



TDA REGULAR MONTHLY BOARD MEETING

April 27, 2026 Minutes – **DRAFT**

CALL TO ORDER: President Peter Bairey called the Meeting to order at 6:00 PM.

ROLL CALL AND QUORUM: Board members present: Peter Bairey, Liz Munnelly, Tom O'Connor, Gigi Bustin, (joining from France), and Bill Mascot. A quorum was confirmed.

Members in attendance included: Steph Bairey, Bill Bowling, Steve Bustin, Victoria Grace, Jeff Gendron, Danna Herrell, Dave Herrell, Ilene Kaplan, Mark Lawwill, Kate Norman, Mike Patterson, Tom Puhl, Robin Smith and someone who logged in as "Hi Five."

Approval of Minutes: The Draft March Board Meeting – Tom O'Connor moved to approve. Minutes were approved by unanimous consent.

Proof of Notice: Meeting Agenda was distributed to Membership on April 24th, 2026.

MEMBERSHIP FORUM:

Robin Smith presented a BoatUS Foundation life jacket loaner program (brought to her attention by the Oregon State Marine Board), which provides participating marinas a free kit of 12 life jackets in all sizes, promotional materials, and a QR-code-based self-service checkout system with automated return reminders. Robin volunteered to submit the short electronic application (due May 1, 2026).

Motion: To authorize Robin Smith to apply for the BoatUS Foundation life jacket program on behalf of TDA. Moved by Peter Bairey, seconded by Liz Munnelly. **Passed unanimously.**

PRESIDENT'S REPORT:

Peter Bairey thanked the membership for engagement at the recent Town Hall and acknowledged the broad consensus that an assessment will be needed. Peter emphasized that the current financial position reflects years of significant cost increases, not the result of past missteps; the goal is now to put TDA on stronger footing going forward.

Three goals were set for the meeting: approval of the \$296,000 operating budget; approval of a reserve contribution amount; and, a decision on whether to present membership with a single recommended budget or multiple options at the Annual Meeting.

Peter referenced two member letters submitted in connection with the budget discussion. Both emails will be attached to the minutes that go out to membership in the Annual Meeting packet.

SECRETARY'S REPORT:

Liz Munnelly reported on Annual Meeting logistics and Board candidate recruitment.

- The Annual Meeting is scheduled for Saturday, June 6, 2026 at 1:00 PM, at the Oxford Suites.
- The Board is also looking for volunteers, to run for two ARC positions that need to be filled at the Annual Meeting. Kate Brinkley's term expires in 2026. Danna Herrell is currently filling the seat vacated by Mike Duncan on a temporary basis and must officially run for election.
- TDA is also seeking a community volunteer to represent the moorage on WOOO.

Note: After the meeting, Ilene Kaplan reached out and offered to volunteer to be TDA's WOOO Rep. Thank you, Ilene!

Liz will repeat the volunteer call-out for Board and ARC positions before the ballot packet goes out and will list candidate names in the packet itself once known.

TREASURER'S REPORT:

Tom O'Connor presented the FY26 Period 9 financial report (through March 31, 2026). The financial report will be attached to these minutes.

- Total budget tracking to \$412,000, \$3,000 below the originally approved \$415,000. The variance reflects a cash carry-forward that should not have been budgeted as income; the \$415,000 figure remains on the report for reference. Year-to-date income is on pace to reach the \$412,000 target.
- March maintenance and repair was heavier than usual and April will be heavier still. The Treasurer noted the moorage is in an "all stop" posture on non-emergency repairs in order to meet reserve goals and the final FY26 property tax payment.
- Unplanned line items during the period included emergent pump station work, the initial outlay on West End flotation, ongoing dredging permits and fees, piling project fees, and catch basin jetting. Costs associated with the new TDA website will appear on next month's report.
- Reserve money market account: KeyBank dropped the APR to 0.25% during the period. The Treasurer secured a return to 3% APR for the remaining months of the fiscal year.
- Bill Mascott reported he has obtained a tentative agreement with U.S. Bank, which has offered to meet with the Treasurer at TDA's convenience should TDA decide to move banking. The Treasurer will continue to monitor the KeyBank rate and follow up with U.S. Bank as appropriate.
- Reserve transfers totaling \$90,000 have been completed through March 16. Three remaining \$15,000 monthly transfers are scheduled for April, May, and June, meeting the \$130,192 annual reserve transfer goal. The final FY26 property tax payment of approximately \$29,000 is due in May.
- In response to Bill Mascott's question, the Treasurer confirmed the ownership transfer fee was raised to \$600 last year and that fees from the recent sale of Slip 259 will appear on the next month's report. The Tom does not anticipate residual revenue beyond budget for FY26 given April maintenance expenses.

Tom welcomed Steve Bustin and Dave Herrell, who have stepped forward to join the Finance Committee. The committee will convene after the FY27 budget decision.

COMMITTEE REPORTS:

Committee Reports submitted in writing will be attached to these meeting minutes.

Maintenance Committee Report – Presented by Interim Maintenance Chair, Mike Patterson

- Stray electrical current detected in the water at Slip #122. The current disappears when the resident's boat is unplugged. Investigation is ongoing.
- The Spring Work Party was a success – Thank you to everyone who came out to help! More than 100 gallons of hazardous waste were collected and properly disposed of at the transfer station.
- All east end lights are now operational and converted to LEDs.
- Office deck replacement was completed on the day of the meeting. Don Ellwein helped reattach the office standoff, and Bill Bowling and Greg Korn assisted with replacing decking at the back of the office, which had reached a hazardous state.
- West end finger docks: several stringers between houses will need rebuilding in coming years, (in addition to having the deck boards replaced), and should be added to as a future reserve expense.

Following the report, the Board agreed to seek volunteers to (1) organize a moorage-wide testing party using the stray-current meter to check all slips, and (2) coordinate a dye test for the honeypots. Members interested in leading either effort are encouraged to contact Mike Patterson or the Board.

Architectural Review Committee

Verbal presentation deferred to preserve time for budget discussion. The written ARC report will be attached to these minutes. The Board noted the report includes a list of current incidents, one or two of which may require Board involvement, and asked Board members to review carefully.

OLD BUSINESS:

FY 2027 Budget Discussion

The Board reviewed three preliminary budget scenarios prepared by Peter Bairey and Liz Munnely, all built around the previously approved \$296,000 operating budget. The scenarios differed primarily in the size of the Reserve contribution, the proposed special assessment, and the HOA and garage fee increases.

Tom O'Connor raised concerns about errors identified in the Regenesis reserve study update: Regenesis had an incorrect opening balance for FY27. The \$266,000 in project draws is correct in absolute terms. **Mike Patterson, Reserve chair,** and Liz Munnely reworked the spreadsheet against the correct fiscal year and opening balance. The Board agreed that TDA would reach out to Regenesis to request corrections to the report.

The Board noted that current **reserve funding stands at 19%**, below the 30% level generally considered the lower threshold for adequate reserves. Even with a **\$204,000 annual contribution, projected reserves drop to 9% after the FY31 dredge;** a \$180,000 contribution would leave reserves negative at the dredge. A Member's email, noted that low reserve funding directly affects property values, a concern reinforced by other members.

Discussion of garage fees produced a range of perspectives. Liz noted that TDA's 12x24 garages are the same square footage as a 12x24 unit at **Columbia Crossings, which will rent for \$306/month** beginning June 1; TDA's current \$150/month is well below market and effectively subsidizes garage renters at the expense of the wider moorage. **Bill Mascott** noted that TDA's garages carry use restrictions and are not directly comparable to commercial storage. **Gigi Bustin** noted that garages are a community asset and pricing should be set at what the moorage will bear. Town Hall feedback included member willingness to consider rules updates if garage pricing moved closer to market rate.

Working from a shared spreadsheet, the Board iterated revenue and reserve figures in real time and arrived at a balanced budget with a **\$200,000 reserve contribution, a \$600 special assessment per household, a \$30 HOA fee increase (\$430 → \$460), and a \$65 garage fee increase (\$150 → \$215).**

The Board discussed whether to present membership with a single recommended budget or multiple options. **Bill Mascott suggested a second option with a \$750 assessment** to gauge member appetite for higher assessments in future years. The Board ultimately reached consensus on presenting a single recommended budget. **Tom O'Connor** emphasized that revenue and expenditures should be approved as a single package rather than piecemeal. **Dave Herrell, speaking as a new Finance Committee member,** reported that residents he has spoken with **regard assessments as a normal HOA practice.** The Board acknowledged that assessment payment policies (payment plans, possible early-payment incentives, late fees) will need to be developed before July 1.

Motion: Accept the FY27 budget package as the single option to present to membership, comprising:

- Operating budget of \$296,000.
- Reserve contribution of \$200,000.
- A \$600 special assessment per household (*the first in TDA history*).
- A \$30 HOA fee increase, from \$430 to \$460.
- A \$65 garage fee increase, from \$150 to \$215.

Motion: Moved by Liz Munnely. Seconded by Tom O'Connor. **Vote:** Unanimous Approval.

The Board noted that **36 member "Yes" votes are required for budget approval** at the Annual Meeting. New fees take effect July 1, 2026.

Budget Approval Contingency

Liz raised a question members have asked: **What happens if the FY27 budget is not approved**, by a majority vote at the Annual Meeting? The Board confirmed that under Oregon law and TDA bylaws, **the prior year's budget would remain in force**; however, **the Board would then be required to levy an assessment on all members to cover FY27 expenses.**

Reserve Project Plan (FY 2027)

Detailed discussion was deferred to the May meeting pending the next revision of the reserve study. The two principal items on the FY27 reserve project list are the East Finger 2 Pilings, and the sewage lift station. The parking lot restripe and seal coat allocation, as well as the ramp lighting and west end lighting projects previously listed under FY26, will roll into FY27.

Rules and Enforcement – Slip 494

The Treasurer reported that the fine notice was sent and received by the resident, and that the resident has responded in writing. Communication has been respectful and is ongoing. Enforcement is moving into the Month Two phase. The full resident communication will be shared with the Board. Detailed discussion was deferred to the May meeting.

Sewage Lift Station Replacement

Mike Patterson presented an updated bid summary and tank-condition review (see attached report). The pumps are dated at approximately 2009 and are past their expected service life; DeTemple's electrician measured high amperage on the existing pump and identified it as nearing failure.

The Board reviewed bids from multiple vendors. **DeTemple Plumbing submitted a comprehensive \$61,000 bid** covering a 3/16" stainless steel tank, all new components, flow meter, full electrical, plumbing connection, and disposal of the old tank. Einstein Plumbing submitted a \$25,000 partial bid based on an aluminum tank and reuse of existing components (none of which are practical to reuse); a revised comprehensive Einstein bid is being pursued for the updated scope of work. Tank-only quotes were received from Greer Tank and Lynch Company.

Discussion produced consensus that the replacement tank should be stainless steel; aluminum was ruled out given documented stray current in the water. Bill Mascott will visit the lift station with a thickness meter on the morning of April 28 to assess the existing tank wall.

The replacement plan being developed targets a single day of downtime: the plumber pre-fabricates the new tank with all components installed, Riverbank Marine's transports the existing tank to McCuddy's (who lowers the new tank for RiverBank to return), and the plumber completes final installation, testing, and disposal of the old tank. Porta potties will be brought in for the day. Tank manufacturing lead time is approximately six to eight weeks. The Board may delay the physical swap into July to align with the new fiscal year.

A diver inspection of the float bottom is recommended before the swap to confirm structural integrity, in light of a cautionary precedent at Columbia River Yacht Club, where the bottom of an aging tank collapsed during replacement. Mike Patterson will contact TC Diving.

No motion was taken. Research and contractor engagement continues, with updates to follow in May..

MEETING ADJOURNMENT:

Bill Mascott moved to adjourn. The motion was approved unanimously. The meeting adjourned at 8:26 PM.

Next Board Meeting – Tuesday, May 26, 2026 at 6:00 PM. (Meeting falls a day later to honor Memorial Day).

Annual Membership Meeting: Saturday, June 6, 2026 at 1:00 PM. Ballot packets will be distributed to membership by approximately the third week of May.

TDA Committee Reports — April 2026

Submitted April 22–25, 2026

Maintenance & Reserve

Chair: Mike Patterson

EMERGENCY

Sewer pump tank quotes under review at the April 27 board meeting.
Stray electrical current discovered at slip 122.

SPRING WORK PARTY HIGHLIGHTS

~100 gallons of hazardous waste collected and disposed of. Wood chips & wire screening added to dog run. East finger #2 handrails and posts replaced. All east end lights converted to LED and confirmed compliant with Title 28. Ramp maintenance training completed and documented.

AWAITING BUDGET APPROVAL

Quotes received for west end lights and ramp lights — pending board approval.

ON THE LIST

RiverBank to re-chain home #494.
Mark Marine and CJMC to schedule piling planning walk-through.
Office decking replacement (Greg Korn volunteered).
Garage door #18 reinforcement and lubrication.
Reattach TDA office standoff (Don Ellwein volunteered).
Label utilities.

ARC – Architectural Review Committee

Chair: Steph Bairey

APPROVED — EMAIL VOTE APRIL 15

Slip #350 (Bowling) — 2-zone ductless mini-split heat pump installation.
Maintenance request — "Floating Homes for Sale" entrance sign.

Both were the first submissions through the new online ARC request form on the TDA website.

IN PROGRESS

Slip #446 (Kaplan) — Storage dock rebuild on Riverbank's schedule (smaller footprint planned); door repair set for May.
Slip #210 (Anderson) — Work confirmed complete.
Slip #526 (Rosebery) — 30-day response window passed with no reply; next steps under discussion.
Slip #530 (Friend) — Letter sent regarding floating tires and overgrowth.
Slip #540 (Wiley) — Work continuing.

UPCOMING

Sectional survey proposal in development. Contractor reminders (dumpster and cart use) being added to ARC request acknowledgments.

EPIC – Emergency Preparedness

Chair: Joan Flora

MAY HAPPY HOUR — DATE TBD

Water safety focus. Life jackets placed on ramp landing with signage. GFI presentation from Mike Patterson. Topic: three phases of human response to disaster.

ANNUAL TESTS COMPLETED

Backflow Prevention Test (Columbia Cross Connection, 3/19/26) — filed with City of Portland.

Huser Fire Extinguisher Report — 2/26/26.

Harbormaster Inspection scheduled for June (\$354). Annual Dry Standpipe Inspection scheduled for September.

TEAM UPDATE

Sheila Kreg and Mo Schoos have joined EPIC. Special thanks to Clare Higgins, who helped launch EPIC and steps back from the team but will continue to advise.

Grounds & Beautification

Chair: Jane Gire

Spring cleanup was a great success — dumpster filled to capacity, new wood chips in the dog run, and significant improvements to the free bench area. Paul (housesitter and dog walker) singlehandedly planted the hanging baskets. Joan and Russell provided a barbecue for the crew.

Welcome Committee

Chair: Kelly Monfort

Timothy Root

New owner at slip 252 • Moving in around May 1st

Hayden Island Neighborhood Network

Chair: Victoria Grace

COUNCILOR KANAL OVERVIEW — DISTRICT 2

Topics covered: street ownership and maintenance, parking enforcement near PROSE apartments, public safety, Interstate Bridge Replacement (IBR), and Columbia River Corridor Industrial Lands Environmental Overlay Zone. Environmental overlay subject expected to come up later this year.

FOLLOW-UP ACTION ITEMS

Mac (Kanal's assistant) to follow up with PBOT on Hayden Island street responsibility and coordinate introductions with North Precinct leadership and PEMO.

Gary Clark to coordinate a site visit with Councilor Kanal.

Martin Slapikas to prepare a brief on IBR and CEI Hub connections.

NATIONAL NIGHT OUT — AUGUST 2

Event planned for early afternoon, concluding around 4:00 PM. Coordination underway with Columbia River Yacht Club on food and programming. More details to come.

Social Events

Chair: Jane Gire

Next Progressive Dinner

Saturday, August 8, 2026 • Destination homes TBA

Pet Committee

Chair: Kelly Monfort

Thank you to Don and Russell for securing the iron fencing so small dogs can no longer escape, and to Andrew for tightening the entrance gate. No further news to report.

WOOO – Waterfront Organizations of Oregon

Chair: Victoria Grace (interim through June 2026)

OREGON STATE MARINE BOARD — BUDGET OVERVIEW

\$44M annual budget: 41% law enforcement (\$18M Multnomah County Sheriff), remainder covers docks, signs, and administration.

WAKE SIGNAGE — BOARD DECISION REQUESTED

Class Harbor has funded the west end no-wake signage near the RR bridge. TDA is being asked to contribute **\$760 (one-time)** as one of the five major moorages.

WOOO ADMIN UPDATE

WOOO failed to file required paperwork to maintain its 501(c)(6) status, resulting in excise tax and penalty fees. The organization is back on track. Membership renewal is underway.

ENVIRONMENTAL REGULATION

Proposed rules would make any work within 170 ft onerous or impossible. Commissioner Dan Ryan toured Diversified Marine and saw firsthand how current rules impact operations. Plan to invite commissioners to Opening Day (May 2, PYC to Vancouver Waterfront) to experience the waterfront directly.

ANNUAL DINNER

Jane organizing — social director for 30 years.

The BoatUS Foundation for Boating Safety and Clean Water announced that it is now accepting applications for new pilot program for their Life Jacket Loaner Program.

The pilot will introduce digital check out technology to make borrowing life jackets for a day or weekend easier and more accessible for boaters. Organizations such as parks, marinas, campgrounds, fire departments, fuel docks, and waterfront businesses are encouraged to apply before May 1, 2026. The program removes cost and access barriers, helping more families, especially children, stay safe on the water.

Organizations can apply to participate in one or more of the three pilot options:

- Unstaffed locations such as loaner boards and dock boxes where life jackets are available 24/7
- Staffed locations like marinas and boat shops where staff hand out the life jackets
- Digital locker that uses a secure, automated storage system equipped with electronic locks to store life jackets

Insights collected during these pilots will help inform the industry with data driven best practices for increasing access to life jackets and improving proper wear

This project is supported by a \$375,000 grant through the Sport Fish Restoration and Boating Trust Fund, administered by the U.S. Coast Guard.

Originally piloted in 1996, BoatUS Foundation's Life Jacket Loaner Program became the first national effort focused on keeping boaters, especially children, safe by providing properly fitted life jackets. On average, BoatUS Foundation loans 140,000 life jackets each year and has more than 600 loaner sites currently.

Application for the Life Jacket Loaner Program: BoatUS Foundation

<https://www.boatus.org/life-jacket-loaner/apply>



MariAnn McKenzie, Boating Safety Ed. Coord.
Boating Safety Program Section
Oregon State Marine Board
Cell: (503) 798-2735 | Main Office: (503) 378-8587

Boat.Oregon.gov



A letter from Steve Bustin

As moderator at the Town Hall I did not voice my opinions, so I appreciate this opportunity to share with the board and the membership. I believe the situation we face demands clarity, honesty, and decisiveness.

We must start by rejecting the instinct to break ourselves into factions—this kind of divisiveness is a dead end. Once we begin assigning value based on operational costs and who directly benefits from what, we head straight down a rabbit hole that further divides the community and produces nothing of value.

For example, one could argue that dredging—our single most expensive obligation and required by our Bylaws—primarily benefits a very small number of members on the northwest part of the moorage.

Or one could argue that it is unfair that every slip and view, a one person or multi-person household, pay the same HOA and get the same (1) vote at the annual meeting is unfair? It is reality and we all agreed to it

But where does that logic stop? How far do we go in dissecting every expense and assigning it to a subset of owners? This approach does not solve problems; it fractures the community. It becomes a feeder for tribalism.

The idea that increased rental fees on the garages is “unfair” or a “burden”, is frankly, ludicrous and convoluted. It is a choice, perhaps the only choice we have in terms of (member) payments. Garages are moorage assets, no one owns them, no one has a right to them. Convenience and safety have a financial value.

I urge the Board to greatly increase garage rental fees and continue to do so until we reach the delta between vacancies and income. This is not a money-maker, it is a “Money-Reclaimer”. The purpose here is not to create a profit center—it is to claim revenue that has been historically under-collected.

We are a nonprofit, but we are not a charity. Like it or not, we are in business together. We rise or fall together, and the condition of our finances and infrastructure affects every single one of us.

We can delve into the past and discuss how we got into this financial/infrastructure position. We can assign blame. We can do financial analysis and show how garages have been subsidized for decades and calculate the Net Present Value of that money. But to what end?

The simple truth is this: we have not been paying for the true cost of maintaining our community. It shows. Reserves are not optional—they are the same as any other necessary expense, whether it is pilings, walkways, or parking areas. We have deferred those costs, and now they are due. All income the TDA collects goes into operations and reserves. There is no profit.

The reality is stark: we do not have enough money. Not for today, certainly not for tomorrow. This is a developing financial emergency. The time for making a repair “good enough”, being OK with temporary patches, and kicking the proverbial can down the road is over. Financial facts and fiduciary responsibility are the only discussion.

The lowest budget presented at the Town Hall is simply not viable. It does not even meet our basic operational needs. Continuing that path guarantees further decline—in infrastructure, in appearance, and ultimately in property values.

We need a significant increase in income now, next year, and for the foreseeable future. That means higher HOA dues. That means substantially higher garage rental fees. That means finding new sources of income. That means making decisions that may be uncomfortable but are absolutely necessary.

I strongly urge the Board to adopt the highest budget presented, or at the very least the mid-range option.

The future is being decided right now. If we fail to act appropriately, the outcome will be obvious and unavoidable.

Respectfully,

Steven Bustin #234

The Following is an email from a concerned member following the Budget Town Hall

Hi Liz. Thanks so much for sharing the information last night regarding our tenuous situation regarding our reserves. I wanted to provide some follow up thoughts, and hope you can get this to anyone else on the board or committee folks that you deem appropriate.

So first of all thanks to all that are volunteering their time in this effort and overall management of the moorage. I want to acknowledge that some of my comments last night regarding the harsh realities of our situation could come across insensitive and I apologize for that. It's a problem I've always had, and a frustration I have a hard time hiding when others don't seem to see the bigger picture and focus on minor less consequential stuff.

Anyway, my main take away last night is that due to a combination of historically low monthly HOA fees and climbing construction costs, we are not in a healthy range when it comes to our reserve funding. I am assuming the majority is due to increasing costs, and not pointing fingers at past decision-making regarding our fees being set lower than what in retrospect was clearly not enough. We have enjoyed a reputation on the river as being a well run moorage with a good value in the marketplace, because of our level of quality but also at a low HOA cost in relation to the competition.

That reputation is going to begin to change though. As realtors worth their salt and potential purchasers start hearing we are facing shortfalls (and they will hear it) they will start requesting financials and board minutes before proceeding with any pending purchases. If we as a moorage don't correct the situation and get to a more reasonable level of 50% coverage with our reserves, anyone wanting to sell will need to discount their price heavily to get someone else to step in and share the current risk and uncertainty. That's why I surmised last night that it would take about \$10,000 from each member to get us somewhere close to a reasonable financial position. This may be taken as a hardship, but it's the harsh reality we must face to get well. Just raising monthly's and increasing garages is sort of kicking the can down the road. And if we raise the monthly rates too much then our competitive position in the market will be gone anyway.

So we need to strongly consider tying an assessment to the dredging cost. That number is where I was coming up with the ballpark \$10,000 per slip. For those that can swing it, they can pay at the outset to meet their part of the obligation. For those that cannot, we need a way to let them carry a debt tied to their slip that would be paid at some later time (with interest bearing of course), or ultimately paid for from closing in the event of a sale. The interest rate needs to be high enough to motivate as many folks as possible to find a way to pay sooner rather than later. I see this as the only way to solve the problem we are in. And the cost is far less that the negative impact our current situation will have on our reputation and hence on our individual home values.

Some other thoughts pertain to the garage rent. I will gladly pay the increase to the highest recommendation, but to be clear, true comps for our property (in the absence of any other floating home moorage with a similar situation) would be apartment complexes with surface parking provided for free, and single car garages available for rent at an additional cost. If you look at those types of comparables you will see them typically in the range of \$150/mo. The higher amounts reflected in the study shown last night (pure storage rents) are not really comparable situations. Floating homes are close to apartments in that they have limited storage space, and apartments with surface parking are similar to what we have. The market would be measured by what folks will pay extra for a garage on site (in order to protect a car from the elements, or have some amount of additional storage beyond what they can store in their unit). Again, I am willing to pay the higher amount you are proposing, and if it goes to a vote of the moorage it will clearly pass for reasons discussed last night, but I wanted to at least provide an argument for the other side (In addition to the comments made regarding return on cost of maintenance etc. as an alternative).

Finally, I feel like the board may want be driving home the idea of increasing costs in an effort to make changes to the budget more palatable. These increasing costs are a fact of life, and it should be no surprise to anyone that our dredging cost would be higher than what it was 7 years ago. Just a quick search on the internet regarding cost trends for dredging related to marinas and moorages in the NW will show that a 50% increase in that time frame is not out of line (albeit no easier to swallow).

Thanks again for all of your efforts!

A couple more thoughts.

It may already be known, but just in case, I wanted to mention that Riverview Bank in Vancouver has been active in the past in lending on marinas and moorages. Whether an unsecured line of credit (would be expected to be a fairly high rate) or a loan secured by the TDA asset, which should have a more palatable interest rate, if we get to that point, they may be a good resource.

In the meeting there were a number of folks floating ideas of inequities between members for a variety of reasons. It may be best to head off those sentiments with clarification by the board that we are all in this together-equally, no matter how long term or short term our ownership situation, where our slips are located, how long garage rent was paid in the past at a certain rate, etc. Talking about giving certain people special consideration will only lead to discontent, and is really totally unrealistic from a management standpoint. Once you own here, you assume equal responsibility going forward.

With regard to the idea of charging a premium to landlords renting their homes, that could be considered as reasonable, but would probably first need some kind of proposal to sunset all renting altogether- pick a date say 3 years out, to say no rentals after that date. That to me would be an improvement for the moorage. Or for those that feel they still want to have the ability to rent their place after being given adequate notice, a significant premium would seem to be in order, and they would have had proper notice of that being something they should expect.

Finally, just wanted to re-emphasize that the board strongly consider making the focus of the budget proposals to membership be on increasing costs, increasing everywhere, on everything. Construction especially. Dredging especially. Not just pertaining to us. Make the call for more \$ about that aspect, and stay away from talking about shortfalls due to bad planning and lack of transparency of the board's predecessors. That is water under the bridge (sorry bad pun), and the folks that have volunteered their time and efforts in the past deserve credit for doing their best and doing what they felt was best for TDA. I'm not accusing anybody of doing anything specifically; I'm just saying to guard against any sentiments about the past management that can be perceived negatively. We all need to move forward together!

Thanks again Liz for letting me ramble on.

2025-26 P9 Expense, Cash & Reserve Position:

March 31st 2026

Expenses

Category	Budget	March MTD	YTD
Income	415,010	33,979	309,089
Category	Budget	March	Annual YTD
Maintenance & Repair	24,260	6,874	23,353
Taxes	88,487	-	59,030
Utilities	117,650	8,373	72,739
Insurance	39,977	-	39,468
Professional Fees	6,749	-	1,468
Other Expenses	7,595	161	3,090
Total Expense B/R	284,718	15,408	199,148

Other Expenses	Budget	MTD	YTD
Security	1,500	-	33
Pet Committee	465	-	226
Internet/Website	1,700	50	1,274
EPIC	100	-	-
Office Expenses	1,900	111	1,340
License & Fees	250	-	217
Misc Expense	1,180	-	-
Publications	-	-	-
Meals & Entertainment	-	-	-
Annual Meeting	500	-	-
Total Other Exp.	7,595	161	3,090

Large or Unusual Expenses		
Description	MTD	YTD
Pump Station	2,189	2,189
West End Flotation	3,270	3,270
Dredging Permits/Fees	4,900	4,900
Piling Project	2,086	2,486
Catch Basin	1,145	1,145

Cash

Key Bank - Checking	\$ 11,005.93
Key Bank - Reserve	\$ 237,092.73
TOTAL	\$ 248,098.66
0.25% APR Interest MMDA	\$ 48.80

2025-26 YTD Reserve Activity Summary

Starting Balance	144,354.49
Transfer Activity	
Oct 31 transfer from checking	\$ 15,000.00
Nov 24 transfer from checking	\$ 15,000.00
Dec 24 transfer from checking	\$ 15,000.00
Jan 9 transfer from checking	\$ 15,000.00
Feb 9 transfer from checking	\$ 15,000.00
Mar 16 transfer from checking	\$ 15,000.00
FY Reserve Fund Contributions	\$ 90,000.00
Income to Reserve Goal:	\$ 130,192.00
Reserve Interest Income FYTD:	\$ 2,738.24
Total FY Reserve Project Expenditures	\$ -

Notes:

Reserve fund transfers planned at 15K per month

