

NOTES USED IN Bruce Bennett's testimony Tysons Corner Planning Commission hearing 9/7/11

Because the Rail to Dulles and the Tysons Corner development are closely associated and have so many similarities, tonight I would like to use the Rail project in my discussion of funding for Tysons Corner infrastructure.

- The original estimated cost of rail PH I was projected at \$1.8B or ½ of the combined original PH I & II of \$3.6B. The PH I funding was broken down as follows:
 - i. 25% Private funding W/Cap \$400M
 - ii. 50% Federal funding W/Cap \$900M
 - iii. 25% Public funding W/**No Cap** \$???M
- Current PH I rail costs are estimated to be ~ \$3.0B. If we subtract the fixed obligations of the Federal and Private segments, \$3.0B - \$1.3B = \$1.7B. that leaves the uncapped public portion at over twice of that to be the Federal and Private contributions, **combined**.

Throughout this whole rail and commercial development process, the public has become disenfranchised. The underlying issue is all of the machinations seem to be designed to lay off ever increasing the costs on us, the public.

One issue that I believe is a serious problem for the taxpayers is the Public Private Partnership (PPP) method to advance these projects.

It is clear the PPP has some real "Carbuncles."

To emphasize my concerns regarding the PPP, I have brought three pieces of information for you tonight.

- The first one is from an Internet publisher, "Town Hall.Com." In that piece the whole process of Public Private Partnership is called into question.

- The second piece is a booklet by Poole & Samuel, "*Transportation Mega Projects & Risk.*"
- The third document is a letter from Mr. William Coleman, who I believe was the Secretary of Transportation under President Ford and who, in this letter, called into serious question the whole contracting process for the Rail. Two examples of which I cite below:
 - i. Inappropriate Secrecy Provisions
 - ii. A supposed "Fixed Price portion of the contract which is really not fixed price...."

Tonight I was stunned to hear the Private sector is now suggesting that we, the Public Sector, accept 68% of the T/C infrastructure costs while they, those who will, in perpetuity, benefit with an enormous economic windfall; will contribute just 32%.

My request is simple, let us merely switch economic obligations as they were established and applied to the Rail PH I, and have the Public (Taxpayers) be responsible for 25% of the infrastructure costs... and, oh by the way.. this time let the Public Portion be capped and let the Private sector be exposed to the aberrant cost overruns.

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