

TOO MUCH DEBT:

**Washington State can't finance
major highway projects it has planned**

SUMMARY

Washington is dangerously close to its constitutional debt limit.

SR 520 is dangerously close to the end of its useful life.

The state is advocating a construction plan that can't legally be paid for.

This plan doesn't solve SR 520's earthquake safety or traffic problems.

Why?

It's time to get real – to create a plan for SR 520 that is within the state's financial ability and that solves imminent safety problems.

It is time to use available funds for safety, and defer expansion until additional funding is available.

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Information about the Coalition for a Sustainable SR 520, page 20

The State is starting to expand the 520 Bridge, but won't have the money to finish

The state doesn't have the ability to finance the project.

- ◆ There is very little cash,
- ◆ Gas taxes for future years are already committed, and
- ◆ Tolls can't generate enough revenue.

The state has planned to finance the project almost entirely with debt, but is up against its constitutional limits on borrowing, as well as practical questions about how much it can pay back.

The State is scaling the project back, which means our own highway to nowhere

The state plans to expand 520 on the east side of Lake Washington to six lanes all the way to Redmond. It also wants to expand the floating bridge to six lanes.

On the west end, the six lanes will stop at the high-rise section of the floating bridge, before the highway reaches Seattle. This means that:

- ◆ Six lanes will have to funnel into four out over the lake, and
- ◆ We will have spent \$2.5 billion to move a traffic jam from Medina closer to Seattle.

This does **NOT** solve the traffic problems.

This does **NOT** solve the safety problems.

WSDOT says earthquake problems mainly endanger the columns supporting the western high rise and the bridge over Portage Bay, both on the Seattle side of the lake. But the state plan spends hundreds of millions of dollars on the east side, where there are no safety problems.

The state can't get funding even for this partial project.

The state can't issue enough bonds without shattering its debt limit or abandoning other needed projects. All parties agree the federal government will not provide significant funding. This means there is no realistic way to finance even the partial project.

Taxpayers have been promised what can't be delivered.

Citizens have been told there will be a new 520 bridge by 2014. They have not been told it will:

- ◆ **Not** reach Seattle,
- ◆ **Not** solve earthquake safety problems and
- ◆ **Not** solve traffic problems.

Citizens have **not** been told that financing SR 99 and SR 520 will exhaust the state's borrowing capacity for many years so other needed projects will not get done.

There are no easy fixes

Voters could change the constitutional debt limits, but is it prudent to bury the state in more debt during a troubled economy?

Voters could approve big new taxes. Issuing bonds backed by the revenue from these taxes will still increase our debt. If only current revenues from new taxes are used, with no bonding, they will not be enough to support major projects.

Very high tolls could be put on both SR 520 and I-90 now. If this did not cause a significant drop in vehicle usage, over several years this tolling history might support more bonding. But again, this involves taking on more debt.

We can't afford wishful thinking about the state's ability to fund big projects

Wanting to do a project does not mean it can be done.

The state needs to re-prioritize its projects based on financing which can realistically be assumed to be attainable and be repaid.

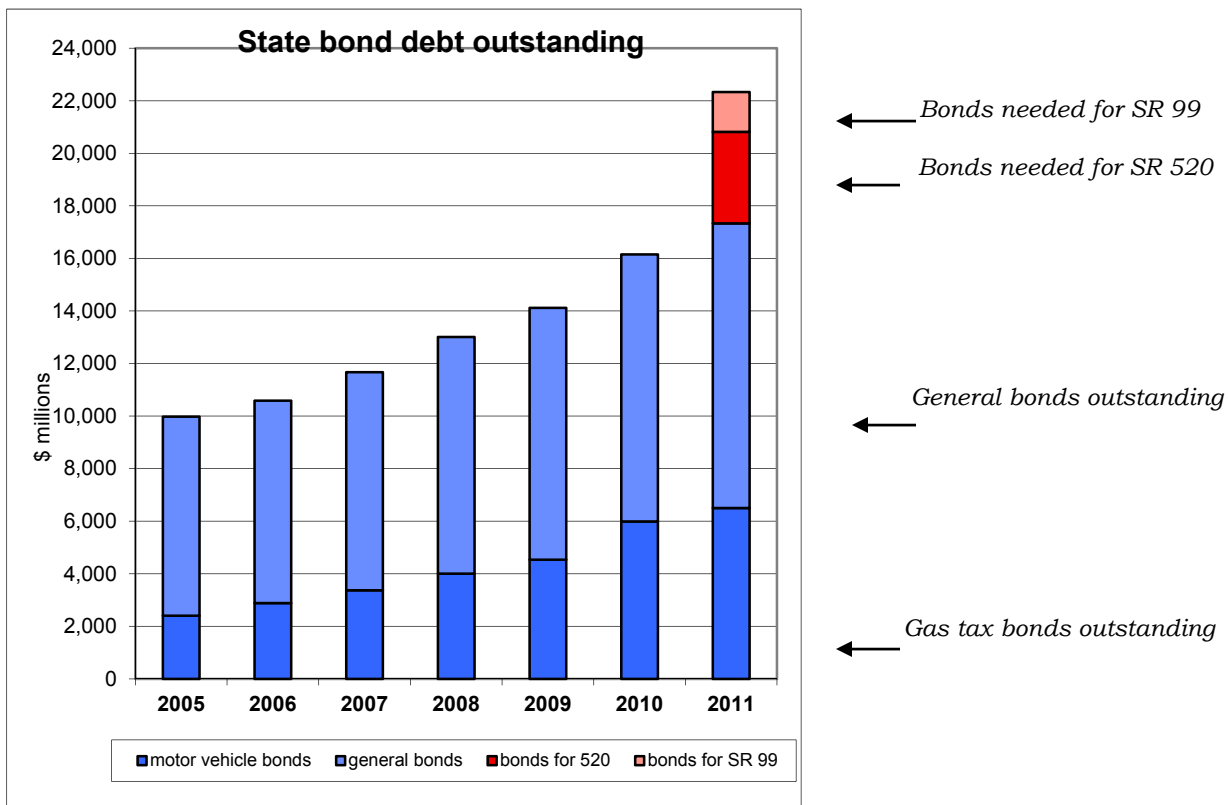
With or without the temptation to find technical loop holes to avoid debt limits, the state is very close to these very real restrictions. These limits are there for a reason.

It is time to stop spending on an unrealistic dream for SR 520

Construction on the east side of the lake is to start soon. If the money is spent there, some of the highway's worst safety problems will not be fixed. And the traffic jam will only be moved, not reduced, even for transit.

With the money available now, the state could fix the imminent safety problems. Later, when more financing is available, the corridor can be expanded. Our coalition supports this approach.

Washington State has much more debt than it did a few years ago



- State debt has increased by 62% since 2005

- This debt is in the form of bonds, issued to build highways and capital projects like schools, prisons, government buildings and other infrastructure

The debt needed for highways SR 99 and SR 520 Would increase the state's total debt by 31%

- If the bonds for highways 99 and 520 were sold in 2011, the state's debt would be more than twice as big as it was in 2005 – that's more than a 100 percent increase in just six years.

For sources and footnotes on this page, please see page 12

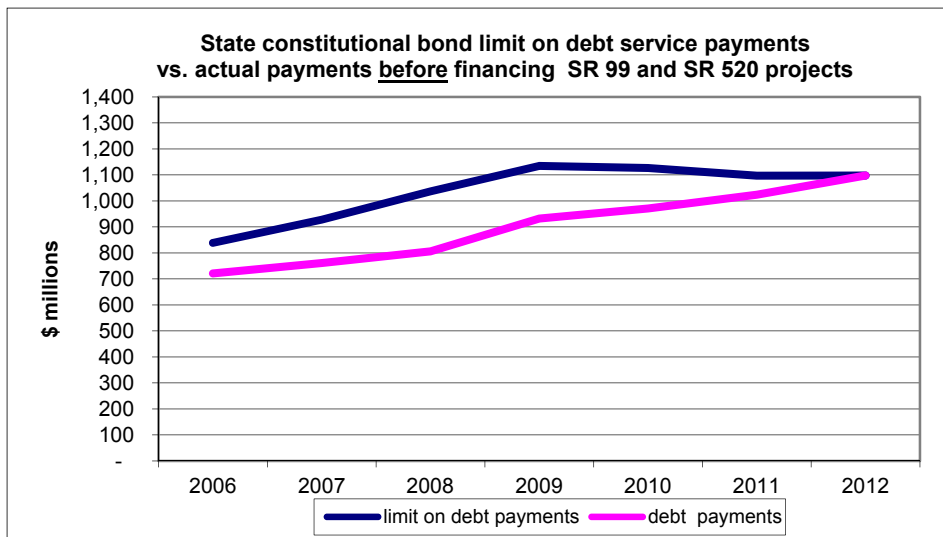
Coalition for a Sustainable SR 520, DRAFT 7/24/2010

Washington State is very near its debt limits

There are two kinds of limits on state debt: practical and constitutional.

The constitutional debt limit is contained in Article 8 of the State Constitution. It mandates that debt service (paying off bonds) can not be more than 9% of the state's income (with certain adjustments).

This constitutional limit was written to prevent the emotions of any period from overwhelming the need for prudence. The state is very near its constitutional debt limit. Here are the state treasurer's projections.



The practical limits are simply the prudent judgment of legislators on how much debt is wise under existing circumstances, and the judgments of bond buyers on how risky the state bonds are and whether they want to buy them.

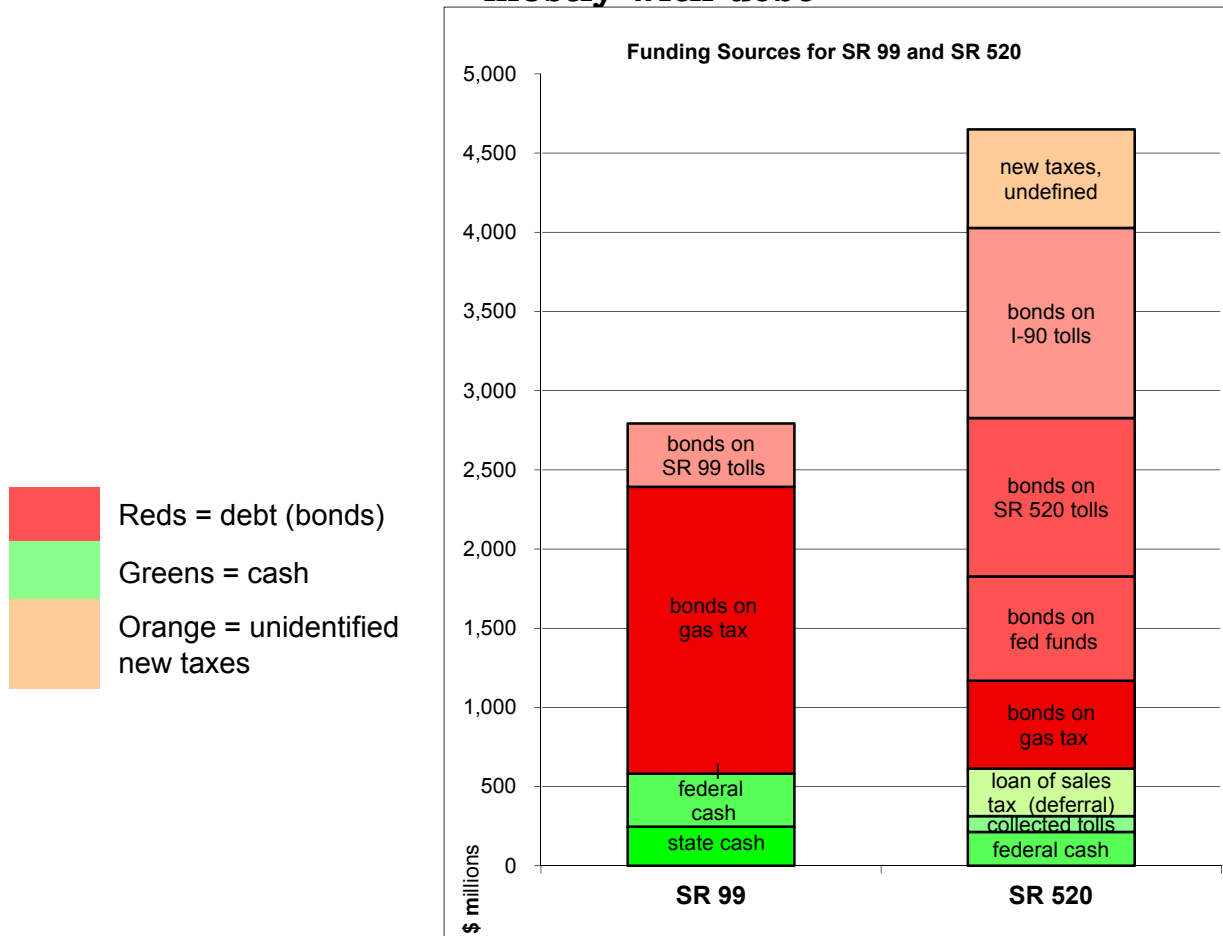
Every day we read about state and local governments getting into financial trouble. This is a time to pay careful attention to the state's practical limits, its ability to repay its debts and still provide critical services. It's a time to think carefully about priorities, about which projects are most essential.

Washington state may be on the edge of what is prudent. In fact, the legislature will be asking voters in November for an exemption from the constitutional debt limit, so that \$500 million in bonds can be issued to create jobs by making energy saving improvements in schools.

For sources and footnotes on this page, please see page 13

Coalition for a Sustainable SR 520, DRAFT 7/24/2010

The state plans to finance the two big highway projects mostly with debt

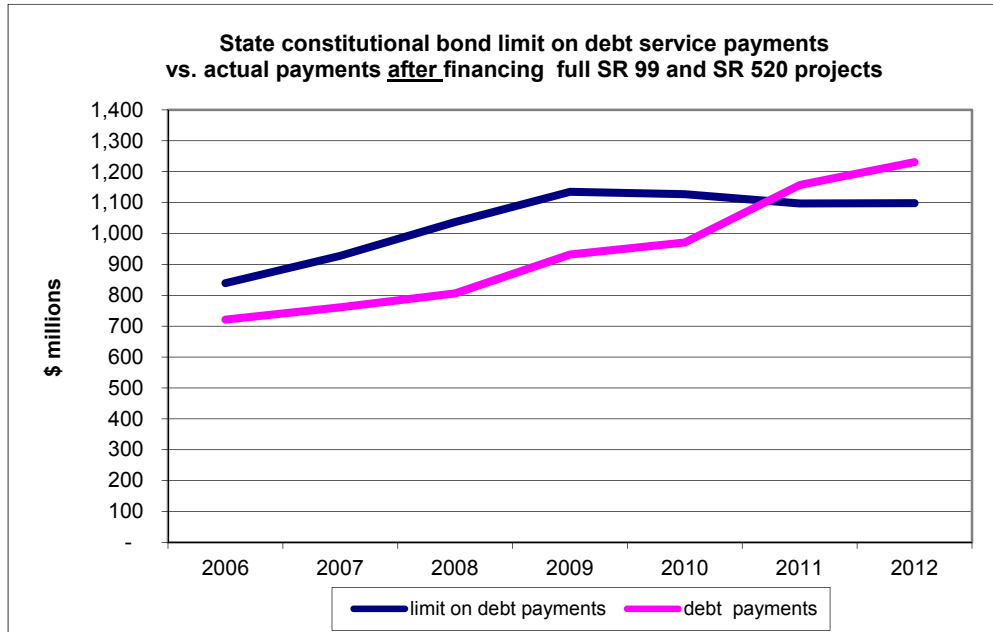


SR99 and SR 520 together would require \$5,600,000,000 in debt. This would increase the current state debt by approximately a third.

The state currently plans to use three kinds of debt for these two projects:

- 1) Bonds backed by the gas tax and by the state’s guarantee. However, the stream of future revenue from gas taxes is already committed to various projects. The state does not have enough gas tax money to fully fund these two highway projects. So the state is also using:
- 2) Bonds backed by federal funds the state may receive in the future. The state sells bonds now that will be repaid later as the federal government grants funds to Washington. However, some of these federal grants are not certain. In any case, there will not be enough money here, so the state also plans to use:
- 3) Triple-backed bonds. The state would sell bonds based on revenue from tolls and the gas tax, as well as the state’s guarantee. In the chart above, these are labeled “bonds on tolls”. However, these bonds would count against the state’s constitutional debt limit and would therefore cause the state to exceed this limit.

Bonds for SR 520 and SR 99 would put the state over its debt limits



The triple-backed bonds would be included in the constitutional limit, so issuing them would exceed the state's limit. It would also make the state's financial condition more dangerous.

Doing these huge projects would preclude doing many smaller needed and worthwhile projects, because the huge projects would use up the state's ability to sell and pay off bonds.

There are other large projects which are not funded, including the resurfacing of I-5 and the Columbia Crossing project.

Every time bonds are issued with a guarantee from the state, there is some risk to the state's general fund. With so many demands on the general fund, is this the time to take on more multibillion dollar debts?

The state's resources are clearly very limited, both in the general fund and in its ability to obtain financing by issuing bonds. It is therefore necessary to allocate resources to the projects which provide the most benefit.

For sources and footnotes, please see pages 15 to 18

Coalition for a Sustainable SR 520, DRAFT 7/24/2010

**The full SR 520 project can't be funded now...
or in the foreseeable future...,
so the state is only planning to build part of the project**

Although this has not been explained to the public, the state has no plans to finance anything beyond improvements to the east side and most of the floating bridge. Nothing would be done on the west side, and the 6 lanes coming across the lake would have to merge into 4 lanes before they reach Seattle.

Scope of partial project: 520 sections shown in blue would be expanded to 6 lanes; 520 sections shown in red would be left as they are now, 4 lanes.



This current plan is documented in the state financial plan for SR 520, available on request; in the June 2010 bond prospectus page A-20;
http://www.tre.wa.gov/documents/debt_2010F-OS-FINAL.pdf
and in the state financial plan for highway projects , page 16
<http://leap.leg.wa.gov/leap/Budget/Detail/2010/htTPANickelHighwayProjects0308.pdf>.

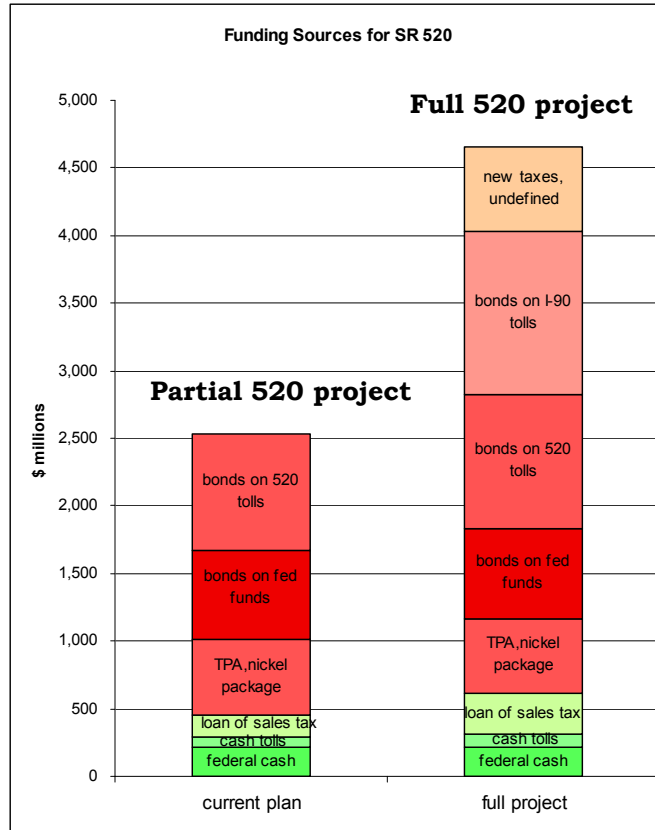
**There is no plan to complete 520 improvements, and
no way to fund them!**

The partial project would leave the columns supporting 520 on the west side vulnerable to earthquakes. Critical safety issues are not resolved.

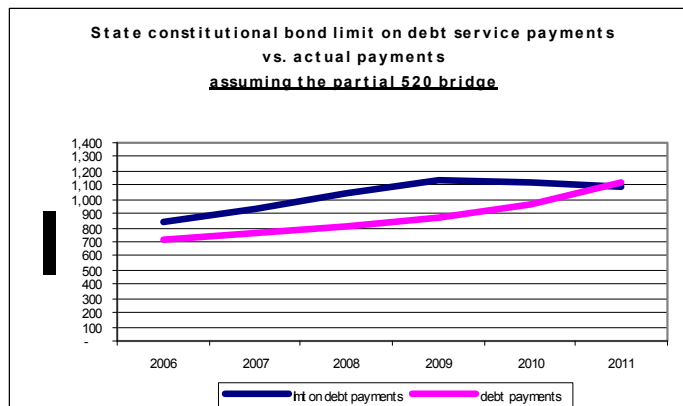
The partial project would spend \$2.5 billion to move the traffic jam from Medina west towards Seattle, where the 6 lanes would merge into 4 lanes. Critical traffic issues are not resolved.

Construction on the east side is to start in a few months, building a bigger highway to nowhere.

Even the partial project can not be funded without exceeding the constitutional debt limit



The partial project is dependent on triple-pledge bonds which are beyond the state's financial capacity.



Sources for this page are on pages 13 and 19 .
Coalition for a Sustainable SR 520, DRAFT 7/24/2010

It's time for feasible plans that make sense!

It makes no sense to start a highway expansion that:

- Would spend \$2.5 billion just to move a traffic jam from Medina closer to Seattle;
- Would not be able to finance the completion of 520 for many years; and
- Does not solve critical safety problems.

Even if the state were to find money for the partial project, the plans for the full project don't work:

- The state would spend \$4.6 billion to create ONE additional lane connecting 520 to I-5 south of 520 only, towards Seattle in the morning and towards the east side in the evening.
- It would be no quicker for people to get to Seattle destinations, because it would create so much additional traffic in Seattle that there would be permanent congestion; and
- The plan would require taking federally-protected open space, which will provoke opposition and is very unlikely to happen.

It's time to solve SR 520's safety problems, assess what happens when tolls are charged, and make coherent expansion plans when funding is available

Once tolls are charged on SR520, which will start early next spring, traffic may be reduced so additional lanes are not needed.

Once there is a history of how traffic is affected by tolling, it may be possible to sell more bonds based on that experience.

Let's fix the safety problems now; let's institute the tolls; and let's make better plans to expand 520 when the money is available.

Sources and notes for statements on page 5

The chart on page 5 shows actual debt through June 2010. The 2011 number assumes that debt for the full SR 520 and SR 99 projects is issued in 2011. The SR 520 and SR 99 debt might actually be spread over several years, but the total would be the same.

Data used in chart on page 5

in \$ millions					
	Gas tax bonds	general bonds	bonds for 520	bonds for SR 99	Totals
2005	2,404	7,575			9,979
2006	2,881	7,703			10,584
2007	3,368	8,305			11,673
2008	4,004	9,003			13,007
2009	4,536	9,582			14,118
2010	5,989	10,162			16,151
2011	6,501	10,834	3,482	1,518	22,335
2012	6,900	11,479			

2010 increase from 2005	62%
2011 increase from 2005	124%
2011 increase from 2010	138%

Sources;

Bond prospectus 6/1/2010, Bond history pdf page 57, document page A-28, Table 13
http://www.tre.wa.gov/documents/debt_2010F-OS-FINAL.pdf

- 2010 to 2012 estimates are in 2010 Treasurer's certificate of debt limitation. We can not find this online, for a copy, email Fran@RoanokeCap.com.
- 2012 gas tax bonds are our estimate, likely to be low.
- For amounts of bonds for SR 99 and SR 520, please see following pages.

Sources and notes for statements on page 6

Sources: REFERENDUM

The 2010 Legislature passed EHB 2561, <http://apps.leg.wa.gov/documents/billdocs/2009-10/Pdf/Bills/Session%20Law%202010/2561.SL.pdf>

Section 501, Part 5, Referendum Provisions says that voters will be asked to approve \$500 million bonds for job creation. (page 16)

Sources: Data for chart:

- Pre-2009 data comes from "Citizen Guide to the Budget 2010, page 23

http://www.leg.wa.gov/Senate/Committees/WM/Documents/Publications/BudgetGuides/2010/CGTB2010Final_3.pdf

- 2010 -2012 data comes from Treasurer's certificate of Debt Limitation 2010, pdf page 8, document page 6 . Document not on line, we can provide a copy.

WITHOUT SR 99 and SR 520	in millions	
	limit on debt payments	debt payments
2006	839	721
2007	928	761
2008	1,037	806
2009	1,135	932
2010	1,127	971
2011	1,097	1,024
2012	1,098	1,098

WITH SR 99 and SR 520	in millions	
including payments on triple-backed bonds for SR 99 and SR 520	limit on debt payments	debt payments
2006	839	721
2007	928	761
2008	1,037	806
2009	1,135	932
2010	1,127	971
2011	1,097	1,157
2012	1,098	1,231

Sources and notes for statements on page 7

Data on SR 520 funding comes from WSDOT website:

<http://www.wsdot.wa.gov/Projects/SR520Bridge/financing.htm>

and from the reports of the legislative workgroup, see below.

Breakdowns of data were provided by the state Office of Program Review.

We used the legislative workgroup reports cited below to estimate the revenue from I-90 tolls and from new taxes. The amounts to be provided by I-90 tolls and by new taxes could vary as long as the total from the two sources remains constant.

Funding SR 520 and SR 99				
million \$				
	SR 99	SR 520		
state cash	247			
federal cash	334	214		
collected tolls	0	100		
loan of sales tax (deferral)	0	300		
bonds on gas tax	1,812	554		
bonds on fed funds	0	659		
bonds on SR 520 tolls	0	1,000		
bonds on I-90 tolls		1,200		
bonds on SR 99 tolls	400			
new taxes, undefined		623		
Total construction cost	2,793	4,650		
			SR99	SR 520
bonds on gas tax	1,812	554	65%	12%
bonds on 520 tolls	0	1,000	0%	22%
bonds on I-90 tolls	0	1,200	0%	26%
bonds on federal funds	0	659	0%	14%
bonds on SR 99 tolls	400	0	14%	0%
new taxes, undefined	0	623	0%	13%
dependent on new bonds and new taxes	2212	4036	79%	87%
cash in hand	581	614	21%	13%

The 2009 legislative workgroup on 520 identified I-90 tolls as the only feasible source for supporting the debt needed to do the SR 520 project.

http://www.wsdot.wa.gov/partners/sr520legislativeworkgroup/files/1117_tollscenarios.pdf

Even with full tolls on I-90, the workgroup identified the need for additional new taxes to fund SR 520, and identified tax alternatives.

See http://www.wsdot.wa.gov/partners/sr520legislativeworkgroup/files/1117_potentialfundingsources.pdf

The workgroup acknowledged that federal funds would not be significant; additional fed funds in excess of \$100 million are unlikely. The meeting materials are much more informative than the final report of the legislative workgroup, which avoids discussion of the difficult financing issues. .

<http://www.wsdot.wa.gov/partners/sr520legislativeworkgroup/files/finalreport/RecommendationsRpt.pdf>

Sources and notes for statements on page 7, cont'd

Data on SR 99 funding comes from WSDOT website:
<http://www.wsdot.wa.gov/projects/viaduct/>

State funding

These projects have \$2.4 billion in committed funding from the state gas tax and federal sources:

- 2005 Gas Tax ([Partnership Funding](#)) - \$1,559.4 million
- 2003 Gas Tax ([Nickel Funding](#)) - \$253.1 million
- Other State Funds - \$247.4 million
- Federal Funds - \$334.3 million
- Local Funding - \$6.5 million

To fill the funding gap, the Legislature, which endorsed the proposed bored tunnel during its 2009 session, stated the finance plan must include no more than \$400 million in [toll funding](#).

Sources and notes for statements on page 8

	millions		millions
	Debt amount		Bond amount
all debt for SR 520	3,413	triple backed bonds for SR 520	2,200
all debt for SR 99	2,212	triple backed bonds for SR 99	400
Total debt	5,625	Total triple backed bonds	2,600

- 2011 and 2012 debt service on SR 99 and SR 520 includes only the triple-pledge bonds, not the gas tax or federal funds bonds.

Calculations of payments on triple backed bonds

	millions	calculator debt service
triple backed bonds for SR 520	2,200	
triple backed bonds for SR 99	400	
Total triple backed bonds	2,600	133

Debt service calculations are estimated using an online program:

<http://www.cypresscapital.com/dscal.htm>

Full debt service: \$5.6 billion, 3%, 30 years: annual payment \$285 million

Triple-back debt service: \$ 2.6 billion, 3%, 30 years, annual payment \$133 million

Sources and notes for statements on page 8, continued

- The state plans two main kinds of borrowings
 - Bonds backed by gas tax revenues as well as the state's guarantee. These are exempt from the constitutional debt limit... but not from the questions of prudent judgment.

 - Triple backed bonds, which would be backed by toll revenues, gas tax revenues, and the state's guarantee. These would be exempt if there were enough funds in the motor vehicle fund to cover the debt service; but since there are no such funds, they are not exempt.

- It is possible that the state can issue a few bonds backed only by toll revenue, but since there is no tolling history, bond buyers would keep this amount very low.

- Motor vehicle bonds are exempt from the constitutional debt limit if the state commits motor vehicle revenues to cover the debt service. However, the remaining motor vehicle funds are needed for operations and maintenance. There is not enough in the motor vehicle fund to provide debt service for these bonds. See 2010 supplemental financial plan, WSDOT, 106-Motor Vehicle Fund.

The state law providing funding indicates that the legislators intended that funds in the motor vehicle account be available for this debt service, see below.

State law on triple-pledge bonds

RCW 47.10.879

Bond issue authorized.

In order to provide funds necessary for the location, design, right-of-way, and construction of the state route number 520 corridor projects, as allowed in section 2, chapter 472, Laws of 2009, there shall be issued and sold upon the request of the department of transportation a total of one billion nine hundred fifty million dollars of general obligation bonds of the state of Washington first payable from toll revenue and excise taxes on motor vehicle and special fuels in accordance with RCW [47.10.883](#).

RCW 47.10.883

Statement of general obligation — Pledge of toll revenue and excise taxes.

Bonds issued under the authority of this section and RCW [47.10.879](#), [47.10.884](#), and [47.10.885](#) shall distinctly state that they are a general obligation of the state of Washington, shall pledge the full faith and credit of the state to the payment of the principal thereof and the interest thereon, and shall contain an unconditional promise to pay such principal and interest as the same shall become due. The principal of and interest on the bonds shall be first payable in the manner provided in this section and RCW [47.10.879](#), [47.10.884](#), and [47.10.885](#) from toll revenue and then from proceeds of excise taxes on motor vehicle and special fuels to the extent toll revenue is not available for that purpose. Toll revenue and the state excise taxes on motor vehicle and special fuels imposed by chapters [82.36](#) and [82.38](#) RCW are hereby pledged to the payment of any bonds and the interest thereon issued under the authority of this section and RCW [47.10.879](#), [47.10.884](#), and [47.10.885](#), and the

Sources and notes for statements on page 8, continued

State law on triple-pledge bonds continued

legislature agrees to continue to impose these toll charges on the state route number 520 corridor, and on any other eligible toll facility designated by the legislature and on which the imposition of tolls is authorized by the legislature in respect of the bonds, and excise taxes on motor vehicle and special fuels in amounts sufficient to pay, when due, the principal and interest on all bonds issued under the authority of this section and RCW [47.10.879](#), [47.10.884](#), and [47.10.885](#).

RCW 47.10.885

Equal charge against motor vehicle and special fuels excise taxes.

Bonds issued under the authority of RCW [47.10.879](#), [47.10.883](#), and [47.10.884](#) and this section and any other general obligation bonds of the state of Washington that have been or that may be authorized and that pledge motor vehicle and special fuels excise taxes for the payment of principal and interest thereon shall be an equal charge against the revenues from such motor vehicle and special fuels excise taxes.

RCW 47.10.884

Repayment procedure.

For bonds issued under the authority of this section and RCW [47.10.879](#), [47.10.883](#), and [47.10.885](#), the state treasurer shall first withdraw toll revenue from the state route number 520 corridor account created under chapter 472, Laws of 2009, and, to the extent toll revenue is not available, excise taxes on motor vehicle and special fuels in the motor vehicle fund and deposit in the toll facility bond retirement account, or a special subaccount in the account, such amounts, and at such times, as are required by the bond proceedings.

Any excise taxes on motor vehicle and special fuels required for bond retirement or interest on the bonds authorized by this section and RCW [47.10.879](#), [47.10.883](#), and [47.10.885](#) shall be taken from that portion of the motor vehicle fund that results from the imposition of excise taxes on motor vehicle and special fuels and which is, or may be, appropriated to the department for state highway purposes. Funds required shall never constitute a charge against any other allocations of motor vehicle fuel and special fuel tax revenues to the state, counties, cities, and towns unless the amount arising from excise taxes on motor vehicle and special fuels distributed to the state in the motor vehicle fund proves insufficient to meet the requirements for bond retirement or interest on any such bonds.

Any payments for bond retirement or interest on the bonds taken from other revenues from the motor vehicle fuel or special fuel taxes that are distributable to the state, counties, cities, and towns shall be repaid from available toll revenue in the manner provided in the bond proceedings or, if toll revenue is not available for that purpose, from the first excise taxes on motor vehicle and special fuels distributed to the motor vehicle fund not required for bond retirement or interest on the bonds. Any excise taxes on motor vehicle and special fuels required for bond retirement or interest on the bonds authorized by this section and RCW [47.10.879](#), [47.10.883](#), and [47.10.885](#) shall be reimbursed to the motor vehicle fund from toll revenue in the manner and with the priority specified in the bond proceedings.

Sources and notes for statements on page 8, continued

Washington State Constitution, Article 8, excerpts below

<http://www.leg.wa.gov/lawsandagencyrules/pages/constitution.aspx>

ARTICLE VIII

SECTION 1 STATE DEBT. (a) The state may contract debt, the principal of which shall be paid and discharged within thirty years from the time of contracting thereof, in the manner set forth herein.

(b) The aggregate debt contracted by the state shall not exceed that amount for which payments of principal and interest in any fiscal year would require the state to expend more than nine percent of the arithmetic mean of its general state revenues for the three immediately preceding fiscal years as certified by the treasurer. The term "fiscal year" means that period of time commencing July 1 of any year and ending on June 30 of the following year.

(c) The term "general state revenues" when used in this section, shall include all state money received in the treasury from each and every source whatsoever except: (1) Fees and revenues derived from the ownership or operation of any undertaking, facility, or project; (2) Moneys received as gifts, grants, donations, aid, or assistance or otherwise from the United States or any department, bureau, or corporation thereof, or any person, firm, or corporation, public or private, when the terms and conditions of such gift, grant, donation, aid, or assistance require the application and disbursement of such moneys otherwise than for the general purposes of the state of Washington; (3) Moneys to be paid into and received from retirement system funds, and performance bonds and deposits; (4) Moneys to be paid into and received from trust funds including but not limited to moneys received from taxes levied for specific purposes and the several permanent and irreducible funds of the state and the moneys derived therefrom but excluding bond redemption funds; (5) Proceeds received from the sale of bonds or other evidences of indebtedness.

*(g) Notwithstanding the limitation contained in subsection (b) of this section, the state may pledge its full faith, credit, and taxing power to guarantee the payment of any obligation payable from revenues received from any of the following sources: (1) Fees collected by the state as license fees for motor vehicles; (2) Excise taxes collected by the state on the sale, distribution or use of motor vehicle fuel; and (3) Interest on the permanent common school fund: **Provided, That the legislature shall, at all times, provide sufficient revenues from such sources to pay the principal and interest due on all obligations for which said source of revenue is pledged.***

Sources and notes for statements on page 10

Data on SR 520 funding comes from WSDOT website:
<http://www.wsdot.wa.gov/Projects/SR520Bridge/financing.htm>
 and from the reports of the legislative workgroup, see page 14.
 Breakdowns of data were provided by the state Office of Program Review.

We used the legislative workgroup reports cited on page 14 to estimate the revenue from I-90 tolls and from new taxes. The amounts to be provided by I-90 tolls and by new taxes could vary as long as the total from the two sources remains constant.

	Partial Project	Full Project	million \$
federal cash	214	214	
cash tolls		82	100
loan of sales tax		160	300
bonds on gas tax		554	554
bonds on fed funds		659	659
bonds on 520 tolls		859	1,000
bonds on I-90 tolls			1,200
new taxes, undefined			<u>623</u>
Total construction cost	2,528	4,650	
total bonds	1,518	3,482	
new taxes, undefined		623	13%
bonds on I-90 tolls		1,200	26%
bonds on 520 tolls		1,000	22%
bonds on federal funds		659	14%
funds available : cash portion		1,168	25%
		4,650	100%
dependent on I-90 bonds and new taxes		4,105	88%

Sources for the chart on debt limits are shown on page 13

Coalition for a Sustainable SR 520

Madison Park.. North Capitol Hill..Montlake.. Laurelhurst..Roanoke Park/Portage Bay. .Boating community

This report is written by the Coalition for a Sustainable SR 520.

The Coalition for a Sustainable SR 520 has been working for years to create a 520 corridor that functions well for the 21st century. In the course of our work, we started asking questions about the financing, and did the research which led to this document.

The Coalition's leaders represent the community councils and boards of Seattle communities along the 520 corridor.



Fran Conley, coordinator, 206- 328-4444; Ted Lane, President Roanoke Park /Portage Bay Community Council ; Anita Bowers, Jonathan Dubman, and Robert Rosencrantz, Montlake Community Council; Maurice Cooper, Madison Park Community Council; Colleen McAleer and Jean Amick, Laurelhurst Community Club; Nancy Brainard, North Capitol Hill Neighborhood Association; Gary Stone, boating community. Fundraising chair Mabry DeBuys. Treasurer Mary Ann Mundy