidifies Cal Fire's role in providing fire protection and emergency medical services to the Cameron Park community for the foreseeable future. It's worth noting that the district's ambulance service was transferred to El Dorado Hills Fire last year in a previous effort to achieve cost savings. The medic unit now operates out of Station 86 on Bass Lake Road. Ambulance service in El Dorado County's west slope is managed by a Joint Powers Authority, with participation from multiple fire protection agencies and districts.

Sources:

Cameron Park CSD

[Mountain Democrat April 25, 2025 reporting by Noel Stack](#)

## **MULTI-PHASE PONDEROSA ROAD - US50 INTERCHANGE PROJECT EYES FALL 2027 START**

*By John Davey*

The redesign of the interchange at Highway 50 and Ponderosa Road in Shingle Springs is moving forward, with construction for the first two phases anticipated to begin in the fall of 2027 and conclude in 2029.

*(continued on page 5)*

## PONDEROSA ROAD INTERCHANGE PROJECT

*(con't)*

The El Dorado County Department of Transportation (DOT) has outlined a project that includes road widening and the construction of two roundabouts.

According to DOT Deputy Director of Engineering Matt Smeltzer, recent revisions to the project design involve the realignment of both North Shingle Road and Durock Road at their intersections with Highway 50. Roundabouts will be constructed at these intersections. Smeltzer noted that an air quality analysis determined roundabouts would produce less air pollution compared to previously considered signalized intersections and would also improve safety.

"On the frontage roads it improves the traffic performance significantly and the safety," Smeltzer stated, citing federal collision statistics that indicate significant reductions in overall, injury, and fatal collisions, as well as pedestrian collisions, with the implementation of roundabouts.

The project will also involve modifications to the park-and-ride facilities in the area. One of the three existing lots, located northwest of the interchange, will be eliminated.

However, the southwest park-and-ride lot will be expanded by 18 spaces, according to the project addendum.

Smeltzer explained that the current interchange was originally built in the 1960s, with signals added in 2000. He emphasized the operational and safety issues associated with closely spaced signals and frontage roads at interchanges. "It's not good to have closely spaced signals and frontage roads at interchange ramps that are that close," Smeltzer said. "It causes a lot of operational problems for the traffic and safety risks that people will take."

The environmental review process for the project began in 2008, with updates in 2015 and California Environmental Quality Act (CEQA) approval in 2020. A project study report was signed off by Caltrans in 2022, and technical studies received Caltrans approval in January of this year. These studies covered various aspects, including community impact, hazardous waste, the natural environment, historical properties, and archaeological concerns, with ongoing consultation with the Shingle Springs Band of Miwok Indians. Assessments of biological, air quality, noise, and visual impacts were also conducted.

Due to the time elapsed since the last CEQA approval, Caltrans will require

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## PONDEROSA ROAD INTERCHANGE PROJECT

*(con't)*

an updated study. "We did update all the traffic studies for Caltrans and for our benefit also," Smeltzer shared, adding that Caltrans mandates an intersection control evaluation for all involved intersections.

A National Environmental Policy Act (NEPA) study is currently underway, with anticipated approval in July. Smeltzer indicated that NEPA approval is a positive step towards securing federal funding, as it examines the project's impact on air quality and mobility for pedestrians and bicyclists. "That's where we're at today with this new addendum and the next steps will be to get NEPA ... which will open the door to us getting federal funding," he said.

The right-of-way process is scheduled to begin in the fall, focusing on changes to frontage road accesses within the construction area. "There are a lot of accesses that are affected by this, I will admit, because this road is widening and we're realigning intersections," Smeltzer noted. He added that the project is still in the conceptual design phase, and staff will collaborate with property owners to minimize impacts in the final design.

A public meeting held on March 19 provided an opportunity for

community members to learn more about the project. "The message we heard was that these improvements are overdue. And they are," Smeltzer acknowledged. He pointed out that the interchange is experiencing increasing congestion and backups on the ramps, describing it as "a very undesirable situation to have traffic backing up on a high speed freeway."

According to DOT projections, if the project were not implemented, morning travel time delays in the area would increase by 160% by 2029, and evening delays would rise by 44%. However, with the completion of the project, morning and evening travel time delays are expected to decrease by 56% and 55%, respectively, within the same timeframe.

The first two phases of the project, which involve the construction of the two roundabouts, are already funded and will be undertaken concurrently. These phases include pedestrian features that will connect with a separate project planned for this summer, which will add new sidewalks along Ponderosa Road from the Health and Human Services building to Ponderosa High School and further down to Durock Road. "This will tie into that and make this a very walkable and bikeable community," Smeltzer said.

*(continued on page 7)*

## PONDEROSA ROAD INTERCHANGE PROJECT

(con't)

Phase three of the project, which includes widening the overcrossing, adding bicycle and pedestrian lanes to both sides of the bridge over Highway 50, widening traffic lanes, and raising handrails, is currently unfunded and could be implemented at a later date. "But these improvements will buy us a lot of time," Smeltzer added.

District 4 Supervisor Lori Parlin commended the DOT for the public workshop and expressed her support for well-designed roundabouts. DOT Director Rafael Martinez addressed concerns raised by the public, including the ability of large vehicles like horse trailers and emergency vehicles to navigate the roundabouts, assuring that they will be designed to accommodate such traffic, similar to the roundabout at Highways 50 and 89. He also highlighted the challenges of securing maintenance funding and the use of SB1 gas tax funds for routine maintenance. Martinez emphasized the department's commitment to working with affected residents to minimize project impacts. "Various options for circulation were looked at, and this is the one that came out to be the most efficient, effective, with the least impacts to the community," he stated.

Sources:

El Dorado County Transportation Department

[Mountain Democrat April 30, 2025](#)  
[Reporting by Jo Carrerow](#)

## COUNTY SALES TAX REPORT AVAILABLE ONLINE

*El Dorado County Auditor-Controller's Office Press Release*

El Dorado County Auditor-Controller Joe Harn posted the El Dorado County Sales Tax update to the county's website last week. The report covers the quarter ending December 2024 and indicates that the county's cash basis sales tax revenues decreased by 4.1% compared to the comparable time period in 2023.

"The county lost approximately 9% of its sales tax revenue because of significant retroactive adjustments that have again hurt us," Harn said. "For the three last quarters our sales tax revenue has decreased because rural counties continue to be hammered by retroactive changes in the apportionment method for online shopping."

Revenues from online sales continued to drop steadily because one of the world's leading online retailers began changing the method it uses to

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## COUNTY SALES TAX REPORT *(con't)*

apportion tax revenues to California local governments, according to the auditor. Prior to Oct. 1, 2020, the retailer apportioned tax revenues to the county that goods were delivered to. Beginning on Oct. 1, 2020, this online seller changed its method for apportioning sales tax collections, shifting the tax revenue to the jurisdiction where the shipping warehouse is located.

"The long-term adverse trend in sales tax revenue is creating a major problem for the Board of Supervisors as they work towards adopting a balanced budget," Harn said.

"Supervisors will be forced to make several tough choices that will not be popular with the public or the county staff."

The report can be found at [eldoradocounty.ca.gov/County-Government/County-Departments/Auditor-Controller/Sales-Tax-Quarterly-Reports](https://eldoradocounty.ca.gov/County-Government/County-Departments/Auditor-Controller/Sales-Tax-Quarterly-Reports).

### From the 2024 Fourth Quarter Report:

#### EL DORADO COUNTY HIGHLIGHTS

The unincorporated area's gross receipts from October – December 2024 were 5.3% above the fourth sales period in 2023. However, after adjusting for reporting modifications

such as audit adjustments and delayed payments, actual sales were down 4.1%. Results varied among tax groups. The price of crude oil fell during the period and directly affected fuel-service station receipts – with revenues sliding 12.3%.

Autos-transportation related sales slumped 13% as consumers pulled back on spending. Similarly shoppers were more cautious as general retail declined, with mixed results across the various sectors. Lower building materials receipts and decreased contractor activity caused an 18% drop in building-construction revenues.

On the positive, the County's allocation from the countywide use tax pool edged up 1.4% as the pool enjoyed stable ecommerce and third-party auto sales. Strong casual dining and leisure/entertainment returns boosted the restaurant-hotels group as people enjoyed the area during the busy winter months. Several large one-time payments in the industrial sector lifted the business-industry result. Strong cannabis and convenience store sales pushed food-drugs into positive territory. Net of adjustments, taxable sales for all of El Dorado County declined 3.2% over the comparable time period; the Sacramento region was up 2.4%.

## **COUNTY SENIOR DAY CARE USER FEES TO INCREASE - EDH PROGRAM TO CLOSE, CONSOLIDATE IN PLACERVILLE**

*By John Davey*

Users of El Dorado County's Senior Day Care program will see significant rate increases over the next three years, and the program's El Dorado Hills location will be closed, with all services being consolidated in Placerville. This decision follows multiple discussions between the El Dorado County Board of Supervisors, county staff, and the public.

The rate adjustments are substantial. The enrollment application fee, currently \$50, will rise to \$144 in the first year, \$245 in the second, and \$343 in the third. The daily care rate will increase from \$58 to \$80, then \$104, and finally \$126 over the same period. Similarly, the fee for 30 minutes of extended hours will jump from \$10 to \$37, then \$66, and ultimately \$94. Late fees will also see a significant increase, moving from \$2 per minute to \$5 per minute over the three years. The client shower assistance fee will remain unchanged at \$25.

Chief Administrative Officer Sue Hennike explained to the board at the

April 22 meeting that these changes are a result of a recent fee study and the board's policy directive to achieve full cost recovery for the program.

"These moves will bring the county to a 97% cost recovery in a program that has been costing the county \$170 per day per participant," Hennike stated. She also noted that the General Fund cost of the program has increased by 60% since fiscal year 2019-20, with a budgeted net county cost of \$830,000 in the current year.

Hennike indicated that a staff survey revealed approximately 71% of current members would likely continue participation despite the rate increases, especially with the phased implementation over three years. She also pointed out that the three-year cost is comparable to private agencies offering similar services in the region, although some public agencies in Sacramento have rates closer to the county's year-one increases. "We have kind of surveyed some other programs that provide similar services, for instance a private program that is very similar to ours that would be operating in the region is about the same as the year three cost currently, if someone goes every day," Hennike said. Staff will return to the board in the near future to formally adopt the new fee schedule.

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## COUNTY SENIOR DAY CARE *(con't)*

In addition to the rate increases, Hennike recommended consolidating the El Dorado Hills and Placerville senior day care sites, a move she said would not reduce the program's overall capacity. "We hope to get the Placerville facility up to 35 participants up there, which is more than we're currently serving at both sites," she explained. The El Dorado Hills location currently averages 7.5 participants per day, a significant decrease from the pre-pandemic average of 25. Difficulty in hiring and retaining staff at the El Dorado Hills site was cited as a contributing factor, in contrast to the more stable staffing at the Placerville location.

The consolidation is projected to yield a General Fund cost savings of \$440,864. Hennike stated that the Placerville facility offers a more suitable configuration for day care services, is centrally located, and has the potential to increase membership to 35 per day, with a maximum capacity of 60. "So if these two recommendations are adopted, it would be saving almost half a million dollars for the General Fund next year without really reducing capacity at all," she concluded. Hennike also clarified that the senior day care program only utilizes a portion of the Gilmore Senior Center in El Dorado

Hills, and its closure would not impact other activities at the facility.

Principal Management Analyst Emma Owens assured that transportation to the Placerville site will be available through El Dorado Transit, utilizing bus coordination and the My Ride Program. "(With) the My Ride Program ... neighbors or friends or other people transport the seniors and it helps pay for transportation services," Owens explained, noting that the My Ride Program is a reimbursement program for drivers transporting eligible seniors, veterans, or disabled persons.

Several El Dorado Hills residents voiced their concerns about the changes during the April 22 meeting. Tara McCann expressed feeling that El Dorado Hills was being unfairly targeted, stating, "No wonder the groundswell for cityhood is so strong. This is just not sustainable." Debbie Manning, President and CEO of the El Dorado Hills Chamber of Commerce, also worried about the loss of services in her community, questioning if there was a waiting list in Placerville, as there reportedly was in El Dorado Hills. Placerville resident Kathi Lishman lamented the closure of the El Dorado Hills program, suggesting more effort should have been made to hire qualified staff.

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## COUNTY SENIOR DAY CARE *(con't)*

District 4 Supervisor Lori Parlin proposed exploring an endowment to help fund senior services, a suggestion echoed by Supervisor Brian Veerkamp, who suggested creating informational materials for potential donors. Ultimately, Supervisors Parlin and Veerkamp voted with Supervisors Brook Laine, Greg Ferrero, and George Turnboo unanimously in supporting the staff's recommendations for fee increases and site consolidation.

Sources:

El Dorado County Board of Supervisors Meeting Recording  
[Village Life May 2, 2025 Reporting by Jo Carrerow](#)

## TRAFFIC IMPACT FEE CONSULTANT CALCULATION ERROR FORCES NEW REVISION

*By John Davey*

A recently approved update to El Dorado County's Traffic Impact Fees (TIF), the result of over 18 months of work, is now facing a revision due to a calculation error identified by county staff. The new fee schedule, approved by the Board of Supervisors on December 3, 2024, and implemented

on February 1, will undergo adjustments following the discovery.

According to a memo from Department of Transportation (DOT) Director Rafael Martinez to the Board of Supervisors, the error was found during a review of recent building permit data while preparing for the annual update to the TIF program. Martinez explained that a "discrepancy between the permit data and the baseline growth analysis prepared by the county's consultants for the major update" had occurred.

The error involved a lower housing baseline being used in the update's nexus study, which forms the basis for fee calculations. "This had an effect on the number of housing units available in the El Dorado Hills Community Region and resulted in the nexus study allocating a larger number of additional housing units to adjacent community regions further up the hill," Martinez stated in his memo. He further elaborated that this misallocation led to the total cost of required improvement projects being distributed across a smaller number of new housing units, consequently resulting in higher fees across all zones.

Despite the identified error, the county has continued to collect the Traffic

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## TIF CALCULATION ERROR

*(con't)*

Impact Fees based on the current schedule to avoid project delays, Martinez told the Mountain Democrat newspaper. He assured that once the revised fees are calculated, county staff will contact those who have already paid to address any discrepancies, stating they will inform them "if they have to pay more ... or if they will get a refund." Approximately 20 applicants have paid fees under the current schedule since February 1.

The consultant responsible for the analysis, Kimley-Horn and Associates, has acknowledged the error and is working with county staff to reanalyze baseline numbers for residential and nonresidential uses. This reanalysis aims to correctly reallocate development across the community regions and will be used to create a revised nexus study and an updated fee schedule.

DOT staff intends to bring the matter back before the Board of Supervisors on May 20 to propose revisions to the major update based on the corrected data. The Board is then scheduled to consider adopting the revised fee schedule on June 10, with the new fees taking effect 60 days following adoption, potentially around August 9.

"Staff anticipates that fees in Zone C will come down from their current

levels and that fees in Zones A and B may see a slight adjustment," Martinez noted in his memo. Zone C encompasses El Dorado Hills, Zone B follows the Highway 50 corridor from Cameron Park to Placerville, and Zone A covers the remainder of El Dorado County's western slope.

The discovery of the calculation error has elicited strong reactions from some county officials and members of the public. County Auditor-Controller Joe Harn, in correspondence shared with the Mountain Democrat, expressed concerns that the current fees are "not legally defensible" and could potentially lead to litigation. He also warned that the high fees might deter economic development. "Anyone thinking of starting a business who goes to the website will see the higher, unlawful fee," Harn stated. "The county may be scaring away potential employers and tax generators. This is a self-inflicted wound to the county's economic development goals and should be corrected immediately."

El Dorado Hills resident and president of The Nagle Company, Kevin Nagle, emphasized the need for improved transparency from the county.

"Transparency is a hallmark of sound governance," Nagle said. "Errors occur at times but delaying or avoiding and not restating the actual facts is a slap in

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## TIF CALCULATION ERROR

(con't)

the face to our taxpayers and to those of us who are trying to expand our business community in order to compete with surrounding regions. It is totally unacceptable.”

Martinez acknowledged the frustrations arising from the error, attributing it to a simple mistake in a large spreadsheet. "One cell has a plus instead of a minus," he explained to the Mountain Democrat. "It was that simple of a mistake." He added that the consultant has taken responsibility for the error and is working to rectify the information at no additional cost to the county. Moving forward, the DOT plans to implement additional contract language to ensure earlier and more thorough reviews of data between staff and consultants to prevent similar errors in the future.

Sources:

El Dorado County Transportation Department Memo

[Village Life May 2, 2025 Reporting by Noel Stack](#)

## ASSISTANCE LEAGUE SIERRA FOOTHILLS GARDEN OF THE HILLS JUNE 7th - 8th

Purchase tickets online at

<https://assistanceleague.org/sierra-foothills> from ALSF members or at the El Dorado Hills California Welcome Center.

Garden of the Hills is a fundraiser for ALSF, which sponsors several philanthropic programs that benefit El Dorado County residents. Two signature programs, Operation School Bell and Sports Locker, help homeless and disadvantaged children with new school clothes and the opportunity to play organized youth sports. Other programs aid youth with reading skills, seniors with social interactions, young adults with college tuition scholarships and children relocated because of abuse or neglect with duffel bags in which to carry their belongings.



## MAY LOCAL MEETING RECORDINGS

By John Davey

Recordings of local meetings in El Dorado Hills and El Dorado County in May 2025.

### El Dorado Hills Area Planning Advisory Committee Meetings:

Typically the second Wednesday of each Month

#### May 14th Meeting

[https://www.youtube.com/live/\\_yvtlOO6qLY?si=gANXL3e\\_cBuMRWSG](https://www.youtube.com/live/_yvtlOO6qLY?si=gANXL3e_cBuMRWSG)

### El Dorado Hills Community Services District Board of Directors Meetings:

Second Thursday of each month

#### May 1st (special)

<https://basslakeaction.net/edhcsd-5-1-25>

#### May 8th

<https://basslakeaction.net/edhcsd-5-8-25>

### El Dorado Irrigation District Board

EID Meetings, Agendas, Minutes -

<https://www.eid.org/about-us/board-of-directors/meetings-agendas-and-minutes>

### EID Recorded Meetings on EID YouTube Channel -

[www.EID.org/YouTube](http://www.EID.org/YouTube)



OR VISIT:

<https://basslakeaction.net/SUBSCRIBE>

## BLAC BOARD MEETING



The Bass Lake Action Committee held their second quarterly Board Meeting on May 12, 2025.

The next quarterly meeting of the Board of Directors is scheduled for Monday August 11th at 7PM.

Members will receive the Agenda & Meeting location details via email invitation. All Members are encouraged to attend.

For more information about meetings and membership, please contact President John Davey at 530-676-2657, or email [basslakemembers@gmail.com](mailto:basslakemembers@gmail.com).

Bass Lake Area Residents can also visit our online membership form at <https://basslakeaction.net/members>