

## January 2019 Newsletter

Happy New Year (and frigid January behind us), neighbors:

Here is my first monthly newsletter to update you on our recent BOD activities.

First, we have had another change in our Board. This month Jeff Sprechini resigned as treasurer recommending that the position needs a full time or close to full time resident to oversee the activity on the road. I am not here full time yet myself, but I can certainly agree with Jeff that it is a disadvantage not to have a full time presence on the road in order to stay on top of all of the information and issues that potentially can develop. If there ever is a good time for a change, the beginning of the fiscal year may be the least problematic, and Jeff left us with a good financial summary of 2018 to launch us in 2019. Our sincere thanks to Jeff for filling in and keeping us financially organized over the last year. Please give him a high five as you drive past his place on the road.

Your “new” interim treasurer is your “old” treasurer. Bob King has volunteered once again to manage the financials of the Association, and fortunately with his prior experience we don’t have to start from scratch. Working closely with Jeff, we (Bob, Jeff, and I) have reviewed a line by line itemization of our income/expenses for 2018 and our projected 2019 beginning of the year balance, some of which I will discuss here. These are subject to change slightly as we have not yet separately categorized sponsorships and donations. We will put out a full 2018 Financial Summary and report prior to the Annual Meeting.

My plan is to post a monthly summary of our current financials as outlined below. We might make some changes based on the questions and interest level that we get back, but I wanted to let you all know generally what the format will look like and briefly give you an idea of where we stand as we start the new year. I plan to discuss the monthly financials highlights in each newsletter.

<b><u>2019 January Financials</u></b>	<b><u>Checking</u></b>	<b><u>Emergency</u></b>
<b><u>Income</u></b>		
2018 Balance Forward.....	1,871	3,489
Jan Dues.....	18,550	3,100
Sponsorships.....	TBD	
Contributions.....	TBD	
<b>Income Total.....</b>	<b>20,421</b>	<b>6,589</b>
<b><u>Expenses</u></b>		
Snowplowing.....	200	
Transfers to Emergency Fund.....	3,100	
Other.....	0	
<b>Expense Total.....</b>	<b>3,300</b>	<b>0</b>
 Jan Balance Forward (Income-Expenses)	 <b>17,121</b>	 <b>6,589</b>

As of the end of 2018, after posting a total annual income of close to \$40,000 for the year, we had to cover several checking account shortfalls during the year by tapping into our emergency fund. Had we not made the emergency fund withdrawals, the emergency fund would have had an end of year balance of over \$9000, just short of our \$10K goal. Instead we entered this year with about \$3500 which means we have some work to do to re-supply the fund from this year’s income. The discouraging part of our financials is that in the last four years our road expenses have increased over 200% and we are still struggling to get ahead of the road. I am hoping that more focus on planning rather than continually increasing the dues, which I am definitely NOT in favor of, might serve us better in

the long run. I am going to strongly advocate that we need to put more effort into developing a RECOVERY plan for the road that we can financially live with rather than an IMPROVEMENT plan that continually stretches our annual resources. Most of our current road problems are symptoms of underlying issues which if left unaddressed will likely lead to expensive remediation. Let's not go there.

The good news is that we have our annual monies coming in, and barring a weather disaster we will likely have the funds to continue our "throw and go" maintenance strategy (meaning stones in holes) for the short term. I am completely opposed to this, but you will have to bear with us for several months as we get our ducks together with a new plan and budget proposal for you before we can head in a new direction. We hope to re-introduce you to the term "GRADING/ROLLING" as part of that new direction, so get your guns out if you disagree.

Second, the BOD is reinstating a version of the "Road Maintenance Committee" identified in Article XI of our By-Laws. The intent is to have an informal advisory group of volunteers which will likely consist of both road members and occasional outside consultants who have either had a long history on the road and/or current professional knowledge of road maintenance practices as well as contractor contacts. They will participate as required in BOD meetings. As noted in the By-Laws, these advisors will report to and "work directly with the Road Association President (and Board) to accomplish all jobs". Our current "Committee Advisors" are Steve Morse and Ken O'Neil, and we consider them as long-term knowledge-brokers for the road and equal partners in our Board decisions relating to the road. So, in addition to Jeff, give them both a high five as you drive by. As volunteers, this is not easy stuff we ask them to deal with.

Third, as I mentioned in my first communication, I am a believer in volunteerism. In that regard I have asked the BOD to agree to a suspension of stipends for the Board and the BOD is unanimously in favor. To permanently put this in place will require a By-Laws change which we will discuss at the 2019 Annual Meeting. We would hope that in the future you, as members, will once again join the example of the Board and donate some time for road maintenance activities in order to help us contain maintenance costs.

Fourth, as I also mentioned in my first communication, I believe you need as much information as we can give you about our road and the background behind some of our decisions on how to take care it. You might not read everything (or anything) we give you, but at least you won't be able to say it wasn't available to you. There are a lot of folks on the road and elsewhere with a huge amount of knowledge about our Association and about taking care of a road like ours and we are more than willing to listen and try new (or old) things. Please take the time to read and digest what we send you. It has clearly taken a lot of effort to put it all together and we hope you will make a similar effort to read it all. Remember, it's your road and your money. You should have an INFORMED opinion on what we propose and how your money is spent.

Our first newsletter attachment, hopefully with many more to come, outlines the opinions of experts as to how to take care of a road like ours. We are not unique. Not only are there hundreds of local lake roads like ours, but 58% of all roads in the US are gravel roads! There is a lot of good experience out there that documents what works and what doesn't. Please read the stuff we send you.

Soon you will also receive an email containing the first of several electronic questionnaires which will help us (and you) better understand the demographics of our road. This is also an experiment to determine if proxy voting (via your computer) might be an effective way to reach more residents and collect their opinions on road issues rather than waiting for the annual meeting. PLEASE take the short time necessary to fill this one out on your computer, and simply hit SUBMIT when you are done.

You will continue to hear from me and the Board, and we would like to hear from you. However, there are some communication rules and here they are. Except for absolute emergencies, no personal phone calls or personal discussions offering suggestions, lodging complaints, or any other road-related business. You will politely be referred to another means of communicating with us. Either blog on our Honoco website or send any Board member an email which we will endeavor to share with the membership along with our response. You can also

attend our BOD meetings, which offer an opportunity for members to raise issues, comments, etc. These will be incorporated in the BOD minutes which we will post and discuss in the newsletters. Bear with us as we get a schedule set up.

That is all for now. Please get your dues in asap, and remember dues are considered delinquent March 1<sup>st</sup>. Remember, only 16 weeks to opening the summer season on Memorial Day! READ, RESPOND, and VOLUNTEER. Thanks.

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## February 2019 Newsletter

Hope everyone is surviving our usual NY winter weather. About now everyone starts hoping Punxsutawney Phil was right this year about an early spring.

This is my second newsletter, and frankly I was hoping for a little more response one way or another to the first one. Mostly crickets, which is OK as long as you are absorbing the information, but unfortunately there is no way to know at this point. I will keep making an effort until our Annual Meeting, but plan on a discussion about how we communicate and whether or not our information is reaching you and/or important to you. For those of us trying to serve on your behalf, no news is NOT good news in my opinion.

To emphasize the point, here are some road facts for you to consider. Excluding Camp Gregory, there are 157 parcels on Honoco Road owned by 141 different owners. At our annual meeting, we are usually very happy with our turnout of about 70 people. Good turnout shows good interest, right? Remember, however, that about half of our attendees are spouses, so we usually have only about 35 voting members present. Last time I did the math that means that 35/157 is about 22% of our Association. In looking back through the attendance records, it doesn't appear that we have ever had much more than that, and some years we have struggled to even reach a quorum for voting purposes. For those of you that might not know, our By-Laws require 10% (which is only 16 members) to be present in order to vote on motions brought up at the meetings. 16 out of 157 is a pretty low bar and certainly can't be considered representative, so we need to consider how to reach more members and solicit their feedback.

So, several days ago we sent out our first trial questionnaire to try to get some responses from everyone, including those folks we seldom hear from. The initial response has been encouraging. We got back over 60 responses in the first 48 hours, so there is cause to be optimistic. However, we did not limit the responses to one per membership, and most certainly heard from spouses and/or partners as well, so at this point we may have more survey opinions than we have voting members which might color the results somewhat. But that is OK for now, considering that we had no idea what kind of response the survey would generate. We are still working on the best way for everyone to view the results, but here is a technique that seems to work at least on desktops and laptops: 1) Click on the survey link in your original email, 2) when the blank form opens there should be a box in the upper right corner of your computer screen with a pencil image in it. 3) Click on the box and the top of the Survey Form should show two choices one labeled QUESTIONS, the other RESPONSES. Click on RESPONSES and all of the results should be available to you. Unfortunately we haven't figured out how to work this on either phones or ipads at this point, but we will keep trying stuff.

In terms of the February monthly financials, there are several discussion points. First, the BOD has made the decision to fully fund the storm emergency reserve at \$10,000 this month, and set these monies aside for the EXCLUSIVE use of storm emergencies, which we believe was the original intent of creating the reserve following the intense storm of 2017. The proposed budget and our spending for 2019 will NOT consider allocating these funds for anything other than that purpose. And, barring any mother nature surprises this spring, we intend to reduce next year's dues to \$250 to reflect the fact that we have capped the emergency fund at our agreed-to level. We hope to build a contingency reserve into the Annual Budget to refund the Storm Emergency Fund if it is required, and hopefully never have to collect a separate contingency in our future dues.

Here are your February 2019 financials:

<b>2019 February Financials</b>		
<b><u>Income</u></b>	<b><u>Checking</u></b>	<b><u>Emergency</u></b>
January Balance Forward*	17,121	6589
February Dues Collected	3950	3411**
Sponsorships*	300	
Contributions		
<b>Income Total</b>	<b>21,371</b>	<b>10,000</b>
 <b><u>Expenses</u></b>		
Snowplowing	1000	
Transfers to Emergency Fund	3111	
Other	0	
<b>Expense Total</b>	<b>4111</b>	<b>0</b>
 * Two sponsorships included in 1/19 income		
** Includes transfer from checking		
<b>February Balance Forward</b>	<b>17,260</b>	<b>10,000</b>

Relative to our current expenses for the year, we have only incurred snowplowing expenses thus far. The \$1000 snowplowing expense incurred during the month was a contractual payment which guarantees us nine plows for the season of which we have only used four, so we should be in good shape for the rest of the 2019 season.

A quick note on sponsorships and outstanding dues. As of the end of February, we have only secured four of our traditional sponsorships. Our annual goal is 10, so there is work left to be done to catch up if we can. In terms of outstanding dues, about 40% of our dues are still outstanding, so we hope for a late surge of collectibles before members are considered delinquent on March 1. We are also still following up on the confusion regarding the omission of the \$50 emergency fund contribution from the alternate road folks 2019 dues letter, but hopefully we can clear that up shortly. To be clear, for 2019 everyone on the road owes \$50 for the emergency fund in addition to their dues of either \$125 or \$250.

If you are one of our lucky residents impacted by what happens to our road during the winter, your whole BOD feels your pain because all of us BOD members are here and live with whatever the weather

throws at the road during the off-season. It is by no means a pleasant experience, and unfortunately there are no good fixes for the road in the middle of winter. The time to plan for a winter road is around Labor Day, not President's Day! For those of you that are seasonal users, we would like to make you aware of the fact that the road COMPLETELY falls apart during the winter months from freeze-thaw. What most of you see when you return to Honoco are the results of a frenetic effort on the part of the Association to restore the road surface every year to try to get it ready for the heavy summer use season.

Unfortunately, we are continually working the wrong end of the problem. Why? Because the more we use up our budget cosmetically making the road surface acceptable for everyone to drive on, we never seem to have enough money to get to the underlying causes as to why it continually falls apart in the first place, and winter is definitely not the ideal time to address them. Please have some patience. We are trying to right the ship. Hopefully our attachment last month on Good Gravel Road Basics will help clue you in to the significant importance of trying to maintain drainage infrastructure on our road, and that is what we plan to address in our annual plan proposal to you this year.

This month we have two attachments for you to consider. Both hopefully give you essential information and points to consider prior to the Annual Meeting. Our plan and budget proposal for this year originate from the information contained in these attachments, so if you want some advance notice of where we might want to go, please read these. It will save a lot of time at the meeting.

We have begun making some needed changes to the website which will hopefully give you another way of accessing the information we send out. This month we have added the monthly newsletters, attachments, and monthly BOD meeting minutes to the ASSOCIATION DOCS tab of the website. Click on the section and a drop-down menu will take you to Association stuff that might be of interest to you in case you missed it in our monthly email mailings.

I would hope you would begin using the website more often for communication. It is set up as a blog site which means you can submit any comments or questions you want addressed. Any time a comment is made on the site the BOD is automatically notified, and we endeavor to provide a response to anything submitted. The good part about this is that everyone gets to see the question and response without us having to struggle through a mass mailing, and you all get to respond to the commenters and BOD as well. Try it, we think you might like it. It sure makes it easier on us.

Remember, only about 12 weeks to opening the summer season on Memorial Day! READ, RESPOND, and VOLUNTEER. Thanks.

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#### March 2019 Newsletter

This is about the time of year when we can maybe stop thinking about snow, and start worrying about the spring storms and the spring on-again, off-again freezing temperature fluctuations that continue destroying the road. There always seem to be certain areas that are more problematic than others, and there are always a number of unique reasons why. But, regardless of location, the underlying issue with our road is, and always will be, WATER! Water where it is not supposed to be will always be our biggest enemy.

This month in our attachments, we finish part 2 of our series on road toppings and also outline our biggest problem in our second attachment which is WATER! When we hear WATER, the BOD thinks DRAINAGE! At our Annual Meeting this year we will highlight our plans to begin restoring the infrastructure to the road that produces good drainage. If we can't dry out this thing we try to drive on, we are NEVER going to get ahead of Mother Nature on Honoco.

Next month, which will be our last newsletter before our Annual Meeting, we will hopefully be able to tell you that we sent all of you our draft presentation of the Annual Plan and our Budget that supports it for your review well ahead of the meeting. This is a big behind-the-scenes effort on the part of the BOD which you will likely never be fully aware of. Not only do we hope to present to all of you a realistic, prioritized plan for what we propose to do, why we want to do it, and how we expect to accomplish it, we need to roll up a budget as to our best estimates of what we expect the costs to be. At this point there are a lot of moving parts that still need to be locked down, so wish us luck. Sometimes it feels like herding cats, but we expect to be ready by meeting time!

More about the upcoming annual meeting next newsletter, but I wanted to give you some updates on some significant things that happened this month. First, the questionnaire. Frankly when it was first put together we were not very optimistic that we would get much of a response. We never have found a way that produced good participation in the past. As some of you commented, we obviously didn't hire a professional pollster group to construct the questions, so in the future we likely need some improvements to tweak everything and make it less ambiguous to respond to. However, as of this writing, we have had over 95 responses! And, as we mentioned last time, since we didn't restrict who could respond, and since it was anonymous, we don't know who responded, but 95 out of 141 road participants is pretty darn good! I hope everyone has found a way to review the summary of responses. A big initial takeaway for us is that for those of you who can't attend the Annual Meetings, I think we have found a great way for you to get your inputs into what happens on this road. This is going to take some time for us to digest the responses, and as with most polls, it is usually the follow-on questions which get you closer to a real answer, so you can definitely expect us to do this again in the near future. Sincere thanks for your help!

Second, as you will note in our financials for this month, we are spending some of your 2019 budget which you have not approved yet. As we predicted last month, the road fell apart, and we were quick to hear (some politely, some not) from the variety of residents who couldn't escape to warmer climates. So we couldn't wait to do something other than throw stones in holes. For some time we have had a plan in place which emphasizes scouring our existing potholes and contouring the road with a grader to provide the necessary drainage we need to minimize future potholes, but we ran into a problem finding contractors with the equipment available to do the work we wanted. Welcome to rural America. But, as we mentioned in our recent maintenance update, we developed a work-around with a piece of equipment suggested by Steve Morse that made a substantial difference in our road surface. With Steve's help and the new equipment we believe we have managed to produce a very drivable road for a very reasonable price. However, we are not done. Two main issues are left to address. The first is contouring the road (sloping or crowning the road) following our digging it up and spreading the gravel. The equipment can do this, but we will be experimenting for a while in order to develop the right adjustments to properly contour the road for drainage. Second, the professionals all agree that compaction (rolling) the road is absolutely necessary to provide as long a period between maintenance cycles as you can. We didn't compact following our initial use of the grader this first time, so it is likely

that the substantial improvement we made in the road surface will only get better with rolling over time. We are still looking for our most practical solution to do this, so stay tuned.

Third, we have received our summary opinion report from our easement attorney, and we have posted it on the website. Look under ASSOCIATION DOCS/Attorney Opinion. For those of us close to the report, there are truly some eye-openers in terms of both responsibilities for parcel owners as well as the Association which will shape how we may need to change how we do business in the future. The report is obviously in legalese, so we have developed an attachment which will go out to all of you at some future date after it is reviewed by our attorney which hopefully helps explain in layman's terms the legal implications to Honoco Inc. and all of us residents.

Fourth, we have finalized a date for our monthly BOD meetings which you are welcome to attend. **Our BOD meetings will be held on the third Thursday of every month, at the President's house at 1133 Honoco Road at 7pm.** We would hope to use the BOD meetings rather than the Annual Meeting to address specific issues, complaints, comments, etc. from the membership that may not be (or arguably may be) considered relevant for the attention of the majority of the attendees at the Annual Meeting. Since our BOD meetings are held at residences, for capacity purposes we would respectfully ask that you notify us in advance of your desire to attend and a potential discussion topic. In terms of our BOD agenda, we will address attending member issues first, and either provide a direct response or refer issues for study and/or subsequent opinion. Following those discussions at the meeting, the attending members will be excused for the monthly Executive Session of the Board. Hope this works for everyone.

Here are your March Financials:

<b>2019 March Financials</b>		
<u><b>Income</b></u>	<u><b>Checking</b></u>	<u><b>Emergency</b></u>
<b>February Balance Forward</b>	<b>17,260</b>	<b>10,000</b>
March Dues Collected	4783	
Sponsorships	0	
Contributions	0	
<b>Income Total</b>	<b>22,043</b>	<b>10,000</b>
 <u><b>Expenses</b></u>		
Box Grader Purchase	864	
Box Grader Scarifying	776	
Attorney Fees-Opinion Letter	1020	
Other	75	
<b>Expense Total</b>	<b>2735</b>	
<b>March Balance Forward</b>	<b>19,308</b>	<b>10,000</b>

In terms of income, we have 40 members that have not as yet paid dues for 2019, which, at the beginning of April leaves us \$10,000 short of our income target for the year. We would note that if you plan on attending the Annual Meeting, you will not be able to vote if you are not current on your dues. That is not to be mean, it is simply a ByLaw requirement. Please submit your dues if you have not already done so. In terms of the \$75 "Other", we always seem to have some folks that overpay on their

dues. We have elected to refund them when this occurs rather than apply their overpayment to next year. It's an accounting headache which we hope to make go away next year.

Finally, we want to make the formal announcement for the 2019 Honoco Inc. Annual Meeting! It will be held on May 18th, at 1pm, at the Ledyard Town Hall. We tried to get an earlier start time but were unsuccessful. If we stick to the agenda we will try to get out of there as soon as possible (especially if it is a nice day). Hope to see all of you at the meeting. Thanks.

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### April 2019 Newsletter

Late this month we emailed our proposed 2019 Annual Plan and Budget to the membership. I hope everyone will have a chance to review the information and hopefully provide comments and/or questions prior to the May 18<sup>th</sup> Annual Meeting so that we can minimize the amount of time we have to spend in discussion at the meeting.

I have included some pre-meeting information pertinent to the meeting this year in this newsletter. In order to save time at the meeting we would ask the membership to review the 2018 meeting minutes posted on the website. We do not plan to read the minutes at the meeting but will ask for any corrections before requesting an approval vote. Second, we have attached the meeting agenda. We hope to follow this business order as closely as we can. There are four main votes that need to be completed in the meeting, and we will need at least 16 members (not including spouses) in good standing to be present in order to conduct that voting, so please plan on attending. A majority vote of the quorum will carry a motion. We will try to keep the meeting as short as possible. In addition to majority approvals from the membership present at the meeting for both the Annual Plan and the Annual Budget, we have two officer positions to fill.

A treasurer needs to be voted in for a three year term beginning June 2019 and ending May 2022. Jeff Sprechini, elected treasurer, resigned in January of 2019. Bob King volunteered to fill the vacancy until the Annual Meeting.

The president's office needs to be voted on as well. Ed Ausborn also resigned in January 2019 and his seat was filled by Steve Green until the Annual Meeting. The Association needs to vote someone in to fill the remainder of Ed's term which ends in May 2021. Both Bob King and Steve Green have agreed to be nominees for the respective officer positions.

The election process for these positions is outlined in Article IX of the Association's By-Laws. If you would like to make additional nominations (including self-nominations) for either seat please respond to Cindy Krause ([ckrause@gmail.com](mailto:ckrause@gmail.com)) no later than May 10, 2019. Members must be in good standing and current on their dues for the past five years to be eligible to serve on the Board of Directors, and members must be current on their dues to be able to vote for nominees.

Should we have more than one nomination for a position, each nominee will be given five (5) minutes to address those members present at the meeting. Upon completion of the nominee statements the President will call for a vote.

I have also attached our new member announcement and extend a welcome to our new members joining the Association in 2018. Welcome to you all, and we hope you will actively participate in the community and enjoy your time on the lake. If you have questions about life on Honoco, please do not hesitate to contact the Board with your questions and/or concerns. Congratulations and enjoy this awesome lake.

We cannot overstate the importance of your feedback on the Annual Plan and Budget in advance of the meeting. It is very time-consuming to try and craft changes at the meeting, so please try to get your inputs to us in advance.

This month we completed our second run on the gravel sections of the road with the box grader. This time we were able to compact the grading with a large vibratory roller. While we are definitely headed in the right direction, the consensus is that this will be a work in progress for some time trying to optimize the process to get the results we are looking for. While it appears we are effectively digging up potholes, in many places on the road you can see the scour marks from the teeth on the grader. This means we likely will need several (if not many) passes on a particular area of the road in order to loosen the whole surface of the road rather than just the area around the teeth. Without loosening the entire surface the roller tends to ride on the areas that have not been loosened and then can't adequately compact the loosened material filling the scour marks. Incompletely compacted material is susceptible to washout as evidenced from our recent heavy rains, and thus you see the "corduroy road"-looking scour marks in the road surface. In addition, since there are skid plates on the bottom of the grader, it rides on the harder compacted areas which restricts the ability to tilt the box and develop the profile necessary for adequate drainage. The optimum time to perform the work appears to be when the road is damp-wet following a storm, so look to us to be using the equipment when this happens. Hopefully we can keep the surface driveable while we figure out how to work around some of the issues we have discovered. Thanks for your patience.

The good news is that the grader system appears capable of performing what we want to accomplish, but the bad news is that in the short term it might take considerably longer than our budgeted 16 hrs per application in order to get the sustainable surface we are looking for. This might mean we have to lower our number of applications to stay within the budget, particularly as we begin adding stone to the road. We will keep you posted as to our progress.

I again want to remind everyone that there are several communication options available to the membership. First is our website. If you post a topic on the site, not only will the BOD respond with a comment on the site, but the entire membership can see (and share) in the discussion. You can also attend the monthly BOD meetings. This is a new communication resource for the Association, and a platform for exchange on road issues and policy ideas. These are held every third Thursday at the president's house at 1133 Honoco Rd at 7pm. Members will be first on the agenda and your issues and BOD responses will be available to the membership.

Here are your April financials:

#### **2019 April Financials**

<b><u>Income</u></b>	<b><u>Checking</u></b>	<b><u>Emergency</u></b>
<b>March Balance Forward</b>	<b>19,308</b>	<b>10,000</b>

April Dues Collected	675	
Sponsorships	0	
Contributions	0	
<b>Income Total</b>	<b>19,983</b>	<b>10,000</b>

#### **Expenses**

Box Grader Scarifying	765
Vibratory Roller Equip/Labor	600
<b>Expense Total</b>	<b>1365</b>

<b>April Balance Forward</b>	<b>18,618</b>	<b>10,000</b>
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As of the end of April we still have 35 members that have not yet paid their dues for 2019. This currently leaves us about \$9000 short of our Annual Budget estimate you all received this month in a separate email. Depending on our traditional late collections at the Annual Meeting, I will have much more to say about this issue in next month's newsletter if this number is not substantially reduced. It is not acceptable that we have this many delinquent members when, as you all voted for and approved two years ago, that the dues become past due on March 1<sup>st</sup>. Not only is it unfair to the members that do meet their annual dues requirements, it reduces our ability to maintain the road, and perhaps more significantly it puts those non-paying members on the wrong legal side of NYS easement law. Read the Attorney research posted on the website. Non-participation and/or delinquencies are not legally defensible and place you at risk for litigation. No one wants to go there so please consider your impact on the community and timely contribute your fair share.

All for now and we look forward to seeing you at the meeting on May 18<sup>th</sup> at the Ledyard Town Hall at 1pm! Thanks.

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#### May 2019 Newsletter

We are finally into our summer season and now we wish someone would inform Mother Nature. This has been a very wet spring, and most of us are well aware of the road deterioration we face when we don't get sufficient time to dry out between rains. As noted last month, we need a damp-wet road to effectively scour out the potholes, and as usual, timing the weather and the availability of operators is a continuing problem with our scarifying. Folks have asked about providing road stone to help in their efforts to keep the worst potholed areas of the road filled in between our maintenance cycles, and we have 40 tons of stone in place on four locations (see the end of the newsletter for locations) of the road for owners to use to temporarily fill the potholes. Note that this stone is for potholes only, and NOT for wholesale filling of dips, driveways, or resurfacing long stretches of road surface. Please take what you need for the biggest potholes, and leave the rest for our regular maintenance to take care of. These piles are NOT meant for contractor fills on your properties.

One of the unanticipated difficulties we are facing on the road is that there are fewer homeowner places on the road willing to maintain piles of material. As ownerships have changed, many of the traditional spots to store material are no longer available. If you are willing to keep a pile of stone on your property I would definitely like to hear from you.

I should also note that the same difficulties are true for truck turn-arounds. Practically all of the traditional turn-arounds on the road are no longer available. The last major truck turn-around at the Cunningham's place at 1079 Honoco, where all of your propane and septic trucks turn around, is up for sale. Should the new owners decide that they want to designate the current turn-around space on their property for a different use, we will potentially lose the last main reversal point on our road. Not only will this impact our service vehicles, but it will likely put us in jeopardy with NYS Fire Code regulations, which require emergency vehicle turn-arounds be in place for emergency service access. We will keep you posted on our thoughts and/or proposals on this issue.

We met our voting objectives at the 2019 Annual Meeting and the newly-elected BOD members are moving forward with the Annual Plan/Budget adopted at the meeting. However, as I noted in last month's newsletter, we still have a substantial number of owners who have not paid either their annual dues and/or the \$50 emergency fund owed for 2019. We had hoped to collect a substantial portion of the delinquencies at the meeting, and unfortunately that did not happen. As was suggested at the Annual Meeting, we have posted a list of unpaid members on the website.

I will also note that as many of you are aware, the Association relies on all members to cooperate in their dues payment obligations, and unless we choose to litigate the issue, our only recourse for nonpayers is to hopefully collect delinquencies at the time of sale of a property. This usually means we will eventually collect what is due, but it definitely doesn't help our current budget requirements. As I noted last time, if you dig into the attorney research we have posted on the website, delinquent members will likely lose in a court of law for non-payment of our Association dues, but we have to be willing to shoulder the expense of taking them there. Not much enthusiasm for that approach from an ROI perspective.

In this month's attachment we address the history of speeding on Honoco. It has been an issue for six decades and likely will continue to be for the next six. Honoco is not unique regarding this issue, and as we discuss in the attachment there are no easy answers. We do not recommend direct confrontation with speeders, as tempers can escalate quickly and law enforcement can be a long ways away if available at all. In addition, in order to maintain unrestricted ingress and egress on the road, the Association will aggressively confront homeowners who take it into their own hands to deliberately attempt to alter the road to mete out their own solutions to solve the speeding issue. This is patently not acceptable, unfair to other members who use the road, and may lead to legal risk relative to NYS easement law and emergency services support for the road. Speeding solutions are an issue to be resolved by majority consensus of the membership, and not by the interests of individual members. Be advised.

On the website this month we plan to begin revisions to our FAQs menu for frequent questions that come up on the road and adding service provider contacts information. We will continue to update this as needed or requested, but would ask that you start at the website with your questions. We also are adding links to the dog ordinance regulations for both Ledyard and Genoa. In these cases as well as most others not specifically relating to road maintenance, the Association will not be able to provide any

more information or assistance than you can obtain by contacting these services directly. The Association is not the police, bill collectors, or the legislative authority for the road.

Here are your May financials:

#### **2019 May Financials**

<b><u>Income</u></b>	<b><u>Checking</u></b>	<b><u>Emergency</u></b>
<b>April Balance Forward</b>	<b>18,618</b>	<b>10,000</b>
May Dues Collected	2175	
Sponsorships	0	
Contributions (Bottles/Cans)	25	
<b>Income Total</b>	<b>20,818</b>	
<b><u>Expenses</u></b>		
Box Grader Scarifying	560	
<b>Expense Total</b>	<b>560</b>	
<b>May Balance Forward</b>	<b>20,258</b>	<b>10,006*</b>

\*Includes accumulated interest

As of June, we still have 30 parcels that still owe dues and an additional 11 members that have not paid the additional \$50 for the emergency fund. At the request of the membership we have published the delinquency list on the Honoco website. Click on "Dues Delinquencies" under the Association Docs tab to access the list. Here are your stone locations:

1779 Honoco (Poklemba)  
1400 Honoco (Munson)  
1129 Honoco (King)  
1069 Honoco (Morse)

As we noted earlier, this material is not intended to resurface the road, so please use it sparingly for the major potholes only. Just please don't take matters into your own hands and begin filling the holes with hill shale. This is one of the worst things we can do to the road. Thanks.

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June 2019 Newsletter

When I took over this job in January of this year, I had two optimistic goals. The first was to run the Corporation as a business based on an annual plan and budget which would hopefully help us develop the best practices within our revenue constraints to improve the road over time. The second, which I thought was equally important, was to begin providing all of our membership with well- researched and

relevant information on how to manage a gravel road like ours, based on information provided by very knowledgeable folks that manage roads for a living. The idea was that those voices from the professionals, in addition to the years of Honoco Rd maintenance trial and error developed by our own residents, would lead us to a set of best practices for our road. The idea was that all this relevant information would help residents in developing INFORMED decisions about what we should do to improve our road, and those decisions subsequently would be used again and again, year after year.

So far there is a lot of resistance to my ability to be able to do that. Opinions seem to be entrenched, we can't seem to get beyond the past, and based on most of what we have put out there for everyone to read, it is clear from the feedback that much is going unread.

Even our BOD has trouble agreeing on maintenance strategy. There seem to be two opposing philosophies. I look at them as the "top down" approach vs. the "bottom up" approach. The "top down" approach is to spend the majority of our money on fixing the "top" of the road to keep everyone happy during the Memorial Day to Labor Day timeframe. Even past administrations have realized that this is a very expensive and ineffective method of road maintenance, but it has the desired effect of minimizing derogatory comments and helps kick the can down the road until everyone leaves for the season. While this appeasement approach may please the temperament of many of our members, it does not lead to a long-term solution for our road, if anyone cares. The irony is some of the most derogatory comments about the road come from seasonal folks that choose not to pay their dues.

The "bottom up" approach is a more painful resolution to our road conditions which repairs the road by building a strong and truck-resistant base from the "bottom" of the road so that we don't have to continue to waste money again and again filling holes between rainfalls. This was in the plan we presented in the 2019 Annual Meeting. Definitely not as popular a solution especially for our seasonal residents, because it doesn't provide instant relief from a rough road. Longer-term solutions reflect the recommendations of professionals who continually harp on drainage, drainage, drainage as the first approach to eliminating potholes. We continue to hope that the box grader will be an effective way and relatively inexpensive way to both contour and smooth the road, but as we noted in our earlier newsletter, the grader is most effective when the road is wet and soft. This means that the equipment and operator needed to pull the grader need to be available when the weather cooperates, which is a continuing problem. By the time we get everything coordinated, the road conditions are usually unsuitable for the grader to be effective.

In the meantime, we will continue to fill holes with stone and use the grader when we can. We owe a special thanks to the Wolfs, the Morses, and the Greens for volunteering their time and equipment to fill the potholes on the road. It keeps everyone happy for the short term. Saving the labor dollars is a big help, so please thank them when you see them.

Here are your June financials.

**2019 June Financials**

<b>Income</b>	<b>Checking</b>	<b>Emergency</b>
<b>May Balance Forward</b>	<b>20,258</b>	<b>10,006</b>
June Dues Collected	961	
Sponsorships	150	
Contributions (Bottles/Cans)	61	
<b>Income Total</b>	<b>21,430</b>	
<b>Expenses</b>		
Annual Website Hosting	111	
39T Stone	847*	
<b>Expense Total</b>	<b>958</b>	
<b>June Balance Forward</b>	<b>20,472</b>	<b>10,011**</b>

\* 63T additional stone for Holiday weekend (\$1718) included in July statement

\*\* Includes accumulated interest

If you access the Delinquencies tab on the website you will see we are slowly reducing our outstanding dues somewhat. As of the first week in July we have 26 members that still owe full dues and 11 members that still owe for the emergency fund. If you are a neighbor of any of these folks you can help by offering them a reminder that dues are not optional.

In closing I offer a final word on the issue of adding speed bumps and other potential restrictions to the road. Responses to our email requesting removal of the bumps as usual were split about 50-50, and among other things revealed that the work we put into the attachment we sent out outlining the difficulties of the speeding issue on the road had little effect. We also got back less than constructive comments about wasting Association money on attorneys, so we elected not to pursue legal action at this point. However, the BOD wants to make it clear to all of the membership that as of this newsletter the Association is on record in opposing any and all physical restrictions on Honoco Road aimed at controlling speed. They are potentially dangerous, not recommended by any of our emergency services support, and could likely create the accident that they are presumably designed to prevent. The Association can only exercise authority through the courts, so unless the membership elects to pursue legal means to resolve the actions of individual members, the individual members, and NOT the Association, are liable for any damage or injuries resulting from personal decisions to take matters into their own hands regarding managing speed on Honoco Road.

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## July Newsletter 2019

July got away from us in terms of the newsletter, and we should probably start putting “-ish” on the end of future monthly newsletters. Hopefully we will get back on track, but frankly putting out a newsletter in the middle of summer (BOD meetings also suffer) is not a high priority on anyone’s list of preferred activities.

We completed a second round of pothole filling for the holiday weekend and it appears to be holding up very well. Once again our thanks go out to the Wolfs, Morse’s and Greens who supplied their equipment and labor to cover the road from one end to the other. Much of the rest of July was involved in planning for the August stone replacement project on the road. Based on our pothole results this year, our hope is that the layer of #2 crushed stone we intend to add may begin re-building the base of the road to resist our truck traffic and reduce pothole issues. More on this project will be discussed in the August “-ish” newsletter.

We have finally installed a “Honoco Handbook” on the website. It is listed as a drop-down under Association Docs. The Handbook is a compilation of hopefully useful information about Honoco and the community. It should be a big help to newcomers, but even us long-term residents learned some things along the way. Please check it out and let us know what you think.

Here are your July financials:

### 2019 July Financials

<u>Income</u>	<u>Checking</u>	<u>Emergency</u>
<b>June Balance Forward</b>	<b>20,472</b>	<b>10,011</b>
July Dues Collected	75	
Sponsorships		
Contributions (Bottles/Cans)	103	
<b>Income Total</b>	<b>20,650</b>	
<u>Expenses</u>		
63T #2 Crushed Stone	1718	
Gas Reimbursements	400	
<b>Expense Total</b>	<b>2118</b>	
<b>July Balance Forward</b>	<b>18,532</b>	<b>10,013*</b>

\* Includes accumulated interest

The 63T of stone was used for the pothole fills on holiday weekend, and the gas reimbursements for equipment went to Wolf and Morse for equipment useage.

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### August Newsletter 2019

In August we began our stone project on the road. We have 75 gravel road (unpaved) properties on Honoco representing 9557 Inft. We completed 34 properties representing 3900 Inft which leaves us about 5700 Inft left to complete the project. So far we have used 5 truckloads of #2 limestone or 100T. We averaged about 780 Inft/truckload, so at 5700 Inft yet to go we will require about 8 additional truckloads. Thus far we have spent \$3589 on the project and estimate an additional \$4960 for the remaining 8 truckloads bringing the total for the completion of the project to \$8549. We plan to hopefully complete the work in September, which should make traffic congestion less of a problem for both the contractor and the members. The good news is that we are not dependent on good weather to finish the work.

However, before we can re-initiate work we need to repair the road shoulder at 1081 Honoco. The gully at that location has been gradually eating away at the road edge to the point where the large gravel trucks can no longer safely pass this area in order to turn around. The last truck in August almost tipped over at this location. These repairs are our first priority after Labor Day. Following completion of the stone project we plan to add an additional pile of 20-40T of stone (at a designated location as soon as we can find one) for members and the association to fill low spots as they develop between now and the end of the year.

Depending on how the stone and road hold up over the winter with regular pothole maintenance and careful snowplowing, we hope to repeat this stone process early next year immediately after the spring thaw. Please make sure you provide timely dues submissions in Dec-Jan so we will have enough in the kitty to initiate the work. With summer over and cold weather on the horizon we are also going to try to complete the Hughes bridge work along with replacing a broken tie on the Franklin point bridge before weather becomes a factor. Hope for a long Indian Summer.

We have an update from New Visions Communications. After numerous attempts to reach the president, Carmen Branca, he finally returned our call simply indicating that Honoco Road "was still on the list". They are currently working in the Moravia area and he did not give an indication as to when they might make it down to Honoco. He indicated that it is taking longer than expected because the project is a "state job with many restrictions", whatever that means.

Here are your August financials:

#### 2019 August Financials

<u>Income</u>	<u>Checking</u>	<u>Emergency</u>
<b>July Balance Forward</b>	<b>18,532</b>	<b>10,013</b>
July Dues Collected	375	

Sponsorships	150	
Contributions (Bottles/Cans)	431	
<b>Income Total</b>	<b>19,488</b>	
<b><u>Expenses</u></b>		
Stone Project (100T #2 Crushed Stone)	3589	
Expense Total	3589	
<b>August Balance Forward</b>	<b>15,899</b>	<b>10,016*</b>

\*Includes accumulated interest

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### September Newsletter 2019

September was a quiet month for our road activity. We have ordered the steel plate we designed to repair the road shoulder at 1081 Honoco, but it won't be available until next month. As we noted last month we need to fix this part of the road for the large trucks to turn around. Hopefully we will get this repair done next month so we can resume adding the remaining gravel to the road. Wish for good weather!

Its about time we gave a big shout out to the Wolfs. Bruce and Carol single-handedly brought in almost \$800 in cans and bottles over the course of the summer! This is a thankless task. Not only do they sort the returnables but they also have to sort out the garbage our wonderful community dumps in the bottle containers. Along with Doug and Pam Wolf, Bruce and Carol have been major volunteers on maintaining the road this year. We owe them a lot and hope you will all tell them how much we appreciate their efforts. Hope their winter in Florida goes well and we will have a great season for them when they return.

Here are your September financials:

### 2019 September Financials

<b><u>Income</u></b>	<b><u>Checking</u></b>	<b><u>Emergency</u></b>
<b>August Balance Forward</b>	<b>15,899</b>	<b>10,016</b>
August Dues Collected	900	
Sponsorships		
Contributions (Bottles/Cans)	69	
<b>Income Total</b>	<b>16,868</b>	
<b><u>Expenses</u></b>		

## Stone Project

Annual Liability Insurance	250	
Expense Total	<b>250</b>	
<b>September Balance Forward</b>	<b>16,618</b>	<b>10,017*</b>

**\*Includes accumulated interest**

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## October Newsletter 2019

October was another slow month on the road in terms of road maintenance. We did not receive our plate for the shoulder fix until the end of October, and now we are trying to coordinate our usual problems of bringing the weather, equipment, and volunteers together at the same time to get the job done. It should only take a day to complete the work and then we can concentrate on finishing up our gravel surfacing on the remaining portions of the road. We plan on leaving a pile of stone “somewhere” on the road once the surfacing is completed hopefully to sustain us over the winter until we again plan to resurface the road with an additional layer of stone in the spring with hopefully enough budget left over to resurface again about mid-year.

Speaking of budget, we will be sending out dues invoices to everyone on the road about mid-November. Dues for 2020 will be \$125/\$250 with no additional assessment for storm emergencies. Dues are due and payable Jan 1<sup>st</sup> and considered delinquent March 1<sup>st</sup>. You will notice that we have changed the format of the dues notification this year to actually resemble an honest to goodness invoice. This change helps with maintaining our accounting history for each parcel particularly when it comes to identifying arrears. Nothing to worry about for all of you who consistently contribute but starts to formally put non-payers on notice.

Following our resurfacing, hopefully in November weather permitting, we still need to address timber replacements on the Franklin Point and Hughes bridges. If we can get the weather to cooperate we will have accomplished all of our major goals for the year and will be well-prepared for hitting the road hard right after spring thaw. Wish us luck.

Here are your October financials:

<u><b>Income</b></u>	<u><b>Checking</b></u>	<u><b>Emergency</b></u>
<b>September Balance Forward</b>	<b>16,618</b>	<b>10,017</b>
September Dues Collected	300	

Contributions (Bottles/Cans)	103	
<b>Income Total</b>	<b>17,021</b>	
<b><u>Expenses</u></b>		
<b>Expense Total</b>	<b>0</b>	
<b>October Balance Forward</b>	<b>17,021</b>	<b>10,019*</b>
<b>*Includes accumulated interest</b>		

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### November Newsletter 2019

Our major project on gravel additions to the road was completed earlier this month and appears to be holding up reasonably well. We are hoping that we can get through the winter without too much road failure by continuing to add stone to the worst of the potholes that develop. As noted, we hope to do a re-application of the stone to the gravel sections of the road early in the spring after the last freeze. Freeze-thaw and trucks are our biggest enemies on the road. We can't do much about the trucks but we can hopefully mitigate the frost-heaving that occurs on the road with an early application of stone.

Also by now you all should have received your dues invoices for 2020. For those of you who are confused as to where to send your checks and who to make them out to, here is info:

Make checks payable to Honoco Inc. and send to:

Honoco Inc.

PO Box 168

Aurora NY 13026

Once again dues for 2020 will be \$125/\$250 with no additional assessment for storm emergencies this year. Dues are due and payable Jan 1<sup>st</sup> and considered delinquent after March 1<sup>st</sup>.

Next month we hope to complete our work on the Franklin and Hughes bridge repairs and provide you with a year-end summary of our work and finances.

Here are your November financials:

<b><u>Income</u></b>	<b><u>Checking</u></b>	<b><u>Emergency</u></b>
<b>October Balance Forward</b>	<b>17,021</b>	<b>10,019</b>
October Dues Collected	0	
Contributions (Bottles/Cans)	0	
<b>Income Total</b>	<b>17,021</b>	
<b><u>Expenses</u></b>		

Road Repair @ 1081 Honoco (Steel Plate Purchase)	373	
Road Stone/Application (138T @ \$31/T)	4278	
Office Supplies for Mailings	316	
<b>Expense Total</b>	<b>4967</b>	
<b>October Balance Forward</b>	<b>12,054</b>	<b>10,021*</b>

\* Includes accumulated interest