

R.I.I.A. BOARD MEETING AGENDA

Oct 17 , 2016 7:00PM

All Saints Camp, Raft Island

Meeting was called to order at 7:05 PM by Vice President Rich Swenson

As everyone knew everyone, Board Introductions were omitted

Swenson, Scea, West, Cushing, Hirko, VanDoren, Burnett, Williams, Hurley

Scott Wood, Jim McReynolds, John Stubbs, Pat Lantz, Mike Neill, Lance Bear #183, Pat McMonigle #20, Dan Fitzgerald #163,

Request to Add Agenda Items - none

Member's Request to Address Board - none

Approval of last Board Mtg. minutes - other than a couple of typos, minutes were approved

Treasurer's Report -Two audit findings: we aren't funding the reserve per the study because biggest part is the roads and since we have the money for the roads we don't need the reserve and our amount in Alliance Bank is over the FDIC limit. We elected not to roll over the CD because we thought we'd need it for roads last summer. Our normal practice is to roll any amount over \$250K into CD to keep below the FDIC limit. - will talk to Janet about the reports and figure out what reports their system will generate because these aren't too helpful.

Manager's Report – Hollenbeck property – did we get anything will we take personal action against the past owner who owed over \$17,000

Shultze – have been making double payments on two lots (\$660/mo) – do they have the capacity to pay more – or should we allow it for a year and revisit? If we agree, are we stuck with this? We should have a written payment agreement. Cushing suggests that as long as they're paying we should leave it. We can revisit again after a year. Assuming they continue the board agreed to let it go for a year and revisit. They are paying 12% interest and we have a lien against their property.

Committee Reports

1. Parks and Recreation – Mike Neill – work on N. Beach started last week. Steps were jackhammered and forms went in, pouring was postponed because of storm predictions. Tomorrow they'll finish the forms and pour on Wed. Put in for permit on April 15, decision that we don't need a permit was issued on Sept. 15th. [Saved \$5,000 on permit] since it was above the bulkhead, it could be done w/o a permit. Tide window is very short on Wed. (4-5 hours)\$150/yd concrete bid, but because of short window have to use fast set concrete for \$450/yd. If we allow \$2000 for fast set, he'll still be below the other bidders. (\$6,152 was his bid and whatever we pay Soundview – budget was \$20,000) We can't control the county and missed the low tides in August. Next low tide window is next summer, and we need to get the work done this winter.

VanDorn moved we approve up to \$2,000 additional, unanimously approved.

2. Roads - Richard Day, attending by phone –

Miles was the low bidder; other bidders were Tucci Lakeridge

Day felt most comfortable with them and the quality of their work.

Dan Fitzgerald – 163 – how long is the bid good for? We said we'd award in 2 weeks and we are getting close.

Construction is to begin in May or when the weather gets good.

Is there a contingency for asphalt prices? If asphalt increases they can take care of that, normal procedure when a project won't begin for a while is to allow adjustment, but they don't think it will go up has been going down since January.

Lance Bear – there were two companies that gave lower bids than the residents got, why is there such a huge discrepancy? It wasn't apples to apples.

What was the difference? He is very construction oriented, the way he wrote the specs were very user friendly. Doubt they bid anything special into it because of the USDA funding. Had them break out the cost of the performance bond. He hasn't seen the other bids so he can't explain the difference. They may have bid a difference in the thickness of the asphalt. If they hauled off the old asphalt we may have had to get a county permit. He had that conversation with Looker and didn't think that is what we'd want.

But Richard Day hasn't seen the other bid so he can't explain the difference in \$200K.

Day reached out to Looker to find out why he didn't bid and we wouldn't say. The low bidder was close to Day's estimate – 1-2%.

He used Looker and Puget Paving for budget numbers. So whatever they got from Looker he doesn't know.

Pat was surprised at his response to Miles bid that it mean the engineers estimate was \$790K and Miles bid was \$798K.

bumps were included and they will stand behind their price humps or bumps. Humps are included in their bids. Would take out hump price and put in bid price. Day's estimate was for humps.

Day's estimate for Maple/Cedar \$87.5k; miles \$92k, lake ridge \$102k Tucci \$86k,

He used same line items for estimates and Maple and Cedar are difficult to get in and out of, they have to wait for each load to go in and dump and come out before the next truck could get in. We can't go in now and renegotiate their prices.

They were cheaper on some items than he was.

There maybe some material they have to remove from the Island, but the county would then say we have to do a full storm water review of the Island – which would be millions.

John Stubbs wants to know difference in longevity and quality if they reuse the crushed asphalt material or haul it away and use new crushed rock? Recycling in place. It will look the same. Pt. Defiance did the same and didn't need new gravel. It raises the grade a little and helps with the drainage.

Pat – if we add Maple and Cedar \$890,880.13 subject to escalator clause, which is unlikely, or de minimus, which is comfortably under the amount we have.

They got hard bids that could have started by Sept. from Looker and Tucci. Tucci bid was \$519k to them and \$924k to Raft Island.

Do we go with the low bidder and can we fund it without the USDA.

Dan isn't convinced that the bid that is 5-6 months out isn't good and why would you get the bid in Oct when work won't start until next summer.

Because last spring, all the companies were booked and we got no bids and if they started in the fall it was going to cost a lot more.

If we can do drainage work this fall, without it being damaged during road construction that is an advantage.

We thought they'd be more eager if they could do the drainage work any time this winter then all they have to do when the weather is good all they have to do is pave.

Question to the board:

Financing – does treasurer feel comfortable that we have sufficient funding without financing? If Washington Water still gives us \$25K, leaving an amount for other reserves we have about \$900K and we can do this without USDA funding. Washington Water isn't finished; we need to get on them hard so they don't delay us again.

Motion to accept Miles bid from Hirko,, seconded by Scea – unanimously approved.

Results from the speed bump/hump test was approximately equal

John wants to ask that the Board not get so defensive, they are here to get information. They aren't here to challenge us and they appreciate the time we put in. They are a part of the Island they aren't here to aggravate everyone; they just want information.

Next step is they put together something for the Island to vote on.

We have to give Miles 30 day notice of whether we'll exercise the option.

Pat Lantz – there are 22 people on their roads and they'll report this meeting to them. What they conclude is that we're under the USDA amount, so no need to get a loan and increase dues. No more money involved for members to get all the roads done, including theirs.

Doug – there is still a difference in price, even if we don't need additional money.

They don't want pros/cons just the facts.

Are we going to have a lawyer review the contract for what? The template was there and we changed the statement of work so we won't have him review it, if they don't change the legalese.

Private Roads – Mike Hirko -

- 3. Emergency Preparedness – Doug VanDorn – meeting on 8 Nov called by the state of current members of the Hazard Team. Current update not due for another two years**
- 4. Security - Matt Hurley – wasn't able to get the camera going. Suggests network video recording system to record**
- 5. Communication – newsletter submittals due – newsletter at the end of this month with the result of the road bids.**
- 6. Investment – Mike Hirko – Investment report attached. Lost two members of investment committee – Paly withdrew; Diflow is moving.**

Old Business - Review of old policy (never posted/implemented) for fining members that jump off the bridge. Which was approved by the board June 2013. Nothing was done with it. Do we want to rescind it or post the policy on the website. Just post as voted on by the minutes? Or have someone formalize it for posting?

Article in TNT on mortgage companies requiring road maintenance agreements for private roads.

New Business -

Motion from Tim Whitmore:

I hereby make this written motion to have the Maple Lane Contingent take over the island's upcoming paving project. The reason is because I documented both incompetence and corruption by the RIIA council on the last project they did, namely the bridge project, and it looks like the RIIA is gearing up to handle the upcoming paving project no differently. And yes, that's what you call it when you pay more for a bridge that's nearly identical to another bridge built by the same engineering firm when that firm is not competitively chosen and then is allowed to farm out the bids for the build portion of the contract in-house by themselves without proper oversight. Getting to choose your own project manager to wave a magic wand and say everything was done properly doesn't count either. The result was that we ended up with a bridge that has roughly 30% fewer supporting structural members than the TI bridge even though that bridge cost roughly \$2M less; and, our bridge was built to an antiquated 50 year old county code for small bridges rather than to current WSDOT recommendations regarding corrosion protection, footings for the pilings (which are non-existent on both bridges) and girder spacing.

The Maple Lane contingent has already demonstrated that they can get and report more competitive quotes for doing the whole island than the RIIA can. This is a strong indication that the RIIA is going to be no more capable of managing this upcoming project than they were on the last one. I, therefore, move that the Maple Lane contingent be given charter authority by the RIIA to act as the project manager for this project in soliciting competitive bids for the whole island and in providing more independent and accountable project management for the project while it is underway.

I've gone through this with the RIIA before and I showed them in the past that the bylaws permit motions to be submitted to the council in writing without being present at their self-serving meetings to make them orally. Once the motion is read in as new business, the oligarchy can either second it or not, but the motion still has to be read in. Please make sure you submit this to the secretary so that it is included in the next meeting's new business.

Sincerely,

Tim Whitmore, former LT USCG

Alumni, U.S. Naval Academy

The motion was not seconded

Next meeting Nov. 21st.

Meeting adjourned at 8:49