

I am writing in total opposition to the tolling plan(s) on I-205. In a time of record revenue, we are consistently told local and state departments are in a budget crisis. The answer is always new revenue streams. I would like to see ODOT give serious consideration to increased efficiencies in project planning and implementation.

The mayor of West Linn gave troubling testimony as to the planned inefficiencies of the funding of the Abernathy project. We were shown ODOT numbers that are frankly preposterous and should be embarrassing. Forty cents of every dollar collected goes to a private firm to administer tolling. Seven of every eight dollars go to administration of the project overall and one to actual construction.

If assume this level of inefficiency across ODOT operations, we can extrapolate this from the existing \$6.12B budget: between \$2.45B (40% budget) and \$5.35B (7 out of 8 dollars of budget) is up for discussion. These dollars would represent non-construction expenditures. Perhaps these could be given a serious look. We should all aspire to work within our (generous in ODOT's case) budgets.

The JTSSTP board referenced one example of a gross inefficiency that could be curtailed; a subcommittee (equity) that has 13 members and has had 26 meetings so far. We can only assume there are many more to review.

Thank you,  
Austin Brown