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**2025–2027  
GOVERNOR'S  
RECOMMENDED BUDGET  
PRESENTATION  
REFERENCE DOCUMENT**



**SUBMITTED TO  
THE TRANSPORTATION AND  
ECONOMIC DEVELOPMENT  
SUBCOMMITTEE FOR WAYS & MEANS**

**MARCH 3, 2025**

**Oregon Department of Transportation  
Ways & Means Reference Document  
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# Transportation Funding Needs

**Sufficient and reliable funding needs for on-road multimodal maintenance services, agency operations and safety**

# Introduction

Oregon has benefited from a foundation of transportation funding paid by users across the state. Unfortunately, the primary funding mechanism, the gas tax, is eroding. And while our funding erodes, the need remains and continues to grow. Seismic vulnerability, lack of multimodal options, congestion, deferred maintenance — and a sharp increase in crashes, serious injuries and fatalities — threaten Oregon's residents, visitors, businesses and the state overall.

We know what it takes to build roads that serve as the backbone for thriving communities and rural destinations; multimodal connections that foster safe and healthy travel; interstates that bring Oregon's goods to markets all over the world; and a statewide transit system that carries Oregonians where they need to go. However, Oregon's transportation funding structure today can't maintain what we already have, let alone make the improvements we know we need to make, to keep our transportation system and infrastructure assets from becoming liabilities.

Oregon's transportation system works best when we keep our roads, bike lanes, and sidewalks open and safe for travel, and our communities clean and livable. This document identifies the transportation funding needs for the Oregon Department of Transportation.

The focus of this document is on operations, maintenance and safety needs that are eligible for State Highway Fund investments. Needs are based on the goal to ensure our transportation system serves people, grows the economy, and improves Oregon's future. A summary of needs is shown on Table 1 on the next page and described in this document.

The needs described in the table and this document are for ODOT-only State Highway Fund eligible investments. Local and other transportation funding needs exist but are not estimated in this document.

**Table 1: Summary of ODOT State Highway Transportation Funding Needs for Service Functions and Safety**

Service	Estimated Annual Need	Annual Funding Gap
<b>Service Functions</b>		
Maintenance	\$ 450 million	\$ 205 million
DMV	\$ 170 million	\$ 50 million
Commerce and Compliance	\$ 60 million	\$ 25 million
Agency Operations	\$ 450 million	\$ 170 million
<b>Safety System Investments</b>		
Preservation	\$ 1,250 million	\$ 980 million
Programmatic and Systemic Safety Investments	\$ 200 million	\$ 145 million
Safe Routes to School Infrastructure	\$ 50 million	\$ 35 million
On-Road Bicycle and Pedestrian Network	\$ 135 million	\$ 115 million
Great Streets Program	\$ 65 million	\$ 45 million
On-Road Freight Investments	\$ 12 million	\$ 8 million
<b>TOTAL</b>	<b>\$2,842,000,000</b>	<b>\$1,778,000,000</b>
<b>Fulfilling HB 2017 Commitments</b>		
I-5 Rose Quarter	\$ 1,500 - \$1,900 million	\$ 900 - \$ 1,300 million
I-205 Improvements	\$ 1,450 - \$1,550 million	\$ 1,250 - \$ 1,350 million
<b>TOTAL</b>	<b>\$ 2,950 - \$3,450 million</b>	<b>\$ 2,150 - \$ 2,650 million</b>

# Funding Challenges

Transportation agencies across Oregon, including ODOT, are facing a structural revenue challenges. Fuels tax revenues have flattened and are on track to decline. At the same time, we are seeing record inflation. Funding that is available is directed towards specific uses, leaving many core services like maintenance and operations grossly underfunded. Some of the key funding challenges are described more below.

## Fuels Tax Revenue Decline

In Oregon, gas tax is combined with fees on drivers, vehicles, and trucks to form the State Highway Fund. The average driver spends about \$160 per year in Oregon gas tax and also pays an annual vehicle registration fee that varies by vehicle fuel efficiency. State Highway Fund dollars are distributed to transportation agencies across the state.

Oregon's fleet of passenger vehicles is 21% more efficient than 15 years ago. And within a decade, virtually every new car sold in Oregon will be electric according to rules adopted by the Oregon Department of Environmental Quality. This switch to EVs will help reduce greenhouse gas emissions from transportation by about 60% below 1990 levels over the next 25 years and, under our current system, will significantly reduce funding for maintaining and operating the transportation system.



*Fuels tax revenue is declining.*

## Rigid Fee Structure

Driver and motor vehicle fees collected by the DMV contribute to the State Highway Fund. However, about 75% of fees paid to DMV go to local governments, state highway projects, and other programs—to the point that the fees DMV is allowed to retain no longer cover the cost of doing business. While HB 2017 (2017) raised title and registration fees, less than 3% of this additional revenue went to highway maintenance—and none of it was retained by the DMV to cover their cost of serving customers. For example, the average title fee for a passenger car today is \$101. Of that, only \$10 goes to DMV for the cost of providing the service, yet it costs the agency \$27 to provide that service.

## Rise of Record Inflation

Oregon's gas tax and fees on drivers, vehicles, and trucks don't increase with inflation. Each year, the purchasing power of existing revenues decline. Since 2017, the National Highway Construction Cost Index has increased by over 80%. ODOT is also seeing its costs for day-to-day maintenance go up. Equipment costs have gone up about 25% over the past four years alone. The costs of dump trucks have increased from \$231,000 in 2013 to \$342,000 in 2023—a 48% increase, and we have about 400 in our fleet at any given time. Half ton pickups have increased from \$30,000 to \$56,000—an 86% increase. Paint costs about 30% more than it did four years ago, and ODOT buys over a hundred thousand gallons a year.

## Reliance on Few Sources of Revenue

Oregon has traditionally applied a "user pays" principle to funding our transportation system. Revenue for maintenance and operations is raised primarily from the gas tax and fees on drivers, vehicles, and trucks. While other taxes and fees exist, they don't contribute to ongoing maintenance and operations of the transportation system.

Underfunding the transportation system is not a challenge unique to Oregon. However, other states often also use revenue from sales taxes, property taxes, or tolling. Twenty-four states and the District of Columbia have a variable-rate gas tax that adjusts with inflation or prices. Oregon does not use inflation-resistant funding mechanisms, so increases in inflation and declines in fuel use have a comparatively greater impact to our transportation revenue, and will continue to do so into the future.

# Investment Needs

Service Functions are ODOT's core services. They comprise both the most visible portions of the agency in our Maintenance, DMV, and Commerce and Compliance Divisions and the less visible portions of the agency like HR, IT, and Finance, which help keep the agency running. Costs have continued to rise while investments made from transportation packages over the last 20 years have largely neglected this portion of the agency. These services are funded almost exclusively with the State Highway Fund, as federal dollars can't be used for most of these purposes.

Safety System Investments are those that specifically target eliminating fatalities and serious injuries. Safety is a top priority for ODOT and nearly every dollar spent has a safety benefit. However, traffic deaths are increasing in Oregon and nationally. More focused investments and efforts are needed, which are described later in this section.

## Service Functions

Billions of dollars flow through ODOT every year but the amount available for road maintenance and agency operations is a small fraction. It is also constrained by state and federal law, and relies too heavily on a declining source.

ODOT's Legislatively Adopted Budget for the 2023-2025 biennium is \$6.3 billion. Of this, \$2.7 billion are federal funds, which generally can't be used for maintenance and agency operations, and over \$700 million are dedicated to transit, Connect Oregon, passenger rail, and other activities.

That leaves the State Highway Fund as the source ODOT relies on to cover almost all costs of day-to-day maintenance and agency operations. For the 2023-25 biennium we project the State Highway Fund will take in \$3.5 billion in total revenue.

Under state law, before we can pay for maintenance, ODOT first has to transfer funds to other agencies and local governments, cover the cost of collecting the revenue, pay debt service for bonds the Legislature authorized, and dedicate funds to construction programs as directed in HB 2017 (2017). That leaves \$370 million per year available for maintenance and agency operations (e.g. IT, HR, and finance) that are critical to carrying out the agency's mission. That's about 20% of the total State Highway Fund (or about 10% of total funds coming into the agency). That number has remained flat in recent years, even as total State Highway Fund revenue has increased, because the majority of the new money from HB 2017 was directed by the legislature to construction programs.

The highway maintenance portion of the budget approved by the Legislature for the 2023-2025 biennium is \$631 million. This includes 1,328 total staff positions for the maintenance program, with about 100 of those currently held vacant for budget savings. The Legislatively Adopted Budget reduced ODOT's maintenance budget by \$30 million from our current service levels due to inadequate funds. On top of that, we are reducing the maintenance budget by another \$39 million, for a total reduction of \$68 million in this two-year cycle to stay within our available resources. The Legislature provided \$39 million to offset maintenance reductions for specific uses, but it still leaves the maintenance budget about \$29 million short — a cut of about 5% compared to the amount needed to maintain the current service level from last biennium.

Cuts in the 2025-2027 biennium are projected to be even more dramatic based on revenue estimates. Current projections indicate planned spending would need to be reduced by \$350 million to \$400 million in that timeframe. This would result in reduced service levels for clearing crashes, plowing snow, patching pavement, and removing litter and graffiti. There would also be longer wait times for DMV and other customers and less ability to address safety risks.

## Maintenance and Operations Funding Needs

Maintenance and operations encompasses the activities associated with repairing existing transportation infrastructure and keeping the highway system open and functional. ODOT staff are responsible for about 8,000 miles of roads and 2,700 bridges across the state. Significant staffing resources, equipment, materials and supplies are needed to efficiently and effectively carry out maintenance and operations services. Maintenance, performed primarily by ODOT crews, includes everything from painting centerlines, plowing snow, patching potholes, fixing guardrails, responding to crashes, replacing stop signs, repairing damage from severe weather events, and communicating every day with the public. Maintenance does not include activities intended to enhance existing transportation infrastructure, nor can it be supported with federal funds, except in limited cases.

Maintenance and operations include both proactive and reactive activities:

- **Proactive activities** are planned to keep the system in good condition. Examples include sealing pavement cracks, cleaning drainage systems, and maintaining roadside vegetation. These actions all prevent deterioration of the highway system and reduce safety risks. Prolonging the life of these assets is significantly more cost effective than reacting to infrastructure failures that are often the result of deferred maintenance.



Maintenance work helps us identify and mitigate small issues before they become big problems.

- **Reactive maintenance work** responds to incidents or weather to correct an immediate problem. Examples include responding to and repairing damage from a crash, repairing a landslide, and plowing snow and sanding/deicing the roadway.

Maintenance work helps us identify and mitigate small issues before they become big problems, saving us money down the road and helping reduce our overall risk, not to mention increasing the day to day safety for Oregonians.

ODOT Maintenance and Operations needs around \$205 million per year in additional investment to keep up with inflation, meet the needs of today's transportation system, and ensure the resources are available to retain our capabilities into the future (Table 2).

**Table 2: Annual Funding Needed to Bring Maintenance Back to 2017-2019 Service Levels and Address Needs**

Total Investment Area Need	\$205,000,000*
<b>Restore services lost due to inflation &amp; budget cuts</b>	\$121,100,000
<b>Road, Bridge and Traffic Maintenance</b>	\$ 38,000,000
<b>Emergency Repairs</b>	\$ 1,200,000
<b>Responding to Incidents</b>	\$ 2,200,000
<b>Clean Up: Camp, Graffiti &amp; Litter</b>	\$ 10,800,000
<b>Fleet, Fuels, Materials, Supplies &amp; Equipment</b>	\$ 18,000,000
<b>Operational Support</b>	\$ 3,900,000
<b>Wireless Communications</b>	\$ 7,100,000
<b>Facilities Maintenance</b>	\$ 2,800,000

\*Rounded to the nearest million

Beyond the impacts of inflation and rising costs, additional investment is needed in the following:

- **Capabilities.** This includes the supporting equipment, facilities and systems necessary to deliver the maintenance and operations programs. Investment in this category will:
  - Restore funding needed to maintain the operational effectiveness of staff.
  - Replace equipment and vehicles in a reasonable timeframe to avoid high repair costs.
  - Replace current maintenance software systems that are beyond service life and lack modern capabilities. For example, ODOT is one of the few state DOTs that lacks a modern maintenance management system, and a system to track permits for highway system use or access.

- **Direct services and systems.** Public demands of the transportation system are changing. Investment in this category will:
  - Maintain active transportation features, like separated bike lanes, multi-use paths, and enhanced pedestrian crossings.
  - Provide additional dedicated incident response capabilities to clear incidents more quickly and reduce congestion.
  - Meet the increased demand for graffiti, litter, and camp clean up.
  - Meet the safety and communication needs of ODOT and Oregon State Police by replacing all land-based radios; they were purchased under the state radio project over a decade ago and are now reaching end of life.
- **Climate Impacts.** Weather extremes have resulted in more frequent and severe emergency events, leading to road closures and increased agency response and repair costs. On average, ODOT is spending an additional \$18 million every five years on these events. Extreme weather and climate impacts have also emphasized the need for more proactive investment in culvert maintenance, addressing unstable slopes to protect against landslides, and hazard tree management along our highways. Every \$1 spent on proactive resilience saves an estimated \$6 in repairs, but little dedicated funding exists to proactively invest.

## DMV Service Funding Needs

As the face of state government, DMV staff provide a direct personal connection with millions of customers each year. Today's DMV has about the same number of employees than it did 20 years ago. Meanwhile Oregon's population has grown by 20% over the same period. In addition, DMV is a significant fee collector that funds the transportation sector. In the 2021-2023 biennium DMV collected about \$1.2 billion, yet was allowed to use only about 25% of that for operations. The other 75% went to state, county, and city roads, transit, passenger rail, and more. The amount DMV was allowed to keep, \$302 million, was less than the cost to operate the DMV — \$306 million. That means DMV requires a subsidy from other parts of the State Highway Fund, and this gap is going to grow over time as costs go up and fees are set at flat rates. To better serve people in Oregon with greater speed, quality, and convenience, DMV requires additional staffing and systems.

Additional customer-facing staff would allow for full staffing at available counters, shorten wait times for customers, and ensure that offices don't have to close due to staffing issues — a regular problem with today's constrained staffing.



The number of DMV employees is about the same as 20 years ago despite Oregon's population growth.

DMV's Customer Contact/Call Center, which takes 1.1 million customer contacts a year, needs resources to answer calls, provide a call-back option, and offer web chat for a modern, efficient, customer-focused experience.

Funding for new mobile DMV services will allow DMV staff to bring their services directly to customers, such as people who lack access to physical DMV locations or are unable to access online services.

In total these improvements would require about \$50 million per year in additional investments, adjusted for inflation.

## Commerce and Compliance Funding Needs

The Commerce and Compliance Division (CCD) promotes a safe, efficient, and responsible commercial transportation industry by ensuring that commercial vehicles (freight trucks) traveling across Oregon's transportation system are compliant with all safety regulations. CCD also registers commercial vehicles in Oregon and collects appropriate road usage charges. The number of trucks and motor carrier accounts has grown significantly since 2019. Prior to 2019, CCD maintained about 25,000 accounts with about 250,000 vehicles in our tax enrollment program. Today, the number of accounts is above 60,000 and the number of vehicles enrolled in the tax program is over 600,000. At the same time, staffing levels have been reduced.

To effectively manage this growing responsibility, CCD needs new systems that both provide customer self-service options and can expand the managed accounts. The increase in customers and vehicles will also require additional roadside equipment to manage the increased traffic flows. While the division collects taxes and fees that cover operating costs, increased investments are needed for services and infrastructure.

In total CCD needs approximately \$60 million per year to maintain customer service offerings and roadside infrastructure, with an annual gap of about \$25 million. Increased funding would allow for programmatic needs to be met over the next 20 years, including: modernizing the IT systems for tax, registration and roadside enforcement; modernizing truck weigh stations and safety inspection facilities along major highways; and increasing staffing levels to provide sustainable customer service to the industry.



*While the Commerce and Compliance Division collects taxes and fees that cover operating costs, increased investments are needed for services and infrastructure.*

## Agency Operations Funding Needs

Agency operations encompasses the administrative functions of the agency, portions of our planning and project delivery groups that don't charge their costs directly to projects, funding for IT improvements, and facilities maintenance, repair, and construction. The total annual need for these activities is \$450 million and the current gap is \$170 million.

A significant portion of the funding gap (\$85 million) can be attributed to maintenance, repair, and construction of facilities. ODOT owns 1,179 buildings comprising approximately 3.1 million gross square feet of space. That includes office buildings, maintenance shops, warehouses, residential facilities, and other building types. Funding to maintain and replace these facilities has been sporadic and insufficient. Of the remaining gap, approximately \$15 million is needed to support and modernize several IT systems and improve security. Funding would allow ODOT to retain critical staff and expertise, improve agency delivery mechanisms, and support the programs and projects underway throughout the agency.



Agency operations includes the administrative functions of ODOT.

## Safety System Investments

Fatalities and serious injuries are on the rise in Oregon and throughout the U.S. In 2023, 586 people died on Oregon's roads. Safety is foundational to ODOT, but our current investment and approach to safety is not enough to combat the issues, such as impaired driving, speeding, and distracted driving. The Oregon Transportation Plan focuses on eliminating fatalities and serious injuries through a "Safe System" approach. Implementing the Safe System framework moves us closer to increasing road safety, including safer roads, safer people, and safer speeds.

The categories below are some of the key investments that can be made to further safety and are eligible for State Highway Funds.



The Safe System approach.

## Preservation Funding Needs

The Preservation Program repairs and replaces existing bridge, pavement, culvert and signal infrastructure to ensure long term performance. Many of these assets (such as bridges) were constructed over the last century and are reaching the end of their service life. Preserving these assets to a "State of Good Repair" means that we can manage the entire life cycle of an asset. This program is currently federally funded at \$270 million (when adjusted for inflation).

As ODOT is currently funded, our bridge, pavement, culvert and signal assets are deteriorating faster than we can repair and replace them. For example, with current funding it would take us about 50 years to



As currently funded, our bridge, pavement, culvert and signal assets are deteriorating faster than we can repair and replace them.

pave all the roads in the state system: well outside our needed paving cycle. Current funding will also force us to stop all non-interstate paving after 2027.

Similarly, for our 2,700 bridges, the current repair and replacement cycle is 900 years. Bridges are typically constructed for 50-to-100-year life spans. The failure to adequately preserve this infrastructure means these assets become potential liabilities, closed to heavy trucks.

The present federal funding represents about 22% of the funds needed to preserve these assets to a State of Good Repair. To reach 100% State of Good Repair, \$1.25 billion per year in total investment is needed. For bridges alone, \$1.25 billion would replace about 1% (27 total) and rehabilitate about 3% (81 total) of our bridges annually, across all routes, assuring the bridge life cycle across our system is 100 years instead of 900 years. For pavement preservation, investing in the State of Good Repair preserves safe, smooth conditions for higher speed routes and prevents a backlog of roads in the worst condition.

For traffic signal systems, obsolete equipment needs to be replaced as well as electronics on a regular cycle to prevent failures of the systems and reduce downtime to maintain operational safety. Culvert investments rely on a combination of investment in maintenance and operations as well as preservation – this is a risk management choice. The goal is to reduce culvert failures, decrease the number of culverts beyond their design life, and provide replacements that address climate resiliency.

ODOT needs an additional \$980 million annually — beyond the federal funding — to preserve our bridge, pavement, culvert and signal assets. This breaks down to \$485 million for bridges, \$330 million for pavement, \$55 million for signals and \$110 million for culverts. This does not include bridges that fall in the mega-project scale (due to cost, technical complexity, environmental permitting, community impact, etc.) which would include end of life replacement for bridges on major river crossings (such as the I-5 Boone Bridge over the Willamette River) and historic coastal bridges. Roughly 5% of ODOT's bridges on the system fall into this latter category and would require separate funding.

## Programmatic and Systemic Safety Investments Funding Needs

Investments in this category are focused on reducing fatalities and serious injuries through dedicated funding programs or systemic investments that provide safer roads.

**Address Locations with High Traffic Deaths**, focusing on some of the most dangerous locations in the state. Today's dedicated funding for the All Roads Transportation Safety Program (ARTS) addresses the safety needs at the highest crash locations regardless of jurisdiction (state highway, county road, or city street). Needs total about 300% of available funding annually. These additional needs could be met with an increase in funding of \$60 million more per year. An additional \$40 million could support maintenance and small enhancements, and more expensive proven safety countermeasures, like roundabouts, statewide. The total annual funding gap for this category is \$100 million.

**Wildlife Crossings** help to prevent animal-vehicle collisions. Each year, there are over 7,000 wildlife-vehicle collisions in Oregon; on average, four people die and 521 people are seriously injured in those collisions. There is no dedicated federal or state funding source to reduce wildlife-vehicle collisions, despite a recent state law meant to reduce these types of collisions (HB 2834 in 2019). An investment of \$5 million per year would enable the construction of an additional 20 wildlife fencing and structure projects over the next 30 years.

**Pedestrian Crossing** fatalities have drastically increased in recent years. The most critical crosswalk safety issues have been identified and a minimum of \$9 million per year is needed to address deficiencies at existing marked crosswalks. Broader improvements to pedestrian safety would require an additional \$115 million per year to add more crosswalks and reach desired spacing frequency. This is not currently captured in Table 1 or Table 3 summary of needs.

**Road Safety Audits** are used to identify and fund safety components as part of other DOT projects. There is a need to expand and stabilize ODOT's program, including staff to review project scopes and funding to add the safety enhancements to project budgets. An investment of \$30 million per year would be needed to ensure safety is integrated into project design for a broader range of investments.

**Speed Limit Setting** involves the investigation, review and approval of speed limit reductions. By adding \$1 million per year for ODOT's speed zoning program, speed limits can be analyzed for 80 additional corridors annually.

Overall, the increased investments needed to address locations with high traffic deaths, add wildlife and pedestrian crossings, conduct road safety audits and set speed limits totals an additional \$145 million per year.



A minimum of \$9 million per year is needed to address deficiencies at marked crosswalks.

## Safe Routes to School Infrastructure Funding Needs

Few schools in Oregon are accessible by continuous walkways, bikeways, or safe crossings. Safe Routes to School (SRTS) fills in gaps in walking and biking infrastructure and makes it safer for kids to travel to and from school. Oregon's current SRTS infrastructure program (\$15 million per year provided by HB 2017) is oversubscribed by about 2.5:1, and high schools are now eligible, adding to the funding issue. An additional investment of about \$32 million per year should complete safe connections to kindergarten-8th grade schools in the next 30 years, allowing students use walkways or bikeways to access education. To support project development, local assistance, and administrative support, an additional \$3 million per year is needed, making the total increase needed for SRTS \$35 million.

## On-Road Bicycle and Pedestrian Funding Needs

Oregon's walking and biking network is incomplete. Within communities, sidewalks may be located on only one side of the street or missing altogether. Bike lanes exist on some roads but are rarely continuous in a way that people can take them from origin to destination. People are less safe when they are forced to walk or bike on the street without facilities to protect them. Biking and walking are often the only option for people to reach critical services.

With today's funding it will take over 150 years to complete the biking and walking system along ODOT's roads. An additional \$115 million per year would allow for the completion of the network in about 30 years. This kind of transformative investment would support Oregonians to make safer, healthier and more environmentally friendly travel choices, reducing emissions and congestion.

## Great Streets Program Funding Needs

ODOT's Great Streets program addresses multiple corridor needs within a single project. It enables a more holistic approach, focusing on safety, equity, and climate. The Great Streets program can fund features such as a curb ramps, sidewalk gaps, crossings, and traffic signals as part of a single project. It supports complete streets and corridors as well as state roads that may eventually be transferred to local jurisdictions.

The Great Streets program launched in 2022 with an annual investment of around \$8.3 million. Given the popularity and success of the program, funding is set to increase to just over \$20 million annually in 2027. An infusion of \$45 million each year would enable investments in higher-cost safety needs to get to safer streets, safer people, and safer speeds.



*Safe Routes to School fills in gaps in walking and biking infrastructure.*

## On Road Freight Funding Needs

One of the most significant safety issues for freight trucks is adequate parking. Truck drivers are required to park and rest at regular intervals. However, nearly all rest areas along Oregon's interstates lack adequate capacity and truck parking statewide is deficient. A total additional investment of \$51 million, annualized to \$2 million for 30 years, would support increased parking at five rest areas and enable technology for drivers to plan ahead, ensuring drivers can rest when required and be alert on the road. There are also critical safety needs for rail lines that cross roads. Improvements are needed for warning systems, barriers, and separations. With a total additional investment of \$180 million, annualized to \$6 million per year for 30 years, grade separation could be added at six intersections and crossing signals could be added or upgraded across the state. The total additional freight safety needs for on-road investments total \$8 million per year.

## Fulfilling HB 2017 Commitments

Funding gaps remain for two major Portland-area investments identified in HB 2017 (2017), including the I-5 Rose Quarter Improvement Project and I-205 Improvements Project.

### I-5 Rose Quarter Improvement Project Funding Needs

ODOT was directed by the Oregon Legislature to address congestion on I-5 at the Rose Quarter. Working together with community leaders, the project addresses the state's top bottleneck and one of the worst freight bottlenecks in the country while also creating new community space with the construction of a highway cover that will help knit together the Albina community.

ODOT was recently awarded a \$450 million grant from USDOT under the Reconnecting Communities and Neighborhoods grant program to build the initial, central portion of the project's highway cover. ODOT is currently applying for a \$750 million federal grant under the INFRA program (with up to \$250 million in state matching funds), to complete construction of the project's highway cover, build safety and operational improvements on the I-5 mainline, and construct the separated bicycle



I-5 at the Rose Quarter.

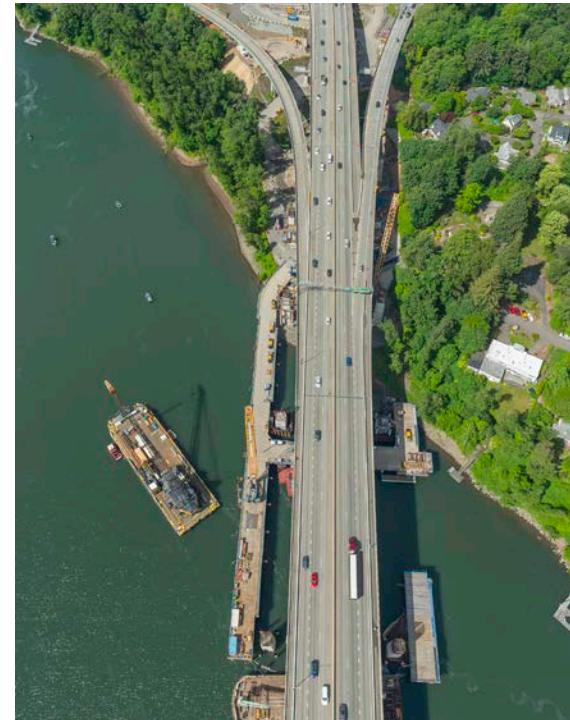
and pedestrian bridge over I-5. With current funding committed, ODOT estimates an additional \$900 million - \$1,300 million is needed to complete full project construction. This does not include a potential INFRA award nor associated state matching funds.

## I-205 Improvements Project

Construction of Phase 1 (Abernethy Bridge) began in 2022, with financing tools provided by the legislature and the expectation that toll revenue would ultimately be used to payback short-term funding sources. Phase 1 will likely cost around \$750 million, though a precise final cost estimate is still under development. There is currently \$200 million in available resources for this initial phase.

Members of the Joint Committee on Transportation requested the total cost for I-205, which would include a second phase. Phase 2 would add a northbound and southbound third lane between Stafford Road and OR 213, replace the Tualatin River Bridges, seismically upgrade or replace all overcrossings, and add needed soundwalls. Phase 2 is expected to cost \$700-\$800 million and is currently unfunded. Design for this phase reached 60% in the fourth quarter of 2023 and has not advanced further.

With current funding committed, ODOT estimates an additional \$1.25 - \$1.35 billion is needed to complete full project construction.



*Phase 1 of the I-205 improvements is underway with the Abernethy Bridge construction.*

## Summary of Investment Needs

Table 3, on the following page, shows a summary of the funding needs described above and inflated over time.

**Table 3: Annual Funding Gap for ODOT Service Functions and State Highway Fund Safety System Investments**

Values rounded as appropriate	Current Annual Funding Total Need	Current Annual Funding Gap	Annual Funding Gap over next 10 years	Annual Funding Gap over next 20 Years	Outcomes
<b>Service Functions</b>					
Maintenance	\$450,000,000	<b>\$205,000,000</b>	\$290,000,000	\$400,000,000	Maintains the existing system baselined to the 2017-2019 budget before cuts. Adds costs associated with historically unfunded work such as a rise in incident response, operations and maintenance of stormwater treatment facilities, maintenance of separated bike and pedestrian facilities and graffiti, litter and camp clean up.
DMV	\$170,000,000	<b>\$50,000,000</b>	\$80,000,000	\$130,000,000	Increases front line staff to decrease wait times and keep offices open. Increases staffing and system upgrades at the customer contact center to provide a more efficient customer experience. Setup mobile DMV services to meet customers where they are.
Commerce and Compliance	\$60,000,000	<b>\$25,000,000</b>	\$40,000,000	\$50,000,000	Updates legacy tax, registration and roadside enforcement systems to enable connectivity with modern systems and trucking technology. Increases staffing to provide more timely auditing of registration and tax filings as well as increase CCD's roadside service to carriers.
Agency Operations	\$450,000,000	<b>\$170,000,000</b>	\$210,000,000	\$250,000,000	Restores reduced support levels in HR, Finance, and Procurement. Replace legacy IT systems along with other security IT investments. Makes facility investments for needed improvements. Maintains existing assets.
<b>Safety System Investments</b>					
Preservation	\$1,250,000,000	<b>\$980,000,000</b>	\$1,180,000,000	\$1,400,000,000	Repairs and replaces the upfront investment in our transportation system assets to ensure infrastructure is operational long term. Ensures that pavement, bridges, signals and culverts are being repaired and replaced within their design lifecycle, to prevent deterioration of the system resulting in reduced safety and operations. For example, this means that we are replacing our 2700 bridges on a 100 year cycle instead of a 900 year cycle.
Programmatic and Systemic Safety Investments	\$200,000,000	<b>\$145,000,000</b>	\$175,000,000	\$205,000,000	Gets to backlog of funding for high-fatality sites and allows for systemic investments in large-scale safety improvements like roundabouts. Implements a new road safety audit program to add safety to more projects. Builds around 20 wildlife crossing or fencing projects over next 20 years to reduce animal-vehicle collisions. Addresses crosswalk deficiencies. Does not increase the number and frequency of crosswalks to desired spacing identified in guidance, which would be an additional \$115M annually. Supports efforts to set lower speed limits on roads.
Safe Routes to School Infrastructure	\$50,000,000	<b>\$35,000,000</b>	\$40,000,000	\$50,000,000	Triples the existing SRTS infrastructure grant program, which is currently oversubscribed about 2.5:1. Supports safe connections for K-8 grade schools in the next 30 years. Additional schools are now eligible, which will increase demand for the program. Also provides project development, local assistance, and administrative support.
On-Road Bicycle and Pedestrian Network	\$135,000,000	<b>\$115,000,000</b>	\$140,000,000	\$160,000,000	Completes gaps in walkways and bikeways on state roads within urban areas within 30 years instead of over 150 years. Addresses existing deficiencies.
Great Streets Program	\$65,000,000	<b>\$45,000,000</b>	\$50,000,000	\$60,000,000	Supports improvements to state roads where multiple high priority needs overlap to support safer, more climate friendly and equitable outcomes. It looks at funding the holistic needs within a corridor or community. With this additional infusion, larger-scale safety and other investments could be made simultaneously.
On-Road Freight Investments	\$12,000,000	<b>\$8,000,000</b>	\$10,000,000	\$11,000,000	Focuses on freight safety by increasing truck parking along major interstates in Oregon, and making rail-road crossings safer. Does not include needs for freight truck efficiency.
<b>Fulfilling HB 2017 Commitments</b>					
I-5 Rose Quarter	\$1,500-\$1,900M	<b>\$900 million - \$1,300 million total</b>		Complete the HB 2017 Rose Quarter project	
I-205 Improvements	\$1,450-\$1,550M	<b>\$1,250 million - \$1,350 million total</b>		Complete the HB 2017 improvement on I-205	

# Potential Structural Funding Solutions

Oregon is not alone in its pursuit of a modern transportation funding system. However, Oregon is somewhat unique in terms of its constitutional framework, historical distributions, and potential new revenue options. As Oregon evaluates options for transportation funding, the state should consider sufficient, sustainable, and durable solutions.

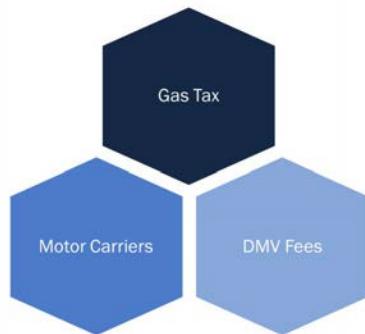
As the first state to establish a per-mile road use charge program and one of the leading states in the deployment of an electric fleet, Oregon is a national leader in the transition to a cleaner, modern transportation system. Decarbonizing Oregon's transportation system through use of cleaner fuels, fewer and more efficient miles driven, and an accelerated transition to an electric fleet benefits the state — but it also brings a renewed urgency to decarbonize our funding structure and identify a sustainable approach to fund ongoing maintenance and operation of our transportation system.

Oregon's State Highway Fund relies on revenue from the gas tax, DMV fees and motor carrier taxes. More diversified funding streams are needed. Policymakers can choose from a variety of transportation fees and taxes to fund immediate needs and ensure that all users of the system are paying their fair share. Fees like a road usage charge can help capture the costs for user's wear and tear on the transportation system. To ensure lasting buying power, indexing all fees to inflation or some other factor is necessary.

Previous transportation visioning panels have explored a variety of transportation funding options, some of which were implemented as part of HB 2017. However, the vast majority of funds raised by HB 2017 were either for public transportation, or dedicated to highway capital programs, not operations and maintenance. Derived and updated from this past panel's work, Table 4 (next page) reflects a variety funding options for consideration by policymakers, indicating how well each addresses certain outcomes such as revenue stability. Included are options for increasing existing user fees, such as increasing the gas tax and DMV fees, as well as new fee options like a studded tire tax.

Below that, Table 5 provides estimates on the amount of revenue generated through certain increases in existing taxes and fees, based on the April 2024 ODOT State Revenue Forecast. For example, raising the fuel tax by 1 cent generates approximately \$16 million per year; or raising passenger registration fees by \$10 per year generates approximately \$38 million per year. It should be noted that the revenue estimates do not assume commensurate increases in heavy vehicle taxes/fees in order to maintain cost responsibility, which will be determined as part of the next Highway Cost Allocation Study.

Current State Highway Fund revenue sources



*Current funding relies on revenue from the gas tax, DMV fees and motor carrier taxes.*

Sustainable funding options for Oregon to consider



*A more diversified funding stream is needed to meet immediate needs and ensure that all users are paying their fair share.*

**Table 4: Roadway Funding Options**

Fee Options	Adequacy of revenue	Responsive to inflation	Stability and predictability	Appropriateness of dedication	Administrative costs	Equity by income
Increase state gas taxes	Very Good	Poor	Fair	Good	Very Good	Poor
Increase DMV fees (licenses, registration or titles)	Good	Poor	Very Good	Fair	Very Good	Poor
Increase new vehicle use tax	Poor	Good	Fair	Fair	Very Good	Very Good
Increase MPG-based vehicle registration fees	Good	Poor	Very Good	Fair	Very Good	Poor
Temporary gas tax increase	Very Good	Poor	Poor	Good	Very Good	Poor
New vehicle user fees (first time title fee)	Poor	Poor	Fair	Fair	Very Good	Good
State gas tax indexing	Very Good	Very Good	Good	Good	Very Good	Poor
Local gas tax	Fair	Poor	Fair	Good	Very Good	Poor
Local registration fee	Fair	Poor	Very Good	Fair	Very Good	Poor
Studded tire tax	Poor	Poor	Poor	Good	Good	Fair
Bridge toll	Good	Fair	Good	Very Good	Poor	Fair
Per mile road user charges	Very Good	Poor	Very Good	Very Good	Fair	Fair
Carbon tax	Good	Poor	Fair	Very Good	Very Good	Poor

**Table 5: Amount of Revenue that can be Generated by Raising Existing Taxes and Fees**

Category	Per unit	Revenue (\$Millions)*
Fuels Tax	\$ 0.01	\$ 16.00
Passenger Registration	\$10.00	\$ 38.00
Tiered Registration	**	\$200.00
Light Vehicle Titles	\$10.00	\$ 10.00
Class C License	\$10.00	\$ 4.00
Use Tax	0.1%	\$ 2.50

\*Revenue estimates do not include complementary increases in heavy truck taxes because the cost responsible ratio of light to heavy revenue will be determined in the upcoming Highway Cost Allocation Study.

\*\* Consistent with the HB 2017 Section 75 Study (2017), the \$200 million revenue estimate represents the projected annual revenue generated from high efficiency passenger vehicles to achieve cost parity.

# Call to Action

Oregonians across the state rely on a safe, well-functioning, and accessible transportation system. But our existing funding structure can no longer support the level of service and reliability Oregonians have experienced for decades nor can it deliver the modern, safe transportation system Oregonians deserve.

Transportation agencies across the state are already living with this new reality; reduced spending means reduced maintenance and operations services. These funding-based reductions bring increased vulnerability to weather and natural disasters, increased time to clear crashes and reopen roads, longer wait times at the DMV, and decreased reliability in services from transportation agencies across the state.

The funding strategies laid out in this document provide a path to a modern, reliable, environmentally friendly and safe transportation system. With sufficient investment in the core operations of the agency, we can restore the level of service Oregonians expect from their transportation agency. And with additional investment, we can build the transportation system Oregonians deserve.

The Oregon Department of Transportation was originally created in 1913 and tasked with building a robust transportation network to serve and connect Oregonians. Since its inception, ODOT has served every person and community across our state. Whether through plowing the interstates, running the local weigh station, painting bike lanes on main streets, or from the DMV counter, ODOT employees serve their communities because they are part of their communities. We want to help Oregon thrive, and with these investments, we believe it will.



*With sufficient investment in the core operations of the agency, we can restore the level of service Oregonians expect.*

# Urban Mobility Strategy Finance Plan Update

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**Travis Brouwer**, Assistant Director for Revenue, Finance and Compliance

**Brendan Finn**, Urban Mobility Office Director

December 5, 2024

# Urban Mobility Strategy Map

## ODOT Projects

## System Improvement Project

## Bike/Pedestrian Crossing Project

## Partner Project with ODOT Support

-  System Improvement Project
-  Bike/Pedestrian Crossing Project
-  Bus on Shoulder Pilot
- TriMet Project
-  Multimodal/Community Study
-  Amtrak Cascades – Expanded daily service between Portland and Seattle

Note: Core project names are boxed



# UMS Finance Plan Background

OTC has approved updated UMS Finance Plan to:

- Address loss of I-205 toll revenue
- Address higher costs for I-205 Abernethy Bridge
- Make meaningful progress on I-5 Rose Quarter

OTC took action:

- Provided \$250 million in HB 2017 UMS funds to get Rose Quarter under construction
- Transferred \$100 million in Bridge Program from I-405 Fremont painting to I-205 Abernethy
- Approved finance plan to close I-205 Abernethy gap by issuing bonds repaid by HB 2017 Bridge and Seismic funds



# I-205 Abernethy Bridge



- Based on proposed settlement, ODOT updated project cost estimate to \$815 million
- Additional funds needed from HB 2017 Bridge/Seismic funds to reach this amount
- Additional funds likely needed based on remaining risks identified; future STIP amendments will be brought as funding needed

# I-5 Rose Quarter Investment

Dedicating \$250m buys:

- Complete SB auxiliary lane, construct partial NB auxiliary lane
- Extend highway cover
- Bridge work and stormwater improvements

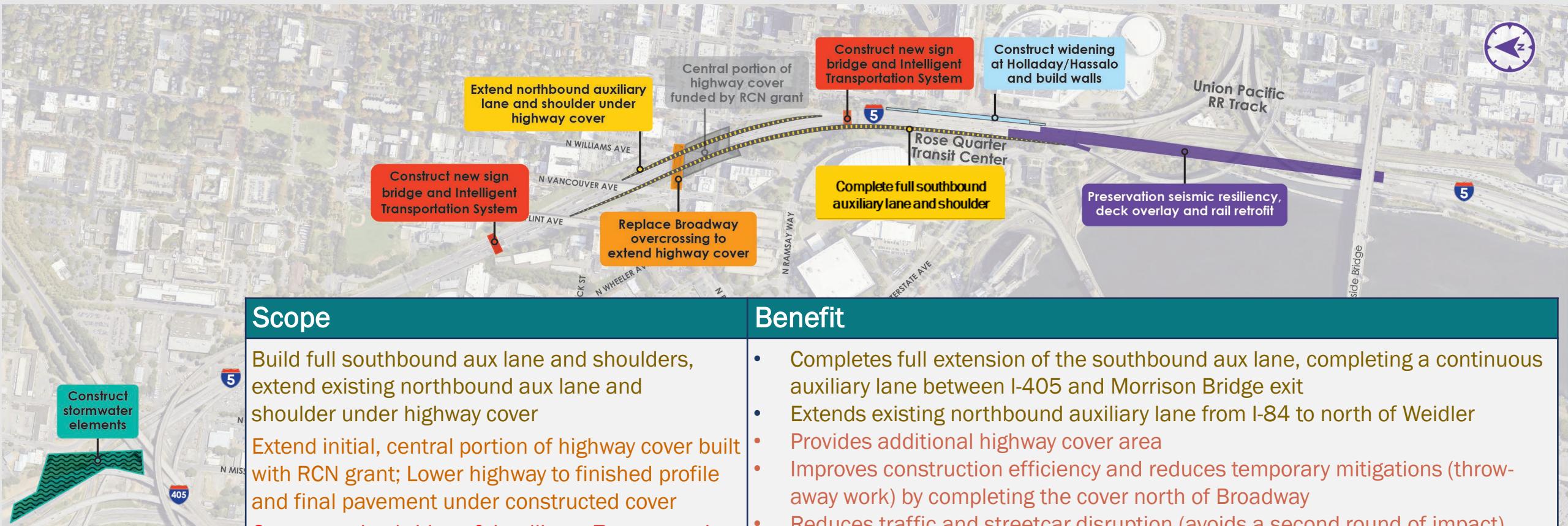
Construction will start in 2025

All amounts will be met by transferring HB 2017 UMS funds back to RQ from I-205, as originally intended, and backfilling I-205 with Bridge bond proceeds



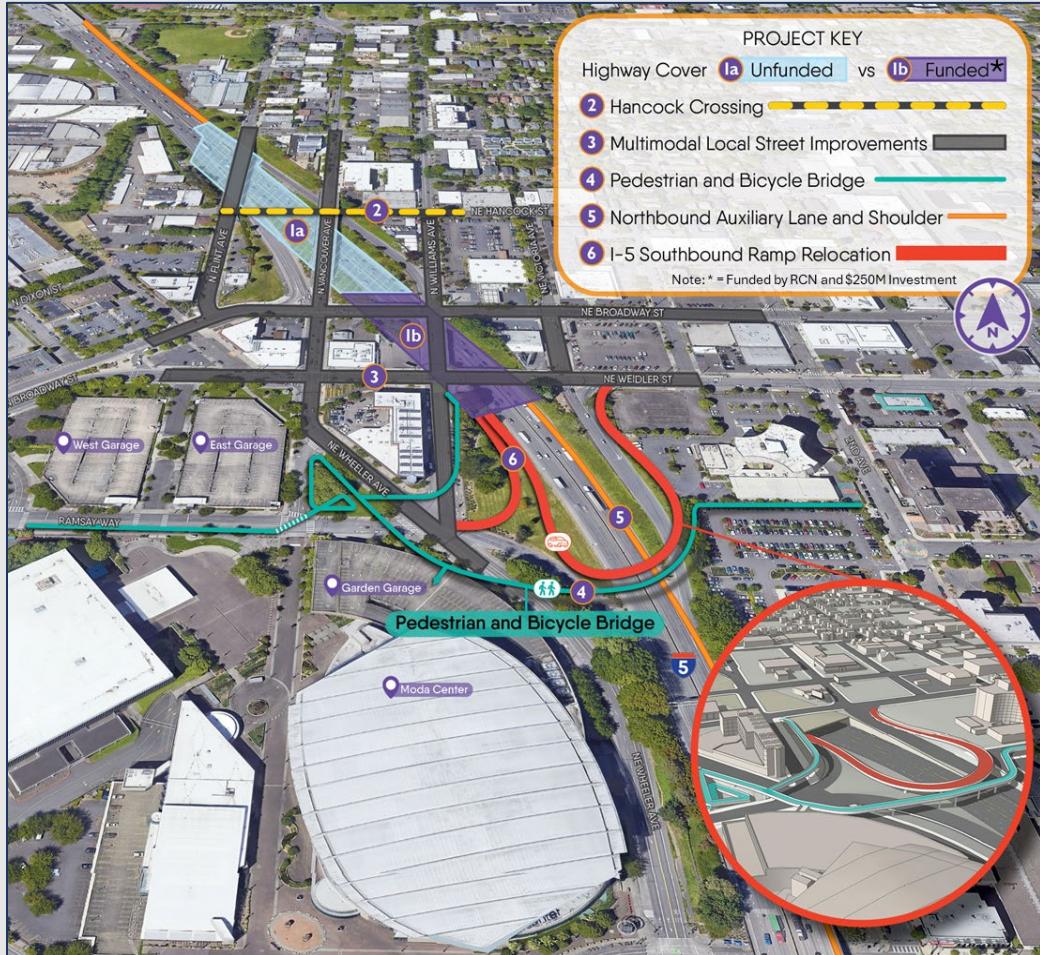
# I-5 Rose Quarter Additional \$250M Investment (\$850M Total)

## Construction Start: 2025



Scope	Benefit
<p>Build full southbound aux lane and shoulders, extend existing northbound aux lane and shoulder under highway cover</p> <p>Extend initial, central portion of highway cover built with RCN grant; Lower highway to finished profile and final pavement under constructed cover</p> <p>Construct sign bridges &amp; Intelligent Transportation Systems</p> <p>Bridge work in southern project area</p> <p>Stormwater facilities near I-405</p> <p>Widen Holladay/Hassalo bridge and build walls</p>	<ul style="list-style-type: none"> <li>Completes full extension of the southbound aux lane, completing a continuous auxiliary lane between I-405 and Morrison Bridge exit</li> <li>Extends existing northbound auxiliary lane from I-84 to north of Weidler</li> <li>Provides additional highway cover area</li> <li>Improves construction efficiency and reduces temporary mitigations (throw-away work) by completing the cover north of Broadway</li> <li>Reduces traffic and streetcar disruption (avoids a second round of impact)</li> <li>Provides signage necessary for tunnel safety and improved highway operations, supports full project construction signage needs</li> <li>Builds portion of southbound aux lane from I-84 exit to Morrison Bridge exit</li> <li>Preserves I-5 bridge structures</li> <li>Provides required stormwater facilities for ODOT's Portland Harbor agreement<sup>6</sup></li> </ul>

# Remaining Rose Quarter Project Elements After \$250M Investment



1. Completing the highway cover (~between Flint and Broadway)
2. Constructing the Hancock crossing
3. Completing multimodal local street improvements outside of RCN-funded highway cover area
4. Constructing the pedestrian and bicycle bridge
5. Completing the northbound auxiliary lane and shoulder
6. Relocating the I-5 southbound off-ramp and new flyover structure

Remaining cost estimated at \$650 million to \$1.05 billion based on current cost estimate

# UMS Finance Plan December 2024 Update

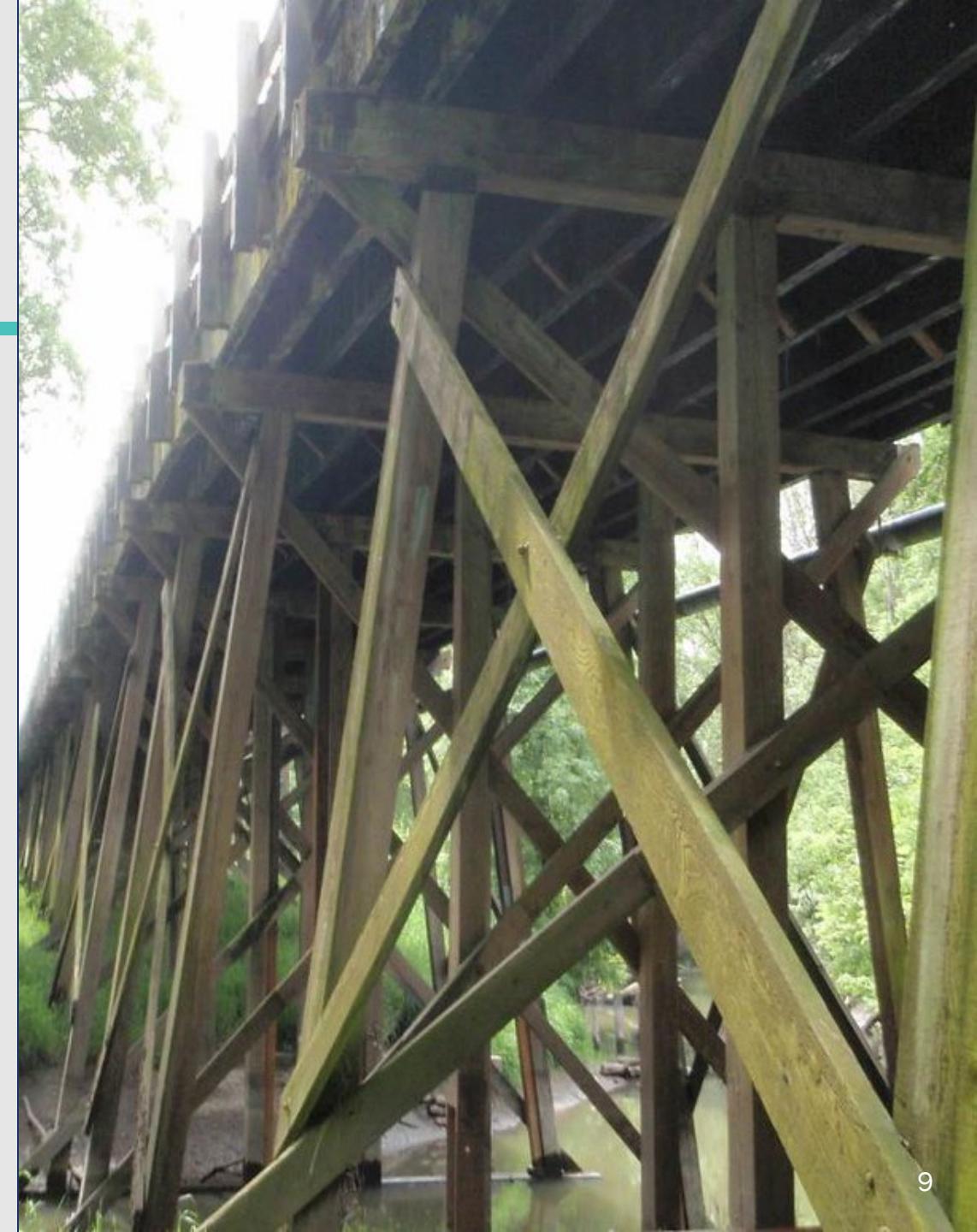
Project	December 2024 Update	What It Buys
I-205 Abernethy	\$815*	Updated cost to complete I-205 Abernethy, including soil stabilization; does not include pricing remaining risks; no funding for adding 3 <sup>rd</sup> lane
I-5 Rose Quarter	\$858	Completes preliminary engineering, constructs portion of highway cover, complex SB aux. lane and portion of NB aux. lane
I-5 Boone Bridge	\$4	Completes preliminary planning; no further funding
Tolling	\$70	Cost for work on RMPP, I-205 Tolling, Statewide Toll Systems
Short Term Financing	\$15	Net costs associated with short-term interests and other financing costs
<b>Total Funds Needed</b>	<b>\$1,762</b>	Current total estimate of work on each project
<b>Total Resources</b>	<b>\$1,267</b>	Total estimated federal, state and local resources available
<b>Funding Gap</b>	<b>\$(495)</b>	Total estimated funding gap to be filled with HUTR bonds
<b>Annual Debt Service</b>	<b>\$35</b>	Annual debt service on HUTR bonds

\*Does not include pricing identified risks.

# Highway User Tax Revenue Bonds

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- I-205 Abernethy shortfall and Rose Quarter investments would be paid for by proceeds of HUTR bonds
- Bonds may also be used for other ODOT projects, such as Highway 22 Center Street Bridge in Salem (HB 2017 named project)
- ODOT will request legislative authorization in the 2025 bond bill
- Bonds would be sold in several tranches over the next 2-4 years based on cash flow needs
- Bonds to be repaid by HB 2017 Bridge/Seismic funds
- Debt service will continue for 25 years



# Impacts of Bonding on Statewide Bridge Program

- Will require cancelling or delaying project phases in the '24-'27 STIP
- ODOT has identified potential projects to cancel or delay projects in the '24-'27 STIP but will return to OTC for actions once debt service is known
- In the 27-30 STIP, the Bridge Program funding is \$272M total and \$105M will go towards debt service
- For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects

STIP Cycle	Federal Fiscal Year	Annual Debt Service (Millions)
24-27	'26	\$12M
	'27	\$35M
27-30	'28	\$35M
	'29	\$35M
	'30	\$35M

# UMS Finance Plan Funding Gap

Project	Cost (High)	Available Funding	Funding Gap
I-5 Rose Quarter	\$1,900	\$858	\$(1,042)
I-205 Abernethy	\$815	\$815*	\$0*
I-205 Phase 2	\$800	\$0	\$(800)
I-5 Boone Bridge	\$725	\$4	\$(721)
<b>Total</b>	<b>\$4,240</b>	<b>\$1,677</b>	<b>\$(2,563)</b>
*I-205 Abernethy available funding and funding gap includes \$495m of HUTR bonds	Annual Debt Service		\$170-190
	Fuels Tax Equivalent		8 cents/gallon

# Potential Sources to Close the Urban Mobility Strategy Funding Gap

- Additional STIP funding
- Federal discretionary grants
- Additional statewide tax revenue
- Regional funding
- Tolling revenue



# Urban Mobility Strategy Finance Plan Update

December 2024<sup>1</sup>

## Introduction

In June 2023 the Oregon Transportation Commission approved a finance plan for the Urban Mobility Strategy at the direction of Governor Tina Kotek after she directed ODOT to delay the collection of tolls until 2026. The finance plan laid out the available resources for the UMS in light of this decision, allocated available funding among projects to meet key milestones, estimated remaining funding gaps for each project, and offered potential funding sources to close these gaps and complete the projects.

In the nearly one year since approval of this initial plan, a number of major factors have impacted the original plan approved by the Commission.

- In March 2024, Governor Kotek directed ODOT to stand down on tolling for the time being by canceling the Regional Mobility Pricing Project, transferring toll collections for the Interstate Bridge Replacement Program to WSDOT, and indefinitely pausing work on the I-205 Tolling Project. This will lead to substantial reductions in expenditures compared to the funding allocated to tolling in the UMS Finance Plan but will also eliminate \$385 million in projected funding from tolls on I-205.
- The estimated cost to complete construction of the I-205 Abernethy Bridge Project, which is already under construction, has increased for a number of reasons, including structural engineering elements, unanticipated project changes, delay, escalation and risk for a multi-year project.
- The I-5 Rose Quarter received a \$450 million Reconnecting Communities and Neighborhoods (RCN) grant from the U.S. Department of Transportation, allowing the project to expand its scope of work to complete design on the main construction package and construct an initial portion (but not all) of the highway cover that will help knit back together the Albina neighborhood that was torn apart by the original construction of the Interstate through a thriving Black community. ODOT is developing plans to get this portion of the project under construction and is developing options for adding elements if additional funding is provided.

The net effect of these impacts is that there is a shortfall in the funding needed to complete the I-205 Abernethy Bridge, and also an opportunity to get the Rose Quarter under construction if additional funding can be identified.

This December 2024 reflects updates to the UMS Finance Plan approved by the OTC in June 2024 and December 2024, which closed the I-205 Abernethy Bridge funding gap and provided funding to the I-5 Rose Quarter to start construction in 2025. All figures in this document are estimates as of December 2024 and subject to change as actual project costs and expenditures are updated with additional time. Similarly, the available funding from HB 2017 Urban Mobility Strategy bonds is subject to significant

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<sup>1</sup> Updated after OTC action to provide \$250 million to Rose Quarter on December 4, 2024.

uncertainty, and the timing of expenditures and cash flow needs that will determine bond sales timing and debt service amounts for each year into the future will be determined as projects move forward. ODOT also maintains a more in-depth operational finance plan for the UMS projects that tracks expenditures and funding needs by quarter, which is used to determine the timing of bond issuance.

## Program Funding

Since the June 2023 UMS Finance Plan, a number of factors have changed the amount of funding available for the UMS.

- The decision to halt tolling on I-205 has reduced estimated resources for the I-205 Abernethy Bridge by \$385 million.
- The \$450 million RCN grant for the Rose Quarter has opened up new opportunities to make progress on a critical project.
- In June the OTC approved a proposal to redirect \$100 million of Bridge program funds from the I-405 Fremont Bridge to the Abernethy Bridge.

With all these changes, the UMS has \$1.267 billion in total resources available after the actions the OTC took in June 2024.

**Table 1: Total Resources for UMS After June 2024 Update**

Revenue Sources	Amount	Notes
HB 2017 UMS	\$560	Bond proceeds and cash from the \$30 million annual set-aside of HB 2017 funds. Originally directed by HB 2017 to Rose Quarter; HB 3055 in 2021 allowed for use on other elements of the UMS.
Other Federal/ State/Local	\$257	Includes a variety of federal, state and local revenue sources, including \$100 million approved by OTC to transfer from I-405 Fremont to I-205 Abernethy in June 2024.
Federal Competitive Grants	\$450	Reconnecting Communities and Neighborhoods Grant for I-5 Rose Quarter.
I-205 Tolls	\$0	Tolling revenue is no longer included in UMS Finance Plan.
<b>Total Resources</b>	<b>\$1,267</b>	

Note: All dollar figures throughout this document are in millions of dollars.

The revenue estimate from cash and bonds from the \$30 million allocation to the UMS from HB 2017 remains unchanged, though it has elements of uncertainty. ODOT has sold the first tranche of bonds backed by these resources, totaling about \$240 million in net proceeds, and expects a second sale in the 2025-2027 biennium, with the timing dependent on cash flow needs and other factors. The total resources available from HB 2017 will depend on key details of financing, including bond interest rates and maturities, as well as when the bonds are sold; ODOT will continue to receive cash from this allocation until funds are fully dedicated to debt service payments after the second tranche of bonds is sold.

## Project Costs and Expenditures

Since June 2023 a number of changes have occurred that impact expected costs and expenditures for the UMS projects.

### Tolling

The original UMS Finance Plan allocated \$263 million to implement tolling, including costs of developing and constructing tolling infrastructure on I-205 and I-5 and building the back office and customer service center necessary to collect tolls. Due to cancellation of the RMPP, pausing tolling on I-205, and transferring toll collection on I-5 to the Washington State Department of Transportation, ODOT now anticipates spending about \$70 million on tolling across three toll projects, presenting savings of approximately \$193 million. The net loss of I-205 toll revenue due to the pause on tolling is about \$192 million.

### I-205 Abernethy Bridge

The total cost of completing the I-205 Abernethy Bridge project is currently estimated at \$815 million. This includes the anticipated total cost of three elements.

- Preliminary engineering for the I-205 corridor improvements.
- I-205 Abernethy Bridge construction (currently underway).
- Soil stabilization necessary for seismic resilience on the I-205 Abernethy Bridge.

ODOT anticipates completing the base construction project by the end of 2026, with soil stabilization work likely to begin in 2027 under a separate contract.

The 2023 UMS Finance Plan projected a total cost of the I-205 Abernethy Project of \$662 million; the June 2024 update estimated \$750 million. Drivers of the higher cost include:

- Structural engineering elements, including additional steel reinforcement for existing bridge cross beams, additional structural steel fabrication and materials, reconciling as-built conditions vs. contract plans, delay related to changes during construction, and additional engineering.
- Unanticipated project changes, including additional underground storage tanks, blast caps, soundwall panel changes, and environmental permit required changes.

This current estimate of \$815 million does not include the likely price of additional risks that have been identified by the project team, so ODOT will return to update the Commission on the total cost of the project as risks are either addressed or become real. Additional funding will be likely be needed to address these risks and will be requested as needed in future STIP amendments to be approved by the Commission.

### I-5 Rose Quarter

The 2023 UMS Finance Plan provided the I-5 Rose Quarter an allocation of \$158 million from HB 2017 funds and other state, federal and local funds. This allocation allows ODOT to complete design of the three early work packages (formerly known as early work packages A, B and C), reach 30% design of the

main construction package and prepare for property acquisitions needed for construction. However, this funding will not allow the project to start construction.

The \$450 million federal RCN grant, awarded in March 2024, will fund design completion (including right of way acquisitions and utility relocations) and construction of an initial portion of the highway cover, which will be forward compatible with the construction of the remainder of the highway cover and I-5 mainline improvements. The grant did not fund the proposed bicycle/pedestrian bridge over I-5, the project's auxiliary lanes and shoulders, the I-5 southbound off-ramp relocation, nor multimodal street improvements. Grant funding is secured, with the design funding available now and construction funding to become available in advance of construction, now that ODOT has completed a grant agreement with the Federal Highway Administration. Construction on the RCN portion of the project is anticipated to begin by 2027.

Even with this grant, the Rose Quarter faces a significant funding gap of about \$1.3 billion, based on the project's high-end estimate of \$1.9 billion. This is in part because UMS funds originally dedicated to Rose Quarter by HB 2017 were set aside for I-205 Abernethy and implementation of tolling after passage of HB 3055 to move the construction-ready I-205 Abernethy bridge project forward and jumpstart work on tolling. ODOT intended to repay these funds borrowed from Rose Quarter after selling bonds backed by toll revenue. This plan has been complicated by the cost increases required to complete the Abernethy Bridge and the loss of projected tolling revenue.

In May 2024 the OTC agreed to contingently allocate up to \$250 million in HB 2017 funds to match an INFRA grant request of up to \$750 million. This funding would have closed a significant portion of the project's funding gap and allowed construction to begin in 2025, but ODOT did not receive this grant.

However, in December 2024 the OTC approved allocating an additional \$250 million to the Rose Quarter to fund the following elements, with construction able to start in 2025 if funding is provided in December and to expand upon the construction funded by the RCN grant.

- Build the full southbound auxiliary lane and shoulder from I-405 to the Morrison Bridge exit.
- Extend an initial portion of the northbound auxiliary lane and shoulder under the highway cover.
- Extend the initial, central portion of highway cover built with RCN grant, and lower the highway to its finished profile and final pavement under the constructed portion of the highway cover.
- Complete bridge work in the southern project area, construct stormwater facilities near I-405, and construct sign bridges & Intelligent Transportation Systems.

These improvements will have significant value, both in terms of providing a significant improvement to traffic flow and safety on I-5 (with the most robust improvements in the southbound direction) and also in extending the highway cover to north of Broadway. Funding will come from HB 2017 Urban Mobility Strategy funds in the form of cash and bonds; these funds were originally intended to fund Rose Quarter construction and will be redirected back to the project. The loss of funds provided to I-205 Abernethy

will be backfilled by Highway User Tax Revenue Bonds repaid by HB 2017 Bridge and Seismic funds, as described below.

After Commission approval of the additional \$250 million for Rose Quarter construction, the following elements of the project would remain to be funded:

- Completing the highway cover between Flint and Broadway
- Constructing the Hancock crossing (as part of the completed highway cover between Flint and Broadway)
- Completing multimodal local street improvements outside of RCN-funded highway cover area
- Constructing the pedestrian and bicycle bridge
- Completing the northbound auxiliary lane and shoulder (between the Broadway on-ramp and the Greeley off-ramp and between the I-84 on-ramp and Weidler off-ramp)
- Relocating the I-5 southbound off-ramp and new flyover structure

Based on the project cost range of \$1.5 to \$1.9 billion, the project's remaining costs are estimated at approximately \$650 million to \$1.05 billion. The Urban Mobility Office will update and validate the Rose Quarter cost estimate, including this identified funding gap, in coordination with the Federal Highway Administration in spring of 2025.

## **Closing the Urban Mobility Strategy Funding Gap**

With higher costs and reduced revenues available to complete the I-205 Abernethy Bridge Project, ODOT faces the need to close the immediate funding gap for that project to ensure completion. A plan to close this gap needs to be developed in the near future, as ODOT does not have the cash on hand to spend hundreds of millions of dollars on UMS projects over the next few years without a funding source.

ODOT has covered expenditures prior to toll revenue coming available in 2026 through short-term borrowing using a commercial paper program. ODOT has taken out about \$280 million in commercial paper, which the agency originally planned to pay back using toll revenue. Plans for additional commercial paper draws against the program's total cap of \$500 million are temporarily on hold now that tolling isn't available as a repayment source. ODOT may need additional short-term borrowing from our commercial paper program or other sources to meet cash flow needs for I-205 construction costs prior to selling bonds to pay off the short-term borrowing. Taking out additional short-term debt requires identifying a replacement revenue source to pay back this short-term debt.

Table 2 shows the funds allocated to each UMS project in the June 2024 UMS Finance Plan Update, as well as an update based on new cost estimates of I-205 Abernethy, tolling, and short-term financing and the additional \$250 million investment of HB 2017 UMS funds to start construction in 2025. The total funding gap will be covered using proceeds from Highway User Tax Revenue (HUTR) bonds backed by ODOT's HB 2017 Bridge and Seismic State Highway Fund revenues. If the Commission chooses to provide the additional funding for Rose Quarter, funding from the HB 2017 Urban Mobility Strategy funds would

be shifted from I-205 Abernethy back to Rose Quarter, requiring the sale of more bonds backed by Bridge/Seismic funds.

As shown here, the impact to the Bridge/Seismic program differs based on the scenario, with approximately \$18 million in annual debt service needed under the base scenario and up to about \$35 million needed under the scenario that invests \$250 million in the Rose Quarter.

**Table 2: Estimated Funds Needed For UMS Projects**

<b>Project</b>	<b>June 2024 Update</b>	<b>December 2024 Update</b>
I-205 Abernethy	\$750	\$815
I-5 Rose Quarter	\$608	\$858
I-5 Boone Bridge	\$4	\$4
Tolling	\$73	\$70
Short Term Financing Costs	\$36	\$15
<b>Total Funds Needed</b>	<b>\$1,471</b>	<b>\$1,762</b>
<b>Total Resources</b>	<b>\$1,267</b>	<b>\$1,267</b>
<b>Funding Gap</b>	<b>\$(204)</b>	<b>\$(495)</b>
<b>Annual Debt Service</b>	<b>\$15</b>	<b>\$35</b>

Additional bonds would need to be sold if the cost of I-205 Abernethy increases, as is expected based on the identified known risks. ODOT may also choose to sell additional bonds to cover cost escalation on other HB 2017 projects, such as the OR 22 Center Street Bridge, which faces a significant shortfall. Bonds would likely be issued in multiple tranches starting in the 2025-2027 biennium when funds are needed to pay project expenses. Legislative authorization for these bonds will be required in the 2025 bond bill.

Funding to pay back these bonds would be drawn from bridge projects statewide that are programmed in the 2024-2027 STIP or would be programmed in future STIPs. The bonds would likely be paid off in about 25 years from their date of issuance. Because all of the bonds will not be sold for several years, impacts to the Bridge program will likely be relatively small in the 2024-2027 STIP—likely in the range of \$45-50 million—though ODOT will likely need to cancel or delay some projects. ODOT will return to OTC for actions to cancel or delay projects in the 2024-2027 STIP once we have greater insight into the amount of bonds to be issued, the timing of bond sales, and debt service amounts. The full impact will hit the 2027-2030 STIP after all the bonds are issued, but projects have not yet been programmed in this STIP. In the 2027-2030 STIP, the Bridge Program funding is \$272 million total and an estimated \$105 million will go towards debt service. For future STIP cycles, debt service will be a line item in the program budget and there will be less money available for delivering other projects.

Depending on the timing of long-term bond sales, these options may require additional short-term borrowing through the commercial paper program to meet immediate cash flow needs on I-205, and this borrowing comes with financing costs. To avoid the use of short-term financing, and its associated costs, ODOT may elect to move up the sale of the legislatively-authorized HB 2017 UMS bonds to meet

immediate cash flow needs. However, it should be noted that moving up the issuance of HB 2017 bonds will reduce the total resources available from HB 2017 UMS funding in two ways:

- ODOT generates about \$1 million in additional cashflow each month from the portion of the funding that is not yet being paid in debt service; and
- The longer ODOT is able to wait to sell the remaining portion of UMS bonds, the more proceeds it can generate. Conversely, the sooner ODOT sells the remaining portion, the less proceeds it can generate.

While ODOT has strong credit ratings from rating agencies—including a AAA rating from S&P—the issuance of additional debt against existing State Highway Funds without additional revenue enhancements, combined with the projected decline in the gas tax and the agency’s funding challenges, could lead to a rating downgrade or other negative guidance from the rating agencies that could increase the agency’s cost of borrowing.

## Funding Needed to Complete the Urban Mobility Strategy Projects

While closing the short-term funding gap for the I-205 Abernethy Bridge project is urgent and critical, it is also important to lay out options for completing other unfunded work in the UMS, including:

- Construction of the full I-5 Rose Quarter, including completing the auxiliary lanes and shoulders to address the traffic bottleneck and safety issues, as well as constructing the remainder of the highway cover, the multimodal local street improvements, and the relocation of the I-5 southbound off-ramp.
- Construction of I-205 Phase 2, which includes the missing lane between Stafford Road and the Abernethy Bridge as well as bridge investments for seismic resilience through the southern end of the corridor. Further design work on this project was put on indefinite hold in 2023 when tolling was delayed; additional funding is needed to complete environmental review, design and undertake construction.
- Replacement of the I-5 Boone Bridge for seismic resilience and congestion relief. This project has only undertaken preliminary planning and requires funding to complete environmental review, design and enter construction.

The total cost of I-5 Rose Quarter, I-205 Improvements (both Abernethy Bridge and Phase 2), and I-5 Boone Bridge totals an estimated \$4.2 billion, with a \$2.6 billion funding gap, as shown in Table 3.

The Commission, Legislature, and ODOT have a variety of methods to seek to close this gap.

- **Additional funding in the STIP.** The Oregon Transportation Commission could dedicate additional funding from discretionary resources in the Statewide Transportation Improvement Program (STIP). However, these funds are already allocated among programs through 2030, with no additional funding dedicated to UMS projects. What’s more, discretionary resources are increasingly constrained due to the need to fund the ADA program and other programs required under law: in the 2027-2030 STIP the Commission had less than \$100 million in discretionary

resources to allocate among programs, and many areas including Fix-It and Public and Active Transportation took cuts.

- **Federal discretionary grants.** In the last year major highway projects in the Portland metro region have secured over \$2.5 billion in federal discretionary funding available under the Infrastructure Investment and Jobs Act. In addition to the Rose Quarter's \$450 million RCN grant, the Interstate Bridge Replacement secured a \$600 million MEGA grant and a \$1.5 billion Bridge Investment Program grant. ODOT intends to continue seeking other federal grants for the UMS projects—particularly the Rose Quarter. However, ODOT did not receive an INFRA grant for Rose Quarter, and INFRA grants have now been awarded through 2026, when the Infrastructure Investment and Jobs Act expires. Funding for discretionary grant programs beyond that timeframe are dependent on congressional action to reauthorize the IIJA, which could be challenging given a significant shortfall in user fee revenue flowing into the Highway Trust Fund. UMS projects may be eligible to receive other grants, though most are likely to be much more modest in size than those received to date.
- **Additional statewide tax revenue.** Additional statewide tax revenue could be dedicated to the UMS projects. Generating \$2.6 billion in bond proceeds to close the funding gap would require about \$180-190 million in annual funding for debt service, which amounts to a statewide gas tax increase of nearly 8 cents per gallon, along with complementary weight-mile tax revenue.
- **Regional funding.** A portion of the UMS funding gap could be raised through transportation taxes and fees within the Portland metro region, as was originally contemplated as part of HB 2017; this option was set aside in favor of tolling.

**Table 3: Project Funding Gaps**

Project	Notes	Cost (High)	Available Funding	Funding Gap
I-5 Rose Quarter	Cost estimate will be updated in 2025. Available funding includes RCN grant, additional \$250m for construction, and previously allocated funding.	\$1,900	\$858	\$(1,042)
I-205 Abernethy	Incorporates additional costs as noted above and additional HUTR bonds repaid by HB 2017 Bridge and Seismic funds.	\$815	\$815	\$0
I-205 Phase 2	Updated to assume project construction begins in 2031.	\$800	\$0	\$(800)
I-5 Boone Bridge	Cost estimate has not been updated since 2023 finance plan. A new cost estimate range will be developed in late 2024.	\$725	\$4	\$(721)
<b>Total</b>		<b>\$4,240</b>	<b>\$1,677</b>	<b>\$(2,563)</b>
*Estimated annual debt service on 25 year Highway User Tax Revenue bonds, rounded to nearest \$10 million.		<b>Annual Debt Service*</b>		\$180-190
**Increase in the statewide fuels tax along with complementary weight-mile tax to pay debt service, rounded to nearest penny.		<b>Fuels Tax Equivalent**</b>		8 cents/gallon

- **Tolling revenue.** While implementation of tolling has been paused, it remains an option if other funding sources are unable to close the gap and policymakers wish to complete major congestion relief projects.

Completing these three major projects will likely require some combination of multiple of the above funding sources rather than relying on a single source.

Summary of Audits Division Audits of  
Oregon Department of Transportation  
February 1, 2022 – June 30, 2024

**Audits Completed by the Secretary of State Audits Division**

**I. Audit Report Title**

*TEAMS IT Application Controls Review*

**Date**

March 2022

**Key Findings**

In preparation for the FY2022 statewide financial audit of the Oregon Department of Transportation (ODOT), this was an audit of procedures over controls related to the Transportation Environment Accounting and Management System (TEAMS).

The audit found that overall controls were implemented and operating and were sufficient to provide reasonable assurance that transactions remained complete, accurate, and valid during input, processing and output; that change management procedures ensure the integrity of system data; and that logical access controls protected TEAMS against unauthorized use, modification, damage or loss. Although there are some controls that could be strengthened, the areas of weakness we found did not present a material threat to the integrity of ODOT's financial statements.

**Major Recommendations**

No recommendations were issued. Three opportunities for improvement were cited for improving processes for updating TEAMS reference tables, and one to ensure access is restricted only to those individuals with a demonstrated need for that access.

**Agency Response**

No response required.

**Management Actions**

No actions required.

**New or Enhanced Funding or Savings**

None.

**Policy Package**

None.

**II. Audit Report Title**

730-2022-04-01

*Statewide Single Audit of Selected Federal Programs For the Year Ended June 30, 2021*

**Date**

April 2022

**Key Findings**

The audit did not identify any deficiencies in internal control over compliance considered to be material weaknesses.

**Major Recommendations**

No recommendations were issued.

**Agency Response**

No response required.

**Management Actions**

No actions required.

**New or Enhanced Funding or Savings**

None.

**Policy Package**

None.

### **III. Audit Report Title**

730-2023-01-01

*Selected Financial Accounts For the Year Ended June 30, 2022*

#### **Date**

January 2023

#### **Key Findings**

The audit identified deficiencies in internal control over compliance considered to be material weaknesses:

Documentation was requested to support the July 1, 2021, opening balances for Data Processing Software. The department's asset listing included 495 individual software assets acquired between 1990 and 2022 totaling \$138.9 million. Of the 26 items selected for review, 5 had insufficient documentation to support the asset's balance and classification as a capital asset. All 5 of the exceptions relate to software assets acquired prior to 2008. The reported acquisition cost for the 5 software assets was \$1.8 million; projected to the population, the unsupported beginning balance was \$24.4 million. Agency staff misunderstood the record retention requirements for capital assets.

#### **Major Recommendations**

ODOT should ensure staff understand the retention requirements for capital asset costs to ensure that documentation is retained as required.

#### **Agency Response**

Management agreed with the finding and recommendation.

#### **Management Actions**

Management has implemented the recommendation.

#### **New or Enhanced Funding or Savings**

Pending.

#### **Policy Package**

None.

**IV. Audit Report Title**

730-2023-05-01

*Statewide Single Audit of Selected Federal Programs for the Year Ended June 30, 2022*

**Date**

May 2023

**Key Findings**

The audit did not identify any deficiencies in internal control over compliance considered to be material weaknesses.

**Major Recommendations**

No recommendations were issued.

**Agency Response**

No response required.

**Management Actions**

No actions required.

**New or Enhanced Funding or Savings**

None.

**Policy Package**

None.

## **V. Audit Report Title**

730-2023-05-02

*Statewide Single Audit of Selected Federal Programs For the Year Ended June 30, 2022*

### **Date**

May 2023

### **Key Findings**

The audit identified deficiencies in internal control over compliance considered to be material weaknesses:

1. 40 transfer journal entries that moved costs between federal project sub jobs were tested. 19 did not have documentation of timely approval. In two cases, approval was documented more than a year after costs were transferred. The 19 entries were all lump sum transfers processed by Program and Funding Services (P&FS).
2. 17 subrecipient awards were examined to ensure the information required under 2 CFR 200.332(a)(1) was communicated at the time of the subaward. Each award examined was missing one or more of the required elements:
  - i. 15 samples did not include the subrecipient's Unique Entity Identifier or DUNS number;
  - ii. 7 samples did not provide the Federal Award Identification Number (FAIN);
  - iii. 5 samples did not provide the Federal Award date; and
  - iv. 1 sample did not provide the correct assistance listing number.

### **Major Recommendations**

ODOT should:

1. Ensure procedures for review of transfer journal entries result in timely documented approvals.
2. Adopt procedures for preparing subaward agreements that ensure all required information is provided to subrecipients at the time of the subaward.

### **Agency Response**

Management agreed with the findings and recommendations.

### **Management Actions**

Management has implemented the recommendations.

### **New or Enhanced Funding or Savings**

Pending.

### **Policy Package**

None.

**VI. Audit Report Title**

730-2024-01-01

*Selected Financial Accounts For the Year Ended June 30, 2023*

**Date**

January 2024

**Key Findings**

The audit identified deficiencies in internal control over compliance considered to be material weaknesses:

Department staff historically performed a monthly reconciliation between each SFMA received cash account and its equivalent TEAMS cash fund.

Management stated the monthly reconciliations were only performed the first quarter of fiscal year 2023 due to staffing changes and shortages. Without reconciliations between systems by fund the department is unable to ensure all transactions are accounted for accurately at the fund level, which could lead to inaccurate financial reporting.

**Major Recommendations**

ODOT should ensure reconciliations between SFMA and TEAMS are performed timely, and all outstanding reconciliations are completed

**Agency Response**

Management agreed with the finding and recommendation.

**Management Actions**

Implementation of the recommendation is in process, anticipated implementation date September 1, 2024.

**New or Enhanced Funding or Savings**

TBD - In progress.

**Policy Package**

None.

## **Audits in Progress by the Secretary of State Audits Division**

### **I. Audit**

IT audit of Oregon License Issuance and Vehicle Registration System Controls (OLIVR) Controls

#### **Description**

The Oregon License Issuance and Vehicle Registration System (OLIVR) is ODOT's new IT system for the Department of Motor Vehicles. This audit is examining and testing system controls to support work being performed by the financial audit team and may also include an accessibility and usability objective.

#### **Status**

Reporting phase.

#### **Expected Issuance**

September 2024.

### **Other Secretary of State audits in progress?**

No other ongoing IT or Performance Secretary of State audits that will affect Agency Request Budget.



# Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

**DATE:** November 20, 2024

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Agenda Item K – Strategic Review Progress Report

**Requested Action:**

Review and discuss work the agency has accomplished on the Strategic Review, and provide feedback as the agency works to complete work on each of the recommendations.

**Background:**

The Oregon Department of Transportation maintains an approach and culture of continuous improvement, seeking always to find ways to deliver our work more efficiently, more safely, and more effectively. ODOT is a national leader among peers, pioneering innovative approaches, cultivating talented and dedicated leaders and staff, and challenging ourselves to evolve and grow to meet the changing needs of our state.

In furtherance of this mission and in light of recent specific challenges related to program delivery, ODOT requested an independent assessment of the agency's current state. In April 2024 a third-party expert review panel comprised of transportation professionals with over 150 years combined experience performed a rapid assessment Strategic Review (SR), identifying and recommending approaches foundational to top-performing transportation agencies nationwide. The SR evaluated specific topic areas and independently explored the agency's overall health, culture, and performance. The SR's work concluded in a report describing the agency's strengths, challenges, and opportunities for improvement.

Overall, the SR found agency strengths and clear indicators of high performance:

- General good condition of state highway system
- Dedicated agency staff
- Strong relationships with executive branch partners
- Notable stakeholder engagement within the Portland metro region
- Continuous improvement and growth mindset

The SR also found opportunities for improvement, including observations aligned with findings from the 2017 McKinsey report.

The SR's finding and recommendations can be summarized into three themes:

- Agency alignment and performance management culture
- Program planning and delivery, and transportation revenue projections
- Integration of Strategic Action Plan

Notably, the SR suggests that “with the full implementation of the key recommendations of this report, the agency will achieve the goal of being amongst the highest-performing agencies in the country.” The report also notes that “ODOT leadership cannot achieve this status without the resources and support...for sustainable workforce levels and the tools/systems that will enable” success. Decisions made by the Legislature “appear to have constrained the agency’s ability to effectively operate with limited positions and FTEs.” With full legislative consideration of the resources necessary to ensure long-term agency health and operations, ODOT can achieve the best practices identified in the report and join the ranks of most high-performing transportation agencies in the country.

ODOT presented the findings of the SR and its implementation plan for each of the work items and in October, the Commission received an update on our work. In December we are also providing an additional progress update as we begin to close out work on several items. For some of our more significant work items, we will provide a presentation on the work we have accomplished to date to address SR findings and improve overall agency health. We welcome commission feedback on the current efforts and on the timing of agency reforms underway to address the SR findings, as well as improvements that go beyond the review recommendations.

**Attachments:**

- Attachment 01 – December Strategic Review Progress Report

# ODOT Strategic Review: November 2024 Update

## Background

Director Strickler tasked a Strategic Review Panel with undertaking a rapid assessment of ODOT's effectiveness in certain processes and functions, with this goal: Recommend actions to assist ODOT in solidifying its position as a high-performing transportation agency with recognized credibility as a steward of the state transportation system and transportation funds.

We are focusing on three big areas:

- Providing and using tools, structures, and systems to improve outcomes.
- Building greater strategic alignment, collaboration, and shared ownership.
- Strengthening the agency's culture of performance management and accountability.

## Snapshot

Workstream	Q4 2024 Status
1.A Improve Budgetary and Capital Programming Processes	●
1.B Develop and implement 5-10 year rolling program rather than programming in STIP	●
1.C Move toward centralized program management and project controls and reporting systems	●
1.D Develop and utilize tools and systems to effectively manage projects and programs from development through construction delivery	●
1.E Review Structural reporting or functional placement to improve outcomes	●
2.A Establish clear agendas for leadership meetings, including standing check-ins on key initiatives, tracking decisions, action item and key messaging follow-up	✓
2.B Implement cross functional teams for key initiatives	✓
2.C Consider leadership workshop to align agency directions, strategic action plan and consequent actions to measure progress	✓
2.D Develop roadmap for agency in conjunction with other leading state DOTs on how to transition from current state to the aspirations developed in strategic plan	●
2.E Increase staff engagement in strategic decisions and plans	✓
2.F Develop communications plan for both internal and external messages of agency reforms underway	✓
3.A Reinforce responsibility and accountability at all levels	✓
3.B Train and develop a sustainable workforce to deliver ODOT programs.	●
3.C Permanently fill key management positions.	●
3.D Review Advisory Committees protocol	●

### Current Status Key

**Green:** ● Work is on track as planned, no known concerns. ✓ Work is complete.

**Yellow:** ● We anticipate or have experienced issues that may impact our ability to deliver the milestone in the timeframe planned.

**Red:** ● We won't meet a milestone and need to renegotiate the deadline.

## 1.A Improve Budgetary and Capital Programming Processes

Develop and maintain a budget and capital programming practice that consistently and accurately identifies available funds to enable clear and effective programming of capital projects within available resources.

**Leads: Marlene Hartinger and Travis Brouwer**

Q4 2024 Current Status



- Preliminary non-audit review completed 5/31/2024.
- Full comprehensive audit to identify programmatic errors and define corrections completed by 12/20/2024.
- Corrective plan, including implementation timeline for each item, expected by 1/1/2025.

## 1.B Develop and implement 5-10 year rolling program rather than programming in STIP

Enhanced progression of project development between various transportation plans and STIP to improve accuracy of scope, schedule, and budget. New Rolling program will have linkage to revenue projections. Program outcomes shall take effect immediately upon EST endorsement.

**Leads: Travis Brouwer and Leah Horner**

Q4 2024 Current Status



- The Internal Project Management Team is meeting weekly, the Steering Team is meeting every other week, and six workgroups launched the week of Nov. 4.
- The six workgroups are composed of 51 people in different divisions and geographical regions of ODOT. The groups are each taking one focus area to research and develop the inputs needed to inform the Strategy. The groups will continue to meet until mid-December. The groups are:
  - Goal and Metric Setting
  - Plans and Processes
  - External and OTC Engagement
  - Project Identification, Needs, and Scoping
  - STIP Integration and Financial Constraints
  - Change Management and Roll Out
- An internal webinar open to the entire agency, but focused on project leads, program managers, and planners, was held on Nov. 5 with good participation (125 people). The webinar is posted on the ODOT SharePoint site, and a Microsoft Form was set up to capture additional feedback.
- A virtual peer exchange is in development with CO, MN, AZ, and NV and will likely take place in early-to-mid December.
- Members of the Steering Team and Project Management Team continue to socialize the idea and request feedback with both internal and external groups.
- We are on track to have recommendations developed by the end of 2024.
- Implementation will be ongoing through 27-30 STIP with initial implementation target of Q2 2025.

## 1.C Move toward centralized program management and project controls and reporting systems

Implement key project controls and reporting for critical management objectives that are consistent across and supported by the organization.

**Lead: Leah Horner**

Q4 2024 Current Status



- **Delivery and Operations Division:**
  - Initial implementation of (Quarterly Progress Reports) (QPRs) is completed - Materials & expectations rolled out through the division in Oct 2024.
  - First QPRs are underway as follows:
    - R5 – 10/30 - completed
    - R1 – 11/4 - completed
    - R2 – 11/6 – completed
    - R4 – 11/21
    - R3 – 12/5
  - First program QPRs (ADA, Fixit Programs, UMS, NEVI) to be scheduled for Jan-Feb 2025.
  - 2025 Region QPRs are scheduled.
  - Once the first round of Region QPRs is complete, an assessment of trends and themes will be developed to prioritize tools, systems, processes and training changes in project delivery.
  - A color-coded dashboard report through SR Item 1D (see below) is in development to be used for future QPRs – both in Regions and Statewide Programs in 2025.
- **Public Transportation Division:**
  - PTD has kicked off two reviews, one specific to the federal financial process and one specific to STIF. For the federal transit funding process review, PTD has contracted with WSP and the following has occurred in Q4:
    - The review process kicked off in October 2024.
    - Staff interviews and external transit provider and interested party feedback sessions and surveys have been conducted.
    - An initial draft assessment has been provided to PTD to review.
    - WSP will finalize a desktop analysis, complete interviews with ODOT staff, FTA, and DOTs, complete Phase 2 draft recommendations for improvements and provide a draft assessment and recommendations memo for ODOT feedback.
  - For the Statewide Transportation Improvement Fund (STIF) Process Review, PTD has contracted with (RLS), who is the current contractor PTD utilizes for STIF review and engagement with transit providers and PTD. The following has occurred in Q4:
    - An initial assessment report provided to PTD on Qualified Entity oversight
    - External transit provider and interested party feedback sessions and surveys conducted
    - RLS will finalize Regional Transit Coordinator interviews, provide a draft report on recommendations for PTD review and complete and present the report to the Division Administrator.

## **1.D Develop and utilize tools and systems to effectively manage projects and programs from development through construction delivery**

Utilization of standard tools and systems will enable programmatic oversight of project and program delivery to ensure completion; projects, programs, staff, and leadership across the agency will utilize consistent system(s) that include Scope/Schedule/Budget.

**Lead: Leah Horner**

**Q4 2024 Current Status**



- The Tools & Systems Work Group was established in October and meets biweekly. They have completed a summary of existing tools and reports and are finalizing an assessment of tools / reports in the context of needs, referred to in 1C, to be completed by the end of December 2024.
- Work Group is developing a Red-Yellow-Green (RYG) Dashboard Report to assess risks in project delivery health (scope, schedule, budget & community needs) – to be used internally for QPRs in Regions and Programs. Goal is to have RYG Report in place before 2025 Q1 QPRs (by March 2025).
- Utilization of standard tools and systems shall be complete by Q2 2025.

## **1.E Review Structural reporting or functional placement to improve outcomes**

While organizational structure changes may be needed, the first step is to be clear on Roles and Responsibilities within Project Delivery. This should include defining the Authority, expectations, and accountabilities of each of the following areas: 1) Chief Engineer 2) Region Managers 3) Statewide Project Delivery Branch. In conjunction with this, more work should be done to analyze and adjust organizational structure, particular in the disciplines of Right of Way, Geo/Hydro and Bridge.

**Lead: Leah Horner**

**Q4 2024 Current Status**

- Scope and expectations are currently being shared throughout the division. For the Right-of-Way and Geo/Hazmat disciplines, we will be engaging existing work groups to assist in analysis. A new work team for Hydraulics that includes both statewide and Region discipline leads is being stood up. For the Bridge discipline – which is already centralized – this body of work will be wrapped into the FHWA review implementation plan. These efforts will initiate in January 2025.

## **2.A Establish clear agendas for leadership meetings, including standing check-ins on key initiatives, decision-making tracking, action item and key messaging follow-up**

Leadership meetings enable informed decisions, reflect clear and shared outcomes, ensure responsible parties and actions are identified, ensure messaging alignment on decisions, priorities, and next steps, and ensure that key initiatives are being implemented effectively. Leadership is effectively engaged on key strategic and operational initiatives.

**Lead: Paul Mather**

**Q4 2024 Current Status** ✓

- Work is completed and is in the implementation stage. New agenda process is working, and ALT is adjusting to improve meeting effectiveness, communications across divisions and follow up on decisions made. Having Strategic Projects and Initiatives Manager capture key decision items and follow-ups is working well.

## **2.B Implement cross-functional teams for key initiatives**

Key initiatives are delivered through cross-functional teams composed of agency staff and leadership as appropriate; key initiatives have clear scope, schedule, deliverables supported by staff and leadership; key initiatives receive clear direction from leadership and offer sufficient visibility to enable informed decision-making, and that all cross-functional teams reach conclusion for their tasks on the agreed upon schedule.

**Lead: Paul Mather**

**Q4 2024 Current Status** ✓

- This work is completed. The initiative tracker has been created and agreed to. Agency Leadership Team is in the process of populating it and making adjustments as needed to ensure cross-functional teams are in place and functioning.

## **2.C Consider leadership workshop to align agency directions, strategic action plan and consequent actions to measure progress**

Consistent leadership alignment with expectations, goals, and success measures to ensure optimal agency performance. Leadership workshop to enhance alignment and develop collaborative approach for delivering strategic initiatives.

**Lead: Carolyn Sullivan**

**Q4 2024 Current Status** ✓

- Workshop occurred 9/9/2024.

## **2.D Develop roadmap for agency in conjunction with other leading state DOTs on how to transition from current state to the aspirations developed in strategic plan**

EST has developed, and the agency is executing, a transition plan to enable the agency to deliver the priorities and outcomes of the Strategic Action Plan. The goal is to align the agency behind the outcomes of the SAP through ongoing communications, provide leadership and staff visibility into progress and challenges, and ensure accountability for achieving progress.

**Lead: Travis Brouwer**

#### Q4 2024 Current Status



- Cross-functional team developed, and draft workplan completed.
- Plans being executed for regular check-ins on SAP priorities at OTC and within ODOT leadership groups.
- Communication plan under development and check-in process between presentations to the OTC, expected by 12/20/2024.

### 2.E Increase staff engagement in strategic decisions and plans

ODOT staff understand agency's strategic direction, understand how individuals and teams fit into broader agency direction, feel engaged in development and have actionable ownership of agency outcomes.

#### **Lead: Kris Strickler and Leah Horner**

#### Q4 2024 Current Status



- Executive Strategy Team has defined outcomes, EST and Agency Leadership Team have discussed and understand gaps in engagement with the Strategic Action Plan and developed workplan to address gaps.

### 2.F Develop communications plan for both internal and external messages of agency reforms underway

Ensure Strategic Review findings and recommendations, and agency implementation of recommendations, are understood by internal and external audiences; ensure external audiences view findings and agency actions as credible and durable. Create a status of each of the reform areas; report progress quarterly as actionable outcomes.

#### **Lead: Lindsay Baker**

#### Q4 2024 Current Status



- Rollout plan and supplemental materials have been rolled out, as of 7/2024.
- Ongoing communications plan and quarterly progress reporting mechanism finalized.
- Staff engagement continued at Senior Leadership Group and Fall Forum in September and October.

### 3.A Reinforce responsibility and accountability at all levels

ODOT staff at all levels understand the strategic agency direction, key agency priorities and initiatives, and their individual role in delivering those outcomes. ODOT staff at all levels hold themselves, peers, managers, and employees accountable to outcomes through active, intentional, and consistent performance management. ODOT staff at all levels have clear performance expectations. Leadership provides quarterly review of major programs and projects that includes KPM's, scope/schedule/budget, and current and upcoming issues that need to be elevated.

#### **Lead: Paul Mather and Leah Horner**

#### Q4 2024 Current Status



- Manager and leadership expectations have been developed and communicated from the

director to his reports and from them to their reports.

- The Construction Oversight Review Committee (CORC) was rolled out and initiated in July 2024 to review CCOs for projects >\$50M. CORC meets 2x per month pending agenda items and is reviewing CCOs that meet schedule and cost impact thresholds. The CORC has a charter and guidance document.

### **3.B Train and develop a sustainable workforce to deliver ODOT programs**

Agency is developing staff and leadership succession plan, focusing on positions that are “one deep” and high-risk areas for the organization, and plan for leaders to better understand the work performed within their teams.

**Lead: Carolyn Sullivan**

Q4 2024 Current Status 

- Updated succession planning document to be completed and submitted to DAS by December 31, 2024.
- Work is on track and being reviewed by Executive Strategy Team to:
  - Develop position- and team-specific succession plans.
  - Develop leadership position-specific core competencies, onboarding plans, and individual development plans as necessary.

### **3.C Permanently fill key management positions**

Fill key positions identified by leadership and ensure agency posture and utilization of temporary, limited duration, and rotational assignments enables leadership development while meeting agency needs and maintaining holistic agency health. **Lead: Carolyn Sullivan**

Q4 2024 Current Status 

- Key positions have been filled with the exception of the PTD Administrator, which will be on rotation until the position is filled, which is expected to occur before the end of February 2025.
- Reviewing enterprise rotation policy; considering stand-alone ODOT rotation policy.
- Modified process for rotations approval for management service and executive service to require Division Administrator approval.

### **3.D Review advisory committee protocol**

Advisory Committees are managed in a consistent and coordinated approach, with clear processes to establish, review, and abolish committees as well as clear expectations and consistent staff support. **Lead: Lindsay Baker**

Q4 2024 Current Status 

- Committee templates have been drafted and are ready for review.
- Advisory committee “community of practice” workgroup is under development and will kick off before 12/31/2024 to review and finalize templates.

- Full implementation of plan due in 7/2025.



# Oregon

Tina Kotek, Governor

## Oregon Transportation Commission

Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** January 6, 2025

**TO:** Oregon Transportation Commission

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** **Agenda Item I** – Accept Internal Audit Report on Budget and Capital Planning #25-02

**Requested Action:** Accept the Oregon Department of Transportation's (ODOT) Internal Audit Report #25-02: Internal Audit Report on Budget and Capital Planning.

**Background:**

The Oregon Department of Transportation (ODOT) has lacked key controls to ensure that its legislative budget is built with an accurate revenue figure. The 2023-25 ODOT budget totaled \$5.9 billion. However, ODOT later realized that there were issues in the budget development process leading to incorrect revenue assumptions made in developing the 2023-25 budget. Revenue was too high by \$1.1 billion. The objectives for this audit were to answer three questions.

1. Has ODOT been using reasonable revenue assumptions in the budget process for recent cycles?
2. Has ODOT taken sufficient actions to correct the 2023-25 budget error and to prevent such an error in the future?
3. Has the agency utilized dedicated HB 2017 funding in alignment with statute?

**Outcomes:**

ODOT Internal Audit will track ODOT's implementation of the recommendations until actions are completed. A follow-up audit may occur.

**Attachments:**

- Attachment 01 – Internal Audit Report #25-02



## **ODOT Has Taken Steps to Improve the Budget Development Process, But More Actions Are Needed**

Report 25-02  
January 9, 2025

Marlene Hartinger, Chief Auditor  
James Hanseling, Principal Internal Auditor  
Meredith Kim, Senior Internal Auditor

## AUDIT SERVICES

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Oregon Department of Transportation

January 9, 2025

ODOT Executive Strategy Team Members:

Kris Strickler, ODOT Director

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Leah Horner, Assistant Director – Operations

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Carolyn Sullivan, Chief Administrative Officer

Dear Executive Strategy Team Members:

The Oregon Department of Transportation (ODOT) did not have key controls in place to ensure that its legislative budget was built with an accurate revenue figure. The 2023-25 ODOT budget totaled \$5.9 billion. However, ODOT later realized that there were issues in the budget development process leading to incorrect revenue assumptions made in developing the 2023-25 budget. Revenue was forecasted too high by \$1.1 billion. The objectives for this audit were to answer three questions related to the budget build process, actions taken to prevent future budget errors, and utilization of HB 2017 funds.

In developing the agency's budget, the process did not ensure that a reasonable federal revenue figure was used for the Delivery and Operations Division budget. An over-reliance on the highway cash flow model and a lack of understanding on how STIP programming impacts that model drove the budget error. Steps taken to remedy the budget error have addressed short-term impacts, but additional actions are needed to reduce the opportunity for future errors.

ODOT was able to demonstrate allocating the majority of the HB 2017 funds dedicated for highway purposes. However, a gap of \$173 million remained between what has been allocated and the expected amount based on revenue in the STIP. To reconcile the gap in what ODOT has allocated in the STIP and HB 2017 funds, staff identified other state funds that may fill the gap. We did not make a determination on whether these additional funds meet the statutory requirements for HB 2017 revenue.

Sincerely,



Marlene V. Hartinger, MBA, CPA, CIA  
Chief Auditor

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## ODOT HAS TAKEN STEPS TO IMPROVE THE BUDGET DEVELOPMENT PROCESS, BUT MORE ACTIONS ARE NEEDED.

### EXECUTIVE SUMMARY

The Oregon Department of Transportation (ODOT) has lacked key controls to ensure that its legislative budget is built with an accurate revenue figure. The 2023-25 ODOT budget totaled \$5.9 billion. However, ODOT later realized that there were issues in the budget development process leading to incorrect revenue assumptions made in developing the 2023-25 budget. Revenue was too high by \$1.1 billion. The objectives for this audit were to answer three questions.

*1. Has ODOT been using reasonable revenue assumptions in the budget process for recent cycles?*

State highway fund revenue has been forecasted and budgeted in close alignment with actual revenues across recent budget cycles, but the federal portion has not. ODOT has relied on a highway cash flow model to generate what the federal expenditures would be for the Delivery and Operations Division and then assuming sufficient federal revenues would be available to cover those expenditures. The model uses project information from the Statewide Transportation Improvement Program (STIP) to forecast what expenditures will be during the agency budget period. The federal share of agency revenue was then assumed based on the amount of federal funding for projects in the STIP at the time of budget build. The highway cash flow model has multiple limitations that lead to an inflated forecast of federal expenditures, which in turn lead to an inflated amount of federal revenue. This inflated number was not identified by staff during the budget build.

*2. Has ODOT taken sufficient actions to correct the 2023-25 budget error and to prevent such an error in the future?*

Further actions are required by ODOT to prevent budget errors occurring in the future. Actions taken so far appear to have remedied the short-term impacts of the budget error. This has been done through adjustments to the STIP, issuance of additional debt, and process changes to how ODOT develops the agency budget. The highway cash flow model was seen by our review as unreliable in forecasting expenditures for an upcoming budget cycle.

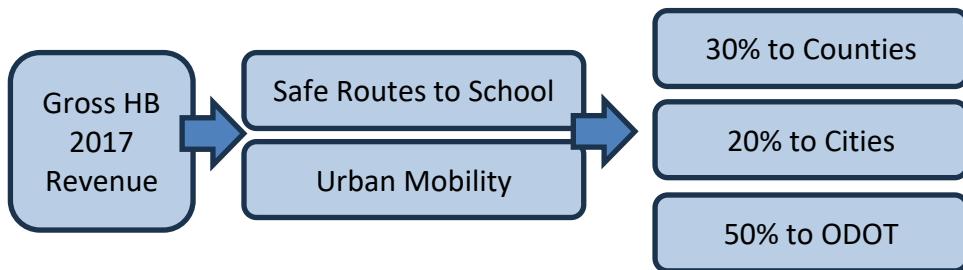
*3. Has the agency utilized dedicated HB 2017 funding in alignment with statute?*

Most of the HB 2017 funding has been programmed in the Statewide Transportation Improvement Program (STIP). We were able to verify approximately 85% of ODOT's share in dedicated HB 2017 funding areas (bridge, seismic, preservation, culverts, and safety) has been allocated in alignment with statute. Agency staff pointed to two other areas to fill most of the gap: construction of a new maintenance facility and additional state bridge funding that was not programmed as HB 2017 funds in the STIP. Even with this, about a third of safety funds had not been allocated and the preservation and culverts program has been over-programmed.

## BACKGROUND

In 2017, the Oregon Legislature passed House Bill 2017 which brought a significant increase of funding to ODOT. The additional state highway fund revenue came from fee increases at DMV, Commerce and Compliance (motor carriers), and the gas tax. At the time of passage, it was estimated that HB 2017 would generate \$5.3 billion in revenue over the first 10 years, including highway and non-highway funding. The bill directed how ODOT would utilize the increased revenue going to the state highway fund. The figure below captures the flow of how funding is to be allocated. The Safe Routes to School allocation increased in January 2023 (from \$10 to \$15 million) and the Interstate 5 Rose Quarter Project<sup>1</sup> (Urban Mobility) annual allocation of \$30 million started in January 2022. The Urban Mobility funds may cover current project costs and debt service on bonds related to the projects.

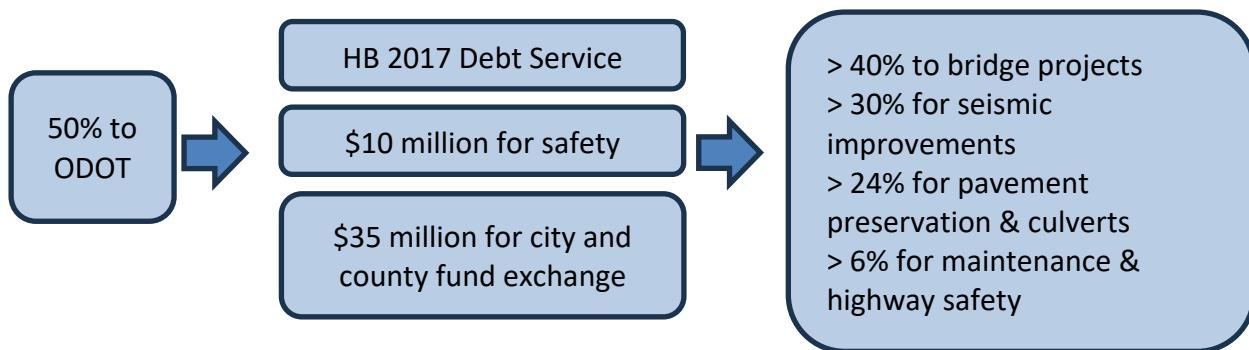
## Oregon statute directs how HB 2017 revenue is used.



<sup>1</sup> Initially this was for the Interstate 5 Rose Quarter Project; House Bill 3055 changed this to include additional projects: Interstate 205 Improvements, Interstate 5 Boone Bridge, and implementation of a toll program.

ODOT's portion is further dictated in statute for usage as shown in the figure below. Debt service payments started in December 2020 for bonds used to pay for named projects in the legislation. Additional named projects were to be funded with HB 2017 revenue and not bond funds. These projects totaled \$168 million. The city and county fund exchange started in 2023 after passage of HB 2101. After these allocations and the \$10 million for safety, the remainder is to be programmed to dedicated areas across ODOT programs.

**ODOT's portion of HB 2017 revenue is allocated based on statute.**



ODOT has collected \$2.1 billion in state highway fund revenue from HB 2017 through June 2024. Counties have received \$605 million and cities \$403 million. Revenue forecasts project another \$1.4 billion over the next three years. The revenue from HB 2017 is identified and marked each month by accounting staff. Funds are kept in a fund detail along with other state highway fund revenue. The majority of ODOT's HB 2017 revenue has been programmed in the STIP.

The STIP is ODOT's short-term capital improvement program for state and regional transportation systems. The STIP provides project scheduling and resource allocation for most improvements with approved funding and that are likely to be undertaken during the four-year period. Preparation of the STIP determines which projects should be funded, when the work should be done, and what funding source should pay for them. A financial plan is included that identifies all capital and non-capital projects within the state with committed or reasonably available funding.

The following information is included for each project:

- Scope description
- Estimated total project cost
- Federal funds proposed by year
- Proposed source of Federal and non-Federal funding
- Responsible agency

The STIP development process starts about three years prior to its adoption by the Oregon Transportation Commission (OTC), Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). ODOT is required to include a demonstration of fiscal constraint that shows that the projects included in the STIP can be implemented using the committed or reasonably available revenue sources. This is based on the state and federal dollars forecasted to be available.

## **AUDIT RESULTS**

The development of ODOT's agency budget has lacked controls to ensure a reasonable federal revenue figure is used for the Delivery and Operations Division budget. An over-reliance on the highway cash flow model and a lack of understanding on how STIP programming impacts that model drove the budget error. Steps taken to remedy the budget error have addressed short-term impacts, but additional actions are needed to reduce the chance for future errors. ODOT was able to demonstrate allocating the majority of the HB 2017 funds dedicated for highway purposes. However, a gap of \$173 million remained between what has been allocated and the expected amount based on revenue in the STIP.

## **ODOT'S BUDGET BUILD PROCESS HAS LACKED NECESSARY CONTROLS TO ENSURE ALIGNMENT BETWEEN PLANNED EXPENDITURES AND PROJECTED REVENUES.**

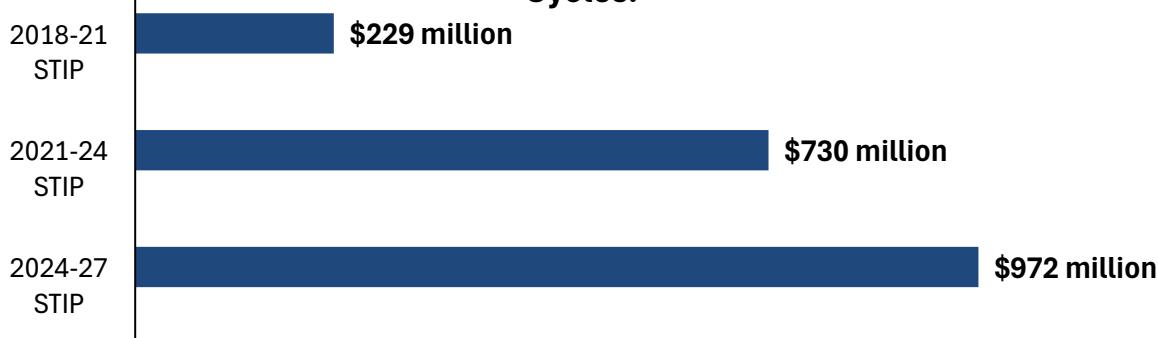
ODOT's development of its biennial budget has relied heavily on the results of agency's highway cash flow model to inform its budget for the capital program that is in the STIP. Staff did not understand how the highway cash flow model assumptions and mechanics were impacted by project funding in the STIP, namely, fund sources and allocations for projects. Staff utilized the highway cash flow model to establish budget figures for the capital program for the next biennium. The model extracts project data from the STIP during the budget build process. The model considers multiple factors in forecasting the amount of expenditures and when they will occur during the two-year budget cycle. Manual adjustments may be made to the model's results for projects not yet programmed in the STIP.

One factor that was not understood was the impact of how the highway cash flow model interpreted advanced construct funding in the STIP. Advanced construct is a tool utilized by ODOT to jump start projects using state funds that may or may not be reimbursed with federal dollars at a later date. Projects programmed in the STIP with advanced construct have the funding responsibility split the same as other projects with federal funding, commonly 89.73% federal and 10.27% state. However, some projects end up being 100% state funded.

The highway cash flow model interprets advanced construct funding as it is programmed in the STIP. This led to an overestimation of how much federal funding the agency would be utilizing to deliver the STIP projects during the budget cycle. It also underestimated the amount of state funds needed to pay the advanced construct expenditures pending federal reimbursement. The volume of advanced construct in recent STIP cycles requires that at least some remain 100% state funded.

Across the last three STIP cycles, the utilization of advanced construct has significantly increased. The 2018-21 STIP had \$229 million of advanced construct. By the 2024-27 STIP cycle, the figure had increased to \$972 million. The chart below shows the increase over the last three STIP cycles. This has coincided with the increase in HB 2017 revenue. When applicable, HB 2017 funds are initially programmed as advanced construct in the STIP to give flexibility to staff managing funding across projects. The HB 2017 funds can be switched out for federal funds at a later date.

**The Amount of Advanced Construct Programmed in the First Two Years of the STIP Significantly Increased in the Last Two STIP Cycles.**



At the project level, only state funds are used to pay for expenditures initially. No federal reimbursement is done unless the agency decides to do so. This decision is made separate from the group that manages the highway cash flow model. The near-term impact on state funds can be sizeable on a single project as seen in the table below, even if eventually reimbursed with federal dollars.

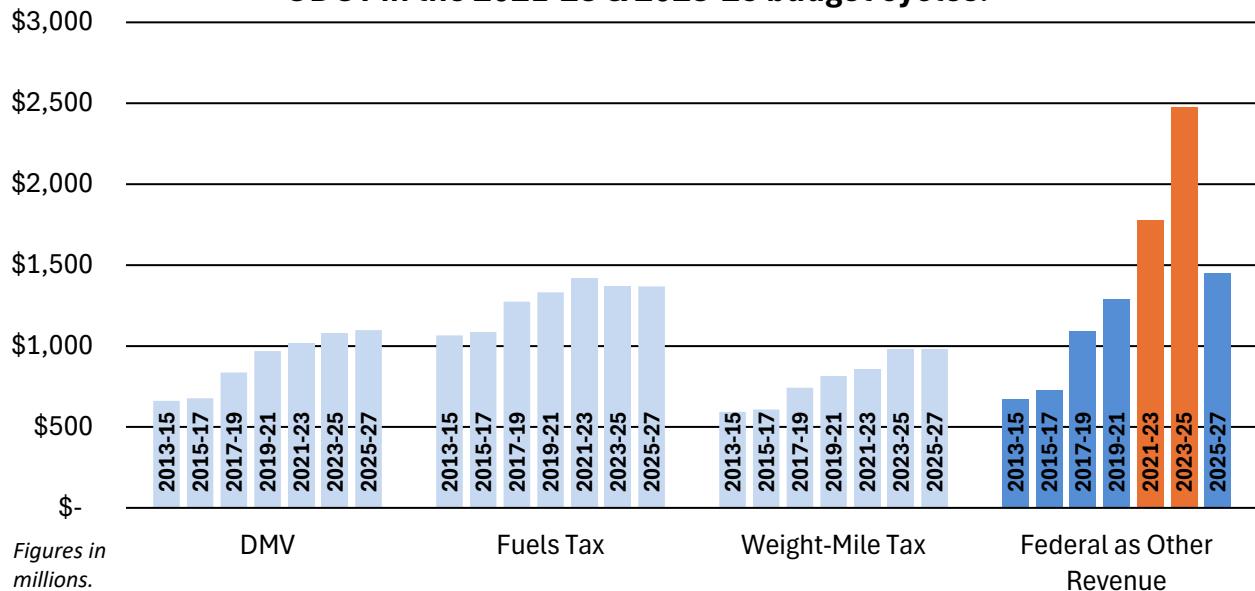
	Construction Funding	STIP Federal Share	STIP State Share	Actual State Share as Advanced Construct
Project A	\$38,000,000	\$34,097,400	\$3,902,600	\$38,000,000
Project B	\$9,700,000	\$8,945,340	\$754,660	\$9,700,000
Project C	\$12,476,467	\$11,228,820	\$1,247,647	\$12,476,467

A second issue that contributed to budget issues for the 2023-25 biennium, and likely the 2021-23 biennium also, was the budget build process relied strictly on the funding projections from the highway cash flow model derived from STIP programmed amounts to determine how much federal as other revenue<sup>2</sup> ODOT would receive.

There was no check on the reasonableness of the figure with historical actuals. Again, the cash flow model extracts the projects from the STIP and forecasts the expected expenditures during the biennium. Since the model is using funding breakdown for advanced construct projects with a high percentage of federal reimbursement, that translates into a significantly higher federal as other revenue expectation than what would be likely based on historical trends. This revenue shift can be seen in the chart below that includes the main revenue sources for ODOT for each legislatively approved budget going back to 2013-15. The large increase of federal as other revenue coincides with the large increase of advanced construct programmed in the STIP seen on the previous page. None of the three state sources had nearly the same growth rate.

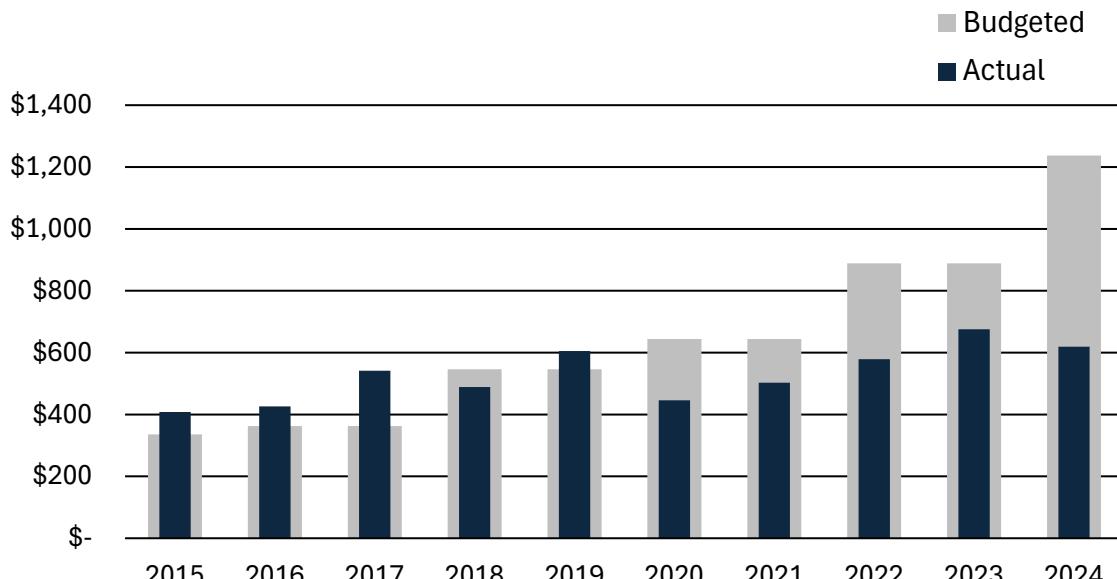
<sup>2</sup> In the ODOT budget, federal as other revenue is the formula funds and any competitive grants received from FHWA. Most of these funds require a 10.27% match.

**Federal revenue grew much faster than other revenue sources for ODOT in the 2021-23 & 2023-25 budget cycles.**



The increase to federal revenue for the 2021-23 and 2023-25 budgets was a significant increase over prior years. The amount budgeted was a 38% increase (\$489 million) in 2021-23 and 39% increase (\$698 million) in 2023-25 from the prior budget. Going back to fiscal year 2020, ODOT has budgeted more federal revenue than what has been received. In 2020, the gap was \$198 million and rose to over \$600 million in 2024. The chart below shows the comparison of the budgeted amount to actuals going back to fiscal year 2015.

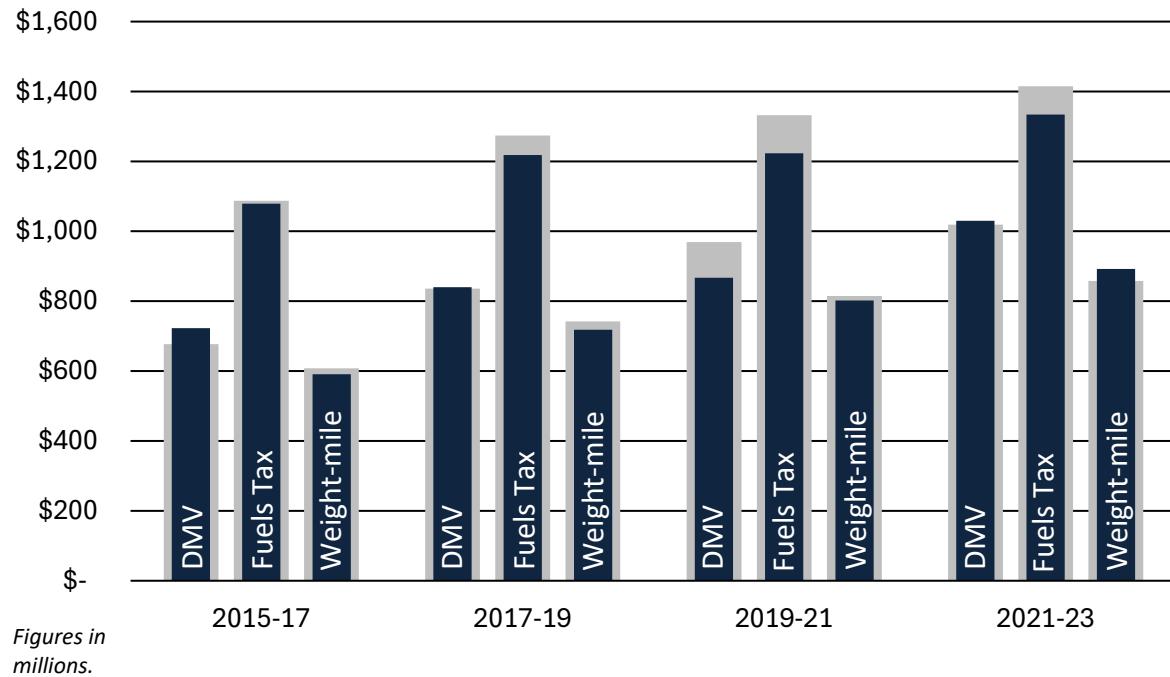
**Actual federal as other revenue was much less than budgeted revenue going back to 2020.**



*Figures in millions.*

In contrast to the federal as other revenue, state revenue actuals have aligned much closer to the amount in the agency budget. The state revenue figures used in the agency budget come from the revenue forecasts completed twice a year. We reviewed revenue forecasts and compared to actuals to see how well the forecasts tracked with actuals. Forecasts have been fairly accurate in projecting what revenue will be that becomes more accurate as the forecast nears the actual year. Of note, forecasts prior to December 2017 were not included in the analysis since those did not include the additional revenue from HB 2017.

**Actual state revenue has aligned closely with the budgeted amount over the last four biennium.**



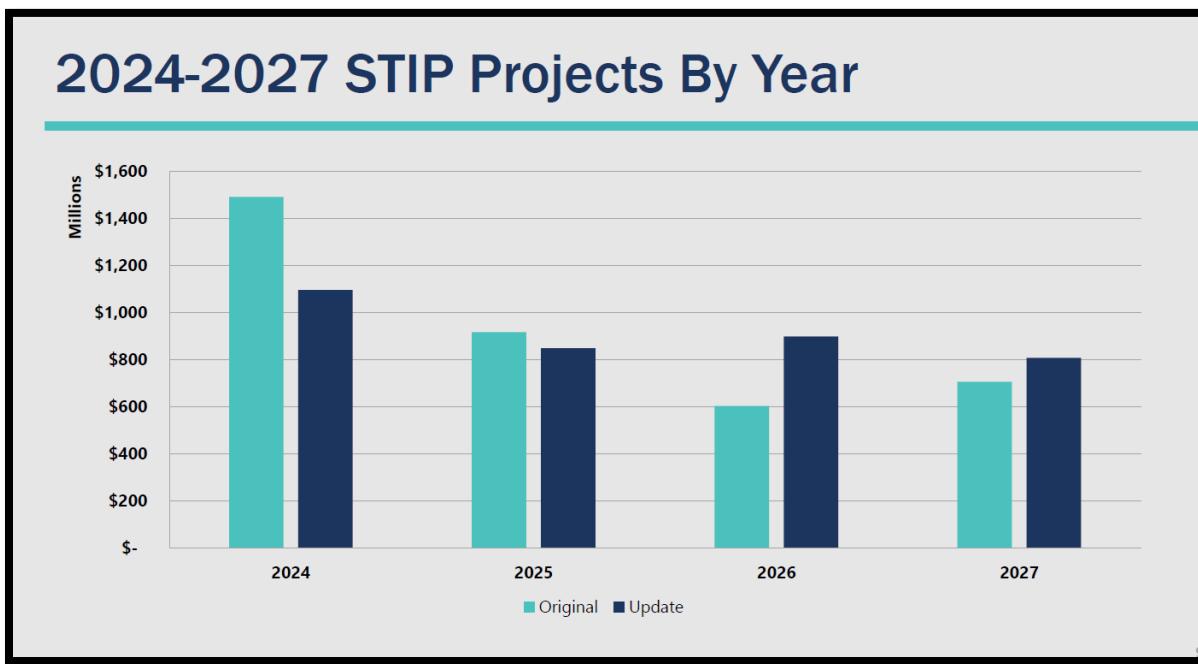
The process used to develop the 2023-25 agency budget, namely the amount of federal as other revenue left ODOT short \$1,175 million to fulfill commitments for the biennium. This issue is further exacerbated in that staff did not ensure that there was sufficient state revenue to deliver the 2024-27 STIP as programmed. Available state revenues could not support delivery of what is in the STIP for 2024 and 2025. Prior STIP cycles were also not checked against the agency budget and available state dollars. Per staff, the stance has been that there is always state revenue available to deliver on what is programmed in the STIP. Checking that the budget and STIP align was not seen as necessary. However, ODOT's current cash flow challenges have put limits on the availability of state funds.

**FURTHER CORRECTIVE  
ACTIONS NECESSARY BUT  
STEPS TAKEN TO DATE  
HAVE IMPROVED THE  
BUDGET PROCESS.**

ODOT has taken multiple steps to address the issues leading to this disconnect between the amount of federal as other revenue budgeted to what is received. The results from the highway cash flow model are now checked with historical actuals to ensure the budget figure is reasonable. Staff have also added a step to adjust the model results accounting for advanced construct projects in the STIP. All advanced construct funding is considered 100% state funded instead of what the STIP lists as the federal and state split.

The STIP development process will also take steps to check that the STIP is constrained to the available state revenues to support project delivery. One change already made to the 2024-27 STIP and will be done for future STIP rounds, is balancing out the volume of work across the STIP years. The 2024-27 STIP was heavily frontloaded with more projects planned in the first two years compared to the second two years. The image below captures how the 2024-27 STIP was initially programmed and the change made to balance out the volume of projects across all four years.

**ODOT delayed projects in the 2024-27 STIP to balance the volume of expenditures in each year.**



*From ODOT presentation made to the OTC in May 2024.*

Supporting documents used to develop the agency budget have been adjusted to include HB 2017 revenue as a standalone line item instead of including it with all state highway revenue. The change has also included identifying the specific uses of HB 2017 to show how the funds are being allocated in accordance with statute. The supporting documents for the 2025-27 agency request budget clearly showed this change and the figures were accurate based on forecasted revenue.

Other actions taken by the agency to address the revenue gap included issuance of additional debt that was not included in the 2023-25 budget. The amount totaled \$497 million and was done through a combination of commercial paper and GARVEE bonds. Commercial paper is a short-term borrowing program to provide more liquidity for the agency. GARVEE bonds can be paid back using federal funds. The additional debt in combination with the STIP amendment was expected to address the budget gap and state highway fund balance issues for the agency.

**AGENCY RECORDS COULD  
NOT DEMONSTRATE THAT  
ALL HB 2017 REVENUE  
HAS BEEN ALLOCATED IN  
ALIGNMENT WITH  
STATUTORY  
REQUIREMENTS.**

Records could not demonstrate how ODOT used \$98 million of HB 2017 revenue. Legislation did not direct ODOT to program all funds in the STIP but in practice, this is how ODOT has allocated the vast majority of the funds. The amount of HB 2017 revenue allocated to dedicated funding programs in the STIP through 2027 totaled \$986 million. Plus, an additional \$50 million for a capital construction project<sup>3</sup> brings the total to \$1,036 million. But based on revenues, the total should be \$1,183 million. Within the STIP, ODOT identified a funding responsibility for the dedicated HB 2017 revenue: bridge/seismic, preservation, culverts, and safety<sup>4</sup>.

The HB 2017 legislation directed how ODOT was to allocate the 50% of the revenue it receives. First, \$10 million goes to safety, and ODOT pays for debt service on bonds issued for named projects under the legislation. The remainder is split in the following way for dedicated programs:

- 40% for bridge projects
- 30% for seismic projects
- 24% for preservation and culvert projects
- 6% for highway maintenance and safety improvements

In 2023, legislation was passed that directed ODOT to allocate \$35 million of HB 2017 revenue to the city and county fund exchange program.<sup>5</sup> This program allows local agencies to exchange federal highway funds with state dollars.

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<sup>3</sup> The project is a consolidation of three office/maintenance stations into one location that will be seismically resilient, serving the south coast area of Oregon.

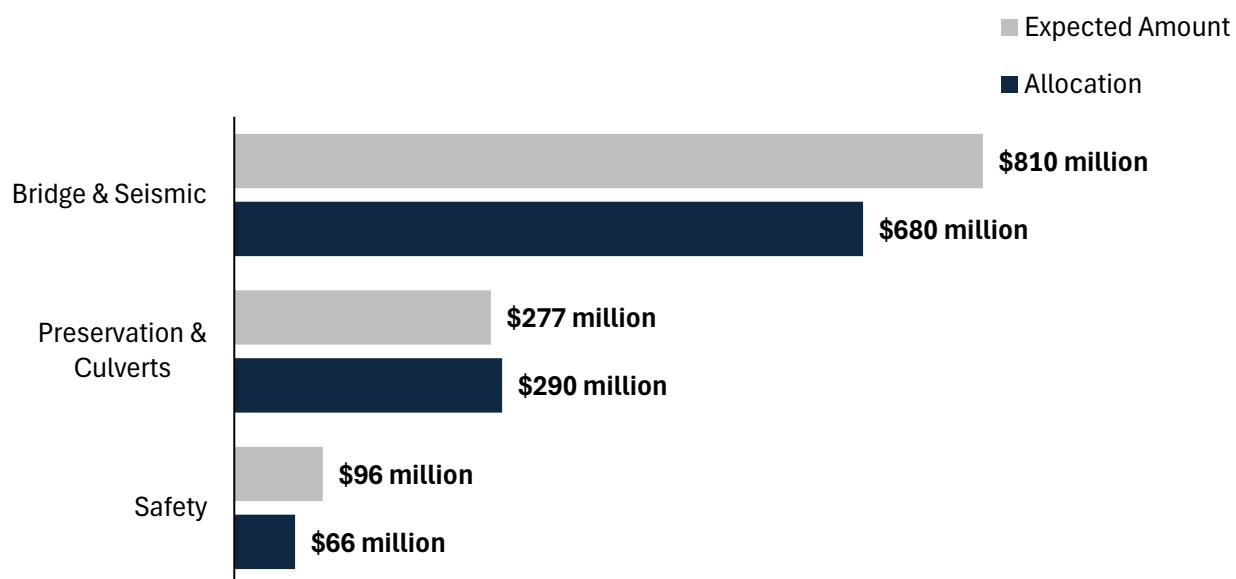
<sup>4</sup> Safety is broken up into multiple funding responsibilities: Statewide Safety, Region 1, Region 2, Region 3, Region 4, and Region 5. The total of each one accounts for safety in the report.

<sup>5</sup> HB 2101

This additional \$35 million comes out of ODOT's share prior to the allocation to the dedicated programs moving forward, and ODOT backfills the state money with federal funds that were previously available to local governments.

The chart below shows the gap between the amounts allocated to each program in the STIP compared to ODOT's total revenue for each of the categories. The expected amount was calculated using actual revenue collected through fiscal year 2024 and forecasted revenue through fiscal year 2027. It focuses on the funds allocated for bridge, seismic, preservation and culverts, and safety. The 6% for highway maintenance and safety improvements was not included in the audit scope.

**The allocation of HB 2017 revenue to dedicated programs was less than the expected amounts in two areas.**



To reconcile the gap in what ODOT has allocated in the STIP and HB 2017 funds for bridge and seismic, staff pointed to two other areas. The first is \$117 million in state bridge funds allocated under other funding responsibilities. These are state dollars that were not programmed as being funded with HB 2017 revenue in the STIP. The second is usage of HB 2017 seismic funds to pay for a new maintenance facility. As a capital construction project, it is not included in the STIP and has been included in recent legislatively adopted budgets. If these funds are included, it would more than cover the gap between the expected amount of bridge and seismic funds to what we expected based on revenue. We did not make a determination on whether these additional funds meet the statutory requirements for HB 2017 revenue.

Funding allocation for preservation and culverts is overprescribed by \$13 million. To address the \$30 million gap in safety funds, staff identified an additional \$3.2 million in state funds allocated to safety projects outside of the dedicated HB 2017 safety funds that could be used to fill the gap. As with bridge and seismic, we did not make a determination on whether these funds meet the statutory requirements for HB 2017 revenue. Additionally, staff shared that a separate funding category for HB 2017 safety was not initially created in the STIP.

**ODOT'S HIGHWAY CASH FLOW MODEL HAS HAD A LOW LEVEL OF ACCURACY IN FORECASTING CAPITAL CONSTRUCTION EXPENDITURES OVER RECENT YEARS.**

The highway cash flow model is limited its ability to reasonably forecast expenditures due to project delivery uncertainty and model mechanics. Across the four years reviewed, the model consistently forecasted amounts with high variability over and under actual expenditures. Across calendar years 2020-2023, we reviewed a subset of projects to determine how actual construction expenditures aligned with what the highway cash flow model projected for coming year. We identified two issues in the mechanics of how the cash flow model operates that contributed to the forecast being different than actuals by a significant amount. The first was the model including the entire construction budget when only a portion impacts ODOT's cash flow and the second was under or overestimating the rate of expenditures in the coming year.

We reviewed 40 projects from each year for a total of 160.<sup>6</sup> Across all four years, there were 2,186 projects included in the November cash flow model forecasts. Auditor judgment was used to select a group of projects meeting a mix of criteria: the construction contract already bid, planned to bid in the coming year, a range of forecasted expenditures, and different project types.

*We did not consider a significant schedule or budget change for a project during the year reviewed as reason for the cash flow model being inaccurate.*

We did not consider a significant schedule or budget change for a project during the year reviewed as reason for the cash flow model being inaccurate. It was expected that a significant schedule change, such as delaying when the construction contract bid would negatively impact the accuracy of the cash flow model. Additionally, if a construction budget was significantly changed causing the forecast to differ from the actuals, we did not attribute the difference to cash flow model. We considered a significant schedule change to be more than a 30-day change in the let date. A significant budget change was 10% (plus or minus) or more. If either of these changes occurred for a project, we considered whether it was the driver for the difference between the forecasted and actual construction expenditures.

*One contributing factor on schedule changes impacting the cash flow model was the STIP not having accurate bid let dates.*

One contributing factor on schedule changes impacting the cash flow model was the STIP not having accurate bid let dates. The cash flow model relies on the bid let date in the STIP to know when construction expenditures are likely to begin. We saw multiple projects that did not have an accurate bid let date in the STIP. This can cause projects to have forecasted construction expenditures well before work begins. For example, one project's bid let date was 7/24/2019 but the contract wasn't let until January 2022. The cash flow model included the project in forecasting expenditures in 2020 and 2021. The STIP was not updated with the actual bid let date.

Of the 160 projects we reviewed, 44 fell into this category of having a significant budget or schedule change. The cash flow model forecasted \$203 million for these projects with actuals being \$94 million, a net difference of \$109 million. Actual construction expenditures differed considerably with the forecasted amounts for the remaining 116 projects.

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<sup>6</sup> The same project may be included in different years.

Combining the differences across projects can hide issues in how the cash flow model operates. The differences in the actual versus the projected expenditures were attributed to the how the cash flow model operates. The net difference was \$72 million for the projects from a total forecast amount of \$754 million. But if the difference is taken on an absolute value, the total difference is \$521 million. The chart below shows the total amount of difference, over and under, for each year reviewed. The total amount of over (positive total) is the sum of when the model forecasted more than actuals. The total amount of under (negative total) is the sum of when the model forecasted less than actuals.<sup>7</sup>

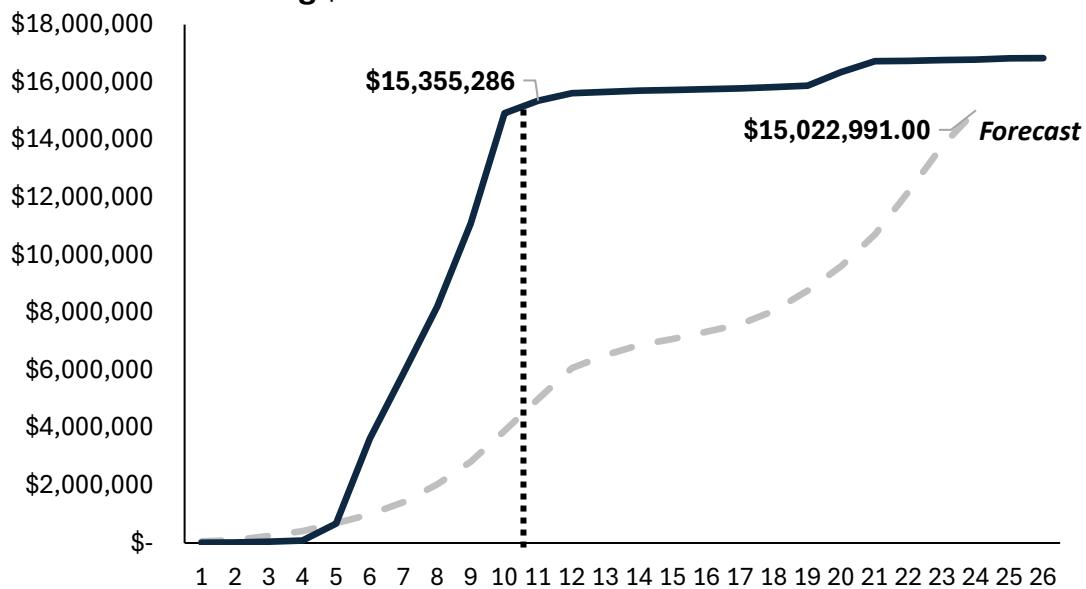
**The total amount of over/under difference in the forecast and actuals shows a significant issue versus looking at the net difference.**

	CY 2020
	<b>\$63,822,358</b>
	<b>\$28,363,619</b>
	CY 2021
	<b>\$89,076,321</b>
	<b>\$51,886,040</b>
	CY 2022
	<b>\$59,028,833</b>
	<b>\$45,041,158</b>
	CY 2023
	<b>\$84,621,844</b>
	<b>\$98,882,908</b>
Sum of Difference Under Model	
Sum of Difference Over Model	

<sup>7</sup> The same chart can be seen in appendix A for projects that had a significant schedule or budget change. Appendix B includes a breakdown by each project included in the review.

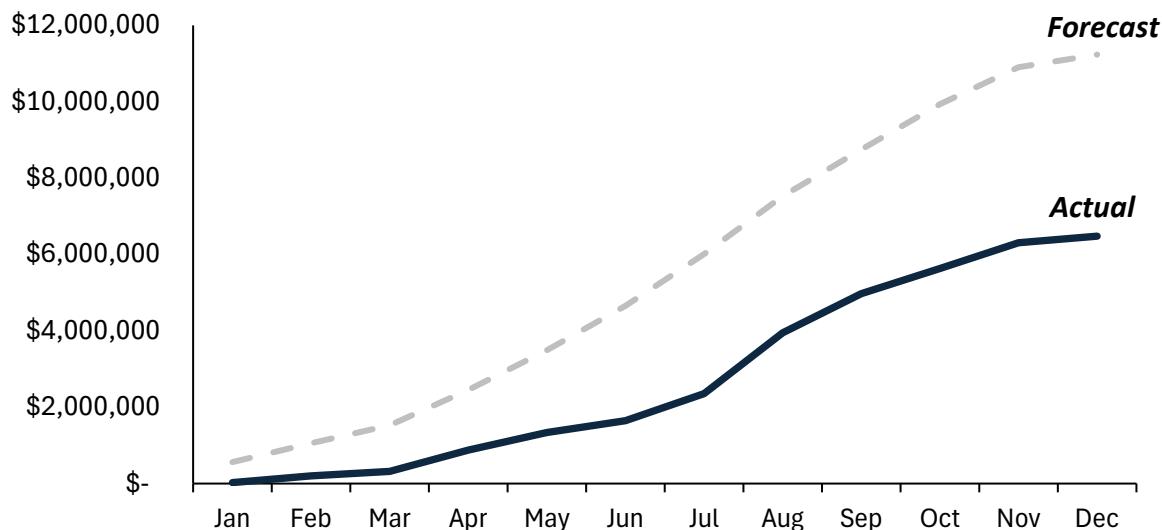
Project expenditure forecasts were missed consistently by the cash flow model across the four years reviewed. Forecasted expenditures often had a consistent pattern over an estimated project timeline with seasonal changes. In the actuals, project expenditures occurred much faster. An example is seen in the graph below of a project that expended over \$15 million by the 11<sup>th</sup> month compared to the forecast which showed that amount in the 24<sup>th</sup> month.

**The project construction expenditures occurred much faster hitting \$15 million 13 months sooner than forecasted.**



In contrast, projects also had construction expenditures that occurred at a slower rate compared to the forecast. Below is an example of one project that had a forecasted total of \$11.2 million but actuals were \$6.4 million for calendar year 2021.

**Forecasted construction expenditures were \$4.8 million higher compared to actuals for the project across the calendar year.**



A systemic issue of not accounting for how much a project's construction expenditures was seen in the cash flow model across certain project types. Projects with a connection to local agencies, the Washington State DOT (WSDOT), and projects with funding from the Western Federal Lands Highway Division (WFLHD)<sup>8</sup> all had common discrepancies. The cash flow model included the entire construction amount from the STIP and used that figure as the basis for the expenditure forecast. However, the cash flow model did not account for whether ODOT would pay a portion of or all the expenditures.

For many of these projects, ODOT incurred only a small portion of the construction expenditures. Often, none of a project's forecasted expenditures were incurred by ODOT. Across the four years, the cash flow model forecasted \$226 million in construction expenditures with actuals being \$10.9 million.

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<sup>8</sup> WFLDH is with the Office of Federal Lands Highway which promotes effective, efficient, and reliable administration for a coordinated program of federal public roads and bridges; to protect and enhance natural resources; and to provide needed transportation access for Native Americans.

*The highway cash flow model will include the entire project's construction expenditures to show how much cash is needed to fund the project.*

The STIP identifies the different funding sources for a project. For an ODOT project, the state will pay for the entire project with FHWA reimbursing ODOT for the federal share (typically 89.73%) after the expense is paid. The highway cash flow model will include the entire project's construction expenditures to show how much cash is needed to fund the project before being reimbursed. On a local agency project, ODOT can be billed for a share of the project cost. In practice, several projects didn't follow this pattern.

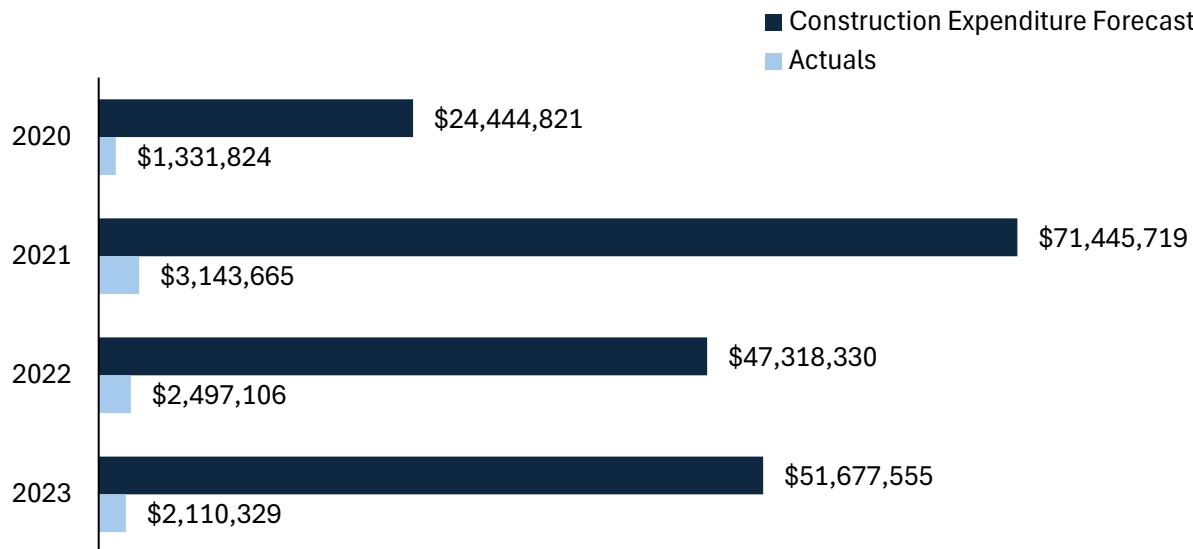
One local agency project shows how impactful it is when expenditures are not passed through ODOT as typically assumed in the highway cash flow model. This project was 100% local agency funded in the STIP, yet the cash flow model included the entire construction phase in the November 2019 report. The model projected it would have \$1.3 million in expenditures, but the actuals were \$0. It showed up again the November 2020-22 reports with a projected amount of \$7.3 million each year. And each year no actual expenditures came through ODOT as the project doesn't have an expenditure account for transactions to be billed to.

*The cash flow model projected \$16.6 million in expenditures for one project but actuals were only \$71,280.*

Projects tied to the WFLHD funding program consistently overestimated the amount of construction expenditures that would occur. These projects and contracts are managed by FHWA with ODOT only expending the state share of the cost. This amount is much less than what is programmed in the STIP. One project had a construction estimate of \$21.5 million in the STIP and the cash flow model projected \$16.6 million in expenditures in calendar year 2022. However, the actuals were only \$71,280. The same pattern was seen across all projects within this funding program. In total, the cash model projected \$226 million in expenditures, yet actuals were \$10.9 million. Some of these projects were included year over year with little to no actual expenditures.

The impact was significant as this pattern played out across the years reviewed. The chart below shows how sizeable the difference was for the projects that the entire construction phase was included in the cash flow model but only a small, if any, expenditures actually came through ODOT. Projects included in the chart data were local agency, joint projects with WSDOT, and WFLHD.

**The forecasted construction expenditures were significantly more than actuals across multiple years.**



These projects can linger in the model year after year because they are in the STIP and little to no expenditures have come through ODOT. One project was included in the forecast three consecutive years with over \$16 million in projected expenditures. In total, across those three years actual expenditures were just over \$1.6 million in the middle year. However, the cash flow model continued to include the project with a high amount of projected construction expenditures. Another project had \$16.9 million forecasted in one year and \$16.6 million forecasted in the following year. Actual expenditures were \$252,362 and \$49,757.

The highway cash flow model holds another limitation tied to how it performs in forecasting construction expenditures. The model runs on older technology (COBOL) and was likely developed in the 1990s. We could not determine exactly when the model was developed and implemented since it predates current staff. Feedback from the ODOT Information Systems Branch staff is that the model couldn't be modified from how it currently operates and would take a tremendous amount of effort to determine what exactly it is doing. Program staff using the model also noted the inability to understand exactly what it is doing as a limitation to know whether it is working or not.

**CONCLUSION**

ODOT has taken steps to address issues arising from the 2023-25 budget error, but further actions are necessary. Carrying the planned actions out will be key to preventing future errors. The limitations and accuracy issues with the highway cash flow model reduce its reliability as a tool to inform what figures should be used in building ODOT's budget. Current steps to monitor and track allocation of HB 2017 revenue has left dedicated programs short of funding. Although ODOT may be able to fill the gap with other state dollars, improvements are needed to demonstrate how statutory requirements are met.

**RECOMMENDATIONS**

ODOT should:

1. Complete a reconciliation of forecasted HB 2017 revenue with actual revenue at least every biennium to ensure allocation follows statutory requirements.
2. Create a fund detail to hold HB 2017 revenue separate from other state highway fund revenue.
3. Ensure alignment between the STIP and the agency budget for how state highway revenue is committed. Retain supporting documentation for both the STIP and budget development on what the commitment of state highway revenue is.
4. Review the 2025-27 budget for potential adjustments per the observations made concerning the highway cash flow model's use to develop the Delivery and Operations Division budget.
5. Ensure bid let dates in the STIP are kept current based on project schedule changes and are updated timely.
6. Explore viable alternatives to the highway cash flow model and move to a new approach for developing the Delivery and Operations Division budget. Consider other options for forecasting construction expenditures that meet the agency's needs to support adherence to the budget and cash flow.

**OBJECTIVE, SCOPE AND  
METHODOLOGY**

The objectives for the audit included the following:

1. Has ODOT been using reasonable revenue assumptions in the budget process for recent cycles?
2. Has ODOT taken sufficient actions to correct the 2023-25 budget error and to prevent such an error in the future?
3. Has the agency utilized dedicated HB 2017 funding in alignment with statute?

Audit scope for the first objective was the 2013-15 to 2023-25 budget cycles. For the second objective, we reviewed actions taken since June 1, 2024, with our initial feedback to agency management occurring on May 31, 2024. The third objective covered the start of HB 2017 revenue in January 2018 and reviewed allocation through 2027. Revenue from bonds issued to deliver HB 2017 projects and HB 2017 non-highway revenue was not included in the audit scope. Federal revenue outside of Delivery and Operations was not included in the scope.

We reviewed the programmed revenue supporting each budget against corresponding revenue forecasts and actuals to determine if revenue assumptions were reasonable. Budgeted amounts for federal as other funding were matched against reporting from FHWA on the allocation estimates for Oregon.

To determine if dedicated HB 2017 funding was allocated to funding programs as listed in statute, the following steps were completed:

- Reviewed ODOT accounting records to calculate how much HB 2017 has been received.
- Reviewed allocation of HB 2017 revenue as recorded in the STIP.
- Met with agency staff to understand how revenue has been utilized.
- We did not review project expenditures for compliance with statute.

The highway cash flow model is run monthly by staff. We reviewed the February, May, August, and November reports from 2019-2024.<sup>9</sup> The results from the model from the November 2019-2022 reports were matched against actuals from the following calendar year. TEAMS records were used to determine what actuals were. Only construction expenditures were included in the review and preliminary engineering, right of way, or utility phases were excluded. The highway cash flow model doesn't include these areas.

Additional steps taken to complete the audit include:

- Reviewed applicable Oregon Revised Statute and legislative documents.
- Reviewed ODOT materials related to the budget, STIP, revenue forecasts, and accounting records.
- Reviewed FHWA funding allocations and related materials.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

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<sup>9</sup> November 2024 was not included since testing occurred prior to that month.

## MANAGEMENT RESPONSE



# Oregon

Tina Kotek, Governor

Oregon Department of Transportation  
Finance & Budget Division  
355 Capitol Street NE  
Salem, OR 97301

January 8, 2025

Marlene Hartinger  
ODOT Chief of Audit Services  
355 Capitol Street NE  
Salem, OR 97301

Re: Budget and Capital Planning Audit – Management Response

Dear Ms. Hartinger,

As part of the Strategic Review an internal audit was conducted to review financial processes in ODOT to answer three specific questions.

1. Has ODOT been using reasonable revenue assumptions in the budget process for recent cycles?
2. Has ODOT taken sufficient actions to correct the 2023-25 budget error and to prevent such an error in the future?
3. Has the agency utilized dedicated HB 2017 funding in alignment with statute?

The audit spanned several months and worked with a variety of Finance and Budget Division (FBD) staff and leadership to build a comprehensive understanding of the current financial processes and procedures to answer the three questions. The audit shows while some elements of the budget process are in good shape and changes already in place have moved the agency in the right direction, there is still work to be done.

For the first question the audit found the revenue assumptions for state revenue were shown to be reasonable, while the federal assumptions were not. Beginning with the 2025-2027 Agency Request Budget, FBD has already adjusted the method for forecasting federal revenue, shifting from using the Delivery & Operations (D&O) Division cash flow model to using historic actual federal funds as the basis for the projection. While this change fixes this specific problem, questions linger about the D&O cash flow tool historically used for forecasting federal expenditures.

Regarding the second question the audit found that actions taken so far have solved the short-term issue, but some longer-term concerns remain, particularly with the D&O cash flow model.

In looking at the third question, the audit found the agency has not set up a fund structure to readily answer this question and documentation is lacking around decision making when HB 2017 was first passed, leading to unclear categorical expenditures of these funds. During the process of the audit, FBD was able to identify eligible expenditures for all HB 2017 revenue.

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However, the lack of a separate fund structure made this difficult or impossible to track, and documentation of key decisions made immediately after passage of HB 2017 was missing. Based on the audit findings in answering these questions, the auditors came to a series of six recommendations. Below are the recommendations and the agency's immediate plan for implementing each recommendation.

1. Complete a reconciliation of forecasted HB 2017 revenue with actual revenue at least every biennium to ensure allocation follows statutory requirements.

If forecasted revenue does not match actual revenue as allocated in the Statewide Transportation Improvement Program (STIP), then the STIP becomes either over or under allocated over time. To prevent this from occurring, regular adjustments need to be made as actuals come in to ensure any imbalance is corrected in the current or future STIP. To address this recommendation, the FBD will:

- Report to the OTC actuals each fiscal year compared to allocated amounts, beginning with fiscal year 2025, including a lookback of prior fiscal years.
- Adjust either the next STIP, or if possible, work with the OTC to adjust the current STIP to account for the difference between actuals and allocated amounts.

2. Create a fund detail to hold HB 2017 revenue separate from other state highway fund revenue.

Currently the additional HB 2017 revenue that stays in ODOT dedicated to safety, bridge, seismic, preservation and maintenance does not have a separate fund in the agency's accounting system that would allow easy tracking of revenue and expenditures. Instead, these revenues and expenditures are comingled with other State Highway Funds. To address this recommendation, the FBD will:

- Beginning July 2025 for state FY 2026, create specific fund details within the broader HB 2017 capital program fund to place the monthly ODOT share of incremental revenues from HB 2017.
- On a monthly basis, transfer the Maintenance funds to the appropriate maintenance fund detail.
- Beginning with new STIP project programming in July 2025, create Expenditure Accounts (EA's) to point to the new fund detail structure.

3. Ensure alignment between the STIP and the agency budget for how state highway revenue is committed. Retain supporting documentation for both the STIP and budget development on what the commitment of state highway revenue is.

Each biennial budget and three-year STIP relies on point in time forecasts for State Highway Fund revenue. This becomes a problem in that the time periods do not align, nor do they use the same forecasts for developing their estimates of State Highway Funds. Accordingly, the two financial documents will not match as each is developed due to timing. However, that does not

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mean they cannot be adjusted throughout the STIP and/or budget cycle. To address this recommendation, the FBD will:

- Develop a report to show total State Highway Fund revenue included in the STIP by allocation year.
- Compare the reported amount to the State Highway Fund revenue available to the Project Delivery appropriation in the budget.
- Using the most recent available State Highway Fund revenue forecast and/or actuals, propose adjustments to the STIP and/or budget if necessary to ensure alignment in revenue.
- Document this process and develop a report to the ODOT Fiscal Policy Steering Team for recommended changes to the OTC.
- Create ongoing detailed documentation of all STIP investment decisions so the agency and decisionmakers can easily understand and trace how and where different funds were allocated in the STIP.

4. Review the 2025-27 budget for potential adjustments per the observations made concerning the highway cash flow model's use to develop the Delivery and Operations Division budget.

In prior biennia, strict reliance on the D&O cash flow model's expected expenditures without adjustments proved to overstate the amount of revenue required. This error was explored during the 2024 calendar year and development of the 2025-27 budget bypassed this old process, instead using historic actual federal reimbursements to forecast 2025-2027 revenue. However, validation of this change is warranted. To address this recommendation, the FBD will:

- Develop a report on the use of the D&O cash flow model in development of the 2025-27 budget and deliver it to the Fiscal Policy Steering Team for recommendation of any proposed changes to the 2025-27 budget and for development of the 2027-29 budget.

5. Ensure bid let dates in the STIP are kept current based on project schedule changes and are updated timely.

The Delivery and Operations cash flow model uses STIP bid let dates for forecasting expenditures over time. Having the most accurate and up to date information on these dates will ensure more accurate forecast results. To address this recommendation, the FBD will:

- Work with D&O Project Controls Office to review bid/let dates every quarter to ensure the most accurate bid/let dates are in the STIP Financial Plan system (STIP-FP). Future construction projects currently in the STIP will be reviewed quarterly for bid/let accuracy.

6. Explore viable alternatives to the highway cash flow model and move to a new approach for developing the Delivery and Operations Division budget. Consider other options for

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forecasting construction expenditures that meet the agency's needs to support adherence to the budget and cash flow.

The Delivery and Operations cash flow model was developed internally during the 1990's and no one currently completely understands the context for some of the model assumptions or can fully update its parameters. An attempt to replace this model was undertaken about a decade ago, but ultimately failed. While it continues to serve a vital function as the only tool available to forecast expenditures at the project level, we must continue to look for a new alternative. To address this recommendation, the FBD will:

- Continue to rely primarily on federal actual reimbursements in setting the Project Delivery budget rather than the cash flow model, as was done for the 2025-2027 Agency Request Budget.
- Document the current uses of the cash flow model output.
- Based on the uses of the cash flow model, identify the components required for a new model.
- Report results to the Fiscal Policy Steering Team no later than June 30<sup>th</sup>, 2025.
- Based on the requirements, research potential replacement model options.
- Move to purchase and deploy a new model as funds become available.

Beyond the specific findings included in the audit, FBD is taking several other steps to address the budget error and tighten up agency financial management.

*Develop a new State Highway Fund revenue and expenditure tracking model.* Historically, a model called the "Funding Allocation" provided actual and projected revenue and expenditures as well as a State Highway Fund cash balance. This model proved to be increasingly difficult to update and was not adaptable to our changing financial needs. During 2024, a new model was developed looking at both State Highway Fund and federal revenues and expenditures and providing a cash balance forecast for the State Highway Fund. This new tool provides a check on the D&O cash flow model as well as providing a comparison of actuals and forecast to the agency budget numbers.

*Monitoring Delivery and Operations expenditures in the 2023-2025 budget to better understand the budget error and solutions for future biennia.* Because the budget error overestimated federal revenue for the 2023-2025 budget, FBD has been closely monitoring expenditures in the D&O Project Delivery and Local Government budgets to ensure that we do not overspend available resources, as well as producing updated federal revenue forecasts on a quarterly basis. As of November 30, 2024, the Project Delivery and Local Government budget areas had spent \$1.673 billion, just 74% of the anticipated expenditures to that date. This means that the budget error appears to have overestimated both actual federal revenue and actual expenditures, reducing the likelihood that ODOT will overspend against available resources.

*Addressing how ODOT uses the federal "Advance Construction" (AC) tool and monitoring balances of AC obligations.* A significant portion of the budget error related to how the D&O cash flow model translated projects where funds were programmed using the AC tool. When ODOT programs a project in the STIP as AC, it allows the agency to spend state funds with the

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option to receive federal reimbursements for some or all of the project in the future. To provide flexibility for receive federal reimbursements on projects, more projects were programmed using AC than the available federal funding. However, the cash flow model converted all projects programmed as AC into federal reimbursements in the year of expenditure—even though not all projects would be federally reimbursed, and reimbursements often are not received for several years. To address issues around use of AC, FBD is modifying how it manages its use of AC, including monitoring projects using AC and converting state expenditures to federal reimbursements more expeditiously. In addition, the D&O cash flow model has been modified to assume all AC marked projects are assumed 100% State Highway Funded, rather than any percentage of federal. This change provides a conservative estimate of the State Highway Fund resources required during a biennium, not knowing when or if an AC project will be converted to federal.

Thank you for the opportunity to provide a response to the audit and for the diligent work of the audit staff in completing the audit.

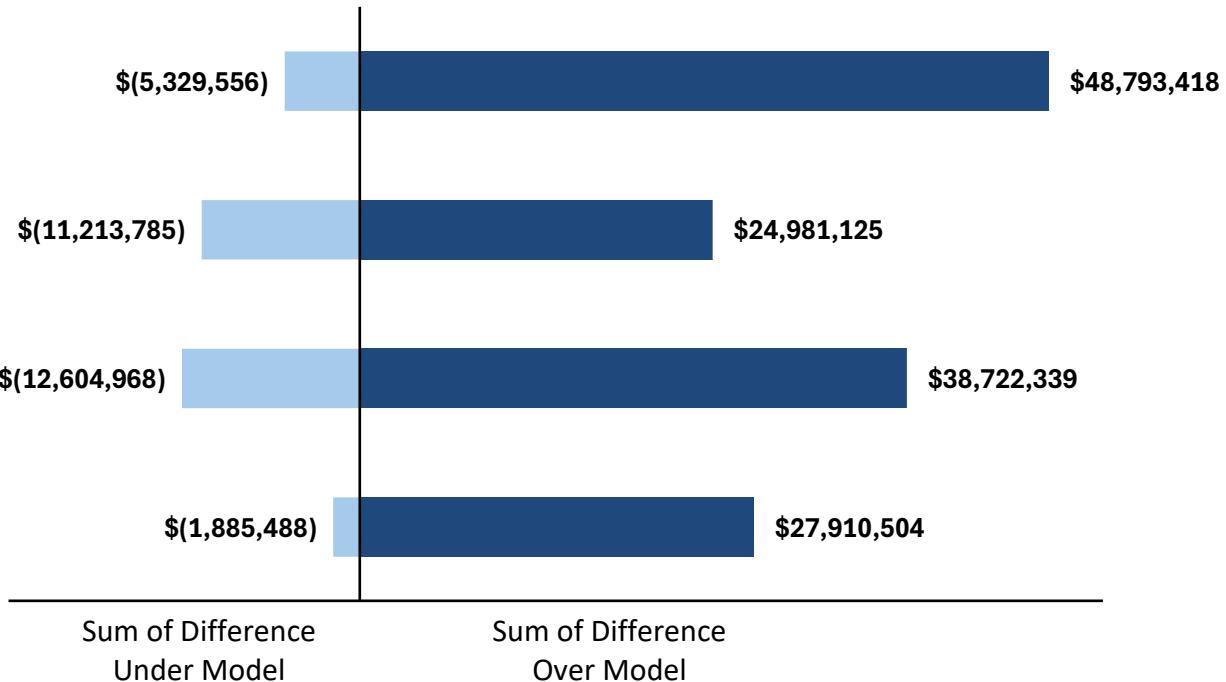
Sincerely,



Daniel Porter  
Finance & Budget Division Administrator

## APPENDIX A

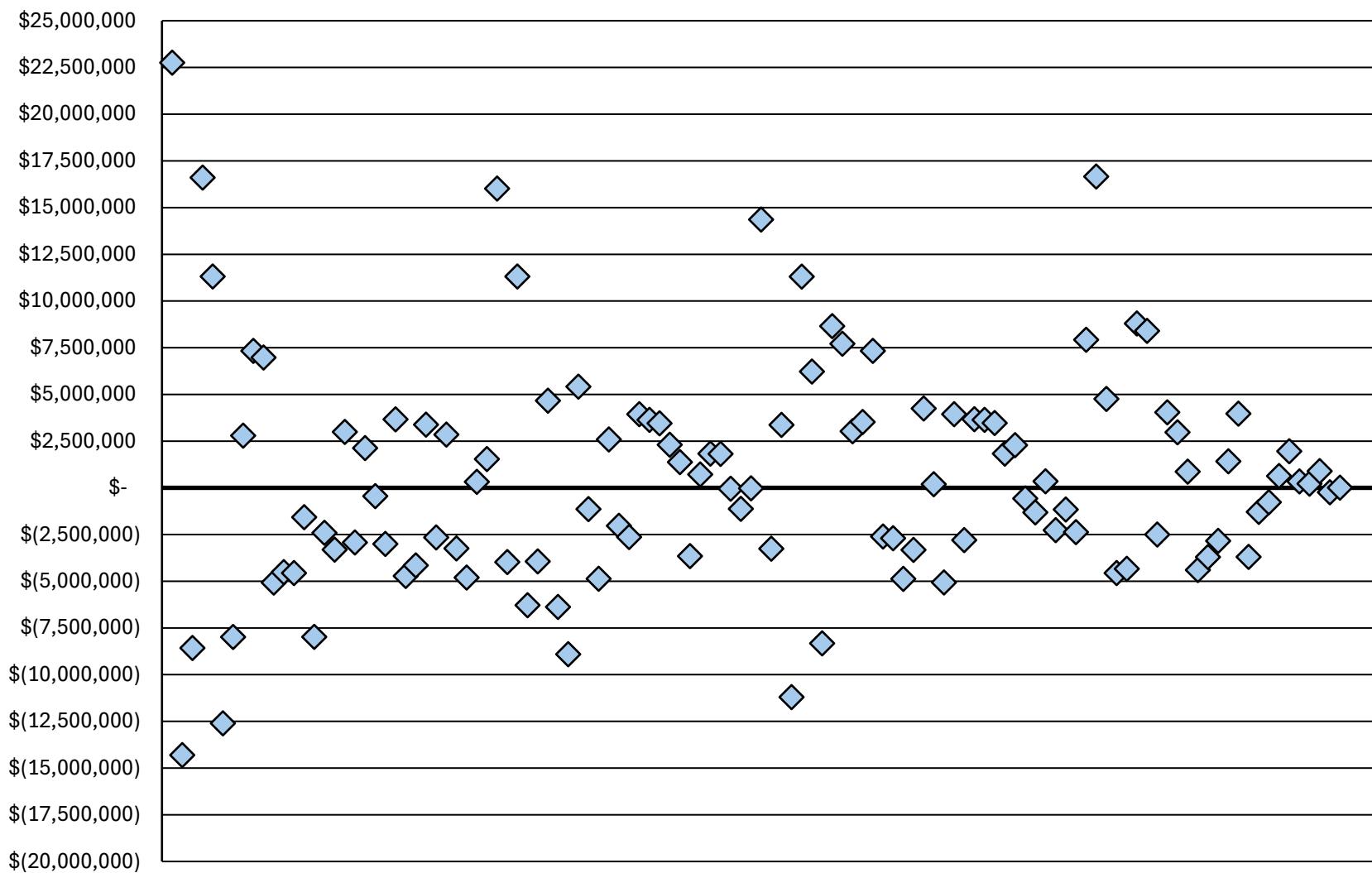
**The total amount of over/under difference in the forecast and actuals for projects with a significant schedule or budget change driving the difference.**



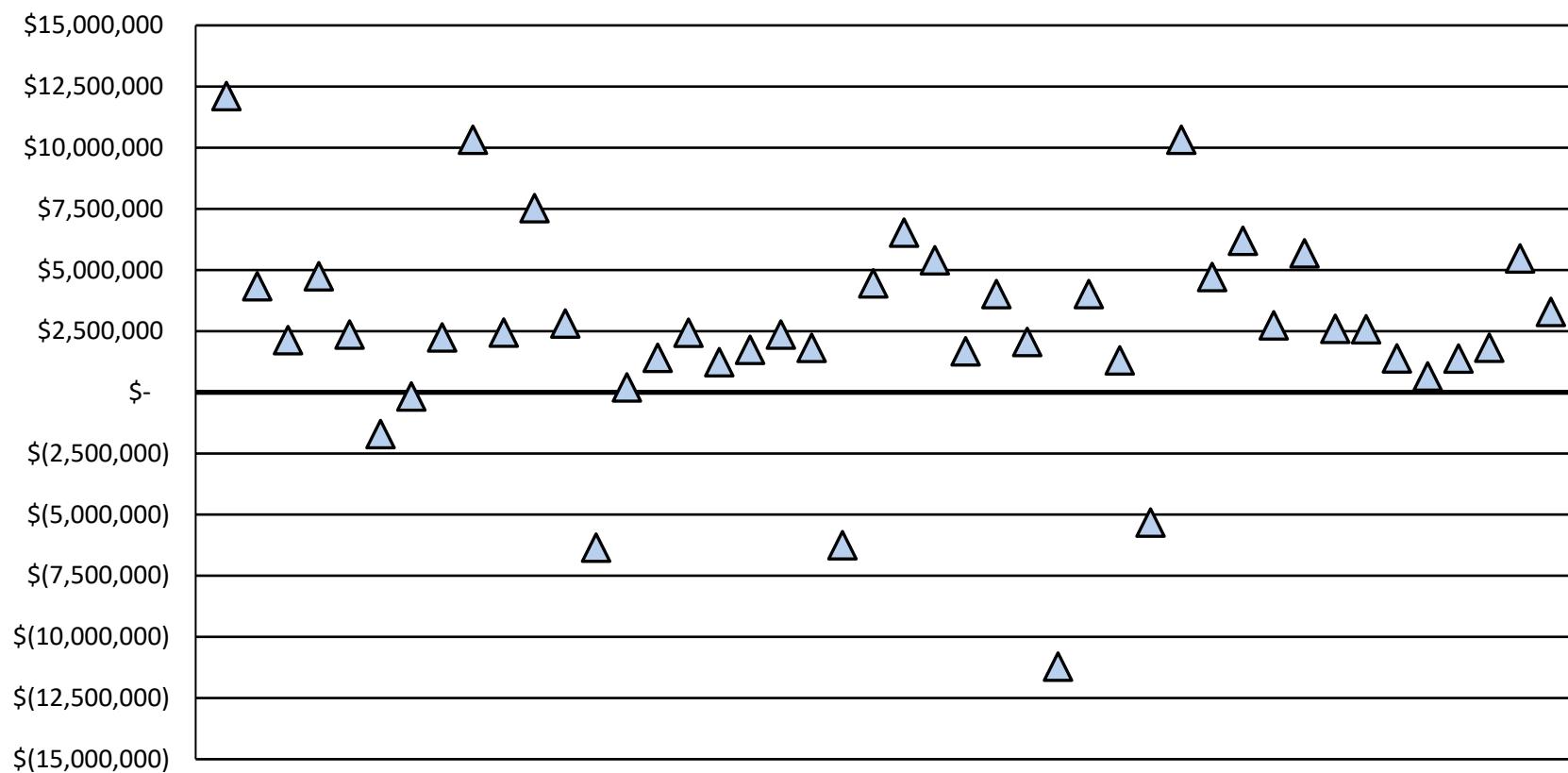
## APPENDIX B

**The difference between the forecasted and actual construction expenditures varied widely across projects.**

Data includes the 116 projects that the difference is attributed to the highway cash flow model.



**The difference between the forecasted and actual construction expenditures varied widely across projects.** Data includes the 44 projects that the difference is attributed to a significant schedule or budget change.



## PRELIM Agency Span of Control as of 12/31/24 @ 11:59:59 PM

	Agency Max Supervisory Ratio	Total # EEs on 12/31/24*	Total # Non-supervisory EEs on 12/31/24	÷	Total # Supervisory EEs on 12/31/24	Total # EEs not assigned a Representation on 12/31/24**	1 :	Adjusted Actual Ratio on 12/31/24	Actual Ratio
Bureau of Labor and Industries	(1:7)	197	174	÷	23	0	1 : 8	7.57	
Department of Administrative Services	(1:9)	1050	939	÷	111	0	1 : 8	8.46	
Department of Agriculture	(1:8)	625	572	÷	53	0	1 : 11	10.79	
Department of Consumer & Business Services	(1:11)	1038	941	÷	97	0	1 : 10	9.70	
Department of Corrections	(1:11)	5383	4923	÷	460	0	1 : 11	10.70	
Department of Early Learning and Care	(1:9)	371	334	÷	37	0	1 : 9	9.03	
Department of Energy	(1:7)	125	111	÷	14	0	1 : 8	7.93	
Department of Environmental Quality	(1:9)	954	873	÷	81	0	1 : 11	10.78	
Department of Fish and Wildlife	(1:6)	1451	1266	÷	185	0	1 : 7	6.84	
Department of Human Services	(1:8.47)	12311	11172	÷	1133	6	1 : 10	9.86	
Department of Justice	(1:11.88)	1625	1491	÷	134	0	1 : 11	11.13	
Department of Public Safety Standards and Training	(1:17.95)	416	394	÷	20	2	1 : 20	19.70	
Department of Revenue	(1:11)	1233	1127	÷	106	0	1 : 11	10.63	
Department of State Lands	(1:8)	145	130	÷	15	0	1 : 9	8.67	
Department of the State Fire Marshal	N/A	164	142	÷	21	1	1 : 7	6.76	
Department of Transportation	(1:11)	5342	4902	÷	440	0	1 : 11	11.14	
Department of Veterans Affairs	(1:5.35)	112	94	÷	18	0	1 : 5	5.22	
Employment Department	(1:11)	2156	1977	÷	179	0	1 : 11	11.04	
Forestry Department	(1:7)	1492	1302	÷	190	0	1 : 7	6.85	
Higher Education Coordinating Commission	(1:7)	229	208	÷	21	0	1 : 10	9.90	
Land Conservation and Development Department	(1:8.5)	113	101	÷	12	0	1 : 8	8.42	
Oregon Business Development Department	(1:8)	224	200	÷	24	0	1 : 8	8.33	
Oregon Department of Education	(1:10)	827	744	÷	78	5	1 : 10	9.54	
Oregon Department of Emergency Management	(1:11)	152	137	÷	15	0	1 : 9	9.13	
Oregon Health Authority	(1:8.6)	6771	6136	÷	634	1	1 : 10	9.68	
Oregon Housing and Community Services	(1:7)	504	433	÷	71	0	1 : 6	6.10	
Oregon Liquor & Cannabis Commission	(1:11)	430	393	÷	37	0	1 : 11	10.62	
Oregon State Department of Police	(1:8)	1494	1352	÷	136	6	1 : 10	9.94	
Oregon Youth Authority	(1:9)	1056	952	÷	104	0	1 : 9	9.15	
Parks and Recreation Department	(1:8)	904	814	÷	90	0	1 : 9	9.04	
Public Employees Retirement System	(1:11)	443	407	÷	36	0	1 : 11	11.31	
Public Utility Commission	(1:5)	150	128	÷	22	0	1 : 6	5.82	
State of Oregon Military Department	(1:10)	518	471	÷	47	0	1 : 10	10.02	
Water Resources Department	(1:8)	252	224	÷	27	1	1 : 8	8.30	

\* This total number includes positions which were flagged by Workday as NOT having a Repr code assigned. Each position was reviewed and assigned to a supervisory or non supervisory category.

\*\* These numbers are showing up in Workday as not having a Repr code assigned. They were reallocated to a supervisory or non-supervisory category and folded into the Total on column C.

Ratio within Maximum supervisory ratio



Ratio not within Maximum supervisory ratio



No current ratio on file with CHRO



Report Name: **HCM | Span of Control Counts by Company (Company or Supervisory Organization Selection)**

## Agency-wide Program Prioritization for the 2025-27 Biennium

Agency Name: Oregon Department of Transportation

Agency Numbr 73000

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1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Priority (ranked with highest priority first)		Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	GF	LF	OF	NL-OF	FF	NL-FF	Total Funds	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)	Comments on Proposed Changes to CSL included in Agency Request
Agency	Prg/ Div	Prog. Desc.	Unit/Activity Description	Key Performance Measure	Purpose Code	GF	LF	OF	NL-OF	FF	NL-FF	Total Funds	Pos.	FTE	New/Enhanced	Reduct. Opt.	Legal	Legal Citation	What is Mandatory	Comments
1	6	D&O - Maint	Maintenance - Snow & Ice and Extra Ordinary Items (Emergency Relief)	Customer Satisfaction	8	-	-	319,880,336	-	-	-	319,880,336	760	728	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
2	2	D&O - Safety	Highway Construction Projects (Statewide Transportation Improvement Program)	Construction Job Impact & Fatalities & Injuries	6	-	-	275,702,525	-	-	-	275,702,525	104	104	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 374 for Access Mgmt	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
3	9	D&O - Maint	Maintenance - Surface, Shoulder, Low Volume Road, and Contract	Customer Satisfaction, Pavement Condition	8	-	-	88,350,833	-	-	-	88,350,833	210	201.01	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
4	11	D&O - Maint	Maintenance - Bridge	Customer Satisfaction, Bridge Condition	8	-	-	23,946,013	-	-	-	23,946,013	57	54.48	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
5	1	DMV	Driver Safety: License, Permits, Control and Sanctions, ID Cards, Commercial Driver Licensing, and REAL ID	KPM 12- DMV Service Index, KPM 13 -ODOT Customer Satisfaction	4	-	-	151,729,797	-	2,456,247	-	154,186,044	427	424.00	N	Y	S, FM	ORS 801, 802, 807, 809, 811, 813, CFR 49 Part 383, 384, 390, 391	States that choose to have a commercial driver licensing program must follow the federal regulations. If FMCSA determines that Oregon is out of compliance, it can result in a loss of federal highway funds and/or a decertification of the licensing program	
6	5	D&O - Oper	Highway Management (Includes: Traffic Operation Centers, COMET and Incident Response.)	Construction Job Impact, Travelers Feel Safe	8	-	-	71,994,492	-	-	-	71,994,492	98	98	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
7	7	D&O - Maint	Maintenance - Traffic Services and Intelligent Transportation Systems	Customer Satisfaction	8	-	-	65,077,161	-	-	-	65,077,161	155	148.06	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
8	4	CCD	Commercial Vehicle Safety Programs		4	-	-	13,249,700	-	14,288,992	-	27,538,692	45	45.00	N	N	C, FM, S	ORS 803, 818, 825, 826, 49 CFR 350	Functions are all required by state law and subject to Constitutional restrictions on the use of Highway Funds. Certain functions required by FMCSA	
9	6	DMV	Other Transportation Safety Programs (youth, school, speed, community programs, equipment standards, regional programs, etc.)	KPM 1- Traffic Fatalities and Serious Injuries, KPM 5 - Traffic Congestion	10	-	-	498,952	-	2,974,325	-	3,473,277	3	3.00	N	Y	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Safety Related per NHTSA funding guidelines	
10	3	DMV	Driver Education Program and Motorcycle Training program (instructor training, school reimbursements, etc.)	KPM 1- Traffic Fatalities and Serious Injuries, KPM 5 - Traffic Congestion	10	-	-	8,635,093	-	-	-	8,635,093	3	3.00	N	N	S	ORS 802.110, 336.795 - .815; 802.320, 807.170 - .175, 807.370	N/A	
11	8	DMV	Other Transportation Safety- Occupant Protection, Traffic Records, Impaired Driving, Motorcyclist Safety, Mass media, supplies	KPM 1- Traffic Fatalities and Serious Injuries, KPM 5 - Traffic Congestion	10	-	-	3,676,367	-	10,025,623	-	13,701,990	7	7.00	N	N	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Safety Related per NHTSA funding guidelines	
12	5	DMV	Impaired Driving-alcohol, other drugs (grants, enforcement, education, research, community programs)	KPM 1- Traffic Fatalities and Serious Injuries, KPM 5 - Traffic Congestion	10	-	-	5,479,982	-	15,160,776	-	20,640,758	3	3	N	N	FO	23 USC, 49 CFR	Federal Mandate can only be used for Transportation Safety Related per NHTSA funding guidelines	
13	9	DMV	Safe Routes to School -assist communities in identifying & reducing barriers and hazards to children walking & biking to and from school	KPM 5 - Traffic Congestion	7	-	-	446,552	-	2,094,000	-	2,540,552	2	2.00	N	Y	FO	ORS 184.740, 184.741	Federal Mandate can only be used for Transportation related	
14	12	D&O - Maint	Maintenance - Roadside and Vegetation	Customer Satisfaction	8	-	-	45,394,269	-	-	-	45,394,269	108	103.28	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
15	8	D&O - Maint	Maintenance - Drainage and Culvert Retrofit	Customer Satisfaction, Fish Passage at State Culverts	8	-	-	13,601,368	-	-	-	13,601,368	32	30.95	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	

## Agency-wide Program Prioritization for the 2025-27 Biennium

Agency Name: Oregon Department of Transportation

Agency Numbr 73000

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1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Priority (ranked with highest priority first)	Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	GF	LF	OF	NL-OF	FF	NL-FF	Total Funds	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)	Comments on Proposed Changes to CSL included in Agency Request	
Agency	Prg/ Div																			
16	1	D&O - Bridge	Highway Construction Projects (Statewide Transportation Improvement Program) - Preliminary Engineering	Construction Job Impact & Bridge Condition	6	-	-	372,776,899	-	-	372,776,899	191	191.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related		
17	3	D&O - Pres	Highway Construction Projects (Statewide Transportation Improvement Program)	Construction Job Impact & Pavement Conditions	6	-	-	303,472,510	-	-	303,472,510	141	141.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related		
18	4	D&O - Mod	Highway Construction Projects (Statewide Transportation Improvement Program)	Construction Job Impact & Pavement Conditions & Bridge Conditions	6	-	-	420,271,414	-	-	420,271,414	201	201.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.507 for Minimum Mod	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related, ORS 366.507 directs a minimum funding level for Modernization programs		
19	20	D&O - Spcl Pgms	Highway Construction Projects (Statewide Transportation Improvement Program: Salmon and Watersheds, Bicycle and Pedestrian, Winter Recreation Parking, Snowmobile Facilities, Statewide Enhancement, Scenic Byways projects, and ADA (Construction costs.)	Construction Job Impact, Fish Passage at State Culverts, Bike lanes and Side walks	2,6,9,11	-	-	658,513,867	-	-	658,513,867	342	336.58	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 366.514 for Bike Ped	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related		
20	1	IBR	PE phase work	Moving IBR program through the NEPA and Record of Decision phase into procurement.	6	-	-	125,789,245	-	-	125,789,245	17	17.00	N	N					
21	2	IBR	ROW phase work	Purchasing right of way packages associated with construction of the Columbia River Bridge.	6	-	-	49,438,122	-	-	49,438,122	1	1.00	Y	Y					
22	1	PTD	Elderly & Individuals w/ Disabilities Program	KPM 7 - Transit Rides KPM 4 - Transit Vehicle Condition	12	-	650,000	25,643,681	-	64,504,340	-	90,798,021	-	-	N	Y	FO	49 USC Chapters 5310/5317	FTA requires mandated activities to be eligible for use of funds. 5310 may be used for eligible transit capital expenditures only.	
23	2	PTD	General Public	KPM 7 - Transit Rides KPM 4 - Transit Vehicle Condition	6	-	-	267,180,846	-	66,728,508	-	333,909,354	-	-	N	Y	S/FO	ORS 184.751/49USC Chapters 5307/5311	FTA requires mandated activities to be eligible for use of funds. May be used for eligible transit capital or operating expenditures only. Mandatory disbursement of payroll tax revenues for transit.	
24	4	PTD	Special Projects	KPM 8 - Bike Lanes and Sidewalks	6	-	-	11,482,840	-	-	11,482,840	-	-	N	Y	S	Oregon Administrative Rule 731, Division 36	Administration of the Multimodal Active Transportation Fund, or MAT, for bicycle and pedestrian projects		
25	3	PD&A	Transportation System Projects (ConnectOregon)	KPM 10 - HB2001, Construction Job Impact	6	-	-	47,943,908	-	-	47,943,908	-	-	N	Y	S/D	ORS 367.080 ORS 184.616	Legislature		
26	3	PTD	Passenger Rail & Operations Services	KPM 6 - Passenger Rail Ridership	6	-	-	38,979,171	-	17,299,457	-	56,278,628	6	6	N	Y	S/FO	ORS 824.400 to ORS 824.430	Provision of and reporting up performance of passenger rail service as prescribed.	
27	2	CCD	Commercial Vehicle Tax Program		4	-	-	21,723,421	-	-	21,723,421	83	83.00	N	Y	C, S	ORS 803, 818, 825, 826	Functions are all required by state law and subject to Constitutional restrictions on the use of Highway Funds		
28	1	CCD	Commercial Vehicle Licensing		4	-	-	14,953,105	-	97,719	-	15,050,824	54	54.00	N	Y	C, FM, S	ORS 803, 818, 825, 826	Functions are all required by state law and subject to Constitutional restrictions on the use of Highway Funds	
29	2	DMV	Vehicle Registration, Permits, and Titles	KPM 12- DMV Service Index, KPM 13 -ODOT Customer Satisfaction	4	-	-	121,222,255	-	-	121,222,255	362	361.50	N	Y	S	ORS 801, 802, 803, 805, 809, 819, 821	N/A		
30	2	PD&A	Policy, Planning and Climate (ODOT Strategic Plan, Oregon Transportation Plan, Oregon Highway Plan, Transportation Systems and Refinement Plans, Cost Allocation Study, Transportation Asset Management Plan, Mitigation, Adaptation, and Sustainability sections work across ODOT Divisions to educate, develop and institutionalize a climate lens and strategies into the ways the Agency plans for, invests in, builds, manages, maintains, and supports the multi-modal transportation	KPM 2 - Bridge Condition, KPM 7 - Travel Delay, KPM 11 - Pavement Condition, KPM 14 - Bike Lanes and Sidewalks	6	-	-	84,891,643	-	-	84,891,643	75	74	N	Y	FM/FO/S	23 USC. 307 23 USC. 420	Federal and state law requires ODOT to prepare and maintain a long-range transportation vision and policy direction. Statewide Planning is a federal mandate; Local System Plans & the Cost Allocation study are statutorily required.		
31	3	CCD	Commercial Vehicle Enforcement		4	-	-	25,522,888	-	97,719	-	25,620,607	83	83.00	N	N	FM, S	23 CFR 657	State must maintain an effective size and weight enforcement program or it risks losing Federal Highway Funds.	

## Agency-wide Program Prioritization for the 2025-27 Biennium

Agency Name: Oregon Department of Transportation

Agency Numbr 73000

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1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Priority (ranked with highest priority first)	Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	GF	LF	OF	NL-OF	FF	NL-FF	Total Funds	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)	Comments on Proposed Changes to CSL included in Agency Request	
Agency	Prg/ Div																			
32	13	D&O - Maint	Maintenance - Operations / Special Programs / Permits / Outside Billing	Customer Satisfaction	8	-	-	12,935,822	-	-	12,935,822	31	29.43	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related		
33	10	D&O - Maint	Maintenance - State Radio System	Customer Satisfaction	8	-	-	23,189,059	-	-	23,189,059	45	45	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related		
34	6	CCD	Commerce & Compliance Administration		4	-	-	11,096,825	-	968,730	-	12,065,555	26	25.48	N	Y	C	ORS 803, 818, 825, 826	Functions are all required by state law and subject to Constitutional restrictions on the use of Highway Funds	
35	5	CCD	Rail Safety Compliance	KPM 5 Derailment Incidents	4	-	-	26,611,678	-	1,889,616	-	28,501,294	22	22.00	N	N	FM, S	ORS 824, 367.067, 367.070	Functions are all required by state law and work in conjunction with Federal Railroad Administration law related to public safety.	
36	1	PD&A	Data, Analysis and Research (Asset Management Systems (Pavement, Safety, etc., Research, Data Systems, and Project Planning Analysis, Region STIP Management/Scoping)	KPM 1 - Fatalities, KPM 2 - Bridge Condition, KPM 3 - Large Truck At-Fault Crashes, KPM 7 - Travel Delay, KPM 11 - Pavement Condition, KPM 13 - Fish Passage at State Culverts, KPM 14 - Bike Lanes and Sidewalks	6	-	-	62,174,043	-	235,074	-	62,409,117	126	122	N	Y	FM/FO/S	23 USC 307(c) 23 USC 420 23 USC 303 23 CFR 1.5 23 CFR 500 23 CFR 655 OAR 734-051 23 USC 103(c) 23 USC 307 23 CFR 1.5 49 CFR 390.5 23 CFR 460.3(b) ORS 802.050 ORS 802.220 ORS 825.248 ORS 184.886	Much of this work is mandated by FHWA data reporting requirements to ensure continued federal funding. Funds are also used to support both state and Metropolitan Planning Organization modeling, which is required to be maintained in its existing form. The support provided to MPOs, and the technical assistance that is part of the research program, are both mandated by FHWA. Federal funds provided for research can only be used for those purposes. Other data collection, supports the selection and prioritization of projects, particularly for bridge and preservation, and supports reporting on eleven of ODOT's KPMs and emerging federal performance measures	
37	5	PTD	Statewide Planning		6	-	-	-	-	3,108,858	-	3,108,858	-	-	N	Y	FO	49 USC 5303/5304	The support provided to MPOs and the Technical Assistance which is part of the program are both mandatory for FTA.	
38	18	D&O - Spcl Pgms	Special Programs, UMO Office - Administration	Construction Job Impact	4	-	-	3,939,170	-	-	-	3,939,170	26	26.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
39	19	D&O - Spcl Pgms	Speical Programs, ADA Office - Administration	Construction Job Impact	4	-	-	3,906,849	-	-	-	3,906,849	14	14.00	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
40	17	D&O - Spcl Pgms	Special Programs - Administration	Construction Job Impact	4	-	-	27,126,090	-	-	-	27,126,090	18	18.15	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
41	6	PTD	Active and Public Transportation Operations		4	-	-	16,235,407	-	-	-	16,235,407	43	43	N	Y	S/FO	ORS 391/49 USC 5303/5304	Division admin activities mandated to exercise sufficient managerial capacity required by ORS, OMB, FHWA and FTA. Oversight of Procurement, ADA, Civil Rights, Drug and Alcohol, Financial, Program and Safety compliance required	
42	15	D&O - Local	Highway Construction Projects (Statewide Transportation Improvement Program)	Construction Job Impact	6	-	-	416,008,259	-	-	-	416,008,259	54	54	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
43	14	D&O - Maint	Maintenance - Risk Management	Customer Satisfaction	8	-	-	12,100,710	-	-	-	12,100,710	-	-	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
44	16	D&O - Spcl Pgms	Special Programs - Indirect Services and Managing the System (Includes: Project Delivery & Design, Materials Testing Lab, Prop Mgmt, Financial Support and Systems Management)	Construction Job Impact	4	-	-	244,134,805	-	-	-	244,134,805	218	214	N	Y	FM, C, S	23 USC, 23 CFR, ORS 366, ORS 377.700 - 377.992 for Sign Program	Federal Mandate can only be used for Transportation related, Oregon Constitution states that Gas Tax funds can only be used within the Highway Right of Way for Transportation related	
45	10	DMV	Disabled Placards	KPM 13- ODOT Customer Satisfaction	12	-	-	1,867,316	-	-	-	1,867,316	7	6.00	N	Y	S	ORS 801.387, 811.602-637	N/A	
46	4	DMV	Insurance and Financial Responsibility	KPM 12- DMV Service Index, KPM 13 -ODOT Customer Satisfaction	3	-	-	10,176,095	-	-	-	10,176,095	30	30.00	N	Y	S	ORS 806	N/A	

## Agency-wide Program Prioritization for the 2025-27 Biennium

Agency Name: Oregon Department of Transportation

Agency Numbr 73000

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1	2	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Priority (ranked with highest priority first)	Program or Activity Initials	Program Unit/Activity Description	Identify Key Performance Measure(s)	Primary Purpose Program-Activity Code	GF	LF	OF	NL-OF	FF	NL-FF	Total Funds	Pos.	FTE	New or Enhanced Program (Y/N)	Included as Reduction Option (Y/N)	Legal Req. Code (C, D, FM, FO, S)	Legal Citation	Explain What is Mandatory (for C, FM, and FO Only)	Comments on Proposed Changes to CSL included in Agency Request	
Agency	Prg/ Div																			
47	11	DMV	Business Regulations	KPM 13- ODOT Customer Satisfaction	4	-	-	4,507,437	-	-	4,507,437	18	18.00	N	Y	S	ORS 802.031, 802.370, 819, 822	N/A		
48	12	DMV	Non-Highway Funded Programs: Motor Voter, Organ Donor, Veterans Designation, CDL Positive Drug Test Notification, Expedited Titles, ODVA Notification of Uniform Service Status, and Voluntary Odometer Notification	KPM 13- ODOT Customer Satisfaction	4	-	-	669,702	-	-	669,702	-	-	N	Y	S	ORS 825.410, Oregon Laws 2014 Chapter 14, ORS 807.110	N/A		
49	13	DMV	Oregon State Board of Towing	KPM 13- ODOT Customer Satisfaction	3	-	-	663,143			663,143	2	2.00	Y	N	S	ORS 822.250			
50	7	DMV	Record Requests	KPM 12- DMV Service Index, KPM 13 -ODOT Customer Satisfaction	4	-	-	3,848,497	-	-	3,848,497	14	14.00	N	Y	S	ORS 802.200, 802.220	N/A		
<b>Total</b>	<b>50</b>					<b>-</b>	<b>650,000</b>	<b>4,558,660,162</b>			<b>201,929,984</b>			<b>4,761,240,146</b>	<b>4,263</b>	<b>4,186.17</b>				
<b>Administration, not ranked</b>																				
<b>ODOT Administrative Services</b>																				
ODOT Headquarters																				
Director's Office																				
Headquarters Operations																				
Internal Audit Services																				
Shared Services Division																				
Human Resources																				
Information Systems																				
Procurement																				
Facilities Operations																				
Office of Employee Safety																				
Data Solutions																				
Office of Social Equity																				
Social Equity																				
Civil Rights																				
<b>total</b>																				
<b>Finance and Budget Division</b>																				
Financial Services Branch																				
Financial Operations																				
Fuel Tax Management																				
Collections																				
Budget, Economic and Debt Services																				
Statewide Investments Management Services																				
Office of Innovative Funding																				
<b>total</b>																				
<b>OR Transp Infrastructure Fund</b>																				
<b>Capital Improvements</b>																				
<b>Debt Service</b>																				
			<b>Total</b>	<b>52,729,158</b>	<b>144,229,808</b>	<b>5,423,466,797</b>	<b>18,000,000</b>	<b>201,929,984</b>			<b>5,840,355,747</b>	<b>4,869</b>	<b>4,789.42</b>							

### 7. Primary Purpose Program/Activity Exists

- 1 Civil Justice
- 2 Community Development
- 3 Consumer Protection
- 4 Administrative Function
- 5 Criminal Justice
- 6 Economic Development
- 7 Education & Skill Development
- 8 Emergency Services
- 9 Environmental Protection
- 10 Public Health
- 11 Recreation, Heritage, or Cultural
- 12 Social Support
</

## Enterprise IT Project Prioritization | 2025-27

CRITERIA	TOTAL PROJECT SCORE (0-100)		Project Example	(CDSR) Crash Data System Replacement	(iCERT) Integrated Collaboration and Environmental Review Tool	TIODS Asset Management System Replacement	(HES) Stormwater Management System	Commercial Vehicle Registration Replacement Project	TAMS Upgrade	
	WEIGHT	SCORING GUIDE								
<b>Technology and Strategic Alignment</b>	35%	WEIGHTED SUBTOTAL	35	35	23	29	23	35	23	
<b>Alignment to Strategic Plans</b>										
<ul style="list-style-type: none"> <li>Does this investment adhere to the Governor's Strategic Plan (Action Plan: User Friendly, Reliable and Secure: Modernizing State Information Technology Systems and Oversight)?</li> <li>Does this investment align with and support the vision, goals, and guiding principles outlined in the EIS Strategic Framework, Cloud Forward: A Framework for Embracing the Cloud in Oregon, Oregon's Data Strategy: Unlocking Oregon's Potential, and the Modernization Playbook?</li> <li>Does this investment align with and support the State of Oregon, Diversity, Equity, and Inclusion (DEI) Action Plan: A Roadmap to Racial Equity and Belonging, the sponsor's agency-specific Racial Equity Plan, and ethical use of data—investing in data justice and representation, visibility, and ethics to serve all Oregonians?</li> <li>Does this investment optimize service delivery to the public and/or internally by modernizing agency-specific and cross-agency systems?</li> <li>Does this investment align with and support the agency's IT and business strategic plans, including strategies for modernizing legacy systems?</li> <li>Does this investment fulfill a legislative mandate, enable compliance with current State or Federal law, or address specific audit findings?</li> </ul>			<b>3 - Fully Aligned</b> (all applicable criteria addressed) <b>2 - Mostly Aligned</b> (most applicable criteria addressed) <b>1 - Partially Aligned</b> (some applicable criteria addressed) <b>0 - Not Aligned</b> (no or very few applicable criteria addressed)	3	3	2	3	2	3	2
<b>Technology Best Practices and Priorities</b>										
<ul style="list-style-type: none"> <li>Does this investment align with and support the following enterprise information technology priorities?           <ul style="list-style-type: none"> <li><b>Information Security</b>. Improving the security and resilience of the state's systems</li> <li><b>Modernization</b>. Optimizing service delivery through resilient, adaptive, secure, and customer-centered digital transformation</li> <li><b>A Better Oregon Through Better Data</b>. Leveraging data as a strategic asset—improving data analysis, data quality, information-sharing, decision-making, and ethical use.</li> <li><b>Cloud Forward</b>. Enabling Oregon to conduct 75% of its business via cloud-based services and infrastructure</li> </ul> </li> <li>Does this investment align with IT best practices (e.g., cloud-first, modular implementation, agile practices, configuration over customization, open systems, transparency and privacy by design, security principles, and other modern hosting technologies)?</li> <li>For system modernizations that include data or data systems, has the agency evaluated the current data being collected, its overall quality, and a migration approach if relevant?</li> <li>Has there been evaluation of the data contained within the system to see if changes need to be made to the data collection itself?</li> </ul>			<b>3 - Fully Aligned</b> (all applicable criteria addressed) <b>2 - Mostly Aligned</b> (most applicable criteria addressed) <b>1 - Partially Aligned</b> (some applicable criteria addressed) <b>0 - Not Aligned</b> (no or very few applicable criteria addressed)	3	3	2	2	2	3	2
<b>Business and People-Centered Approach</b>	25%	WEIGHTED SUBTOTAL	25	25	22	25	17	25	17	
<b>People-Centered Approach</b>										
<ul style="list-style-type: none"> <li>Does this investment put people first—the people who rely on essential services and those working to provide those services?</li> <li>Does this investment help to eradicate racial and other forms of disparities in state government?</li> <li>Does this investment improve equitable access to services, programs, and resources, or make the agency's overall service portfolio more accessible or usable for diverse populations?</li> <li>Does the agency intend to strengthen public involvement through transformational community engagement, access to information, and decision-making opportunities?</li> <li>Does this investment reduce or eliminate administrative burdens* that have created barriers to access or reinforced existing inequalities for historically underserved and underrepresented communities?</li> <li>Has the agency utilized the Racial Equity Toolkit within the DEI Action Plan in assessing and planning the project?</li> <li>If the investment is for agency use, does it improve the agency users' experience?</li> </ul>			<b>3 - Fully Aligned</b> (all applicable criteria addressed) <b>2 - Mostly Aligned</b> (most applicable criteria addressed) <b>1 - Partially Aligned</b> (some applicable criteria addressed) <b>0 - Not Aligned</b> (no or very few applicable criteria addressed)	3	3	3	3	2	3	2
<b>Business Process Transformation</b>										
<ul style="list-style-type: none"> <li>Does this investment contribute to business process improvement/transformation?</li> <li>Does this investment improve service delivery to customers, partners, or other stakeholders?</li> <li>Has the agency done public engagement, outreach, or an internal evaluation to identify which populations are most highly impacted (positively and negatively) by these business process changes (e.g., considering populations without home internet in creating a digital application process)?</li> <li>Have measurable business outcomes and benefits been established, including the return on investment if applicable?</li> </ul>			<b>3 - Fully Aligned</b> (all applicable criteria addressed) <b>2 - Mostly Aligned</b> (most applicable criteria addressed) <b>1 - Partially Aligned</b> (some applicable criteria addressed) <b>0 - Not Aligned</b> (no or very few applicable criteria addressed)	3	3	3	3	2	3	2

## Enterprise IT Project Prioritization | 2025-27

CRITERIA	TOTAL PROJECT SCORE (0-100)		Project Example	(CDSR) Crash Data System Replacement	(iCERT) Integrated Collaboration and Environmental Review Tool	TIODS Asset Management System Replacement	(HES) Stormwater Management System	Commercial Vehicle Registration Replacement Project	TAMS Upgrade
	WEIGHT	SCORING GUIDE							
<b>Investment Risk</b>									
• Would inaction impact systems or solutions that support critical business functions?		3 - Fully Aligned (all applicable criteria addressed)							
• Would inaction increase risk to continuity of services to customers, particularly vulnerable or underserved populations?		2 - Mostly Aligned (most applicable criteria addressed)							
• Are there community impacts of not undertaking this project?		1 - Partially Aligned (some applicable criteria addressed)	3	3	2	3	2	3	2
• Has the agency identified an inequity or imbalance in service provision that this initiative would resolve?		0 - Not Aligned (no or very few applicable criteria addressed)							
• Is there increased risk if investment is not addressed during this budget cycle (e.g., security, safety, legal, funding source, or any other related risk)?									
• Does the investment address non-compliance of federal or state requirement, audit finding, or mandate?									
• Does this investment address an identified and documented highly probable agency risk?									
<b>Agency Readiness and Solution Appropriateness</b>	40%	WEIGHTED SUBTOTAL	40	37	33	40	13	40	27
<b>Organizational Change Management (OCM)</b>									
• Does the investment significantly impact operations throughout the organization?		3 - Fully Aligned (all applicable criteria addressed)							
• Does the agency have, or intend to acquire, OCM resources with the skillsets and experience for the size and complexity of the project?		2 - Mostly Aligned (most applicable criteria addressed)							
• Does the agency plan to address and mitigate impact or adoption risks through a change management plan or intend to follow a formal OCM methodology?		1 - Partially Aligned (some applicable criteria addressed)	3	3	3	3	1	3	2
• Has the agency identified community engagement or community involvement as a component of the change management process?		0 - Not Aligned (no or very few applicable criteria addressed)							
• Is external outreach or training planned to implement this change with constituents?									
<b>Solution Scale and Approach</b>									
• Has the agency engaged customers, partners, and communities to understand and structure the business problem, benefits, and outcomes?		3 - Fully Aligned (all applicable criteria addressed)							
• Does the investment fully address the agency's business problem, benefits and outcomes?		2 - Mostly Aligned (most applicable criteria addressed)							
• Is the solution of the appropriate size and scale?		1 - Partially Aligned (some applicable criteria addressed)	3	3	2	3	1	3	2
• Does this investment adhere to principles in <i>EIS Cloud Forward</i> (p.4) or <i>Modernization Playbook</i> (p.6), etc.?		0 - Not Aligned (no or very few applicable criteria addressed)							
• Will the agency continue to engage customers and communities to inform design, approach, and usability of the solution?									
<b>Capacity</b>									
• Has the agency considered skillsets and capacity requirements needed to effectively resource this initiative?		3 - Fully Aligned (all applicable criteria addressed)							
• Does the agency have resources with the necessary skillsets and knowledge, or can the agency acquire the resources?		2 - Mostly Aligned (most applicable criteria addressed)							
• Will this investment impact the agency's ability to deliver on its core business functions?		1 - Partially Aligned (some applicable criteria addressed)	3	2	2	3	1	3	2
• Has the agency considered capacity for various non-technical resources, including organizational change management, project management, business analysis, testing, communication and community engagement activities?		0 - Not Aligned (no or very few applicable criteria addressed)							
• Does the agency or project environment foster an inclusive workplace culture and promote equitable hiring, retention, and promotion practices?									

## Enterprise IT Project Prioritization | 2025-27

CRITERIA	TOTAL PROJECT SCORE (0-100)		Project Example	(CDSR) Crash Data System Replacement	(iCERT) Integrated Collaboration and Environmental Review Tool	TIODS Asset Management System Replacement	(HES) Stormwater Management System	Commercial Vehicle Registration Replacement Project	TAMS Upgrade				
	WEIGHT	SCORING GUIDE											
<b>Governance and Project Management Processes</b> <ul style="list-style-type: none"> <li>Does the agency have formal IT governance in place that will oversee this investment?</li> <li>Does the investment have executive sponsorship and steering committee in place?</li> <li>Does the agency employ adequate project governance structure and practices to oversee vendor/contract management, change control, quality control and quality assurance, and data management and usage?</li> <li>For projects that impact data or data systems, is there a data governance body or other body responsible for data management that is engaged in the process? Is there an agency data lead who is engaged as part of the project?</li> <li>Are agency DEI staff involved in the IT Governance and prioritization process?</li> <li>Does the agency intend to involve customer or partner representation on project forums (i.e. steering committees, advisory boards, etc.)?</li> <li>Has the agency established processes for community outreach, feedback, engagement, or advice in accordance with the Racial Equity Framework and DEI Action Plan?</li> <li>Does the agency have, or intend to acquire, project management resources with the skillsets and experience for the size and complexity of the project?</li> <li>Does the agency use mature project management practices (PMBOK)?</li> </ul>			3 - Fully Aligned (all applicable criteria addressed)	2 - Mostly Aligned (most applicable criteria addressed)	1 - Partially Aligned (some applicable criteria addressed)	0 - Not Aligned (no or very few applicable criteria addressed)	3	3	3	3	1	3	2

### References:

\*Administrative burdens include learning costs, such as finding out whether one is eligible for a program; compliance costs, such as burdensome paperwork and documentation; and psychological costs, such as the stress and stigma that people feel when interacting with government programs. Health Affairs, Herd, P., Moynihan, D. (2020, October 2). *How Administrative Burdens Can Harm Health*. www.Healthaffairs.Org. Retrieved February 9, 2022, from <https://www.healthaffairs.org/do/10.1377/hpb20200904.405159/full/#:~:text=Administrative%20burdens%20include%20learning%20costs,when%20interacting%20with%20government%20pr>

Scores
3
2
1
0



# Oregon

Tina Kotek, Governor

## Department of Transportation

Facilities Services

885 Airport Rd SE, Bldg X

Salem, Oregon, 97301

Phone: (503) 986-5777

Fax: (503) 986-5780

July 31, 2024

To: Capital Projects Advisory Board  
From: Randy Gengler, Facilities Services Branch Manager  
Subject: Plan Submission Cover Memo

### Agency Accomplishments:

ODOT has made significant improvements in reducing leased office space and moving staff into ODOT owned space. We have ended 7 leases totaling 168,000 SF and saving the agency \$5.5 million in the 2023-25 biennium. ODOT has made the decision to end another lease by September 2025 of 38,000 SF saving another \$750,000 in 2027-29. ODOT is at 56% in meeting the DAS goal in reducing office space by 30% by 2027.

ODOT is currently analyzing our largest 40 office buildings to determine what available space can be created in hopes of leasing that out to other state agencies. ODOT worked with DAS Leasing to create a small office lease policy and lease template, and DAS delegated authority to ODOT to use these in leasing space directly with other agencies. Our goal is to free up the other 44% of the 30% DAS reduction goal, then work with DAS Leasing on filling that space.

ODOT Facilities has fully implemented the use of zLink for conducting our Facilities Condition Assessments and have “cleaned up” all our deficiency data by confirming the right deficiencies are listed, updating the urgency of action (priority) and updating the cost estimates. Because of this our total deficiency need has grown to \$500 million, representing an FCI of .40. Unfortunately, ODOT does not have the funding available to adequately address this need, but at least we have good data and know what our true need is.

### Agency Challenge:

For several years ODOT has been forecasting a revenue shortfall. In 2021-23 we began reducing our spending, and in 2023-25 implemented a 10% budget reduction across the agency. Our major maintenance funding was reduced by 40% this biennium and our Capital Improvement funding will be reduced by 36% in 2025-27. Unless ODOT can increase our revenue or get additional funding from the legislature, we are looking at up to a 30% agency wide reduction in 2025-27 to compensate for a \$350 million shortfall.

### Agency 2025-27 Plan:

ODOT has put a hold on all Capital Construction projects in 2025-27. We use Capital Improvement funds for new structures and major improvements, and use our Major Maintenance for all standard maintenance and replacements. Due to our reductions in both MM and CI for 2025-27, ODOT has made the decision to not construct anything new in 2025-27 and spend all CI and MM funds on the highest priority building repairs. We have identified 47 roof projects; 57 HVAC projects, and 7 exterior envelop projects that are critically needed. Our desire is to continue replacing buildings that are obsolete, but with our reductions, that just isn't possible now.

### Major Construction:

ODOT is not spending any Capital Construction funding in 2025-27. We are wrapping up three CC projects in 2023-25, and putting a hold on CC until 2027-29.



# Oregon Department of Transportation

Presented by

ODOT Facilities Services Branch

## 2025-27 Agency Facility Plan

Capital Projects Advisory Board

August 9, 2024

Oregon Department of Transportation 25-27 Agency Facility  
Plan - Capital Projects Advisory Board





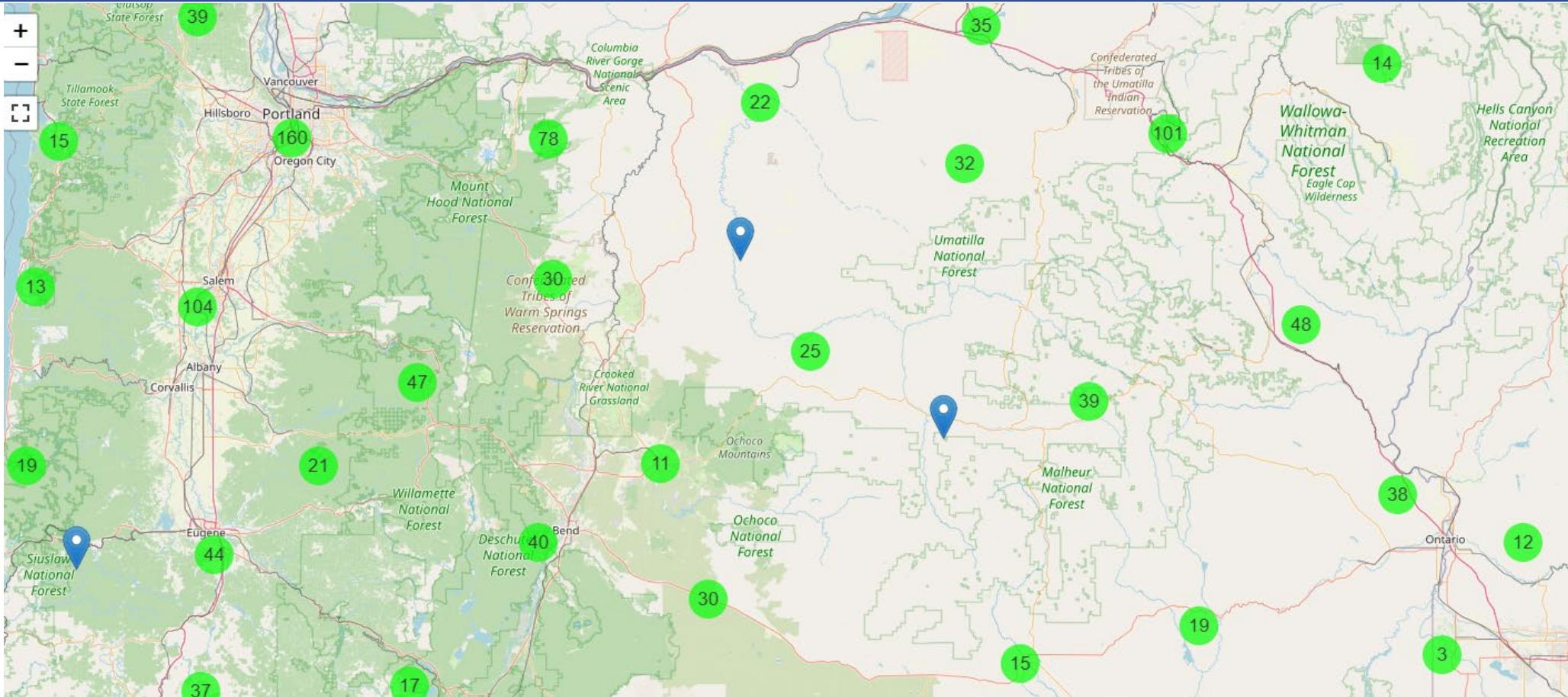
# Mission

ODOT provides a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive.





# Mission





# ODOT's Portfolio

- Total Facilities – Approximately 1,200\*
- Total Gross Square Footage (GSF) – 3.4M
- Total Current Replacement Value (CRV) – \$1.2B\*\*
- Total Major Facilities (over \$1M CRV)
  - Count – 371
  - GSF – 2.8M
  - CRV – \$1.0B

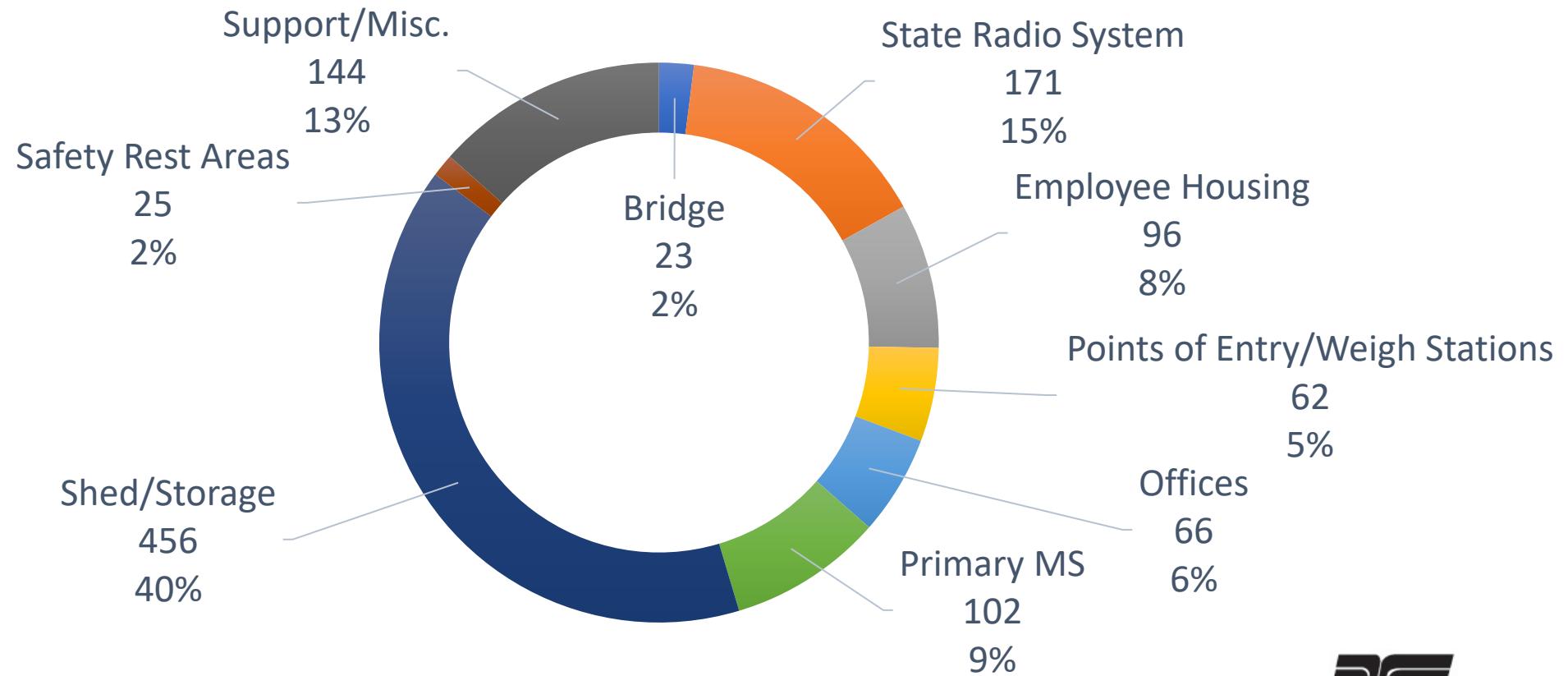
\*Count is all ODOT owned buildings; includes Safety Rest Areas that we maintain

\*\*Does not include CRV for grounds related assets



# ODOT's Portfolio

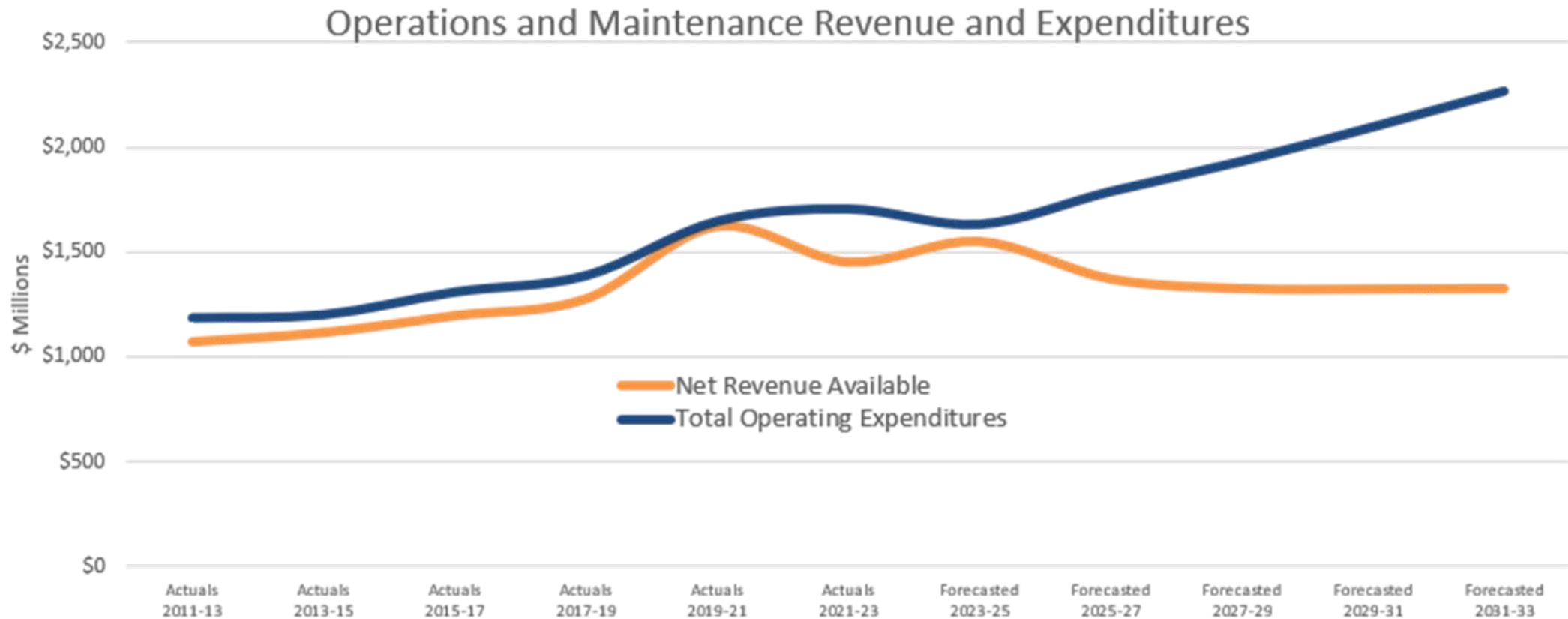
## ODOT's Portfolio By Building Type





# Planning Factors

## Emergent Issues/Business Trends





# ODOT's Funding

Funding Type	17-19 Expended	19-21 Expended	21-23 Expended	23-25 Budgeted	25-27 Estimated
Major Maintenance (DM/CR)	\$9,932,746	\$7,298,922	\$4,482,763	\$2,700,000	\$2,700,000
ESB	\$3,636,322	\$3,101,345	\$4,858,277	\$1,415,140	\$1,400,000
Tenant Funded	\$4,533,957	\$3,360,208	\$4,514,207	\$1,370,312	\$1,000,000
<b>Total DM Funding</b>	<b>\$18,103,025</b>	<b>\$13,760,475</b>	<b>\$13,855,247</b>	<b>\$5,485,452</b>	<b>\$5,100,000</b>
Capital Improvement (Modernization)	\$8,781,294	\$7,452,055	\$7,827,953	\$7,574,561	\$4,862,000
Capital Construction (CC)	\$3,841,039	\$8,767,268	\$30,513,862	\$11,863,117	\$0
<b>Total Modernization Funding</b>	<b>\$12,622,333</b>	<b>\$16,219,323</b>	<b>\$38,341,815</b>	<b>\$19,437,678</b>	<b>\$4,862,000 **</b>

\*\* 25-27 CI funds will be used for deferred maintenance, not modernization.



# Planning Factors

## Current/Future Demand

- 3,500 identified deficiencies in 719 owned buildings, totaling \$485 M

- Immediate Needs FCI = 
$$\frac{\text{Current Priority Deferred Maintenance+Capital Renewal}}{\text{CRV}} = \frac{\$39 \text{ M}}{\$1.2 \text{ B}} = 0.032$$

- Total FCI = 
$$\frac{\text{Total Deferred Maintenance+Capital Renewal}}{\text{CRV}} = \frac{\$485 \text{ M}}{\$1.2 \text{ B}} = 0.40$$

- Needed funding for improvements is 4.79 % of CRV, per year:

- $$4.79\% \times \$1.2\text{B} = \frac{\$57 \text{ M}}{\text{year}} = \frac{\$114 \text{ M}}{\text{biennium}}$$

- As CRV increases with annual inflation, annual funding needs also increase

- Current funding is less than \$5.5 M for 23-25, which is only 0.45% of CRV



# Planning Factors

## Strategic Opportunities

- ❖ Lease consolidations & independent leasing policy
  - 53% progress toward meeting the DAS 30% Office reduction goal
- ❖ Prioritize deferred maintenance to keep buildings operational
- ❖ Looking at bonding for master plan



# Facility Strategies

## Risk/Climate Change Mitigation

- ✓ Electric Vehicle Charger Installation
- ✓ Meeting/Exceeding SEED
- ✓ Fuel Switching, where applicable
- ✓ Enrolling in Community Solar
- ✓ Continuation of Strategic Energy Management
- ✓ Use of drought tolerant, low-maintenance, native plants in landscaping

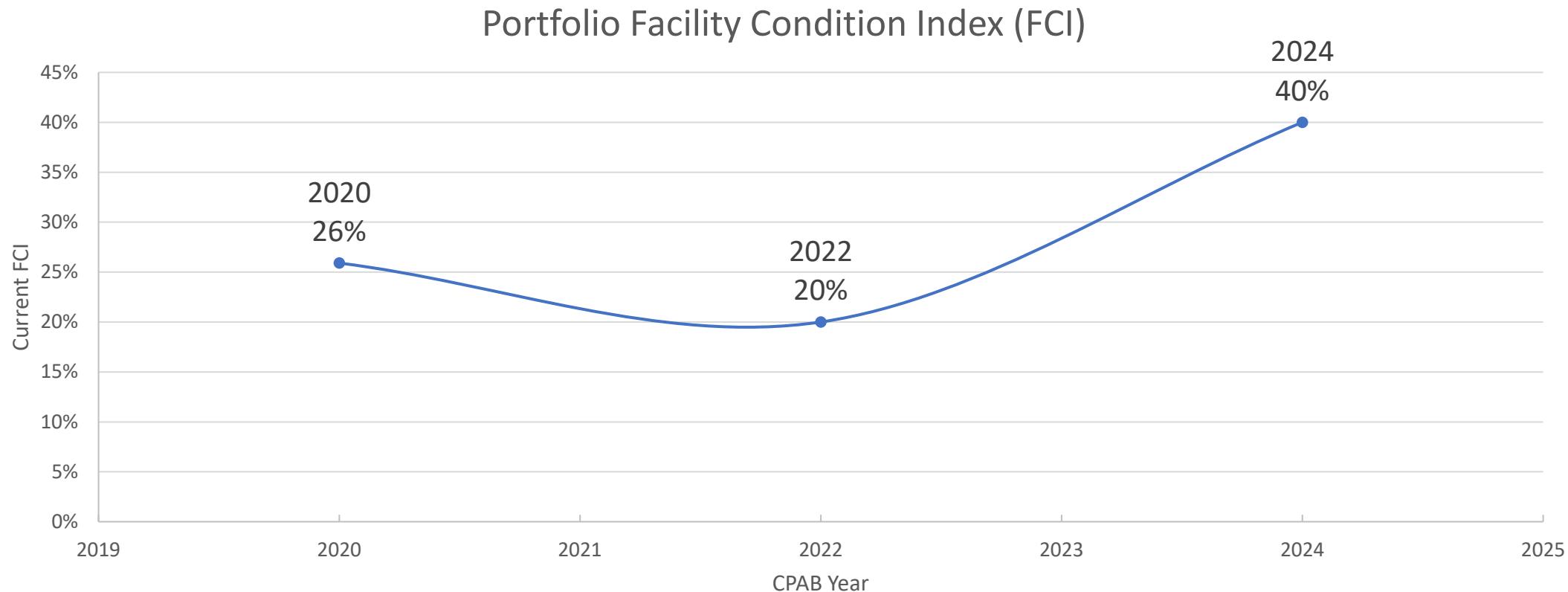


# Major Project





# Facility Condition





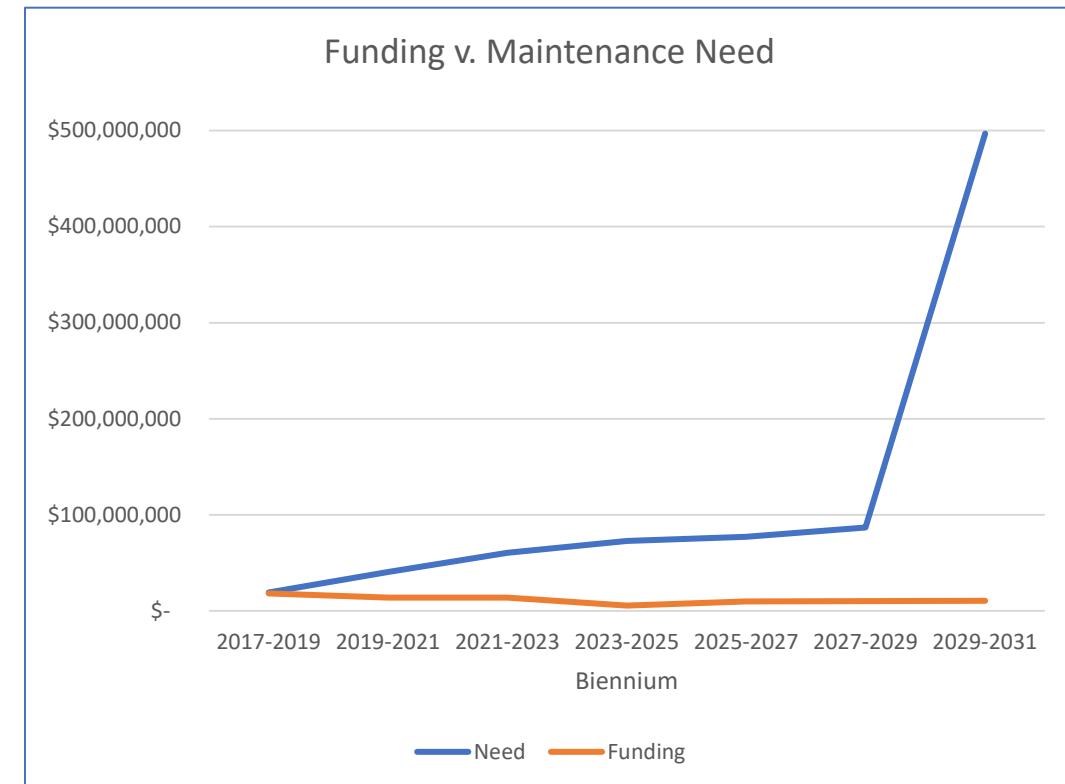
# Facility Plan Summary

AGENCY PLAN SUMMARY	DM/LIFE SAFETY (PRIORITY 1)	CAPITAL RENEWAL (PRIORITY 2)	CAPITAL RENEWAL (PRIORITY 3)	SEISMIC/RISK (PRIORITY 4)	MODERNIZATION (NET PRIORITY 5)	TOTAL
DM/CR	\$17,382,574	\$16,124,516	\$5,515,354	\$0	\$0	\$39,022,444
Resilience/Risk	\$0	\$0	\$0	\$15,300	\$0	\$0
Modernization	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$17,382,574	\$16,124,516	\$5,515,354	\$15,300	\$0	\$39,037,744



# Summary

- 1,200 buildings on 450 sites
- \$500M in Deferred Maint
- Reduced spending
- Hold on all new buildings
- Prioritizing roofs, HVAC and building envelopes





# Questions?



Current Maintenance Priority 1-4 for Owned Assets Over \$1M CRV<sup>1</sup>

Campus	Building ID	Building Name	Construction Year	Gross Square Footage	Current (Calculated) Replacement Value <sup>2</sup>	Priority 1 - Currently Critical (Life Safety, DM, Code Compliance)*	Priority 2 - Potentially Critical (Near-Term Capital Renewal, Energy, Functionality)*	Priority 3 - Not Yet Critical (Mid-term)	Priority 4 - Seismic + Natural Hazard Remediation (if applicable)	Total (G+H+I+J)	Current FCR less Seismic Nat Haz Columns (G+H+I)	2023-25 LAB Approved	Agency Input	
													M	N
A	B	C	D	E	F	G	H	I	J	K	L	M	Remaining Current Need Estimated Columns K-M	
ODOT Region 02 - F42450 - Transportation HQ Bldg Grounds	F4245001	F4245001 - Transportation HQ Bldg	01 Jan 1950	148,282	\$53,982,424	\$0	\$2,360,000	\$0	\$0	\$2,360,000	4.4%	\$0	\$2,360,000	
ODOT Region DMV - F82467 - DMV HQ Salem Grounds	F8246701	F8246701 - DMV HQ Office Bldg Salem	10 Jun 1992	125,543	\$48,806,504	\$207,315	\$847,613	\$17,099	\$0	\$1,072,027	2.2%	\$0	\$1,072,027	
ODOT Region 01 - F42650 - Matthew L. Garrett Region 1 HQ Grounds	F4265001	F4265001 - Matthew L. Garrett Region 1 HQ Bldg	01 Jan 1961	90,177	\$28,443,748	\$10,640	\$14,800	\$1,000	\$0	\$26,440	0.1%	\$0	\$26,440	
ODOT Region 01 - F40327 - Lawnfield MS Grounds	F4032702	F4032702 - Lawnfield MS D2B Office & Shop	30 Jun 1985	97,004	\$22,374,860	\$47,912	\$13,100	\$53,513	\$0	\$114,525	0.5%	\$0	\$114,525	
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300220	F4300220 - Meacham MS New Bldg	05 Jun 2023	26,740	\$17,958,596	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F41030 - Region 3 HQ Grounds	F4103001	F4103001 - Region 3 HQ Bldg	01 May 1993	37,978	\$14,205,497	\$25,000	\$10,000	\$0	\$0	\$35,000	0.2%	\$0	\$35,000	
ODOT Region 02 - F82401 - Mill Creek Office Grounds	F8240101	F8240101 - Mill Creek Office Bldg	30 Jun 1972	46,988	\$14,020,089	\$500	\$0	\$0	\$0	\$500	0.0%	\$0	\$500	
ODOT Region 01 - F01377 - Interstate Bridges Grounds	F0137701	F0137701 - Interstate Bridge Bldg #1	14 Feb 1917	1,260	\$13,104,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region MOB - F63184 - La Grande Repair Shop Grounds	F6318401	F6318401 - La Grande Repair Shop	30 Jun 1995	51,144	\$12,628,071	\$42,750	\$500,027	\$15,803	\$0	\$558,580	4.4%	\$0	\$558,580	
ODOT Region 02 - F62418 - Salem Materials Lab Grounds	F6241801	F6241801 - Salem Materials Lab Bldg	30 Jun 1987	47,580	\$12,483,806	\$185,057	\$292,370	\$306,000	\$0	\$783,427	6.3%	\$0	\$783,427	
ODOT Region 05 - F43111 - Region 5 HQ Grounds	F4311101	F4311101 - Region 5 HQ Bldg	30 Jun 1990	40,426	\$11,640,929	\$319,440	\$559,399	\$71,000	\$0	\$949,839	8.2%	\$0	\$949,839	
ODOT Region MOB - F62413 - East Salem Complex Grounds 3	F6241311	F6241311 - Bldg K, Supply Ops, Purchasing	01 Jan 1959	30,005	\$10,625,784	\$515,000	\$84,168	\$0	\$0	\$599,168	5.6%	\$0	\$599,168	
ODOT Region MOB - F62412 - East Salem Complex Grounds 2	F6241226	F6241226 - Bldg M, Salem Repair Facility	01 Jan 1968	37,960	\$8,942,469	\$909,000	\$152,700	\$2,300	\$0	\$1,064,000	11.9%	\$0	\$1,064,000	
ODOT Region 01 - F01377 - Interstate Bridges Grounds	F0137702	F0137702 - Interstate Bridge Bldg #2	14 Feb 1917	821	\$8,538,400	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F42619 - Barlow School Grounds	F4261901	F4261901 - Barlow School Office Bldg	01 Jan 1979	22,280	\$8,417,073	\$199,500	\$149,000	\$68,920	\$3,000	\$420,420	5.0%	\$0	\$420,420	
ODOT Region 01 - F01377 - Interstate Bridges Grounds	F0137703	F0137703 - Interstate Bridge Bldg #3	14 Feb 1917	795	\$8,268,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240409	F4240409 - Bldg B, Region 2 Headquarters and Tech Center	01 Jan 1942	21,439	\$8,266,094	\$0	\$159,178	\$0	\$0	\$159,178	1.9%	\$0	\$159,178	
ODOT Region 04 - F40915 - Region 4 HQ MS Grounds	F4091506	F4091506 - Region 4 Tech Center, Bldg M	30 Nov 2012	21,782	\$7,890,120	\$1,000,000	\$24,750	\$0	\$0	\$1,024,750	13.0%	\$0	\$1,024,750	
ODOT Region MOB - F60952 - Bend Equipment Shop Grounds	F6095211	F6095211 - Bend Eq Repair Shop (Truck shop) Bldg G	01 Jan 1953	29,195	\$7,582,340	\$42,205	\$40,000	\$0	\$0	\$82,205	1.1%	\$0	\$82,205	
ODOT Region 03 - F01940G - South Slough Bridge Grounds	F01940G01	F01940G01 - South Slough Bridge Bldg	01 Jan 1991	727	\$7,560,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F40107 - Baker City MS Grounds	F4010701	F4010701 - Baker City MS Shop Bldg	01 Nov 2009	22,151	\$6,887,575	\$0	\$150,122	\$70,197	\$1,000	\$221,319	3.2%	\$0	\$221,319	
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240401	F4240401 - Bldg A, CCD	01 Jan 1966	21,959	\$6,446,654	\$200,000	\$120,000	\$0	\$0	\$320,000	5.0%	\$0	\$320,000	
ODOT Region 04 - F40916 - Bend MS Grounds	F4091610	F4091610 - Bend Maintenance Shop Bldg A	01 Feb 2000	21,590	\$6,032,465	\$0	\$20,000	\$3,500	\$0	\$23,500	0.4%	\$0	\$23,500	
ODOT Region 02 - F62412(a) - East Salem Complex Grounds 2 (Bldgs E, J, X)	F6241235	F6241235 - Bldg X, Facilities Management	01 Jan 1957	14,245	\$5,814,253	\$0	\$0	\$2,550	\$0	\$2,550	0.0%	\$0	\$2,550	
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031311	F4031311 - Govt Camp MS Bldg	01 Dec 2000	16,000	\$5,773,248	\$0	\$52,500	\$0	\$0	\$52,500	0.9%	\$0	\$52,500	
ODOT Region 04 - F41912 - Lakeview New MS Grounds	F4191201	F4191201 - Lakeview New MS Bldg	01 Jul 1994	15,950	\$5,410,342	\$0	\$14,000	\$0	\$0	\$14,000	0.3%	\$0	\$14,000	
ODOT Region 02 - F08306 - New Youngs Bay Bridge Grounds	F0830601	F0830601 - New Youngs Bay Bridge Bldg #1	29 Aug 1964	507	\$5,272,800	\$9,800	\$0	\$0	\$0	\$9,800	0.2%	\$0	\$9,800	
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331201	F4331201 - District 9 Office/DMV/OSP	01 Jan 1962	12,908	\$5,266,799	\$18,000	\$80,000	\$0	\$0	\$98,000	1.9%	\$0	\$98,000	
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220410	F4220410 - Santiam Jct MS Pole Bldg Laundry	01 Jan 1952	7,060	\$4,909,642	\$3,000	\$0	\$0	\$0	\$3,000	0.1%	\$0	\$3,000	
ODOT Region 04 - F40915 - Region 4 HQ MS Grounds	F4091505	F4091505 - Region 4 Annex, Bldg L/Bend DMV	01 Jun 1991	11,808	\$4,327,267	\$0	\$9,374	\$30,000	\$0	\$39,374	0.9%	\$0	\$39,374	
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310905	F4310905 - La Grande MS Bldg	30 Jun 1992	12,564	\$4,252,378	\$1,207,000	\$21,855	\$11,746	\$0	\$1,240,601	29.2%	\$0	\$1,240,601	
ODOT Region 03 - F07176 - Coos River Bridge Grounds	F0717602	F0717602 - Coos River (Chandler) Bridge Bldg #2	01 Jan 1952	386	\$4,017,520	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F07176 - Coos River Bridge Grounds	F0717603	F0717603 - Coos River (Chandler) Bridge Bldg #3	01 Jan 1952	386	\$4,017,520	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F42217 - Albany New MS Grounds	F4221701	F4221701 - Albany New MS Bldg	01 Jun 1996	18,338	\$4,010,436	\$24,000	\$719,225	\$43,100	\$0	\$786,325	19.6%	\$0	\$786,325	
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202702	F4202702 - Glenwood MS Maintenance	11 Feb 2003	12,600	\$3,999,210	\$265,000	\$26,400	\$0	\$0	\$291,400	7.3%	\$0	\$291,400	
ODOT Region 05 - F42321 - Ontario MS New Grounds	F4232102	F4232102 - Ontario MS Bldg	31 Dec 1999	13,500	\$3,937,518	\$88,430	\$7,500	\$6,665	\$1,000	\$103,595	2.6%	\$0	\$103,595	
ODOT Region MOB - F62466 - East Salem Complex Grounds 4	F6246631	F6246631 - Bldg Q, Sign Shop/R2 A3 Construction	01 Jan 1958	18,589	\$3,905,360	\$350,000	\$94,864	\$34,100	\$0	\$478,964	12.3%	\$0	\$478,964	
ODOT Region 02 - F08306 - New Youngs Bay Bridge Grounds	F0830602	F0830602 - New Youngs Bay Bridge Bldg #2	29 Aug 1964	372	\$3,868,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F08306 - New Youngs Bay Bridge Grounds	F0830603	F0830603 - New Youngs Bay Bridge Bldg #3	29 Aug 1964	372	\$3,868,800	\$0	\$0	\$0	\$0	\$0				

ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182314	F4182314 - Lake of the Woods MS Bldg	01 Jun 2005	7,420	\$2,482,418	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310901	F4310901 - District 13 Office/DMV	01 Jan 1972	5,676	\$2,461,628	\$92,500	\$13,500	\$27,010	\$0	\$133,010	5.4%	\$0
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180801	F4180801 - Odell Lake MS Bldg	01 Jan 1971	7,080	\$2,456,204	\$89,600	\$29,200	\$0	\$0	\$118,800	4.8%	\$0
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202703	F4202703 - Glenwood MS Storage	11 Feb 2003	10,600	\$2,455,155	\$7,300	\$0	\$0	\$0	\$7,300	0.3%	\$0
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221702	F4221702 - Albany MS NW Pole Bldg (herbicide)	01 Jun 1996	10,617	\$2,455,155	\$400	\$7,520	\$0	\$0	\$7,920	0.3%	\$0
ODOT Region 04 - F43306 - Maupin MS New Grounds	F4330603	F4330603 - Maupin MS Bldg	01 Jan 1983	5,600	\$2,435,655	\$2,500	\$16,500	\$0	\$0	\$19,000	0.8%	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702001	F0702001 - Coquille River Bridge Bldg #1	20 Sep 1954	233	\$2,423,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region 02 - F62413(a) - East Salem Complex Grounds 3 (Bldg V)	F6241310	F6241310 - Bldg V, Support Services Storeroom	01 Jan 1978	7,692	\$2,420,248	\$311,325	\$500	\$900	\$0	\$312,725	12.9%	\$0
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151601	F4151601 - Central Point MS Bldg	01 Jan 1961	8,480	\$2,415,662	\$1,287	\$37,500	\$2,195	\$0	\$40,982	1.7%	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302203	F4302203 - Pendleton Storage Bldg B	01 Jun 1998	9,256	\$2,415,662	\$80,000	\$28,000	\$17,000	\$0	\$125,000	5.2%	\$0
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262301	F4262301 - Sylvan MS Shop	12 May 1998	8,383	\$2,408,815	\$40,000	\$51,412	\$0	\$0	\$91,412	3.8%	\$0
ODOT Region MOB - F60952 - Bend Equipment Shop Grounds	F6095212	F6095212 - Bend Storage Bldg H	01 Jan 1951	10,369	\$2,375,353	\$0	\$7,500	\$5,637	\$0	\$13,137	0.6%	\$0
ODOT Region 04 - F43504 - Mitchell MS New Grounds	F4350401	F4350401 - Mitchell New MS Bldg	01 Jan 1980	5,300	\$2,352,246	\$0	\$6,500	\$261,000	\$0	\$267,500	11.4%	\$0
ODOT Region 02 - F24023 - Santiam Summit Stockpile Grounds	F2402302	F2402302 - Santiam Summit Sand Shed	01 Jan 1951	8,640	\$2,349,016	\$0	\$1,800	\$0	\$0	\$1,800	0.1%	\$0
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300204	F4300204 - Meacham MS Bldg	01 Jan 1951	7,412	\$2,341,903	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region MOB - F62467 - Salem Traffic Signal Grounds	F6246736	F6246736 - Salem Traffic Signal Bldg	01 Jan 1980	10,219	\$2,340,764	\$100,000	\$0	\$3,200	\$0	\$103,200	4.4%	\$0
ODOT Region CCD - F51507 - Ashland POE Grounds	F5150708	F5150708 - Ashland POE Inspection Bldg	16 Sep 1991	6,100	\$2,333,704	\$0	\$5,000	\$12,600	\$0	\$17,600	0.8%	\$0
ODOT Region 01 - F24009 - Govt Camp Stockpile Grounds	F2400902	F2400902 - Govt Camp Sand Shed	01 Jan 1985	7,400	\$2,330,195	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region 02 - F51404 - Cascade Locks POE Inspection Grounds	F5140401	F5140401 - Cascade Locks POE Inspect Bldg	30 Nov 1990	6,800	\$2,305,896	\$0	\$700	\$17,500	\$0	\$18,200	0.8%	\$0
ODOT Region 01 - F24012 - Bennett Pass Stockpile Grounds	F2401203	F2401203 - Bennett Pass Sand Shed	01 Jan 1967	7,800	\$2,276,065	\$0	\$100,000	\$0	\$0	\$100,000	4.4%	\$0
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280301	F4280301 - Moro MS Bldg	01 Apr 1993	5,150	\$2,263,767	\$0	\$84,450	\$5,000	\$0	\$89,500	4.0%	\$0
ODOT Region 03 - F24288 - Lemolo Stockpile Grounds	F2428801	F2428801 - Lemolo Sand Shed	01 Nov 1985	7,720	\$2,263,239	\$41,000	\$0	\$0	\$0	\$41,000	1.8%	\$0
ODOT Region 02 - F40415 - Lewis and Clark Bridge Grounds	F4041501	F4041501 - Lewis and Clark Bridge Bldg #1	29 Mar 1930	217	\$2,259,920	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region 02 - F40415 - Lewis and Clark Bridge Grounds	F4041502	F4041502 - Lewis and Clark Bridge Bldg #2	29 Mar 1930	217	\$2,259,920	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region 04 - F40703 - Prineville MS Grounds	F4070301	F4070301 - Prineville MS Bldg	30 Jun 1988	6,800	\$2,253,705	\$85,000	\$25,000	\$0	\$0	\$113,500	4.9%	\$0
ODOT Region 01 - F24298 - Parkdale Stockpile Grounds	F2429801	F2429801 - Parkdale Sand Shed	01 Jan 1959	7,680	\$2,241,048	\$44,000	\$80,000	\$0	\$0	\$124,000	5.5%	\$0
ODOT Region CCD - F53006 - Umatilla POE Grounds	F5300602	F5300602 - Umatilla POE Truck Inspection Bldg	17 Sep 1991	6,600	\$2,238,076	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region CCD - F51807 - Klamath Falls POE Grounds	F5180702	F5180702 - Klamath Falls POE Truck Inspection	30 Jun 1987	5,820	\$2,226,583	\$3,800	\$0	\$52,000	\$0	\$55,800	2.5%	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302204	F4302204 - Pendleton Open Storage Bldg C	01 Jun 1998	10,944	\$2,223,537	\$0	\$39,200	\$5,500	\$0	\$44,700	2.0%	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220434	F4220434 - Santiam Jct MS House #34	01 Oct 2010	1,616	\$2,222,552	\$2,650	\$3,000	\$0	\$0	\$5,650	0.3%	\$0
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202701	F4202701 - Glenwood MS Office	11 Feb 2003	6,853	\$2,219,242	\$0	\$4,500	\$0	\$0	\$4,500	0.2%	\$0
ODOT Region CCD - F52306 - Farewell Bend POE Grounds	F5230603	F5230603 - Farewell Bend POE Truck Inspect	01 May 1990	5,800	\$2,218,932	\$100,000	\$0	\$0	\$0	\$100,000	4.5%	\$0
ODOT Region 02 - F42112 - Ona Beach MS Grounds	F4211205	F4211205 - Ona Beach Open Storage Bldg C	01 Sep 2002	8,186	\$2,208,136	\$5,000	\$4,200	\$0	\$0	\$9,200	0.4%	\$0
ODOT Region CCD - F52409 - Woodburn POE Grounds	F5240903	F5240903 - Woodburn POE Truck Inspection Bldg	30 Jun 1987	6,500	\$2,204,166	\$0	\$0	\$0	\$0	\$0	0.0%	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260901	F4260901 - SW Portland MS Bldg	01 Jan 1961	6,629	\$2,202,781	\$0	\$3,300	\$0	\$0	\$3,300	0.1%	\$0
ODOT Region 04 - F41101 - Condon MS Grounds	F4110101	F4110101 - Condon MS Bldg	01 Jan 1941	5,000	\$2,196,376	\$0	\$34,500	\$0	\$0	\$34,500	1.6%	\$0
ODOT Region 02 - F42408 - Detroit MS Grounds	F4240801	F4240801 - Detroit MS Bldg	01 Jan 1958	5,610	\$2,180,432	\$234,733	\$2,750	\$34,037	\$0	\$271,519	12.5%	\$0
ODOT Region 05 - F43005 - Ukah MS Grounds	F4300504	F4300504 - Ukah Maintenance Bldg	01 Feb 2000	6,500	\$2,174,624	\$0	\$39,000	\$0	\$0	\$39,000	1.8%	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302202	F4302202 - Pendleton Enclosure Storage Bldg A	01 Jun 1998	8,400	\$2,114,528	\$27,750	\$16,500	\$3,000	\$0	\$47,250	2.2%	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180502	F4180502 - Klamath Falls MS District Office	01 Jan 1938	7,905	\$2,104,929	\$0	\$37,000	\$0	\$0	\$37,000	1.8%	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220422	F4220422 - Santiam Jct MS MH Shelter #22	30 Jun 1987	3,025	\$2,103,636	\$0	\$600	\$5,400	\$0	\$6,000	0.3%	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220425	F4220425 - Santiam Jct MS MH Shelter #25	30 Jun 1987	3,025	\$2,103,636	\$0	\$0	\$5,400	\$0	\$5,400	0.3%	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220426	F4220426 - Santiam Jct MS MH Shelter #26	30 Jun 1987	3,025	\$2,103,636	\$0	\$0	\$5,400	\$0	\$5,400	0.3%	\$0
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031309	F4031309 - Govt Camp MS 9-Bay Storage	01 Jan 1953	6,800	\$2,092,817	\$0	\$900	\$0	\$0	\$900	0.0%	\$0
ODOT Region 03 - F41027 - Boswell Springs MS Grounds	F4102702	F4102702 - Boswell Springs Enclosed Storage	01 Jul 1993	9,000	\$2,084,566	\$440,000	\$258,416	\$0	\$0	\$698,416	33.5%	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230801	F4230801 - Basque MS Bldg	01 Jan 1940	4,700	\$2,080,528	\$7,200	\$70,691	\$15,000	\$1,400	\$94,291	4.5%	\$0
ODOT Region 02 - F42403 - Woodburn MS Grounds	F4240301	F4240301 - Woodburn MS Bldg	01 Jan 1947	5,392	\$2,079,734	\$4,855	\$10,550	\$5,020	\$0	\$20,425	1.0%	\$0
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230501	F4230501 - Jordan Valley MS Bldg	01 Jan 1949	4,700	\$2,058,923	\$41,000	\$120,100	\$0	\$0	\$161,100	7.8%	\$0
ODOT Region 05 - F24291 - Whitney Stockpile Grounds	F2429101	F2429101 - Whitney Sand Shed										

ODOT Region 03 - F41508 - Prospect MS Grounds	F4150812	F4150812 - Prospect MS Storage Bldg	30 Jun 2009	6,400	\$1,770,563	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211102	F4211102 - Rose Lodge Storage	01 Jan 1996	6,419	\$1,770,563	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24001 - SW Portland Stockpile Grounds	F2400103	F2400103 - SW Portland MS Sand Shed	18 Jan 2000	7,000	\$1,765,109	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F01132F - Isthmus Slough Bridge Grounds	F01132F01	F01132F01 - Isthmus Slough Bridge Bldg #1	01 Jan 1931	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F01132F - Isthmus Slough Bridge Grounds	F01132F02	F01132F02 - Isthmus Slough Bridge Bldg #2	01 Jan 1931	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A01	F02049A01 - Siuslaw River Bridge Bldg #1	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A02	F02049A02 - Siuslaw River Bridge Bldg #2	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A03	F02049A03 - Siuslaw River Bridge Bldg #3	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A04	F02049A04 - Siuslaw River Bridge Bldg #4	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40916 - Bend MS Grounds	F4091611	F4091611 - Bend Enclosed Storage Bldg C	01 Feb 2000	6,400	\$1,754,056	\$0	\$1,680	\$0	\$0	1.1%	\$0	\$1,680
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190513	F4190513 - Alkali Lake New MS Bldg	30 Jun 1986	3,300	\$1,753,924	\$20,000	\$0	\$0	\$20,000	1.1%	\$0	\$20,000
ODOT Region 04 - F41913 - Adel MS Grounds	F4191307	F4191307 - Adel New Maint Station Bldg	01 Jan 1985	3,300	\$1,745,412	\$0	\$25,500	\$0	\$0	1.5%	\$0	\$25,500
ODOT Region 05 - F24072 - Spray Stockpile Grounds	F2407201	F2407201 - Spray New Sand Shed	30 Jun 1986	5,450	\$1,745,404	\$500	\$0	\$0	\$500	0.0%	\$0	\$500
ODOT Region DMV - F82467 - DMV HQ Salem Grounds	F8246702	F8246702 - DMV HQ Office Annex Salem	10 Jun 1992	4,680	\$1,734,232	\$0	\$0	\$900	\$0	\$900	0.1%	\$0
ODOT Region 05 - F24250 - Mission Stockpile Grounds	F2425001	F2425001 - Mission Sand Shed	01 Jan 1972	7,020	\$1,730,070	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41907 - Silver Lake MS Grounds	F4190701	F4190701 - Silver Lake MS Bldg	01 Jan 1949	3,300	\$1,729,179	\$0	\$16,750	\$10,800	\$0	\$27,550	1.6%	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180501	F4180501 - Klamath Falls MS Storage	01 Jan 1930	6,240	\$1,726,298	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302201	F4302201 - Pendleton MS District Office Bldg D	01 Jun 1998	5,069	\$1,723,237	\$2,000	\$1,000	\$0	\$3,000	0.2%	\$0	\$3,000
ODOT Region 05 - F24084 - Ontario Stockpile Grounds	F2408404	F2408404 - Ontario MS Sand Shed	31 Dec 1999	6,951	\$1,718,974	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24059 - Lakeview Stockpile Grounds	F2405901	F2405901 - Lakeview Sand Shed	01 Jan 1970	5,400	\$1,718,103	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42615 - Hayden Island Grounds	F4261501	F4261501 - Hayden Island POE Office	01 Jan 1966	5,000	\$1,715,688	\$1,200	\$450,000	\$0	\$0	\$451,200	26.3%	\$0
ODOT Region 01 - F24011 - Cascade Locks Stockpile Grounds	F2401102	F2401102 - Cascade Locks Sand Shed	16 Sep 1991	6,800	\$1,714,677	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F40306 - Milwaukie Reg 1 Grounds	F4030601	F4030601 - Milwaukie Reg 1 Office Stone Bldg	01 Jan 1938	17,655	\$1,699,620	\$0	\$40,000	\$0	\$0	\$40,000	2.4%	\$0
ODOT Region 05 - F41301 - Burns MS Grounds	F4130107	F4130107 - Burns New MS Bldg	01 Jan 1985	3,850	\$1,695,895	\$19,144	\$63,500	\$0	\$1,400	\$84,044	4.9%	\$0
ODOT Region 04 - F41105 - Arlington MS New Grounds	F4110504	F4110504 - Arlington MS Bldg	01 Jan 1970	4,300	\$1,693,189	\$0	\$4,500	\$10,000	\$0	\$14,500	0.9%	\$0
ODOT Region 02 - F43602 - Newberg MS Grounds	F4360201	F4360201 - Newberg MS Bldg	01 Jan 1952	4,303	\$1,683,327	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24048 - Maupin Stockpile Grounds	F2404802	F2404802 - Maupin Stockpile Sand Shed	29 Aug 2012	5,250	\$1,676,494	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F24041 - Siskiyou Stockpile Grounds	F2404101	F2404101 - Siskiyou Sand Shed	01 Jan 1953	6,600	\$1,664,245	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262305	F4262305 - Sylvan MS Service Garage	30 Jun 2007	5,914	\$1,659,902	\$0	\$8,000	\$0	\$0	\$8,000	0.5%	\$0
ODOT Region 04 - F24053 - La Pine Stockpile Grounds	F2405301	F2405301 - La Pine MS Sand Shed	01 Jan 1953	6,000	\$1,644,427	\$0	\$4,800	\$0	\$0	\$4,800	0.3%	\$0
ODOT Region 02 - F42007 - Florence MS Grounds	F4200701	F4200701 - Florence MS Bldg	01 Jan 1947	3,569	\$1,637,324	\$0	\$0	\$27,400	\$0	\$27,400	1.7%	\$0
ODOT Region 03 - F24043 - Prospect Stockpile Grounds	F2404301	F2404301 - Prospect Sand Shed	01 Jan 1970	6,600	\$1,626,562	\$10,000	\$0	\$0	\$10,000	0.6%	\$0	\$10,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220413	F4220413 - Santiam Jct MS Equipment Shop	01 Jan 1970	3,500	\$1,625,551	\$21,200	\$3,500	\$0	\$0	\$24,700	1.5%	\$0
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080401	F4080401 - Port Orford MS Bldg	01 Jan 1952	3,660	\$1,615,284	\$105,000	\$2,500	\$0	\$0	\$107,500	6.7%	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702002	F0702002 - Coquille River Bridge Bldg #2	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702003	F0702003 - Coquille River Bridge Bldg #3	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702004	F0702004 - Coquille River Bridge Bldg #4	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702005	F0702005 - Coquille River Bridge Bldg #5	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24071 - Seneca Stockpile Grounds	F2407101	F2407101 - Seneca Sand Shed	01 Jan 1958	5,000	\$1,602,588	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F24076 - Richland Stockpile Grounds	F2407601	F2407601 - Richland Sand Shed	01 Nov 1951	5,000	\$1,598,896	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F24295 - Poverty Flats Stockpile Grounds	F2429501	F2429501 - Poverty Flats Sand Shed	01 Jan 1955	5,820	\$1,595,095	\$0	\$21,500	\$0	\$0	\$21,500	1.3%	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330517	F4330517 - Warm Springs MS House #17	08 Oct 2012	2,300	\$1,588,264	\$6,150	\$14,350	\$11,150	\$0	\$31,650	2.0%	\$0
ODOT Region 05 - F42306 - Junta MS Grounds	F4230601	F4230601 - Junta MS Bldg	01 Jan 1952	4,200	\$1,585,278	\$1,400	\$7,900	\$1,500	\$0	\$10,800	0.7%	\$0
ODOT Region 01 - F24297 - Hood River Stockpile Grounds	F2429701	F2429701 - Hood River Sand Shed	01 Jan 1967	4,880	\$1,583,614	\$0	\$27,500	\$0	\$0	\$27,500	1.7%	\$0
ODOT Region 02 - F42203 - Sweet Home MS Grounds	F4220301	F4220301 - Sweet Home MS Bldg	01 Jan 1957	4,215	\$1,582,259	\$0	\$30,000	\$0	\$0	\$30,000	1.9%	\$0
ODOT Region 03 - F41006 - Canyonville MS Grounds	F4100601	F4100601 - Canyonville MS Bldg	01 Jan 1962	3,395	\$1,582,186	\$2,250	\$4,000	\$29,690	\$0	\$35,940	2.3%	\$0
ODOT Region 04 - F24063 - Lake of the Woods Stockpile Grounds	F2406301	F2406301 - Lake of the Woods Sand Shed	01 Jan 1966	5,760	\$1,578,650	\$0	\$35,000	\$0	\$0	\$35,000	2.2%	\$0
ODOT Region 05 - F41208 - Long Creek MS Grounds	F4120802	F4120802 - Long Creek MS Bldg	01 Nov 1951	3,600	\$1,576,973	\$0	\$21,600	\$0	\$0	\$21,600	1.4%	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120117	F4120117 - Austin MS Bldg	01 Jan 1968	3,600	\$1,574,052	\$0	\$62,000	\$0	\$0	\$62,000	3.9%	\$0
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102510	F4102510 - Shady MS Pole Bldg	04 Jun 1998	4,900	\$1,570,791	\$0	\$5,000	\$0	\$0	\$5,000	0.3%	\$0
ODOT Region 02 - F42204 - Santiam J												

ODOT Region 02 - F42112 - Ona Beach MS Grounds	F4211207	F4211207 - Ona Beach MS 4-Bay Storage	04 May 2011	3,220	\$1,379,023	\$0	\$2,500	\$0	\$2,500	0.2%	\$0	\$2,500	
ODOT Region 05 - F43204 - Enterprise MS Grounds	F4320402	F4320402 - Enterprise MS Closed Storage	01 Jul 1995	3,360	\$1,369,036	\$400,000	\$0	\$800	\$0	\$400,800	29.3%	\$0	\$400,800
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040509	F4040509 - Warrenton MS Storage Bldg	01 Mar 2012	4,000	\$1,368,307	\$100,000	\$0	\$0	\$0	\$100,000	7.3%	\$0	\$100,000
ODOT Region 05 - F24077 - Durkee Stockpile Grounds	F2407702	F2407702 - Durkee Stockpile Sand Shed	08 Nov 2012	4,800	\$1,359,372	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240404	F4240404 - Bldg R, Salem Maint, Dist 3	01 Jan 1952	4,218	\$1,358,810	\$1,287	\$0	\$0	\$0	\$1,287	0.1%	\$0	\$1,287
ODOT Region 05 - F24079 - Elgin Stockpile Grounds	F2407901	F2407901 - Elgin Sand Shed	01 Jan 1958	4,880	\$1,358,173	\$20,000	\$0	\$0	\$0	\$20,000	1.5%	\$0	\$20,000
ODOT Region 05 - F24294 - Spring Creek Stockpile Grounds	F2429401	F2429401 - Spring Creek Sand Shed	01 Jan 1956	4,920	\$1,348,431	\$0	\$6,000	\$0	\$0	\$6,000	0.4%	\$0	\$6,000
ODOT Region 01 - F24304 - Jackson School Stockpile Grounds	F2430401	F2430401 - Jackson School Rd Sand/Scoop Shed	01 May 2009	4,800	\$1,345,993	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F43403 - Manning MS Grounds	F4340310	F4340310 - Manning MS Enclosed Storage Shop	01 Jan 1985	4,800	\$1,345,993	\$0	\$28,470	\$0	\$0	\$28,470	2.1%	\$0	\$28,470
ODOT Region 01 - F40305 - Milwaukee MS Grounds	F4030503	F4030503 - Milwaukee MS Sign/Strp Bldg	01 Jan 1950	4,850	\$1,329,246	\$0	\$90,000	\$700,000	\$0	\$790,000	59.4%	\$0	\$790,000
ODOT Region 05 - F24083 - Vale Stockpile Grounds	F2408301	F2408301 - Vale Sand Shed	20 Nov 1991	4,800	\$1,315,542	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102507	F4102507 - Shady MS Closed Storage	30 Jun 1988	3,240	\$1,312,392	\$0	\$8,000	\$0	\$0	\$8,000	0.6%	\$0	\$8,000
ODOT Region 04 - F41907 - Silver Lake MS Grounds	F4190705	F4190705 - Silver Lake MS Open Storage	30 Mar 2003	3,200	\$1,295,324	\$0	\$95,000	\$0	\$0	\$95,000	7.3%	\$0	\$95,000
ODOT Region 02 - F40404 - Seaside MS Grounds	F4040405	F4040405 - Seaside Storage Bldg	31 Dec 2005	3,000	\$1,293,895	\$0	\$0	\$750	\$0	\$750	0.1%	\$0	\$750
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041202	F4041202 - Humbug Enclosed 5 Bay Storage	01 Mar 1998	2,880	\$1,289,014	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region MOB - F62405 - Salem Open Parking Grounds	F6240519	F6240519 - Bldg H, Salem Open Parking	01 Jan 1938	4,507	\$1,285,886	\$30,000	\$0	\$0	\$0	\$30,000	2.3%	\$0	\$30,000
ODOT Region MOB - F62405 - Salem Open Parking Grounds	F6240520	F6240520 - Bldg G, Salem Open Parking	01 Jan 1930	4,608	\$1,285,886	\$30,000	\$0	\$0	\$0	\$30,000	2.3%	\$0	\$30,000
ODOT Region 05 - F24070 - Umatilla Stockpile Grounds	F2407001	F2407001 - Umatilla Sand Shed	30 Jun 1985	4,640	\$1,271,690	\$0	\$30,000	\$0	\$0	\$30,000	2.4%	\$0	\$30,000
ODOT Region 04 - F24057 - Chemult Stockpile Grounds	F2405701	F2405701 - Chemult Sand Shed	01 Jan 1955	3,500	\$1,262,243	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F40609 - Coos Bay Office Grounds	F4060908	F4060908 - Coos Bay Bridge Cold Storage	01 Jun 1998	3,928	\$1,255,439	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331209	F4331209 - The Dalles MS Bridge Bldg	01 Jan 1979	3,050	\$1,251,925	\$1,000	\$3,100	\$800	\$0	\$4,900	0.4%	\$0	\$4,900
ODOT Region CCD - F53006 - Umatilla POE Grounds	F5300601	F5300601 - Umatilla POE Operations Bldg	17 Sep 1991	3,250	\$1,250,432	\$3,925	\$132,133	\$54,330	\$0	\$190,388	15.2%	\$0	\$190,388
ODOT Region 02 - F42214 - Albany DMV/OSP Permits Grounds	F4221401	F4221401 - Albany OSP Bldg	01 Jan 1962	5,914	\$1,248,000	\$0	\$95,000	\$10,800	\$0	\$105,800	8.5%	\$0	\$105,800
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180807	F4180807 - Odell Lake MS Dormitory #07	01 Jan 1953	2,000	\$1,246,378	\$119,200	\$0	\$0	\$0	\$313,700	25.2%	\$0	\$313,700
ODOT Region 02 - F62412 - East Salem Complex Grounds 2 (Bldgs E, J, X)	F6241223	F6241223 - Bldg E, R2 Maint, Ops/Bridge Inspections	01 Jan 1951	3,312	\$1,243,320	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F24026 - Alsea Stockpile Grounds	F2402601	F2402601 - Alsea Yard Sand Shed	01 Nov 1991	3,320	\$1,240,500	\$8,640	\$0	\$0	\$0	\$8,640	0.7%	\$0	\$8,640
ODOT Region 05 - F24252 - Nye Junction Stockpile Grounds	F2425201	F2425201 - Nye Junction Sand Shed	01 Jan 1986	4,480	\$1,227,839	\$5,500	\$6,500	\$0	\$0	\$12,000	1.0%	\$0	\$12,000
ODOT Region 02 - F43601 - McMinnville MS Grounds	F4360107	F4360107 - McMinnville MS Pole Bldg	01 Jun 2000	3,500	\$1,224,522	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290302	F4290302 - DMV Tillamook/Tillamook MS	01 Jan 1942	2,574	\$1,222,808	\$15,000	\$17,000	\$0	\$0	\$32,000	2.6%	\$0	\$32,000
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280302	F4280302 - Moro MS Nw Pole Storage	30 Jun 1989	3,000	\$1,221,293	\$2,000	\$0	\$0	\$0	\$2,000	0.2%	\$0	\$2,000
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330515	F4330515 - Warm Springs MS House #15	21 Jan 2003	1,765	\$1,218,820	\$10,340	\$13,300	\$7,500	\$0	\$31,140	2.6%	\$0	\$31,140
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230509	F4230509 - Jordan Valley MS Storage Bldg	09 Feb 2012	3,000	\$1,217,143	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290312	F4290312 - Tillamook Pole Bldg	01 Jan 1998	3,000	\$1,216,270	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42603 - Troutdale MS Grounds	F4260301	F4260301 - Troutdale MS Bldg	01 Jan 1947	2,673	\$1,209,543	\$0	\$140,000	\$0	\$0	\$140,000	11.6%	\$0	\$140,000
ODOT Region 04 - F24054 - Ochoco Stockpile Grounds	F2405401	F2405401 - Ochoco Sand Shed	01 Jan 1957	3,780	\$1,199,173	\$600	\$10,000	\$0	\$0	\$10,600	0.9%	\$0	\$10,600
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290304	F4290304 - Tillamook MS Bldg	01 Jan 1952	1,880	\$1,192,379	\$15,000	\$0	\$0	\$0	\$15,000	1.3%	\$0	\$15,000
ODOT Region 02 - F24020 - Corvallis Stockpile Grounds	F2402001	F2402001 - Corvallis Sand Shed	01 Nov 1991	3,320	\$1,190,507	\$0	\$2,640	\$0	\$0	\$2,640	0.2%	\$0	\$2,640
ODOT Region 02 - F24229 - Wakefield Road Stockpile Grounds	F2422901	F2422901 - Wakefield Road Sand Shed	01 Jul 2001	2,800	\$1,189,785	\$7,000	\$1,000	\$0	\$0	\$8,000	0.7%	\$0	\$8,000
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331213	F4331213 - The Dalles MS Pole Bldg	31 Oct 1992	3,650	\$1,185,681	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330514	F4330514 - Warm Springs MS Pole Bldg	30 Jun 1991	3,700	\$1,177,142	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182301	F4182301 - Lake of the Woods Maint Station Bldg	01 Jan 1965	2,600	\$1,176,510	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F41401 - Cascade Locks MS Grounds	F4140106	F4140106 - Cascade Locks MS Pole	30 Jun 1990	3,360	\$1,174,538	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region CCD - F51507 - Ashland POE Grounds	F5150710	F5150710 - Ashland POE Scale House	01 Jul 2019	1,564	\$1,169,752	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180504	F4180504 - Klamath Falls MS Bridge Crew Bldg	01 Jan 1953	4,224	\$1,168,571	\$64,000	\$5,800	\$0	\$0	\$69,800	6.0%	\$0	\$69,800
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261802	F4261802 - E Portland MS Office	01 Jan 1978	3,072	\$1,166,099	\$294,600	\$0	\$0	\$0	\$294,600	25.3%	\$0	\$294,600
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151607	F4151607 - Central Point MS Pole Bldg	30 Jun 2001	4,200	\$1,161,932	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41101 - Condon MS Grounds	F4110104	F4110104 - Condon MS Closed Storage	05 Sep 2001	3,600	\$1,159,068	\$0	\$3,000	\$0	\$0				

ODOT Region 03 - F40613 - Davis Slough MS Grounds	F4061308	F4061308 - Davis Slough Office	30 Jul 2011	2,200	\$1,043,145	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F24064 - Klamath Falls Stockpile Grounds	F2406401	F2406401 - Klamath Falls Sand Shed	01 Jan 1956	3,800	\$1,041,471	\$0	\$10,000	\$0	\$10,000	1.0%	\$0	\$10,000	
ODOT Region 03 - F41030 - Region 3 HQ Grounds	F4103004	F4103004 - Region 3 Materials Testing Lab	10 May 2023	1,980	\$1,040,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F42619 - Barlow School Grounds	F4261902	F4261902 - Barlow School Storage	01 Jan 1980	3,750	\$1,037,440	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region MOB - F62413 - East Salem Complex Grounds 3	F6241318	F6241318 - Bldg F, Salem Storeroom Dock Storage	01 Jan 1930	3,390	\$1,037,119	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F41201 - Austin MS Grounds	F4120103	F4120103 - Austin MS Residence House #03	01 Jan 1931	1,470	\$1,022,523	\$3,650	\$15,650	\$11,700	\$0	\$31,000	3.0%	\$0	\$31,000
ODOT Region 02 - F40404 - Seaside MS Grounds	F4040401	F4040401 - Seaside MS Bldg	01 Jan 1952	1,510	\$1,018,860	\$17,000	\$8,400	\$0	\$0	\$25,400	2.5%	\$0	\$25,400
ODOT Region 03 - F41030 - Region 3 HQ Grounds	F4103002	F4103002 - Region 3 Geology Bldg	01 May 1993	2,800	\$1,016,696	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050708	F4050708 - Clatskanie MS Pole Bldg	23 May 2013	3,600	\$1,015,972	\$0	\$15,000	\$700	\$0	\$15,700	1.5%	\$0	\$15,700
ODOT Region 05 - F42317 - Vale MS Grounds	F4231704	F4231704 - Vale MS Storage #04	30 Jun 1987	2,724	\$1,013,738	\$0	\$1,200	\$0	\$0	\$1,200	0.1%	\$0	\$1,200
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031303	F4031303 - Govt Camp MS House #03	01 Jan 1951	1,350	\$1,002,892	\$600	\$6,300	\$0	\$0	\$6,900	0.7%	\$0	\$6,900
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031304	F4031304 - Govt Camp MS House #04	01 Jan 1951	1,350	\$1,002,892	\$3,550	\$4,900	\$3,000	\$0	\$11,450	1.1%	\$0	\$11,450
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031305	F4031305 - Govt Camp MS House #05	01 Jan 1951	1,350	\$1,002,892	\$4,800	\$6,250	\$15,000	\$0	\$26,050	2.6%	\$0	\$26,050
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031306	F4031306 - Govt Camp MS House #06	01 Jan 1951	1,350	\$1,002,892	\$2,950	\$9,650	\$6,150	\$0	\$18,750	1.9%	\$0	\$18,750
Subtotal Over \$1M CRV				2,773,923	\$1,002,228,614	\$13,745,171	\$14,063,079	\$4,487,210	\$14,300	\$32,309,760	3.2%	\$0	\$32,309,760
				3,381,369	\$1,205,781,252	\$17,382,574	\$16,124,516	\$5,515,354	\$15,300	\$39,036,744	3.2%	\$0	\$39,036,744

Maintenance Priority 1-4 for Owned Assets Under \$1M CRV (Optional) - This is not required for the budget submission or CPAB Report. Agencies may choose to complete.

Campus	Building ID	Building Name	Construction Year <sup>2</sup>	Gross Square Footage	Current (Calculated) Replacement Value <sup>3</sup>	Priority 1 - Currently Critical (Life Safety, DM, Code Compliance)*	Priority 2 - Potentially Critical (Near Term Capital Renewal, Energy, Functionality)*	Priority 3 - Not Yet Critical (Mid-Term)	Leave Blank	Total (G+H+I)	Current FCI <sup>4</sup> less Seismic Nat Haz = Columns (G+H+I) F	2023-25 LAB Approved	Agency Input	
													M	N
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262303	F4262303 - Sylvan MS Garage	12 May 1998	3498.67	\$995,941	\$30,000	\$12,360	\$0	\$0	\$42,360	4.3%	\$0	\$42,360	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262306	F4262306 - Sylvan MS Truck Storage	30 Jun 2007	3498.22	\$995,941	\$140,000	\$7,200	\$0	\$0	\$147,200	14.8%	\$0	\$147,200	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262307	F4262307 - Sylvan MS Truck Storage - 2	30 Jun 2007	3498.22	\$995,941	\$15,000	\$20,160	\$0	\$0	\$35,160	3.5%	\$0	\$35,160	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262308	F4262308 - Sylvan MS Truck Storage - 3	30 Apr 2009	3498.22	\$995,941	\$0	\$2,400	\$0	\$0	\$2,400	0.2%	\$0	\$2,400	
ODOT Region 02 - F24024 - Iron Mountain Stockpile Grounds	F2402401	F2402401 - Iron Mountain Sand Shed	01 Nov 1991	2280	\$995,667	\$135,000	\$0	\$0	\$0	\$135,000	13.6%	\$0	\$135,000	
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181401	F4181401 - Chiloquin MS Bldg	01 Jan 1949	3580	\$990,409	\$50,000	\$8,000	\$22,000	\$0	\$80,000	8.1%	\$0	\$80,000	
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190517	F4190517 - Alkali Lake MS MH #17	01 Jan 1987	1400	\$987,416	\$9,000	\$37,900	\$1,000	\$0	\$47,900	4.9%	\$0	\$47,900	
ODOT Region 04 - F41815 - Bly MS Grounds	F4181501	F4181501 - Bly MS Bldg	01 Jan 1951	2112	\$984,089	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F41009 - Lemolo MS Grounds	F4100901	F4100901 - Lemolo MS Enclosed Storage	01 Nov 1985	2400	\$974,364	\$75,000	\$50,000	\$0	\$0	\$125,000	12.8%	\$0	\$125,000	
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040505	F4040505 - Warrenton MS Open Storage	30 Jun 1988	1800	\$973,721	\$100,000	\$0	\$0	\$0	\$100,000	10.3%	\$0	\$100,000	
ODOT Region 05 - F41301 - Burns MS Grounds	F4130104	F4130104 - Burns MS Maint Bldg	01 Jan 1958	2380	\$970,947	\$0	\$9,500	\$8,000	\$0	\$17,500	1.8%	\$0	\$17,500	
ODOT Region MOB - F62412 - East Salem Complex Grounds 2	F6241224	F6241224 - Bldg O, Salem Equip Paint	01 Jan 1952	3763.56	\$967,978	\$300,000	\$1,800	\$0	\$0	\$301,800	31.2%	\$0	\$301,800	
ODOT Region 01 - F24011 - Cascade Locks Stockpile Grounds	F2401104	F2401104 - Cascade Locks Salt Shed	30 Jun 2019	8000	\$965,831	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190501	F4190501 - Alkali Lake MS Old	01 Jan 1942	2350	\$964,867	\$0	\$8,000	\$0	\$0	\$8,000	0.8%	\$0	\$8,000	
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300214	F4300214 - Meacham Pole Bldg	01 Jul 1998	2914.59	\$964,799	\$5,000	\$0	\$0	\$0	\$5,000	0.5%	\$0	\$5,000	
ODOT Region CCD - F52409 - Woodburn POE Grounds	F5240904	F5240904 - Woodburn POE Operations Bldg	31 Dec 1985	2320	\$963,238	\$0	\$72,906	\$200	\$0	\$73,106	7.6%	\$0	\$73,106	
ODOT Region 04 - F41913 - Adel MS Grounds	F4191311	F4191311 - Adel MS Residence MH #11	01 Jun 1987	1372	\$962,959	\$0	\$12,000	\$0	\$0	\$12,000	1.2%	\$0	\$12,000	
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221710	F4221710 - Albany MS Fuel Station	08 Jun 2011	2750	\$961,303	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F43304 - Shaniko MS Grounds	F4330403	F4330403 - Shaniko MS Storage Bldg	01 Aug 2011	2400	\$960,860	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F43306 - Maupin MS New Grounds	F4330604	F4330604 - Maupin MS Storage Bldg	01 Aug 2008	1900	\$957,846	\$0	\$2,000	\$0	\$0	\$2,000	0.2%	\$0	\$2,000	
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331207	F4331207 - The Dalles MS AMM Office/Storage	01 Jan 1975	1990	\$957,128	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F40609 - Coos Bay Office Grounds	F4060903	F4060903 - Coos Bay Bridge Shop	01 Jan 1978	1891	\$955,787	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F42619 - Barlow School Grounds	F4261905	F4261905 - Barlow QA Lab Bldg	31 Jan 2001	1400	\$954,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041207	F4041207 - Humbug MS Deicer Bldg	01 Nov 2008	1700	\$952,280	\$32,000	\$0	\$0	\$0	\$32,000	3.4%	\$0	\$32,000	
ODOT														

ODOT Region 04 - F40905 - Brothers MS Grounds	F4090526	F4090526 - Brothers MS Residence MH #26	01 Jan 2008	1404	\$835,197	\$0	\$3,700	\$0	\$3,700	0.4%	\$0	\$3,700	
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090527	F4090527 - Brothers MS Residence MH #27	01 Jan 2008	1404	\$835,197	\$0	\$650	\$0	\$650	0.1%	\$0	\$650	
ODOT Region 04 - F40916 - Bend MS Grounds	F4091608	F4091608 - Bend MS Sign Post Shed Bldg F	30 Jun 1992	1946.08	\$832,147	\$0	\$600	\$0	\$600	0.1%	\$0	\$600	
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170708	F4170708 - Grants Pass MS Vehicle Wash	01 Jul 1996	1520	\$831,248	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F24253 - Reith Stockpile Grounds	F2425301	F2425301 - Reith Stockpile Pole Bldg	30 Jun 1993	2400	\$831,118	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region CCD - F52306 - Farewell Bend POE Grounds	F5230601	F5230601 - Farewell Bend POE	01 Jan 1979	2000	\$830,378	\$0	\$20,000	\$0	\$20,000	2.4%	\$0	\$20,000	
ODOT Region 02 - F24021 - I-5 Hwy 228 Stockpile Grounds	F2402101	F2402101 - I-5 Hwy 228 Sand Shed	01 Nov 1991	2340	\$829,104	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080407	F4080407 - Port Orford Pole Bldg	11 Apr 1996	2028	\$828,927	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F42308 - Basque MS Grounds	F4230820	F4230820 - Basque MS Residence MH #20	30 Jun 2001	1173	\$826,081	\$10,450	\$3,500	\$3,100	\$17,050	2.1%	\$0	\$17,050	
ODOT Region 02 - F43601 - McMinnville MS Grounds	F4360105	F4360105 - McMinnville MS Truck Wash	01 Sep 1995	1500	\$822,580	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F41027 - Boswell Springs MS Grounds	F4102705	F4102705 - Boswell Springs Haz Mat Storage	02 Apr 2001	2352	\$822,176	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F41201 - Austin MS Grounds	F4120104	F4120104 - Austin MS Residence House #04	01 Jan 1936	1180	\$820,800	\$0	\$0	\$500	\$0	0.1%	\$0	\$500	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262302	F4262302 - Sylvan Fuel/Wash Station	12 May 1998	489.72	\$820,310	\$0	\$1,600	\$0	\$1,600	0.2%	\$0	\$1,600	
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260910	F4260910 - SW Portland MS Landscape Office	17 Apr 1997	1933.99	\$819,229	\$0	\$500	\$0	\$500	0.1%	\$0	\$500	
ODOT Region 02 - F62412(a) - East Salem Complex Grounds 2 (Bldgs E, J, X)	F6241216	F6241216 - Bldg J, Salem Equip Shop Museum	30 Jun 1930	2322.31	\$817,729	\$300	\$7,000	\$0	\$7,300	0.9%	\$0	\$7,300	
ODOT Region 04 - F41912 - Lakeview New MS Grounds	F4191205	F4191205 - Lakeview Open Storage	30 Jun 1999	1600	\$814,095	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F41519 - Ashland MS Grounds	F4151903	F4151903 - Ashland MS Enclosed Storage	01 Jan 1983	1860	\$813,744	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F43104 - Elgin MS Grounds	F4310404	F4310404 - Elgin MS Closed Storage Bldg	06 Dec 2006	1800	\$813,028	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020611	F4020611 - Corvallis MS Modular Office	01 Sep 2002	2000	\$811,574	\$0	\$44,000	\$0	\$44,000	5.4%	\$0	\$44,000	
ODOT Region 05 - F41201 - Austin MS Grounds	F4120120	F4120120 - Austin MS Equip Sheet	01 Nov 1992	1600	\$810,867	\$0	\$2,750	\$0	\$2,750	0.3%	\$0	\$2,750	
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102503	F4102503 - Shady MS Maint Bldg	01 Jan 1985	2000	\$810,118	\$0	\$6,500	\$0	\$6,500	0.8%	\$0	\$6,500	
ODOT Region 01 - F24303 - Fanno Creek Stockpile Grounds	F2430304	F2430304 - Fanno Creek Salt Shed	21 Jun 2021	7140	\$806,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220437	F4220437 - Santiam Jct MS Generator Bldg	30 Jun 2023	943	\$806,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F43005 - Ukhia MS Grounds	F4300508	F4300508 - Ukhia MS Residence MH #8	01 Sep 1999	1326	\$796,244	\$67,500	\$5,700	\$0	\$73,200	9.2%	\$0	\$73,200	
ODOT Region 02 - F24240 - Salem Passenger Rail Station Grounds	F4241002	F4241002 - Salem Passenger Baggage Depot	08 Jun 1999	1500	\$794,570	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F24263 - Deer Island Stockpile Grounds	F2426301	F2426301 - Deer Island Stockpile Storage Bldg	01 Jul 2001	1820	\$788,806	\$15,000	\$2,800	\$0	\$17,800	2.3%	\$0	\$17,800	
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151606	F4151606 - Central Point MS Storage - 3	01 Jan 1983	1800	\$787,494	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260908	F4260908 - SW Portland MS Storage Bldg	10 May 1990	1812.52	\$787,494	\$0	\$2,500	\$0	\$2,500	0.3%	\$0	\$2,500	
ODOT Region 02 - F43602 - Newberg MS Grounds	F4360205	F4360205 - Newberg MS Utility Shed	01 Jul 1993	2244.9	\$786,585	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F42317 - Vale MS Grounds	F4231707	F4231707 - Vale MS Bridge Creek Storage	03 Feb 2011	2295	\$786,521	\$0	\$1,350	\$0	\$1,350	0.2%	\$0	\$1,350	
ODOT Region 02 - F42403 - Woodburn MS Grounds	F4240304	F4240304 - Woodburn MS Storage	30 Jun 1993	2244.9	\$786,521	\$26,026	\$1,800	\$600	\$0	\$28,426	3.6%	\$0	\$28,426
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041204	F4041204 - Humbug MS Enclosed 3 Bay Storage	01 Jan 2001	1404	\$786,471	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030513	F4030513 - Milwaukie MS Vehicle Wash Station	01 Apr 2009	1446	\$783,380	\$16,200	\$4,400	\$400	\$0	\$21,000	2.7%	\$0	\$21,000
ODOT Region 03 - F41501 - Siskiyou MS Grounds	F4150106	F4150106 - Siskiyou MS Pole Bldg	30 Jun 2001	2240	\$783,025	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F24251 - Weston Stockpile Grounds	F2425102	F2425102 - Weston Stockpile Equipment Storage	01 Jan 1985	1800	\$780,137	\$0	\$4,000	\$0	\$4,000	0.5%	\$0	\$4,000	
ODOT Region 04 - F24283 - Bachelor Butte Stockpile Grounds	F2428302	F2428302 - Bachelor Butte Equipment Storage	01 Jan 1984	1800	\$780,137	\$0	\$3,500	\$0	\$3,500	0.4%	\$0	\$3,500	
ODOT Region 04 - F41911 - Lakeview Old MS Grounds	F4191102	F4191102 - Lakeview Old MS Storage	01 Jan 1958	1536	\$780,126	\$0	\$0	\$10,500	\$0	\$10,500	1.3%	\$0	\$10,500
ODOT Region 05 - F41208 - Long Creek MS Grounds	F4120801	F4120801 - Long Creek MS Storage	01 Jan 1934	1536	\$779,887	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F42308 - Basque MS Grounds	F4230821	F4230821 - Basque MS Open Storage	01 Jun 2005	1296	\$775,804	\$0	\$4,000	\$2,500	\$0	\$6,500	0.8%	\$0	\$6,500
ODOT Region 04 - F41913 - Adel MS Grounds	F4191310	F4191310 - Adel MS Residence MH #10	01 Jun 1987	1100	\$772,051	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331210	F4331210 - The Dalles OSP Cold Storage	30 Jun 1986	1500	\$770,562	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221709	F4221709 - Albany MS Deicer Bldg	01 Nov 2009	1750	\$765,620	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F41907 - Silver Lake MS Grounds	F4190703	F4190703 - Silver Lake MS House #03	01 Jan 1956	1100	\$764,878	\$1,500	\$0	\$0	\$1,500	0.2%	\$0	\$1,500	
ODOT Region 01 - F24227 - Canemah Stockpile Grounds	F2422701	F2422701 - Canemah Scoop Shed	01 Jul 2000	2200	\$761,858	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region MOB - F62412 - East Salem Complex Grounds 2	F6241227	F6241227 - Bldg O, Salem Equip Wash Rack	01 Jan 1971	2905.82	\$760,554	\$13,000	\$0	\$0	\$0	\$13,000	1.7%	\$0	\$13,000
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040506	F4040506 - Warrenton MS Wash Station	28 Jun 1991	900	\$758,937	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F40310 - Estacada MS Grounds	F4031002	F4031002 - Estacada MS Enclosed Storage	01 Jan 1958	1750	\$758,467	\$1,920	\$0	\$0	\$0	\$1,920	0.3%	\$0	\$1,920
ODOT Region 02 - F24018 - Mehama Stockpile Grounds	F2401802	F2401802 - Mehama Stockpile De-Icer Pump House	09 Nov 2012	1700	\$753,858	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F40107 - Baker City MS Grounds	F4010703	F4010703 - Baker City MS Deicer Bldg	02 May 2011	1500	\$753,199	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F41301 - Burns MS Grounds	F4130103	F4130103 - Burns MS Enclosed Storage	01 Jan 1954	1260	\$750,545	\$0	\$33,500	\$0	\$33,500	4.5%	\$0	\$33,500	
ODOT Region 02 - F42701 - Grand Ronde MS Grounds	F4270102	F4270102 - Grand Ronde MS Bldg	01 Jan 1952	2178.38	\$75								

ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331205	F4331205 - The Dalles MS Chemical Storage	01 Jan 1966	1056	\$632,894	\$250	\$49,900	\$0	\$0	\$50,150	7.9%	\$0	\$50,150
ODOT Region 05 - F42321 - Ontario MS New Grounds	F4232106	F4232106 - Ontario MS Deicer Bldg	13 Feb 2013	1232	\$628,827	\$0	\$400	\$0	\$0	\$400	0.1%	\$0	\$400
ODOT Region 02 - F42701 - Grand Ronde MS Grounds	F4270103	F4270103 - Grand Ronde MS Deicer Bldg	25 Apr 2013	1232	\$628,827	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F40310 - Estacada MS Grounds	F4031005	F4031005 - Estacada MS Deicer Bldg	16 Oct 2012	1440	\$624,110	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230616	F4230616 - Juntura MS House #16	16 Sep 2020	1492	\$624,000	\$6,000	\$27,000	\$500	\$0	\$33,500	5.4%	\$0	\$33,500
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230617	F4230617 - Juntura MS House #17	16 Sep 2020	1492	\$624,000	\$3,000	\$26,500	\$500	\$0	\$30,000	4.8%	\$0	\$30,000
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230618	F4230618 - Juntura MS House #18	01 Jan 1950	1428	\$624,000	\$1,000	\$0	\$500	\$0	\$1,500	0.2%	\$0	\$1,500
ODOT Region 05 - F42308 - Basque MS Grounds	F4230825	F4230825 - Basque MS Residence House #25	20 Nov 2020	1492	\$624,000	\$150	\$2,150	\$0	\$0	\$2,300	0.4%	\$0	\$2,300
ODOT Region 05 - F42308 - Basque MS Grounds	F4230826	F4230826 - Basque MS Residence House #26	20 Nov 2020	1492	\$624,000	\$200	\$4,275	\$500	\$0	\$4,975	0.8%	\$0	\$4,975
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180519	F4180519 - Klamath Falls MS Wash Rack	01 Jan 1994	900	\$613,782	\$0	\$18,000	\$0	\$0	\$18,000	2.9%	\$0	\$18,000
ODOT Region 03 - F91527 - Siskiyou SRA Grounds	F9152702	F9152702 - Siskiyou SRA Restroom Bldg	18 Apr 2019	1750	\$613,257	\$900	\$0	\$0	\$0	\$900	0.1%	\$0	\$900
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261807	F4261807 - E Portland Maint Fuel Station	19 Oct 1998	1400	\$612,496	\$0	\$0	\$400	\$0	\$400	0.1%	\$0	\$400
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261604	F4261604 - N Portland MS Vehicle Wash Bldg	01 Jul 2005	1200	\$612,493	\$0	\$400	\$0	\$0	\$400	0.1%	\$0	\$400
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040507	F4040507 - Warrenton MS Bead Storage	01 Nov 2000	960	\$605,879	\$0	\$0	\$5,800	\$0	\$5,800	1.0%	\$0	\$5,800
ODOT Region 03 - F41006 - Canyonville MS Grounds	F4100603	F4100603 - Canyonville MS Enclosed Storage	01 Jan 1983	1152	\$605,582	\$0	\$1,500	\$0	\$0	\$1,500	0.2%	\$0	\$1,500
ODOT Region 02 - F42003 - McKenzie Bridge MS Grounds	F4200305	F4200305 - McKenzie Bridge Open Storage	01 Jan 1985	1152	\$605,473	\$400	\$900	\$3,300	\$0	\$4,600	0.8%	\$0	\$4,600
ODOT Region 02 - F42203 - Sweet Home MS Grounds	F4220305	F4220305 - Sweet Home MS Storage	01 Jan 1957	1180,17	\$600,243	\$4,500	\$4,500	\$0	\$0	\$9,000	1.5%	\$0	\$9,000
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261806	F4261806 - E Portland MS Deicer Bldg	19 Feb 1998	1370	\$599,371	\$0	\$1,200	\$0	\$0	\$1,200	0.2%	\$0	\$1,200
ODOT Region 02 - F43403 - Manning MS Grounds	F4340308	F4340308 - Manning MS Storage Bldg	01 Jan 1957	1152	\$595,984	\$4,200	\$5,150	\$0	\$0	\$9,350	1.6%	\$0	\$9,350
ODOT Region 03 - F41009 - Lemolo MS Grounds	F4100903	F4100903 - Lemolo MS Fuel Station	30 Jun 2005	1000	\$592,790	\$480,000	\$0	\$0	\$0	\$480,000	81.0%	\$0	\$480,000
ODOT Region 05 - F24261 - Ladd Canyon Stockpile Grounds	F2426103	F2426103 - Ladd Canyon Salt Shed	07 May 2019	6000	\$591,288	\$500,000	\$0	\$0	\$0	\$500,000	84.6%	\$0	\$500,000
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170707	F4170707 - Grants Pass MS Pole Bldg #07	01 Jul 1996	1152	\$587,994	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181402	F4181402 - Chiloquin MS Open Storage	01 Jan 1957	1152	\$587,994	\$0	\$88,550	\$0	\$0	\$88,550	15.1%	\$0	\$88,550
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182307	F4182307 - Lake of The Woods Trailer Shelter #07	01 Jan 1965	960	\$576,466	\$0	\$0	\$2,000	\$0	\$2,000	0.3%	\$0	\$2,000
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182308	F4182308 - Lake of The Woods Trailer Shelter #08	01 Jan 1966	960	\$576,466	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182309	F4182309 - Lake of The Woods Trailer Shelter #09	01 Jan 1966	960	\$576,466	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300213	F4300213 - Meacham MS Garage #13	01 Jun 1991	420	\$571,662	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090503	F4090503 - Brothers MS Residence House #03	01 Jan 1939	945	\$562,152	\$30,000	\$0	\$0	\$0	\$30,000	5.3%	\$0	\$30,000
ODOT Region 02 - F40411 - Astoria Office Grounds	F4041103	F4041103 - Drawbridge Headquarters	30 Jun 2001	2700	\$561,600	\$5,000	\$0	\$0	\$0	\$5,000	0.9%	\$0	\$5,000
ODOT Region 03 - F41027 - Boswell Springs MS Grounds	F4102706	F4102706 - Boswell MS Salt Shed	28 Aug 2020	7000	\$558,932	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41913 - Adel MS Grounds	F4191309	F4191309 - Adel MS Utility Bldg	01 Jun 1995	540	\$557,685	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F24261 - Ladd Canyon Stockpile Grounds	F2426102	F2426102 - Ladd Canyon Loader Shed	13 Jul 2012	1100	\$556,201	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24007 - Cornelius Pass Stockpile Grounds	F2400702	F2400702 - Cornelius Pass De-Icer Pump House	01 Jul 2009	1072	\$554,597	\$3,500	\$1,440	\$0	\$0	\$4,940	0.9%	\$0	\$4,940
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230603	F4230603 - Juntura MS Storage	01 Jan 1971	1080	\$551,244	\$0	\$2,700	\$0	\$0	\$2,700	0.5%	\$0	\$2,700
ODOT Region 05 - F43020 - Hermiston MS Grounds	F4302010	F4302010 - Hermiston Salt Shed	25 Jun 2019	6000	\$543,975	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F91507 - Ashland POE Restroom Grounds	F9150701	F9150701 - Ashland POE Restroom	12 Apr 2010	676	\$542,044	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240441	F4240441 - Bldg S, Salem MS Utility Shed	30 Jun 1993	2242,39	\$535,932	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F24307 - Tiller Trail Stockpile grounds	F2430701	F2430701 - Tiller Trail Storage Bldg	01 Jul 1990	1008	\$529,884	\$0	\$2,000	\$0	\$0	\$2,000	0.4%	\$0	\$2,000
ODOT Region 04 - F40916 - Bend MS Grounds	F4091613	F4091613 - Bend MS Deicer Bldg	01 Apr 2012	992,31	\$505,638	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F24092 - Buell Stockpile Grounds	F2409204	F2409204 - Buell Stockpile De-Ice Storage	10 Jan 2011	960	\$503,333	\$2,000	\$1,550	\$0	\$0	\$3,550	0.7%	\$0	\$3,550
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220414	F4220414 - Santiam Jct MS Residence Trailer #14	01 Jan 1966	720	\$500,700	\$6,150	\$0	\$650	\$0	\$6,800	1.4%	\$0	\$6,800
ODOT Region 03 - F24279 - South Umpqua Stockpile Grounds	F2427901	F2427901 - South Umpqua Salt Shed	21 May 2020	7000	\$499,147	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43111 - Region 5 HQ Grounds	F4311102	F4311102 - Region 5 Materials Testing Lab	30 Jun 1990	405,33	\$478,498	\$0	\$93,500	\$0	\$0	\$93,500	19.5%	\$0	\$93,500
ODOT Region 02 - F42009 - Veneta MS Grounds	F4200905	F4200905 - Veneta MS Storage Op	01 Jan 1982	951,17	\$477,745	\$0	\$3,000	\$0	\$0	\$3,000	0.6%	\$0	\$3,000
ODOT Region 05 - F24208 - Irrigon Jct Stockpile Grounds	F2420802	F2420802 - Irrigon Jct Stockpile Salt Shed	09 Feb 2018	6000	\$425,360	\$0	\$5,000	\$0	\$0	\$5,000	1.2%	\$0	\$5,000
ODOT Region 05 - F24250 - Mission Stockpile Grounds	F2425005	F2425005 - Mission Stockpile Salt Shed	06 Feb 2018	6000	\$422,240	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260904	F4260904 - SW Portland MS Office Bldg	01 Jan 1980	700	\$408,328	\$0	\$300	\$0	\$0	\$300	0.1%	\$0	\$300
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290314	F4290314 - Tillamook MS Deicer Storage	19 Dec 2018	900	\$390,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42305 -													

ODOT Region 04 - F90702 - Bandit Spring RA Grounds	F9070206	F9070206 - Bandit Spring RA Restroom - 2	01 Jan 1985	75	\$213,861	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F24232 - Hebo Stockpile Grounds	F2423201	F2423201 - Hebo Scoop Shed	30 Jun 2001	840	\$213,718	\$30,000	\$0	\$0	\$30,000	14.0%	\$0	\$30,000
ODOT Region 05 - F24258 - Dooley Mountain Stockpile Grounds	F2425801	F2425801 - Dooley Mountain Sand Shed	01 Jan 1961	2536	\$212,285	\$0	\$62,000	\$0	\$62,000	29.2%	\$0	\$62,000
ODOT Region CCD - F52704 - New Fort Hill Scale House Grounds	F5270402	F5270402 - New Fort Hill Scale House	01 Nov 2008	242	\$209,891	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region CCD - F51402 - WB Wyeth Scale House Grounds	F5140202	F5140202 - WB Wyeth Scale House	01 Jan 1986	240	\$208,156	\$0	\$3,900	\$0	\$3,900	1.9%	\$0	\$3,900
ODOT Region 05 - F42308 - Basque MS Grounds	F4230814	F4230814 - Basque MS Carpet	15 May 1989	800	\$207,251	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102511	F4102511 - Shady MS Landscape Enclosed Storage	05 Jan 1999	800	\$204,772	\$0	\$5,000	\$0	\$5,000	2.4%	\$0	\$5,000
ODOT Region CCD - F50602 - Bandon Scale House Grounds	F5060202	F5060202 - Bandon Scale House	30 Jun 1982	200	\$203,241	\$150	\$0	\$1,100	\$0	\$1,250	0.6%	\$0
ODOT Region CCD - F53103 - La Grande Scale House Grounds	F5310303	F5310303 - La Grande Scale House	30 Jun 1982	200	\$202,451	\$400	\$15,000	\$650	\$16,050	7.9%	\$0	\$16,050
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080406	F4080406 - Port Orford Fuel Support Bldg	01 Dec 1993	780	\$201,462	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220428	F4220428 - Santiam Jct MS Fuel Station	01 Sep 1995	780	\$199,539	\$0	\$9,250	\$800	\$0	\$10,050	5.0%	\$0
ODOT Region CCD - F52005 - Lowell Scale House Grounds	F5200502	F5200502 - Lowell Scale House	01 Jan 1978	230	\$199,483	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180521	F4180521 - Klamath Falls Deicer Bldg	01 Jan 2000	900	\$198,806	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region CCD - F52307 - Burns Junction Scale House Grounds	F5230701	F5230701 - Burns Junction Scale House	30 Jun 1984	192	\$197,230	\$5,000	\$0	\$10,600	\$0	\$15,600	7.9%	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230818	F4230818 - Basque MS Fuel Station	28 Apr 1997	756	\$195,853	\$0	\$7,000	\$0	\$7,000	3.6%	\$0	\$7,000
ODOT Region CCD - F50906 - Bend Scale House Grounds	F5090601	F5090601 - Bend Scale House	01 Jul 2003	225	\$195,147	\$2,000	\$1,050	\$0	\$0	\$3,050	1.6%	\$0
ODOT Region CCD - F51603 - Juniper Butte NB Scale House Grounds	F5160301	F5160301 - Juniper Butte NB Scale House	01 Jan 1959	224	\$194,279	\$10,000	\$0	\$0	\$10,000	5.1%	\$0	\$10,000
ODOT Region CCD - F51604 - Juniper Butte SB Scale House Grounds	F5160401	F5160401 - Juniper Butte SB Scale House	01 Jan 1959	224	\$194,279	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region CCD - F51506 - SB Ashland Scale House Grounds	F5150603	F5150603 - New SB Ashland Scale House	10 May 2021	250	\$192,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F41401 - Cascade Locks MS Grounds	F4140107	F4140107 - Cascade Locks MS Fuel Sup Bldg	30 Jun 1992	870	\$192,180	\$0	\$2,500	\$0	\$0	\$2,500	1.3%	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120115	F4120115 - Austin MS Garage #15	01 Jan 1969	750	\$191,911	\$0	\$850	\$0	\$0	\$850	0.4%	\$0
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170706	F4170706 - Grants Pass MS Pole Bldg #06	01 Jul 1996	864	\$190,855	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260907	F4260907 - SW Portland MS Herb Storage	30 Jun 1987	885.13	\$190,855	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302206	F4302206 - Pendleton MS Storage Bldg F	01 May 1997	864	\$190,855	\$19,000	\$3,500	\$10,000	\$0	\$32,500	17.0%	\$0
ODOT Region 02 - F24236 - Wren Stockpile Grounds	F2423601	F2423601 - Wren Scoop Shed	24 Jun 2003	840	\$189,440	\$0	\$3,400	\$0	\$0	\$3,400	1.8%	\$0
ODOT Region 02 - F24021 - I-5 Hwy 228 Stockpile Grounds	F2402102	F2402102 - I-5 Hwy 228 Scoop Shed	24 Jun 2003	840	\$188,068	\$900	\$0	\$0	\$900	0.5%	\$0	\$900
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331215	F4331215 - The Dalles MS Deicer Bldg	30 Jan 2008	722	\$187,270	\$20,300	\$0	\$1,000	\$0	\$21,300	11.4%	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330513	F4330513 - Warm Springs MS Fuel Station	30 Jun 1991	720	\$182,894	\$0	\$0	\$8,000	\$0	\$8,000	4.4%	\$0
ODOT Region 01 - F24007 - Cornelius Pass Stockpile Grounds	F2400703	F2400703 - Cornelius Pass Stockpile Scoop Shed	25 Aug 2011	800	\$179,113	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41905 - Alkal Lake MS Grounds	F4190520	F4190520 - Alkal Lake MS Residence Garage - 2	16 May 2013	676	\$175,388	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F24092 - Buell Stockpile Grounds	F2409203	F2409203 - Buell Scoop Shed	21 Jul 2003	750	\$170,180	\$0	\$550	\$0	\$0	\$550	0.3%	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182316	F4182316 - Lake of the Woods Propane Cover	01 Jan 2010	768	\$169,648	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42408 - Detroit MS Grounds	F4240809	F4240809 - Detroit MS Deicer Bldg	01 Sep 1995	729	\$165,818	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region CCD - F50304 - Rock Creek Scale House Grounds	F5030401	F5030401 - Rock Creek Scale House	01 Jan 1947	188	\$163,055	\$11,000	\$2,000	\$300	\$0	\$13,300	8.2%	\$0
ODOT Region 04 - F40703 - Prineville MS Grounds	F4070307	F4070307 - Prineville MS Modular Office	20 Jul 2016	1495	\$162,820	\$0	\$12,000	\$0	\$0	\$12,000	7.4%	\$0
ODOT Region CCD - F50403 - Seaside Scale House Grounds	F5040301	F5040301 - Seaside Scale House	01 Jan 1973	150	\$162,352	\$0	\$2,100	\$0	\$0	\$2,100	1.3%	\$0
ODOT Region 01 - F24008 - Rivermill Stockpile Grounds	F2400801	F2400801 - Rivermill Pole Bldg	01 Jul 1995	720	\$161,202	\$41,100	\$4,191	\$0	\$0	\$45,291	28.1%	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182310	F4182310 - Lake of the Woods Gen Bldg #10	01 Jan 1966	720	\$159,045	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42306 - Juntrura MS Grounds	F4230605	F4230605 - Juntrura MS Service Station	28 Apr 1997	720	\$159,045	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42306 - Juntrura MS Grounds	F4230610	F4230610 - Juntrura MS Garage #10	30 Jun 2005	720	\$159,045	\$0	\$400	\$0	\$0	\$400	0.3%	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260906	F4260906 - SW Portland MS Saw Shop	30 Jun 1987	754.33	\$159,045	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020605	F4020605 - Corvallis MS Enclosed Storage	01 Jan 1984	731.54	\$157,555	\$0	\$13,500	\$0	\$0	\$13,500	8.6%	\$0
ODOT Region Wireless - F71520 - Table Mountain M/W (Jackson) Grounds	F7152001	F7152001 - Table Mtn M/W (Jackson) Bldg	01 Jul 2015	322	\$156,553	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330508	F4330508 - Warm Springs Garage	01 Jan 1951	900	\$156,000	\$0	\$23,700	\$0	\$0	\$23,700	15.2%	\$0
ODOT Region 05 - F42306 - Juntrura MS Grounds	F4230608	F4230608 - Juntrura MS Garage	30 Jun 2005	700	\$154,627	\$2,400	\$5,500	\$0	\$0	\$7,900	5.1%	\$0
ODOT Region CCD - F51009 - Brockway Scale House Grounds	F5100901	F5100901 - Brockway Scale House	01 Jan 1960	153	\$153,680	\$0	\$720	\$0	\$0	\$720	0.5%	\$0
ODOT Region CCD - F52006 - Noti Scale House Grounds	F5200601	F5200601 - Noti Scale House	15 Sep 1988	175	\$151,781	\$2,500	\$0	\$0	\$0	\$2,500	1.6%	\$0
ODOT Region CCD - F51011 - Glide Scale House Grounds	F5101101	F5101101 - Glide Scale House	30 Jun 1985	150	\$151,416	\$5,000	\$500	\$0	\$0	\$5,500	3.6%	\$0
ODOT Region 02 - F43602 - Newberg MS Grounds	F4360209	F4360209 - Newberg MS Deicer Bldg	28 Oct 2008	747.11	\$151,350	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211105	F4211105 - Rose Lodge MS Deicer Bldg	01 Apr 2009	658.75	\$149,325	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090530	F4090530 - Brothers MS Residence Garage #30	27 Jun 2011	680	\$148,802	\$0	\$1,500	\$0	\$0	\$1,500	1.0%	\$0
ODOT Region Wireless - F72505 - Boardman M/W Grounds	F7250501	F7250501 - Boardman M/W Bldg	01 Jul 2011	384	\$143,488	\$0</						

ODOT Region Wireless - F70614 - Bennett Butte (Coos) M/W Grounds	F7061401	F7061401 - Bennett Butte (Coos) M/W Bldg	01 Jul 2015	336	\$113,750	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region Wireless - F72008 - Mt Hagan M/W Grounds	F7200802	F7200802 - Mt Hagan New M/W Bldg	24 Nov 2020	288	\$113,486	\$0	\$500	\$0	\$500	0.4%	\$0	\$500	
ODOT Region 02 - F42112 - Ona Beach MS Grounds	F4211204	F4211204 - Ona Beach MS Open Storage Premix	01 Jul 2001	535,03	\$112,944	\$10,600	\$900	\$0	\$11,500	10.2%	\$0	\$11,500	
ODOT Region CCD - F53402 - North Plains Scale House Grounds	F5340202	F5340202 - North Plains Scale House	01 Jan 1971	130	\$112,752	\$0	\$0	\$3,750	\$0	\$3,750	3.3%	\$0	\$3,750
ODOT Region 05 - F41201 - Austin MS Grounds	F4120109	F4120109 - Austin MS Garage - 2	01 Jan 1958	500	\$110,552	\$0	\$0	\$200	\$0	\$200	0.2%	\$0	\$200
ODOT Region 03 - F41702 - Cave Junction MS Grounds	F4170202	F4170202 - Cave Junction MS Enclosed Storage	01 Jan 1966	560	\$110,062	\$0	\$8,100	\$0	\$8,100	7.4%	\$0	\$8,100	
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181404	F4181404 - Chiloquin MS Deicer Bldg	01 Oct 2009	576	\$109,942	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090523	F4090523 - Brothers MS Garage	21 Jun 2000	576	\$108,912	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region Wireless - F71901 - Round Pass M/W Grounds	F7190101	F7190101 - Round Pass M/W Bldg	01 Jul 2014	322	\$108,515	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region Wireless - F73101 - Mt Emily M/W Grounds	F7310101	F7310101 - Mt Emily M/W Bldg	01 Jan 1981	500	\$108,508	\$0	\$3,900	\$0	\$3,900	3.6%	\$0	\$3,900	
ODOT Region CCD - F52407 - NB Hubbard Scale House Grounds	F5240701	F5240701 - NB Hubbard Scale House	01 Jan 1961	125	\$108,415	\$0	\$0	\$9,700	\$0	\$9,700	8.9%	\$0	\$9,700
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190511	F4190511 - Alkali Lake MS Storage - 2	01 Jan 1969	480	\$107,608	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region CCD - F51509 - Lake Creek Scale House Grounds	F5150901	F5150901 - Lake Creek Scale House	01 Jan 1950	120	\$107,172	\$900	\$1,906	\$20,450	\$0	\$23,256	21.7%	\$0	\$23,256
ODOT Region Wireless - F71403 - Middle Mountain M/W Grounds	F7140301	F7140301 - Middle Mtn M/W Bldg 1	01 Jul 2013	230	\$105,312	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F41802 - Chemult MS Grounds	F4180204	F4180204 - Chemult MS Garage	01 Jan 1950	528	\$104,954	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region CCD - F50701 - Prineville Scale House Grounds	F5070101	F5070101 - Prineville Scale House	01 Jan 1953	120	\$104,078	\$0	\$0	\$5,500	\$0	\$5,500	5.3%	\$0	\$5,500
ODOT Region CCD - F50902 - Sisters Scale House Grounds	F5090202	F5090202 - Sisters Scale House	01 Jan 1968	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region CCD - F51504 - NB Ashland Scale House Grounds	F5150401	F5150401 - NB Ashland Scale House	01 Jan 1970	120	\$104,078	\$3,700	\$3,000	\$1,200	\$0	\$7,900	7.6%	\$0	\$7,900
ODOT Region CCD - F52002 - Wallowa Scale House Grounds	F5200201	F5200201 - Wallowa Scale House	01 Jan 1940	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region CCD - F52205 - Foster Scale House Grounds	F5220505	F5220505 - Foster Scale House	01 Jan 1967	120	\$104,078	\$0	\$6,475	\$0	\$6,475	6.2%	\$0	\$6,475	
ODOT Region CCD - F52403 - Gates Scale House Grounds	F5240301	F5240301 - Gates Scale House	30 Jun 1987	120	\$104,078	\$500	\$0	\$5,525	\$0	\$6,025	5.8%	\$0	\$6,025
ODOT Region CCD - F52701 - Eola Scale House Grounds	F5270101	F5270101 - Eola Scale House	01 Jan 1972	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region CCD - F53002 - Pilot Rock Scale House Grounds	F5300202	F5300202 - Pilot Rock Scale House	01 Jan 1961	120	\$104,078	\$9,000	\$900	\$0	\$9,900	9.5%	\$0	\$9,900	
ODOT Region CCD - F53602 - Dayton Scale House Grounds	F5360201	F5360201 - Dayton Scale House	01 Jan 1951	120	\$104,078	\$0	\$0	\$2,025	\$0	\$2,025	1.9%	\$0	\$2,025
ODOT Region Wireless - F73710 - Sillusi Butte (BCES) M/W Grounds	F7371001	F7371001 - Sillusi Butte (BCES) M/W Bldg	01 Jul 2015	322	\$104,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102508	F4102508 - Shady MS Open Storage Pole Bldg	30 Jun 1997	460	\$101,737	\$0	\$5,000	\$0	\$5,000	4.9%	\$0	\$5,000	
ODOT Region 02 - F24308 - Upper Soda Stockpile Grounds	F2430802	F2430802 - Upper Soda Equipment Shed	01 Dec 2001	518	\$100,212	\$0	\$0	\$800	\$0	\$800	0.8%	\$0	\$800
ODOT Region 02 - F24024 - Iron Mountain Stockpile Grounds	F2402402	F2402402 - Iron Mountain Scoop Shed	01 Jul 2001	420	\$100,145	\$4,500	\$0	\$0	\$4,500	4.5%	\$0	\$4,500	
ODOT Region 05 - F42308 - Basque MS Grounds	F4230809	F4230809 - Basque MS Garage - 3	01 Jan 1957	440	\$98,494	\$0	\$300	\$0	\$300	0.3%	\$0	\$300	
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041203	F4041203 - Humbug Scoop Shed	10 Apr 1998	400	\$97,752	\$1,500	\$0	\$0	\$1,500	1.5%	\$0	\$1,500	
ODOT Region 01 - F24260 - Barton Stockpile Grounds	F2426001	F2426001 - Barton Stockpile Scoop Shed	22 Apr 2013	800	\$96,839	\$0	\$2,560	\$0	\$2,560	2.6%	\$0	\$2,560	
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221707	F4221707 - Albany MS Pole Bldg	01 Feb 2006	539,75	\$95,436	\$0	\$4,950	\$0	\$4,950	5.2%	\$0	\$4,950	
ODOT Region Wireless - F71904 - Blackcap Mountain M/W Grounds	F7190402	F7190402 - Black Cap M/W Gen Bldg	01 Jul 2015	135	\$95,096	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180811	F4180811 - Odell Lake MS Garage	01 Jan 1972	480	\$95,083	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 01 - F40325 - Sandy MS New Grounds	F4032505	F4032505 - Sandy MS Fuel Canopy	01 Dec 1997	500	\$94,541	\$0	\$1,280	\$0	\$1,280	1.4%	\$0	\$1,280	
ODOT Region Wireless - F73312 - Foremans Point M/W Grounds	F7331201	F7331201 - Foremans Point M/W Bldg	01 Jul 2013	264	\$94,505	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region Wireless - F70906 - Wampus Butte M/W Grounds	F7090602	F7090602 - Wampus Butte M/W Bldg 2	01 Jul 2015	144	\$93,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region Wireless - F70701 - Grizzly Mountain M/W Grounds	F7070101	F7070101 - Grizzly Mtn M/W Bldg	01 Jan 1955	480	\$93,295	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 05 - F93014 - Cabbage Hill Viewpoint Grounds	F9301401	F9301401 - Cabbage Hill Viewpoint EB Gazebo	01 Jan 1975	500	\$93,163	\$5,000	\$0	\$0	\$5,000	5.4%	\$0	\$5,000	
ODOT Region 05 - F93014 - Cabbage Hill Viewpoint Grounds	F9301402	F9301402 - Cabbage Hill Viewpoint WB Gazebo	01 Jan 1975	500	\$93,163	\$5,000	\$0	\$0	\$5,000	5.4%	\$0	\$5,000	
ODOT Region 02 - F24301 - Sunset Summit Stockpile Grounds	F2430102	F2430102 - Sunset Summit Scoop Shed	30 Jun 1991	480	\$92,862	\$3,000	\$0	\$400	\$0	\$3,400	3.7%	\$0	\$3,400
ODOT Region 02 - F24302 - Wilson River Stockpile Grounds	F2430202	F2430202 - Wilson River Scoop Shed	30 Jun 1991	480	\$92,862	\$7,500	\$0	\$3,500	\$0	\$11,000	11.8%	\$0	\$11,000
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290311	F4290311 - Tillamook MS Open Storage	30 Jun 1997	336	\$91,928	\$0	\$350	\$0	\$350	0.4%	\$0	\$350	
ODOT Region 03 - F41027 - Boswell Springs MS Grounds	F4102704	F4102704 - Boswell Springs Open Storage	01 Jul 1998	480	\$91,618	\$0	\$5,000	\$10,000	\$0	\$15,000	16.4%	\$0	\$15,000
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260913	F4260913 - SW Portland MS Masonry Sand Storage	23 Nov 2005	507,38	\$91,618	\$0	\$3,200	\$0	\$3,200	3.5%	\$0	\$3,200	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262309	F4262309 - Sylvan MS Mason Sand Storage	11 Feb 2009	503,61	\$91,618	\$0	\$600	\$0	\$600	0.7%	\$0	\$600	
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300202	F4300202 - Meacham MS Garage #02	01 Jan 1930	480	\$91,618	\$4,000	\$1,000	\$2,300	\$0	\$7,300	8.0%	\$0	\$7,300
ODOT Region 05 - F43005 - Ukih MS Grounds	F4300507	F4300507 - Ukih MS Res Garage	01 Oct 2007	480	\$91,618	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330516	F4330516 - Warm Springs Jct CMA Bldg	15 Jul 2005	416	\$91,309	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	
ODOT Region 02 - F24229 - Wakefield Road Stockpile Grounds	F2422902	F2422902 - Wakefield Road Scoop Shed	01 Jul 2001	392	\$90,949	\$0	\$900	\$0	\$900	1.0%	\$0	\$900	
ODOT Region 04 - F24052 - Brothers Stockpile Grounds	F2405202	F2405202 - Brothers Scoop Shed	30 Jun 1992	336	\$90,924	\$0	\$0	\$0	\$0	0.0%	\$0</		

ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290307	F4290307 - Tillamook MS Storage	01 Jan 1959	270	\$73,870	\$0	\$0	\$10,350	\$0	\$10,350	14.0%	\$0	\$10,350
ODOT Region 04 - F41602 - Madras MS New Grounds	F4160203	F4160203 - Madras New Scoop Shed	03 Sep 1996	384	\$73,295	\$0	\$0	\$1,200	\$0	\$1,200	1.6%	\$0	\$1,200
ODOT Region 04 - F24087 - Redmond Stockpile Grounds	F2408701	F2408701 - Redmond Stockpile Equipment Shed	30 Jun 1987	312	\$72,914	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F70301 - Mt Scott M/W Operating Grounds	F7030102	F7030102 - Mt Scott M/W Bldg 2	01 Jul 2013	312	\$72,791	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40915 - Region 4 HQ MS Grounds	F4091507	F4091507 - Bend Region 4 Bike Shelter	30 Nov 2012	311.78	\$72,446	\$0	\$1,200	\$0	\$0	\$1,200	1.7%	\$0	\$1,200
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050706	F4050706 - Clatskanie MS Fuel Canopy	01 Jan 2001	300	\$72,194	\$0	\$2,500	\$0	\$0	\$2,500	3.5%	\$0	\$2,500
ODOT Region 04 - F24053 - La Pine Stockpile Grounds	F2405303	F2405303 - La Pine Stockpile Sign Storage Bldg	01 Jan 1998	378	\$71,473	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24289 - Fall River Stockpile Grounds	F2428901	F2428901 - Fall River Scoop Shed	01 Jan 1998	378	\$71,473	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24290 - Baker Rd Stockpile Grounds	F2429001	F2429001 - Baker Rd Scoop Shed	01 Jan 1998	378	\$71,473	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43005 - Ukih MS Grounds	F4300503	F4300503 - Ukih MS Enclosed Storage	01 Jul 1982	300	\$70,771	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080405	F4080405 - Port Orford MS Herbicide Bldg	24 Jul 1992	256	\$70,615	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24230 - Marquam Stockpile Grounds	F2423001	F2423001 - Marquam Stockpile Scoop Shed	01 Jul 1987	300	\$70,110	\$45,572	\$0	\$0	\$0	\$45,572	65.0%	\$0	\$45,572
ODOT Region 02 - F24092 - Buell Stockpile Grounds	F2409202	F2409202 - Buell Equipment Storage Shed	01 Jan 1977	288	\$69,791	\$2,400	\$0	\$0	\$0	\$2,400	3.4%	\$0	\$2,400
ODOT Region Wireless - F73717 - Roosevelt Mountain M/W Grounds	F7371701	F7371701 - Roosevelt Mtn M/W Bldg	24 Mar 2004	231	\$69,680	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73401 - Buxton Mtn M/W Grounds	F7340101	F7340101 - Buxton Mtn Bldg	30 Jun 1985	300	\$69,089	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F24018 - Mehama Stockpile Grounds	F2401801	F2401801 - Mehama Equipment Storage	01 Jan 1980	288	\$68,863	\$1,500	\$0	\$0	\$0	\$1,500	2.2%	\$0	\$1,500
ODOT Region 01 - F24019 - Campbell Bridge Stockpile Grounds	F2401901	F2401901 - Campbell Bridge Equipment Storage	01 Jan 1978	288	\$68,863	\$250	\$0	\$0	\$0	\$250	0.4%	\$0	\$250
ODOT Region 01 - F24306 - Wilsonville Stockpile Grounds	F2430601	F2430601 - Wilsonville Scoop Shed	01 Jan 1985	288	\$68,863	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182312	F4182312 - Lake of the Woods Support Bldg	01 Jan 1966	360	\$68,714	\$0	\$13,250	\$0	\$0	\$13,250	19.3%	\$0	\$13,250
ODOT Region 02 - F42023 - Oakridge MS New Grounds	F4202303	F4202303 - Oakridge MS New Fuel Station	30 Jun 2005	360	\$68,714	\$1,680	\$0	\$0	\$0	\$1,680	2.4%	\$0	\$1,680
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090504	F4090504 - Brothers MS Garage #04	01 Jan 1939	360	\$68,070	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40916 - Bend MS Grounds	F4091612	F4091612 - Bend MS Open Storage Bldg	01 Feb 2006	360	\$68,070	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211104	F4211104 - Rose Lodge MS Fuel Station	01 Oct 2001	288	\$67,940	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F24094 - Yamhill Stockpile Grounds	F2409401	F2409401 - Yamhill Scoop Shed	01 Jan 1982	290	\$67,773	\$0	\$4,500	\$0	\$0	\$4,500	6.6%	\$0	\$4,500
ODOT Region Wireless - F70902 - Bend M/W Operating Grounds	F7090202	F7090202 - Bend M/W Bldg, Building 2	22 May 2001	288	\$67,191	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42007 - Florence MS Grounds	F4200706	F4200706 - Florence MS Storage South of MS (closed)	01 Jan 1966	249.5	\$66,379	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73608 - Mt Hebo M/W Grounds	F7360801	F7360801 - Mt Hebo M/W Bldg	01 Jul 2015	180	\$64,621	\$3,700	\$0	\$0	\$0	\$3,700	5.7%	\$0	\$3,700
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330503	F4330503 - Warm Springs MS Generator Bldg	01 Jan 1947	231	\$62,666	\$0	\$1,000	\$500	\$0	\$1,500	2.4%	\$0	\$1,500
ODOT Region MOB - F62412 - East Salem Complex Grounds 2	F6241236	F6241236 - E Salem Scale House	01 Jan 1940	48	\$62,400	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73601 - Chehalem M/W Operating Grounds	F7360101	F7360101 - Chehalem M/W Bldg	01 Jan 1967	270	\$62,181	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24012 - Bennett Pass Stockpile Grounds	F2401205	F2401205 - Bennett Pass Fuel House	15 Mar 2004	224	\$61,984	\$1,800	\$3,000	\$0	\$0	\$4,800	7.7%	\$0	\$4,800
ODOT Region Wireless - F72207 - Washburn Butte M/W Grounds	F7220701	F7220701 - Washburn Butte M/W Bldg	01 Jul 2011	336	\$61,360	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73032 - Suncrest M/W Operating Grounds	F7303201	F7303201 - Suncrest Bldg	01 Jan 1968	260	\$60,659	\$25,600	\$974	\$7,200	\$0	\$33,774	55.7%	\$0	\$33,774
ODOT Region Wireless - F72701 - Doan Creek M/W Grounds	F7270101	F7270101 - Doan Creek M/W Bldg	01 Jul 2014	336	\$60,603	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F710410 - Tillamook Head M/W Bldg	F7041001	F7041001 - Tillamook Head M/W Bldg	01 Jul 2015	276	\$60,440	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71041 - Chilcoot Mountain M/W Grounds	F7101001	F7101001 - Chilcoot Mtn M/W Bldg	01 Jul 2015	400	\$60,436	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41913 - Adel MS Grounds	F4191316	F4191316 - Adel MS Residence House #16	30 Jun 2023	1684	\$60,320	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40703 - Prineville MS Grounds	F4070303	F4070303 - Prineville MS Enclosed Storage	30 Jun 1991	256	\$59,827	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F70104 - Beaver Mountain Grounds	F7010401	F7010401 - Beaver Mtn Bldg	01 Jan 1930	220	\$59,715	\$0	\$960	\$0	\$0	\$960	1.6%	\$0	\$960
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310902	F4310902 - La Grande MS Generator Bldg	01 Jan 1974	216	\$59,363	\$5,000	\$250	\$1,200	\$0	\$6,450	10.9%	\$0	\$6,450
ODOT Region 03 - F40609 - Coos Bay Office Grounds	F4060902	F4060902 - Coos Bay Generator Bldg	01 Jan 1974	216	\$58,869	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42408 - Detroit MS Grounds	F4240808	F4240808 - Detroit MS Fuel Station	30 Jun 1993	240	\$58,299	\$0	\$3,300	\$0	\$0	\$3,300	5.7%	\$0	\$3,300
ODOT Region CCD - F52306 - Farewell Bend POE Grounds	F5230604	F5230604 - Farewell Bend POE Enclosed Storage	01 Mar 2001	240	\$57,385	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71104 - Condon Butte M/W Grounds	F7110401	F7110401 - Condon Butte M/W Bldg 1	01 Jul 2013	400	\$56,160	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71305 - Steens Radio Grounds	F7130502	F7130502 - Steens Radio Bldg	01 Oct 1994	200	\$55,621	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72008 - Mt Hagan M/W Grounds	F7200803	F7200803 - Mt Hagan Generator Bldg	24 Nov 2020	120	\$55,507	\$0	\$500	\$0	\$0	\$500	0.9%	\$0	\$500
ODOT Region 05 - F42308 - Basque MS Grounds	F4230806	F4230806 - Basque MS Garage #06	01 Jan 1940	200	\$55,334	\$0	\$0	\$75,000	\$0	\$75,000	135.5%	\$0	\$75,000
ODOT Region Wireless - F72408 - Basque MS Grounds	F4230807	F4230807 - Basque MS Garage #07	01 Jan 1940	200	\$55,334	\$0	\$0	\$75,000	\$0	\$75,000	135.5%	\$0	\$75,000
ODOT Region Wireless - F72402 - Prospect M/W Operating Grounds	F7240201	F7240201 - Prospect M/W Bldg	01 Jan 1951	200	\$54,937	\$6,300	\$0	\$7,500	\$0	\$13,800	25.1%	\$0	\$13,800
ODOT Region 05 - F40102 - Richland MS Grounds	F4010202	F4010202 - Richland MS Service Station	13 Nov 1985	199.11	\$54,536	\$0	\$0	\$0	\$0	\$0	0.0%	\$0</	

ODOT Region Wireless - F70906 - Wampus Butte M/W Grounds	F7090601	F7090601 - Wampus Butte M/W Gen Bldg	17 Nov 1989	245	\$49,920	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73315 - Shaniko M/W Grounds	F7331501	F7331501 - Shaniko M/W Eq Bldg	01 Jul 2015	400	\$49,920	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F43306 - Maupin MS New Grounds	F4330605	F4330605 - Maupin MS Pump House	24 Feb 2015	144	\$49,464	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43104 - Elgin MS Grounds	F4310403	F4310403 - Elgin MS storage	01 Jan 1985	199,11	\$48,709	\$6,000	\$0	\$1,800	\$0	\$7,800	16.0%	\$0
ODOT Region Wireless - F73601 - Chehalem M/W Operating Grounds	F7360104	F7360104 - Chehalem Mtn Equip 04	01 Jul 2016	144	\$48,315	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130207	F9130207 - Sagehen Hill Tractor Garage	28 Apr 1997	180	\$48,253	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42317 - Vale MS Grounds	F4231706	F4231706 - Vale MS Fuel Station	01 May 2004	192	\$48,124	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F70101 - Lime Hill M/W Operating Grounds	F7010101	F7010101 - Lime Hill Bldg	30 Jun 1983	200	\$48,046	\$0	\$18,000	\$2,500	\$0	\$20,500	42.7%	\$0
ODOT Region Wireless - F71503 - Soda Mountain M/W Operating Grounds	F7150301	F7150301 - Soda Mountain M/W Bldg	01 Jan 1983	200	\$48,046	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71803 - Medicine M/W Grounds	F7180301	F7180301 - Medicine M/W Bldg	01 Jan 1983	200	\$48,046	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43020 - Hermiston MS Grounds	F4302002	F4302002 - Hermiston MS Sign Storage	01 Jan 1985	180	\$47,181	\$0	\$6,000	\$0	\$0	\$6,000	12.7%	\$0
ODOT Region 05 - F43505 - Spray MS New Grounds	F4350502	F4350502 - Spray MS Pump House	30 Jun 1986	168	\$46,940	\$2,000	\$0	\$0	\$0	\$2,000	4.3%	\$0
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300212	F4300212 - Meacham MS Pump House	01 Jan 1982	228	\$46,708	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F70901 - Pine Mountain M/W Operating Grounds	F7090101	F7090101 - Pine Mountain Bldg	01 Jan 1983	200	\$46,661	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F70902 - Bend M/W Operating Grounds	F7090201	F7090201 - Bend M/W Bldg. Building I	01 Jan 1951	200	\$46,661	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73001 - Pendleton (Indian Hills) M/W Bldg H Grounds	F7300101	F7300101 - Pendleton (Indian Hills) M/W Bldg H	01 Jan 1985	200	\$46,060	\$0	\$2,100	\$1,500	\$0	\$3,600	7.8%	\$0
ODOT Region 01 - F24303 - Fanno Creek Stockpile Grounds	F2430303	F2430303 - Fanno Creek Electrical Parts Bldg	18 Apr 2006	192	\$45,909	\$0	\$4,700	\$0	\$0	\$4,700	10.2%	\$0
ODOT Region Wireless - F72101 - Yaquina Head M/W Grounds	F7210101	F7210101 - Yaquina Head M/W Bldg	01 Jan 1951	160	\$45,730	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F91301 - Buchanan Springs RA Grounds	F9130101	F9130101 - Buchanan Springs RA Shelter	01 Jan 1964	170	\$45,359	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280304	F4280304 - Moro MS Water Treatment Bldg	30 Jun 1993	165	\$45,329	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261808	F4261808 - E Portland MS Mason Sand Storage	01 Mar 2009	192	\$45,293	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261809	F4261809 - E Portland MS Cold Mix Storage	01 Mar 2009	192	\$45,293	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43505 - Spray MS New Grounds	F4350503	F4350503 - Spray MS Fuel Support Bldg	30 Jun 1986	128	\$45,193	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F90905 - Brothers Oasis RA Grounds	F9090511	F9090511 - Brothers Oasis RA Picnic Shelter #11	01 Jul 2009	196	\$45,138	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090524	F4090524 - Brothers MS Closed Storage	01 Jan 2000	192	\$44,870	\$11,400	\$4,000	\$0	\$0	\$15,400	34.3%	\$0
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190502	F4190502 - Alkali Lake MS Storage	01 Jan 1948	128	\$44,816	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71806 - Klamath Falls M/W Operating Grounds	F7180601	F7180601 - Klamath Falls M/W Bldg	01 Jan 1952	192	\$44,794	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260912	F4260912 - SW Portland Vehicle Wash Station	11 Feb 1998	123.52	\$44,715	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F40107 - Baker City MS Grounds	F4010704	F4010704 - Baker City MS Pump House	02 May 2011	123.3	\$44,478	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F40802 - Hunter Creek MS Grounds	F4080201	F4080201 - Hunter Creek MS Fuel Station	30 Jun 1991	128	\$44,461	\$0	\$106,500	\$0	\$0	\$106,500	239.5%	\$0
ODOT Region 03 - F24246 - Barton Road Stockpile Grounds	F2424601	F2424601 - Barton Road De-Icer Pump House	16 Nov 2006	150	\$44,297	\$3,150	\$0	\$0	\$0	\$3,150	7.1%	\$0
ODOT Region Wireless - F71906 - Alkali Lake M/W Grounds	F7190601	F7190601 - Alkali Lake M/W Bldg	01 Jun 1998	160	\$43,843	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F90803 - Brookings Garden Wayside Grounds	F9080301	F9080301 - Brookings Garden Wayside Bldg	01 Jan 1972	420	\$43,680	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182315	F4182315 - Lake of the Woods Gen Bldg #15	01 Jul 2005	144	\$42,926	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42619 - Barlow School Grounds	F4261906	F4261906 - Barlow Closed Storage	01 May 2006	144	\$42,926	\$9,000	\$0	\$0	\$0	\$9,000	21.0%	\$0
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261804	F4261804 - E Portland MS De-icer Pump House	30 Jun 1985	180	\$42,462	\$0	\$2,600	\$2,700	\$0	\$5,300	12.5%	\$0
ODOT Region 05 - F43005 - Ukiah MS Grounds	F4300506	F4300506 - Ukiah MS Fuel Station	01 Mar 2005	180	\$42,462	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region MOB - F60952 - Bend Equipment Shop Grounds	F6095215	F6095215 - Bend Shop Generator Bldg	01 Jun 2001	180	\$41,994	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72304 - Vale Butte Grounds	F7230401	F7230401 - Vale Butte Bldg	01 Jan 1960	180	\$41,741	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41101 - Condon MS Grounds	F4110105	F4110105 - Condon MS VWS support shed	05 Sep 2001	120	\$41,631	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41907 - Silver Lake MS Grounds	F4190704	F4190704 - Silver Lake MS Service Station	01 Jan 1966	120	\$41,422	\$0	\$2,000	\$0	\$0	\$2,000	4.8%	\$0
ODOT Region Wireless - F70102 - Halfway Radio Operating Grounds	F7010201	F7010201 - Halfway Radio Bldg	30 Jun 1983	120	\$41,375	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F40102 - Richland MS Grounds	F4010204	F4010204 - Richland MS Enclosed Storage	13 Nov 1985	120	\$41,348	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72305 - Pharmacy Hill Operating Grounds	F7230501	F7230501 - Pharmacy Hill Radio	01 Jan 1966	120	\$40,814	\$0	\$2,000	\$0	\$0	\$2,000	4.9%	\$0
ODOT Region 01 - F42621 - I-205/Banfield Air Monitor Grounds	F4262103	F4262103 - 52nd NE Hoyt Air Monitor	01 Jan 1981	173	\$40,812	\$100,000	\$0	\$0	\$0	\$100,000	245.0%	\$0
ODOT Region 04 - F41802 - Chemult MS Grounds	F4180205	F4180205 - Chemult MS Fuel Station	01 Jan 1992	130	\$40,357	\$0	\$0	\$200	\$0	\$200	0.5%	\$0
ODOT Region Wireless - F73502 - Mitchell M/W Remote Grounds	F7350201	F7350201 - Mitchell M/W Remote Bldg	30 Jun 1966	118	\$39,852	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43505 - Spray MS New Grounds	F4350507	F4350507 - Spray MS Enclosed Storage	01 Jan 1966	112	\$39,544	\$0	\$0	\$400	\$0	\$400	1.0%	\$0
ODOT Region MOB - F60952 - Bend Equipment Shop Grounds	F6095213	F6095213 - Bend Eq Water Treatment Bldg	01 Jan 1998	134	\$39,504	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24312 - Junction Hwy 97/Hwy 58 Stockpile Grounds	F2431201	F2431201 - JCT HWY 97/58 Scoop Shed	01 Jan 1998	378	\$39,312	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42003 - McKenzie Bridge MS Grounds	F4200307	F4200307 - McKenzie Bridge Fuel Support Bldg	30 Jun 1991	128	\$39,290	\$0	\$1,500	\$4,500	\$0	\$6,000	15.3%	\$0
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331214	F4331214 - The Dalles MS Landscape Storage	01 Jan 1962	112	\$39,203	\$33,200	\$8,000	\$400	\$0	\$41,600	106.1%	\$0
ODOT Region Wireless - F70305 - Milwaukee M/W Operating Grounds	F7030501	F7030501 - Milwaukee M/W Bldg	30 Jun 1950	132	\$38,915	\$3,000	\$0	\$8,700	\$0	\$11,700	30.1%</	

ODOT Region 02 - F40411 - Astoria Office Grounds	F4041102	F4041102 - Astoria District 1 Storage	01 Jan 1985	90	\$33,233	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41911 - Lakeview Old MS Grounds	F4191104	F4191104 - Lakeview Old MS Closed Storage	09 May 2006	96	\$33,223	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F41007 - Steamboat MS Grounds	F4100704	F4100704 - Steamboat MS Fuel Tank & Shed	01 Jan 1951	96	\$33,149	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72310 - Coyne Point Radio Grounds	F7231001	F7231001 - Coyne Point Radio Bldg	01 Aug 2000	112	\$32,819	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40909 - La Pine MS Service Station	F4090903	F4090903 - La Pine MS Service Station	30 Jun 1989	110	\$32,484	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F91906 - Summer Lake RA Grounds	F9190605	F9190605 - Summer Lake SRA Pump House	30 Jun 1986	96	\$32,442	\$2,000	\$0	\$0	\$2,000	6.2%	\$0	\$2,000
ODOT Region Wireless - F70201 - Corvallis M/W Operating Grounds	F7020101	F7020101 - Corvallis MS M/W Bldg	01 Jan 1962	110	\$32,429	\$0	\$0	\$4,050	\$0	\$4,050	12.5%	\$0
ODOT Region 01 - F42615 - Hayden Island Grounds	F4261502	F4261502 - Hayden Island Storage Bldg	01 Jan 1967	106	\$31,598	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181403	F4181403 - Chiloquin MS Closed Storage	01 Jan 1966	105	\$31,300	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71011 - Yellow Butte M/W Grounds	F7101101	F7101101 - Yellow Butte M/W Bldg 1	01 Jul 2014	80	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71011 - Yellow Butte M/W Grounds	F7101102	F7101102 - Yellow Butte Gen Bldg	01 Jul 2014	80	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71907 - Doherty Slide M/W Grounds	F7190702	F7190702 - Doherty Slide M/W Gen Bldg	01 Jun 2015	138	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72107 - Euchre Mt M/W Grounds	F7210701	F7210701 - Euchre Mt M/W Bldg	01 Jul 2011	246	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72504 - Jordan Butte M/W Grounds	F7250401	F7250401 - Jordan Butte M/W Bldg	01 Jun 2013	384	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73011 - Coombs Canyon M/W Grounds	F7301101	F7301101 - Coombs Canyon M/W Bldg	01 Jun 2013	360	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73303 - Tygh Ridge M/W Grounds	F7330302	F7330302 - Tygh Ridge M/W Bldg	01 Jul 2013	216	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73712 - Megler Mountain M/W Grounds	F7371201	F7371201 - Megler Mtn M/W Bldg	01 Jun 2013	4320	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73713 - Green Mountain M/W Grounds	F7371301	F7371301 - Green Mtn M/W Bldg	01 Jun 2013	384	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73714 - Murdock ATC M/W Grounds	F7371401	F7371401 - Murdock ATC M/W Bldg	01 Jul 2015	210	\$31,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42003 - McKenzie Bridge MS Grounds	F4200309	F4200309 - McKenzie Bridge Open Storage Single Bay	30 Jun 1991	100	\$30,696	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42321 - Ontario MS New Grounds	F4232104	F4232104 - Ontario MS Pump House	31 Dec 1999	81	\$29,810	\$0	\$2,250	\$0	\$0	7.5%	\$0	\$2,250
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300215	F4300215 - Meacham MS Fuel House	31 May 1999	96	\$29,810	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020610	F4020610 - Corvallis MS Generator Bldg	01 May 2002	105,06	\$29,531	\$3,000	\$3,950	\$0	\$0	\$6,950	23.5%	\$0
ODOT Region 04 - F90905 - Brothers Oasis RA Grounds	F9090510	F9090510 - Brothers Oasis RA Info Shelter	01 Jan 2004	100	\$29,100	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F24040 - Hugo Stockpile Grounds	F2404002	F2404002 - Hugo Interchange Storage	01 Jan 1978	96	\$29,007	\$0	\$0	\$3,600	\$0	\$3,600	12.4%	\$0
ODOT Region 02 - F43403 - Manning MS Grounds	F4340307	F4340307 - Manning MS Powder Magazine	01 Jan 1936	96	\$29,007	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42306 - Juntau MS Grounds	F4230606	F4230606 - Juntau MS Water Treatment Bldg	30 Jun 2001	96	\$28,617	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261609	F4261609 - N Portland MS Herbicide Storage	01 Jun 2010	96	\$28,617	\$0	\$3,000	\$0	\$0	\$3,000	10.5%	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090502	F4090502 - Brothers MS Storage - 2	01 Jan 1948	96	\$28,349	\$9,770	\$0	\$0	\$0	\$9,770	34.5%	\$0
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230505	F4230505 - Jordan Valley MS Closed Storage Bldg	01 Jan 1969	80	\$27,679	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120119	F4120119 - Austin MS Pump House	30 Jun 1991	80	\$27,624	\$0	\$1,500	\$0	\$0	\$1,500	5.4%	\$0
ODOT Region Wireless - F70607 - Coquille M/W Grounds	F7060701	F7060701 - Coquille M/W Bldg	29 Mar 1995	80	\$27,579	\$0	\$1,200	\$0	\$0	\$1,200	4.4%	\$0
ODOT Region Wireless - F71009 - Dean Mountain Grounds	F7100901	F7100901 - Dean Mtn Bldg	30 Jun 1991	80	\$27,472	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71905 - Adel Remote Grounds (Fish Rim)	F7190502	F7190502 - Adel Remote/Fish Rim Generator Bldg	01 Jan 1995	80	\$27,398	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24276 - Dual Pine Hill Stockpile Grounds	F2427601	F2427601 - Dual Pine Hill Stockpile Loader shed	01 Jan 1990	336	\$26,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F24277 - Madras-Warm Springs Stockpile Grounds	F2427701	F2427701 - Madras-Warm Springs Scoop Shed	01 Jan 1990	336	\$26,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42620 - Fremont Bridge Ice Detection Grounds	F4262001	F4262001 - Fremont Bridge Ice Detection	30 Jun 1984	85	\$25,339	\$0	\$400	\$480	\$0	\$880	3.5%	\$0
ODOT Region Wireless - F72302 - Black Butte Radio Operating Grounds	F7230201	F7230201 - Black Butte Bldg	30 Jun 1988	72	\$25,048	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170703	F4170703 - Grants Pass MS Pump	01 Jan 1977	84	\$25,040	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F70808 - Bosley Butte M/W Grounds	F7080801	F7080801 - Bosley Butte M/W Bldg	01 Jul 2015	200	\$24,960	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72501 - Black Mountain M/W Grounds	F7250102	F7250102 - Black Mtn M/W Bldg 2	01 Jul 2013	200	\$24,960	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73715 - Sillusti UI Farms M/W Grounds	F7371501	F7371501 - Sillusti UI Farms M/W Bldg 1	01 Jul 2015	200	\$24,960	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180809	F4180809 - Odell Lake MS Service	01 Jan 1992	80	\$24,750	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230813	F4230813 - Basque MS Utility Bldg	01 Jan 1974	70	\$24,472	\$2,000	\$0	\$0	\$0	\$2,000	8.2%	\$0
ODOT Region Wireless - F73007 - Bone Point M/W Grounds	F7300701	F7300701 - Bone Point M/W Bldg	27 Jun 2002	72	\$24,342	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050709	F4050709 - Clatskanie MS Deicer Pump House	01 Oct 2010	80	\$24,327	\$3,600	\$8,047	\$0	\$0	\$11,647	47.9%	\$0
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050710	F4050710 - Clatskanie MS Wash Slab Pump House	01 Jan 1982	80	\$24,327	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24010 - Sandy Stockpile Grounds	F2401006	F2401006 - Sandy Stockpile De-Icer Pump House	01 Aug 2000	80	\$24,172	\$0	\$0	\$1,200	\$0	\$1,200	5.0%	\$0
ODOT Region 05 - F42306 - Juntau MS Grounds	F4230611	F4230611 - Juntau MS Pump House	30 Jun 2005	80	\$23,847	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F24253 - Reith Stockpile Grounds	F2425302	F2425302 - Reith Stockpile Storage Shed	02 Mar 2006	80	\$23,625	\$10,000	\$0	\$0	\$0	\$10,000	42.3%	\$0
ODOT Region 05 - F24295 - Poverty Flats Stockpile Grounds	F2429502	F2429502 - Poverty Flats Pump House	30 Jun 1986	80	\$23,625	\$0	\$0	\$2,000	\$0	\$2,000	8.5%	\$0
ODOT Region Wireless - F71501 - Siskiyou Summit Operating Grounds	F7150101	F7150101 - Siskiyou Radio Bldg	01 Jan 1979	80	\$23,585	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F7201001 - Glenwood M/W Grounds	F7201001	F7201001 - Glenwood M/W Bldg	23 Jan 1998	81,51	\$23,443	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F42624 - Troutdale Pump Station Grounds	F4262401	F4262401 - Troutdale Stormwater Pump Station	04 Jun 2002	77</td								

ODOT Region Wireless - F70809 - Edson Butte M/W Grounds	F7080901	F7080901 - Edson Butte M/W Bldg	01 Jul 2013	96	\$18,720	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120114	F4120114 - Austin MS Garage #14	01 Jan 1969	54	\$18,647	\$0	\$850	\$0	\$850	4.6%	\$0	\$850
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041205	F4041205 - Humbug MS De-icer Pump House	01 Feb 2005	48	\$18,321	\$0	\$3,760	\$0	\$3,760	20.5%	\$0	\$3,760
ODOT Region CCD - F52409 - Woodburn POE Grounds	F5240905	F5240905 - Woodburn POE Storage Shed #05	30 Jun 1988	60	\$18,129	\$0	\$0	\$1,200	\$0	\$1,200	6.6%	\$0
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211103	F4211103 - Rose Lodge Pump House	01 Jan 1996	64,06	\$17,886	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24012 - Bennett Pass Stockpile Grounds	F2401206	F2401206 - Bennett Pass Propane Shelter	01 Jan 1967	48	\$16,785	\$0	\$1,200	\$0	\$1,200	7.1%	\$0	\$1,200
ODOT Region Wireless - F72308 - Succor Creek Operating Grounds	F7230801	F7230801 - Succor Creek Radio Bldg	27 Feb 1995	48	\$16,281	\$0	\$0	\$800	\$0	\$800	4.9%	\$0
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261605	F4261605 - N Portland MS Deicer Pump House	21 Mar 2000	54	\$16,097	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71014 - Roman Nose M/W Grounds	F7101401	F7101401 - Roman Nose M/W Bldg	01 Jun 2013	288	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71519 - Table Mountain M/W Grounds	F7151901	F7151901 - Table Mtn M/W Bldg	01 Jul 2013	324	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71601 - Agency Plains M/W Grounds	F7160101	F7160101 - Agency Plains M/W Bldg	01 Jun 2013	180	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71601 - Agency Plains M/W Grounds	F7160102	F7160102 - Agency Plains M/W Bldg 2	01 Jul 2014	232	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71909 - Grizzly Peak M/W	F7190901	F7190901 - Grizzly Peak M/W Bldg	01 Jul 1998	135	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230604	F4230604 - Juntura MS Pump House	01 Jan 1982	52	\$15,501	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F41407 - Hood River Pump Station Grounds	F4140701	F4140701 - Hood River Pump Station	01 Nov 2008	144	\$14,976	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73603 - High Heaven M/W Grounds	F7360301	F7360301 - High Heaven M/W Bldg	01 Jul 2014	230	\$14,713	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F43403 - Manning MS Grounds	F4340309	F4340309 - Manning MS Chlorinator Bldg	01 Jan 1966	48	\$14,503	\$0	\$3,200	\$0	\$3,200	22.1%	\$0	\$3,200
ODOT Region 03 - F41501 - Siskiyou MS Grounds	F4150104	F4150104 - Siskiyou MS Pump House	30 Jun 1987	48	\$14,308	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F43020 - Hermiston MS Grounds	F4302008	F4302008 - Hermiston MS Closed Storage - 2	02 Mar 2006	48	\$14,308	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041206	F4041206 - Humbug MS Well Pump House	01 Jan 2006	36	\$13,740	\$0	\$9,400	\$0	\$9,400	68.4%	\$0	\$9,400
ODOT Region Wireless - F73317 - Shaniko Tanager M/W Grounds	F7331702	F7331702 - Shaniko Tanager Equipment Shelter 2	09 Jun 2014	213	\$13,520	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 01 - F24227 - Canemah Stockpile Grounds	F2422702	F2422702 - Canemah De-Icer Pump House	01 Sep 2002	45	\$13,289	\$0	\$1,600	\$0	\$1,600	12.0%	\$0	\$1,600
ODOT Region Wireless - F72202 - Santiam M/W Operating Grounds	F7220201	F7220201 - Santiam M/W Bldg A	01 Jan 1980	36	\$12,890	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72202 - Santiam M/W Operating Grounds	F7220202	F7220202 - Santiam M/W Bldg B	01 Jan 2005	36	\$12,890	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Pump Shed	F4290313	F4290313 - Tillamook Mag Chl Pump Shed	15 Oct 2014	200	\$12,718	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region CCD - F52409 - Woodburn POE Grounds	F5240906	F5240906 - Woodburn POE Storage Shed #06	18 Apr 2013	120	\$12,480	\$0	\$0	\$1,200	\$0	\$1,200	9.6%	\$0
ODOT Region Wireless - F71104 - Condon Butte M/W Grounds	F7110402	F7110402 - Condon Butte M/W Bldg 2	01 Jul 2013	80	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71804 - Hogback Radio Operating Grounds	F7180402	F7180402 - Hogback M/W Bldg 2	01 Jul 2013	80	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71808 - Pelican Butte M/W Grounds	F7180801	F7180801 - Pelican Butte M/W Bldg	09 Nov 2009	600	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72501 - Black Mountain M/W Grounds	F7250103	F7250103 - Black Mtn M/W Bldg 3	01 Jul 2013	80	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73315 - Shaniko M/W Grounds	F7331502	F7331502 - Shaniko M/W Bldg 2	01 Jul 2015	400	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73401 - Buxton Mtn M/W Grounds	F7340102	F7340102 - Buxton Mtn M/W Bldg 2	01 Jul 2013	80	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73715 - Sillusi-Ui Farms M/W Grounds	F7371502	F7371502 - Sillusi-Ui Farms M/W Gen Bldg	01 Jul 2015	80	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73715 - Sillusi-Ui Farms M/W Grounds	F7371503	F7371503 - Sillusi-Ui Farms M/W Bldg 3	01 Jul 2015	80	\$12,480	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220431	F4220431 - Santiam Jct Well House	06 Dec 2006	36	\$12,428	\$2,227	\$2,250	\$0	\$0	\$4,477	36.0%	\$0
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050707	F4050707 - Clatskanie MS Pump House	17 Nov 2005	40	\$12,164	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180812	F4180812 - Odell Lake MS Valve Shelter	01 Jan 2005	36	\$11,137	\$0	\$550	\$0	\$550	4.9%	\$0	\$550
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030511	F4030511 - Milwaukie MS Fuel Station	01 Jun 1998	36	\$10,631	\$0	\$0	\$4,500	\$0	\$4,500	42.3%	\$0
ODOT Region 03 - F24040 - Hugo Stockpile Grounds	F2404003	F2404003 - Hugo Interchange De-Icer Pump House	01 Jun 2010	35	\$10,576	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72022 - Wallace Butte M/W Grounds	F7202201	F7202201 - Wallace Butte M/W Bldg	01 Jul 2013	288	\$10,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72023 - Bear Mountain/Castle Rock M/W Grounds	F7202301	F7202301 - Bear Mtn/Castle Rock MW Bldg	01 Jul 2013	207	\$10,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72103 - Saddlebag M/W Grounds	F7210301	F7210301 - Saddlebag M/W Bldg	01 Jul 2013	242	\$10,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72702 - Bald Mountain M/W Grounds	F7270201	F7270201 - Bald Mtn M/W Bldg	01 Jun 2013	400	\$10,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72905 - Cape Lookout M/W Grounds	F7290501	F7290501 - Cape Lookout M/W Bldg	01 Jul 2013	60	\$10,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73505 - Rancheria Rock M/W Grounds	F7350501	F7350501 - Rancheria Rock M/W Bldg	01 Jul 2013	96	\$10,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71602 - Stephenson Mountain M/W Grounds	F7160202	F7160202 - Stephenson Mtn M/W Bldg 2	01 Jul 2015	80	\$9,984	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090511	F4090511 - Brothers MS Storage	01 Jan 1975	32	\$9,449	\$7,000	\$0	\$0	\$7,000	74.1%	\$0	\$7,000
ODOT Region Wireless - F71602 - Stephenson Mountain M/W Grounds	F7160201	F7160201 - Stephenson Mtn M/W Bldg	01 Jul 2013	80	\$9,360	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F72007 - Herman Peak M/W Grounds	F7200702	F7200702 - Herman Peak M/W Equipment Shelter #2	01 Jan 2013	144	\$9,360	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73317 - Shaniko Tanager M/W Grounds	F7331703	F7331703 - Shaniko Tanager Generator Shelter	09 Jun 2014	119	\$9,360	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F73209 - Flora Fill Station Grounds	F7320901	F7320901 - Flora Fill Sta Bldg	21 Jun 2011	36	\$8,791	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71909 - Grizzly Peak M/W	F7190902	F7190902 - Grizzly Peak M/W Gen Bldg	01 Sep 2005	100	\$7,280	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region Wireless - F71108 - Cottonwood Canyon St Pk M/W Grounds	F7110801	F7110801 - Cottonwood Canyon St Pk M/W Bldg	17 Apr 2015	120	\$7,176	\$0	\$0	\$0	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230512	F4230512 - Jordan Valley MS Tractor Shed	0									

10 Year Maintenance Priority 1-4 for Owned Assets Over \$1M CRV<sup>1</sup>

Campus	Building ID	Building Name	Construction Year	iPlan Data (Incl Soft Costs)										Agency Input				
				D	E	F	G	H	I	J	K	L	M	N	O	P	Q	
ODOT Region 02 - F42450 - Transportation HQ Bldg Grounds	F4245001	F4245001 - Transportation HQ Bldg	01 Jan 1950	148,282	\$53,982,424	\$0	\$1,000,000	\$150,000	\$0	\$1,150,000	2.1%	\$0	\$1,000,000	\$1,150,000				
ODOT Region DMV - F82467 - DMV HQ Salem Grounds	F8246701	F8246701 - DMV HQ Office Bldg Salem	10 Jun 1992	125,543	\$48,806,504	\$0	\$0	\$33,051	\$0	\$33,051	0.1%	\$0	\$0	\$33,051				
ODOT Region 01 - F42650 - Matthew L. Garrett Region 1 HQ Grounds	F4265001	F4265001 - Matthew L. Garrett Region 1 HQ Bldg	01 Jan 1961	90,177	\$28,443,748	\$0	\$18,000	\$378,223	\$0	\$396,223	1.4%	\$0	\$18,000	\$396,223				
ODOT Region 01 - F40327 - Lawfield MS Grounds	F4032702	F4032702 - Lawfield MS D2B Office & Shop	30 Jun 1985	97,004	\$22,374,860	\$300,000	\$17,507	\$73,263	\$31,568	\$422,337	1.7%	\$0	\$17,507	\$422,337				
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300220	F4300220 - Meacham MS New Bldg	05 Jun 2023	26,740	\$17,958,596	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 03 - F41030 - Region 3 HQ Grounds	F4103001	F4103001 - Region 3 HQ Bldg	01 May 1993	37,978	\$14,205,497	\$229,116	\$684,280	\$498,146	\$0	\$1,411,542	9.9%	\$0	\$684,280	\$1,411,542				
ODOT Region 02 - F82401 - Mill Creek Office Grounds	F8240101	F8240101 - Mill Creek Office Bldg	30 Jun 1972	46,988	\$14,020,089	\$75,000	\$89,375	\$0	\$0	\$164,375	1.2%	\$0	\$89,375	\$164,375				
ODOT Region 01 - F01377 - Interstate Bridges Grounds	F0137701	F0137701 - Interstate Bridge Bldg #1	14 Feb 1917	1,260	\$13,104,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region MOB - F63184 - La Grande Repair Shop Grounds	F6318401	F6318401 - La Grande Repair Shop	30 Jun 1995	51,144	\$12,628,071	\$0	\$37,000	\$311,725	\$0	\$348,725	2.8%	\$0	\$37,000	\$348,725				
ODOT Region 02 - F62418 - Salem Materials Lab Grounds	F6241801	F6241801 - Salem Materials Lab Bldg	30 Jun 1987	47,580	\$12,483,806	\$0	\$71,945	\$1,275,866	\$0	\$1,347,811	10.8%	\$0	\$71,945	\$1,347,811				
ODOT Region 05 - F43111 - Region 5 HQ Grounds	F4311101	F4311101 - Region 5 HQ Bldg	30 Jun 1990	40,426	\$11,640,929	\$0	\$283,446	\$849,354	\$181,963	\$1,314,763	9.7%	\$0	\$283,446	\$1,314,763				
ODOT Region MOB - F62413 - East Salem Complex Grounds 3	F6241311	F6241311 - Bldg K, Supply Ops, Purchasing	01 Jan 1959	30,005	\$10,625,784	\$0	\$0	\$25,872	\$0	\$25,872	0.2%	\$0	\$0	\$25,872				
ODOT Region MOB - F62412 - East Salem Complex Grounds 2	F6241226	F6241226 - Bldg M, Salem Repair Facility	01 Jan 1968	37,960	\$8,942,469	\$729	\$0	\$64,943	\$0	\$65,672	0.7%	\$0	\$0	\$65,672				
ODOT Region 01 - F01377 - Interstate Bridges Grounds	F0137702	F0137702 - Interstate Bridge Bldg #2	14 Feb 1917	821	\$8,538,400	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 01 - F42619 - Barlow School Grounds	F4261901	F4261901 - Barlow School Office Bldg	01 Jan 1979	22,280	\$8,417,073	\$0	\$0	\$459,500	\$0	\$459,500	5.5%	\$0	\$0	\$459,500				
ODOT Region 01 - F01377 - Interstate Bridges Grounds	F0137703	F0137703 - Interstate Bridge Bldg #3	14 Feb 1917	795	\$8,268,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240409	F4240409 - Bldg B, Region 2 Headquarters and Tech Center	01 Jan 1942	21,439	\$8,266,094	\$0	\$7,200	\$298,750	\$0	\$305,950	3.7%	\$0	\$7,200	\$305,950				
ODOT Region 04 - F40915 - Region 4 HQ MS Grounds	F4091506	F4091506 - Region 4 Tech Center, Bldg M	30 Nov 2012	21,782	\$7,890,120	\$0	\$0	\$246,200	\$0	\$246,200	3.1%	\$0	\$0	\$246,200				
ODOT Region MOB - F60952 - Bend Equipment Shop Grounds	F6095211	F6095211 - Bend Eq Repair Shop (Truck shop) Bldg G	01 Jan 1953	29,195	\$7,582,340	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 03 - F01940G - South Slough Bridge Grounds	F01940G01	F01940G01 - South Slough Bridge Bldg	01 Jan 1991	727	\$7,560,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 05 - F40107 - Baker City MS Grounds	F4010701	F4010701 - Baker City MS Shop Bldg	01 Nov 2009	22,151	\$6,887,575	\$0	\$0	\$86,388	\$0	\$86,388	1.3%	\$0	\$0	\$86,388				
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240401	F4240401 - Bldg A, CCD	01 Jan 1966	21,959	\$6,446,654	\$0	\$0	\$237,856	\$0	\$237,856	3.7%	\$0	\$0	\$237,856				
ODOT Region 04 - F40916 - Bend Maintenance Shop Bldg A	F4091610	F4091610 - Bend Maintenance Shop Bldg A	01 Feb 2000	21,590	\$6,032,465	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 02 - F62412(a) - East Salem Complex Grounds 2 (Bldgs E, J, X)	F6241235	F6241235 - Bldg X, Facilities Management	01 Jan 1957	14,245	\$5,814,253	\$0	\$0	\$48,422	\$0	\$48,422	0.8%	\$0	\$0	\$48,422				
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031311	F4031311 - Govt Camp MS Bldg	01 Dec 2000	16,000	\$5,773,248	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 04 - F41912 - Lakeview New MS Grounds	F4191201	F4191201 - Lakeview New MS Bldg	01 Jul 1994	15,950	\$5,410,342	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 02 - F08306 - New Youngs Bay Bridge Grounds	F0830601	F0830601 - New Youngs Bay Bridge Bldg #1	29 Aug 1964	507	\$5,272,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331201	F4331201 - District 9 Office/DMV/OSP	01 Jan 1962	12,908	\$5,266,799	\$0	\$135,000	\$148,000	\$0	\$283,000	5.4%	\$0	\$135,000	\$283,000				
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220410	F4220410 - Santiam Jct MS Pole Bldg Laundry	01 Jan 1952	7,060	\$4,909,642	\$0	\$0	\$14,950	\$0	\$14,950	0.3%	\$0	\$0	\$14,950				
ODOT Region 04 - F40915 - Region 4 HQ MS Grounds	F4091505	F4091505 - Region 4 Annex, Bldg L/Bend DMV	01 Jun 1991	11,808	\$4,327,267	\$0	\$4,000	\$0	\$4,000	0.1%	\$0	\$4,000	\$4,000					
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310905	F4310905 - La Grande MS Bldg	30 Jun 1992	12,564	\$4,252,378	\$0	\$81,000	\$6,717,052	\$0	\$6,798,052	159.9%	\$0	\$81,000	\$6,798,052				
ODOT Region 03 - F07176 - Coos River Bridge Grounds	F0717602	F0717602 - Coos River (Chandler) Bridge Bldg #2	01 Jan 1952	386	\$4,017,520	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 03 - F07176 - Coos River Bridge Grounds	F0717603	F0717603 - Coos River (Chandler) Bridge Bldg #3	01 Jan 1952	386	\$4,017,520	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0				
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221701	F4221701 - Albany New MS Bldg	01 Jun 1996	18,338	\$4,010,436	\$0	\$1,000	\$6,000	\$0	\$7,000	0.2%	\$0	\$1,000	\$7,000				
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202702	F4202702 - Glenwood MS Maintenance	11 Feb 2003	12,600	\$3,999,210	\$0	\$0	\$8,550	\$0	\$8,550	0.2%	\$0	\$0	\$8,550				
ODOT Region 05 - F42321 - Ontario MS New Grounds	F4232102	F4232102 - Ontario MS Bldg	31 Dec 1999	13,500	\$3,937,518	\$0	\$62,629	\$70,908	\$0	\$133,537	3.4%	\$0	\$62,629	\$133,537				
ODOT Region MOB - F62466 - East Salem Complex Grounds 4	F6246631	F6246631 - Bldg Q, Sign Shop/R2 A3 Construction	01 Jan 1958	18,589	\$3,905,360	\$0	\$3,200	\$371,898	\$0	\$375,098	9.6%	\$0	\$3,200	\$375,098				
ODOT Region 02 - F08306 - New Youngs Bay Bridge Grounds	F0830602	F0830602 - New Youngs Bay Bridge Bld																

ODOT Region 01 - F40325 - Sandy MS New Grounds	F4032501	F4032501 - Sandy MS Bldg	01 Jul 1984	7,570	\$2,508,904	\$0	\$20,800	\$300	\$0	\$21,100	0.8%	\$0	\$20,800	\$21,100
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330505	F4330505 - Warm Springs MS Bldg	01 Jan 1951	6,500	\$2,500,794	\$0	\$0	\$0	\$12,000	\$12,000	0.0%	\$0	\$0	\$12,000
ODOT Region 05 - F43104 - Elgin MS Grounds	F4310401	F4310401 - Elgin MS Bldg	01 Jan 1946	7,308	\$2,486,915	\$0	\$0	\$229,000	\$0	\$229,000	9.2%	\$0	\$0	\$229,000
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182314	F4182314 - Lake of the Woods MS Bldg	01 Jun 2005	7,420	\$2,482,418	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310901	F4310901 - District 13 Office/DMV	01 Jan 1972	5,676	\$2,461,628	\$0	\$160,108,000	\$92,000	\$0	\$160,200,000	6507.9%	\$0	\$160,108,000	\$160,200,000
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180801	F4180801 - Odell Lake MS Bldg	01 Jan 1971	7,080	\$2,458,204	\$0	\$0	\$75,700	\$78,568	\$154,268	3.1%	\$0	\$0	\$154,268
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202703	F4202703 - Glenwood MS Storage	11 Feb 2003	10,600	\$2,455,155	\$0	\$0	\$13,224	\$0	\$13,224	0.5%	\$0	\$0	\$13,224
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221702	F4221702 - Albany MS NW Pole Bldg (herbicide)	01 Jun 1996	10,617	\$2,455,155	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43306 - Maupin MS New Grounds	F4330603	F4330603 - Maupin MS Bldg	01 Jan 1983	5,600	\$2,435,655	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702001	F0702001 - Coquille River Bridge Bldg #1	20 Sep 1954	233	\$2,423,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F62413(a) - East Salem Complex Grounds 3 (Bldg V)	F6241310	F6241310 - Bldg V, Support Services Storeroom	01 Jan 1978	7,692	\$2,420,248	\$0	\$0	\$3,000	\$0	\$3,000	0.1%	\$0	\$0	\$3,000
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151601	F4151601 - Central Point MS Bldg	01 Jan 1961	8,480	\$2,415,662	\$55,194	\$20,160	\$83,592	\$0	\$156,946	6.6%	\$0	\$20,160	\$158,946
ODOT Region 05 - F43023 - Pendleton MS Grounds	F4302203	F4302203 - Pendleton Storage Bldg B	01 Jun 1998	9,256	\$2,415,662	\$0	\$0	\$18,000	\$0	\$18,000	0.7%	\$0	\$0	\$18,000
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262301	F4262301 - Sylvan MS Shop	12 May 1998	8,383	\$2,408,815	\$0	\$0	\$22,820	\$0	\$22,820	0.9%	\$0	\$0	\$22,820
ODOT Region MOB - F60952 - Bend Equipment Shop Grounds	F6095212	F6095212 - Bend Storage Bldg H	01 Jan 1951	10,369	\$2,375,353	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43504 - Mitchell MS New Grounds	F4350401	F4350401 - Mitchell New MS Bldg	01 Jan 1980	5,300	\$2,352,246	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24023 - Santiam Summit Stockpile Grounds	F2402302	F2402302 - Santiam Summit Sand Shed	01 Jan 1951	8,640	\$2,349,016	\$0	\$0	\$2,400	\$0	\$2,400	0.1%	\$0	\$0	\$2,400
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300204	F4300204 - Meacham MS Bldg	01 Jan 1951	7,412	\$2,341,903	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region MOB - F62467 - Salem Traffic Signal Grounds	F6246736	F6246736 - Salem Traffic Signal Bldg	01 Jan 1980	10,219	\$2,340,764	\$0	\$2,250	\$0	\$0	\$2,250	0.1%	\$0	\$2,250	\$2,250
ODOT Region CCD - F51507 - Ashland POE Grounds	F5150708	F5150708 - Ashland POE Inspection Bldg	16 Sep 1991	6,100	\$2,333,704	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24009 - Govt Camp Stockpile Grounds	F2400902	F2400902 - Govt Camp Sand Shed	01 Jan 1985	7,400	\$2,330,195	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51404 - Cascade Locks POE Inspection Grounds	F5140401	F5140401 - Cascade Locks POE Inspect Bldg	30 Nov 1990	6,800	\$2,305,896	\$0	\$14,074	\$70,715	\$0	\$84,789	3.7%	\$0	\$14,074	\$84,789
ODOT Region 01 - F24012 - Bennett Pass Stockpile Grounds	F2401203	F2401203 - Bennett Pass Sand Shed	01 Jan 1967	7,800	\$2,276,065	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280301	F4280301 - Moro MS Bldg	01 Apr 1993	5,150	\$2,263,767	\$0	\$0	\$3,500	\$0	\$3,500	0.2%	\$0	\$0	\$3,500
ODOT Region 03 - F24288 - Lemolo Stockpile Grounds	F2428801	F2428801 - Lemolo Sand Shed	01 Nov 1985	7,720	\$2,263,239	\$0	\$0	\$10,000	\$0	\$10,000	0.4%	\$0	\$0	\$10,000
ODOT Region 02 - F40415 - Lewis and Clark Bridge Grounds	F4041501	F4041501 - Lewis and Clark Bridge Bldg #1	29 Mar 1930	217	\$2,259,920	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40415 - Lewis and Clark Bridge Grounds	F4041502	F4041502 - Lewis and Clark Bridge Bldg #2	29 Mar 1930	217	\$2,259,920	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40703 - Prineville MS Grounds	F4070301	F4070301 - Prineville MS Bldg	30 Jun 1988	6,800	\$2,253,705	\$0	\$4,200	\$12,000	\$0	\$16,200	0.7%	\$0	\$4,200	\$16,200
ODOT Region 01 - F24298 - Parkdale Stockpile Grounds	F2429801	F2429801 - Parkdale Sand Shed	01 Jan 1959	7,680	\$2,241,048	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F53006 - Umatilla POE Grounds	F5300602	F5300602 - Umatilla POE Truck Inspection Bldg	17 Sep 1991	6,600	\$2,238,076	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F51807 - Klamath Falls POE Grounds	F5180702	F5180702 - Klamath Falls POE Truck Inspection	30 Jun 1987	5,820	\$2,226,583	\$0	\$0	\$51,814	\$0	\$51,814	2.3%	\$0	\$0	\$51,814
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302204	F4302204 - Pendleton Open Storage Bldg C	01 Jun 1998	10,944	\$2,223,537	\$0	\$0	\$5,000	\$0	\$5,000	0.2%	\$0	\$0	\$5,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220434	F4220434 - Santiam Jct MS House #34	01 Oct 2010	1,616	\$2,222,552	\$0	\$650	\$24,651	\$0	\$25,301	1.1%	\$0	\$650	\$25,301
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202701	F4202701 - Glenwood MS Office	11 Feb 2003	6,853	\$2,219,242	\$0	\$0	\$5,657	\$0	\$5,657	0.3%	\$0	\$0	\$5,657
ODOT Region CCD - F52306 - Farewell Bend POE Grounds	F5230603	F5230603 - Farewell Bend POE Truck Inspect	01 May 1990	5,800	\$2,218,932	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42112 - Ona Beach MS Grounds	F4211205	F4211205 - Ona Beach Open Storage Bldg C	01 Sep 2002	8,186	\$2,208,136	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F52409 - Woodburn POE Grounds	F5240903	F5240903 - Woodburn POE Truck Inspection Bldg	30 Jun 1987	6,500	\$2,204,166	\$0	\$15,000	\$17,593	\$0	\$32,593	1.5%	\$0	\$15,000	\$32,593
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260901	F4260901 - SW Portland MS Bldg	01 Jan 1961	6,629	\$2,202,781	\$0	\$229,190	\$16,000	\$0	\$245,190	11.1%	\$0	\$229,190	\$245,190
ODOT Region 04 - F41101 - Condon MS Grounds	F4110101	F4110101 - Condon MS Bldg	01 Jan 1941	5,000	\$2,196,376	\$0	\$0	\$85,000	\$0	\$85,000	3.9%	\$0	\$0	\$85,000
ODOT Region 02 - F42408 - Detroit MS Grounds	F4240801	F4240801 - Detroit MS Bldg	01 Jan 1958	5,610	\$2,180,432	\$0	\$0	\$8,046	\$0	\$8,046	0.4%	\$0	\$0	\$8,046
ODOT Region 05 - F43005 - Ukiah MS Grounds	F4300504	F4300504 - Ukiah Maintenance Bldg	01 Feb 2000	6,500	\$2,174,624	\$0	\$15,500	\$57,500	\$0	\$73,000	3.4%	\$0	\$15,500	\$73,000
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302202	F4302202 - Pendleton Enclosure Storage Bldg A	01 Jun 1998	8,400	\$2,114,528	\$0	\$0	\$17,600	\$1,000	\$21,600	1.0%	\$0	\$3,000	\$21,600
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180502	F4180502 - Klamath Falls MS District Office	01 Jan 1938	7,905	\$2,104,929	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220422	F4220422 - Santiam Jct MS MH Shelter #22	30 Jun 1987	3,025	\$2,103,636	\$0	\$0	\$51,600	\$0	\$51,600	2.5%	\$0	\$0	\$51,600
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220425	F4220425 - Santiam Jct MS MH Shelter #25	30 Jun 1987	3,025	\$2,103,636	\$								

ODOT Region 01 - F41406 - Parkdale MS New Grounds	F4140607	F4140607 - Parkdale MS 5-Bay Storage	01 Dec 2009	5,600	\$1,793,967	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72404 - Wireless Comm Info Systems Grounds	F7240401	F7240401 - Wireless Comm Info Systems, Bldg C	01 Jan 1949	4,857	\$1,791,080	\$0	\$14,247	\$15,701	\$0	\$29,947	1.7%	\$0	\$14,247	\$29,947
ODOT Region 05 - F40102 - Richland MS Grounds	F4010201	F4010201 - Richland MS Bldg	01 Jan 1952	4,039	\$1,788,791	\$0	\$2,604	\$156,084	\$0	\$158,688	8.9%	\$0	\$2,604	\$158,688
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262304	F4262304 - Sylvan Admin. Bldg	23 Nov 2005	4,615	\$1,784,071	\$0	\$40,810	\$22,902	\$0	\$63,712	3.6%	\$0	\$40,810	\$63,712
ODOT Region 03 - F91527 - Siskiyou SRA Grounds	F9152701	F9152701 - Siskiyou SRA Welcome Center	18 Apr 2019	3,743	\$1,773,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F41301 - Burns MS Grounds	F4130101	F4130101 - DMV Office/Burns MS Bldg	01 Jan 1930	4,000	\$1,771,994	\$0	\$11,650	\$9,696	\$0	\$21,346	1.2%	\$0	\$11,650	\$21,346
ODOT Region 03 - F41508 - Prospect MS Grounds	F4150812	F4150812 - Prospect MS Storage Bldg	30 Jun 2009	6,400	\$1,770,563	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211102	F4211102 - Rose Lodge Storage	01 Jan 1996	6,419	\$1,770,563	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 01 - F24001 - SW Portland Stockpile Grounds	F2400103	F2400103 - SW Portland MS Sand Shed	18 Jan 2000	7,000	\$1,765,109	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F01132F - Isthmus Slough Bridge Grounds	F01132F01	F01132F01 - Isthmus Slough Bridge Bldg #1	01 Jan 1931	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F01132F - Isthmus Slough Bridge Grounds	F01132F02	F01132F02 - Isthmus Slough Bridge Bldg #2	01 Jan 1931	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A01	F02049A01 - Siuslaw River Bridge Bldg #1	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A02	F02049A02 - Siuslaw River Bridge Bldg #2	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A03	F02049A03 - Siuslaw River Bridge Bldg #3	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F02049A - Siuslaw River Bridge Grounds	F02049A04	F02049A04 - Siuslaw River Bridge Bldg #4	31 Mar 1936	169	\$1,757,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 04 - F40916 - Bend MS Grounds	F4091611	F4091611 - Bend Enclosed Storage Bldg C	01 Feb 2000	6,400	\$1,754,056	\$0	\$0	\$300	\$0	\$300	0.0%	\$0	\$0	\$300
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190513	F4190513 - Alkali Lake New MS Bldg	30 Jun 1986	3,300	\$1,753,924	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 04 - F41913 - Adel MS Grounds	F4191307	F4191307 - Adel New Maint Station Bldg	01 Jan 1985	3,300	\$1,745,412	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F24072 - Spray Stockpile Grounds	F2407201	F2407201 - Spray New Sand Shed	30 Jun 1986	5,450	\$1,745,404	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region DMV - F82467 - DMV HQ Salem Grounds	F8246702	F8246702 - DMV HQ Office Annex Salem	10 Jun 1992	4,680	\$1,734,232	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F24250 - Mission Stockpile Grounds	F2425001	F2425001 - Mission Sand Shed	01 Jan 1972	7,020	\$1,730,070	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 04 - F41907 - Silver Lake MS Grounds	F4190701	F4190701 - Silver Lake MS Bldg	01 Jan 1949	3,300	\$1,729,179	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180501	F4180501 - Klamath Falls MS Storage	01 Jan 1930	6,240	\$1,726,298	\$0	\$0	\$128,800	\$0	\$128,800	7.5%	\$0	\$0	\$128,800
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302201	F4302201 - Pendleton MS District Office Bldg D	01 Jun 1998	5,069	\$1,723,237	\$0	\$0	\$25,900	\$0	\$25,900	1.5%	\$0	\$0	\$25,900
ODOT Region 05 - F24084 - Ontario Stockpile Grounds	F2408404	F2408404 - Ontario MS Sand Shed	31 Dec 1999	6,951	\$1,718,974	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 04 - F24059 - Lakeview Stockpile Grounds	F2405901	F2405901 - Lakeview Sand Shed	01 Jan 1970	5,400	\$1,718,103	\$0	\$0	\$15,000	\$0	\$15,000	0.9%	\$0	\$0	\$15,000
ODOT Region 01 - F42615 - Hayden Island Grounds	F4261501	F4261501 - Hayden Island POE Office	01 Jan 1966	5,000	\$1,715,688	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 01 - F24011 - Cascade Locks Stockpile Grounds	F2401102	F2401102 - Cascade Locks Sand Shed	16 Sep 1991	6,800	\$1,714,677	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 01 - F40306 - Milwaukie Reg 1 Grounds	F4030601	F4030601 - Milwaukie Reg 1 Office Stone Bldg	01 Jan 1938	17,655	\$1,699,620	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F41301 - Burns MS Grounds	F4130107	F4130107 - Burns New MS Bldg	01 Jan 1985	3,850	\$1,695,895	\$0	\$26,386	\$191,999	\$3,841	\$222,226	12.9%	\$0	\$26,386	\$222,226
ODOT Region 04 - F41105 - Arlington MS New Grounds	F4110504	F4110504 - Arlington MS Bldg	01 Jan 1970	4,300	\$1,693,189	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F43602 - Newberg MS Grounds	F4360201	F4360201 - Newberg MS Bldg	01 Jan 1952	4,303	\$1,683,327	\$0	\$0	\$94,940	\$0	\$94,940	5.6%	\$0	\$0	\$94,940
ODOT Region 04 - F24048 - Maupin Stockpile Grounds	F2404802	F2404802 - Maupin Stockpile Sand Shed	29 Aug 2012	5,250	\$1,676,494	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F24041 - Siskiyou Stockpile Grounds	F2404101	F2404101 - Siskiyou Sand Shed	01 Jan 1953	6,600	\$1,664,245	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262305	F4262305 - Sylvan MS Service Garage	30 Jun 2007	5,914	\$1,659,902	\$0	\$0	\$25,211	\$0	\$25,211	1.5%	\$0	\$0	\$25,211
ODOT Region 04 - F24053 - La Pine Stockpile Grounds	F2405301	F2405301 - La Pine MS Sand Shed	01 Jan 1953	6,000	\$1,644,427	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 02 - F24007 - Florence MS Grounds	F2400701	F2400701 - Florence MS Bldg	01 Jan 1947	3,569	\$1,637,324	\$0	\$0	\$21,900	\$0	\$21,900	1.3%	\$0	\$0	\$21,900
ODOT Region 03 - F24043 - Prospect Stockpile Grounds	F2404301	F2404301 - Prospect Sand Shed	01 Jan 1970	6,600	\$1,626,562	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F42204 - Santiam Jct MS Grounds	F4220413	F4220413 - Santiam Jct MS Equipment Shop	01 Jan 1970	3,500	\$1,625,551	\$0	\$0	\$21,868	\$0	\$21,868	1.3%	\$0	\$0	\$21,868
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080401	F4080401 - Port Orford MS Bldg	01 Jan 1952	3,660	\$1,615,284	\$0	\$0	\$4,891	\$0	\$4,891	0.3%	\$0	\$0	\$4,891
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702002	F0702002 - Coquille River Bridge Bldg #2	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702003	F0702003 - Coquille River Bridge Bldg #3	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702004	F0702004 - Coquille River Bridge Bldg #4	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 03 - F07020 - Coquille River Bridge Grounds	F0702005	F0702005 - Coquille River Bridge Bldg #5	20 Sep 1954	155	\$1,612,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F24071 - Seneca Stockpile Grounds	F2407101	F2407101 - Seneca Sand Shed	01 Jan 1958	5,000	\$1,602,588	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F24076 - Richland Stockpile Grounds	F2407601	F2407601 - Richland Sand Shed	01 Nov 1951	5,000	\$1,598,896	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	\$0
ODOT Region 05 - F24295 - Poverty Flats Stockpile Grounds	F2429501	F2429501 - Poverty Flats Sand Shed	01 Jan 1955	5,820	\$									

ODOT Region 03 - F41009 - Lemolo MS Grounds	F4100902	F4100902 - Lemolo MS Enclosed Storage - 2	01 Jan 2000	3,500	\$1,420,947	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24203 - Humbug Stockpile Grounds	F2420301	F2420301 - Humbug Sand Shed	30 Jun 2003	4,000	\$1,416,854	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F40613 - Davis Slough MS Grounds	F4061303	F4061303 - Davis Slough MS Storage Open	01 Jan 1981	3,500	\$1,416,251	\$0	\$12,256	\$3,862	\$0	\$16,118	1.1%	\$0	\$12,256
ODOT Region 05 - F42317 - Vale MS Grounds	F4231705	F4231705 - Vale MS Bldg	30 Jun 1987	4,013	\$1,402,762	\$0	\$16,665	\$15,900	\$5,000	\$37,565	2.3%	\$0	\$16,665
ODOT Region 01 - F24010 - Sandy Stockpile Grounds	F2401001	F2401001 - Sandy Sand Shed	01 Jan 1958	4,960	\$1,390,860	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F41205 - Seneca MS Grounds	F4120501	F4120501 - Seneca MS Bldg	01 Jan 1941	2,625	\$1,389,160	\$0	\$78,407,000	\$77,566	\$0	\$78,484,566	5649.8%	\$0	\$78,407,000
ODOT Region 01 - F40310 - Estacada MS Grounds	F4031001	F4031001 - Estacada MS Bldg	01 Jan 1950	3,700	\$1,383,510	\$132,000	\$30,000	\$0	\$0	\$162,000	11.7%	\$0	\$30,000
ODOT Region 04 - F41802 - Chemult MS Grounds	F4180208	F4180208 - Chemult Truck Storage	24 Jan 2003	4,800	\$1,382,934	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40916 - Bend MS Grounds	F4091609	F4091609 - Bend Maintenance Office Bldg B	01 Feb 2000	3,708	\$1,380,831	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42112 - Ona Beach MS Grounds	F4211207	F4211207 - Ona Beach MS 4-Bay Storage	04 May 2011	3,220	\$1,379,023	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43204 - Enterprise MS Grounds	F4320402	F4320402 - Enterprise MS Closed Storage	01 Jul 1995	3,360	\$1,369,036	\$0	\$3,300	\$0	\$0	\$3,300	0.2%	\$0	\$3,300
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040509	F4040509 - Warrenton MS Storage Bldg	01 Mar 2012	4,000	\$1,368,307	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24077 - Durkee Stockpile Grounds	F2407702	F2407702 - Durkee Stockpile Sand Shed	08 Nov 2012	4,800	\$1,359,372	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240404	F4240404 - Bldg R, Salem Maint, Dist 3	01 Jan 1952	4,218	\$1,358,810	\$0	\$0	\$16,464	\$0	\$16,464	1.2%	\$0	\$0
ODOT Region 05 - F24079 - Elgin Stockpile Grounds	F2407901	F2407901 - Elgin Sand Shed	01 Jan 1958	4,880	\$1,358,173	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24294 - Spring Creek Stockpile Grounds	F2429401	F2429401 - Spring Creek Sand Shed	01 Jan 1956	4,920	\$1,348,431	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24304 - Jackson School Stockpile Grounds	F2430401	F2430401 - Jackson School Rd Sand/Scoop Shed	01 May 2009	4,800	\$1,345,993	\$0	\$2,800	\$0	\$0	\$2,800	0.2%	\$0	\$2,800
ODOT Region 02 - F4303 - Manning MS Grounds	F4303010	F4303010 - Manning MS Enclosed Storage Shop	01 Jan 1985	4,800	\$1,345,993	\$0	\$0	\$17,303	\$0	\$17,303	1.3%	\$0	\$0
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030503	F4030503 - Milwaukie MS Sign/Strp Bldg	01 Jan 1950	4,850	\$1,329,246	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24083 - Vale Stockpile Grounds	F2408301	F2408301 - Vale Sand Shed	20 Nov 1991	4,800	\$1,315,542	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102507	F4102507 - Shady MS Closed Storage	30 Jun 1988	3,240	\$1,312,392	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41907 - Silver Lake MS Grounds	F4190705	F4190705 - Silver Lake MS Open Storage	30 Mar 2003	3,200	\$1,295,324	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40404 - Seaside MS Grounds	F4040405	F4040405 - Seaside Storage Bldg	31 Dec 2005	3,000	\$1,293,895	\$0	\$0	\$2,000	\$0	\$2,000	0.2%	\$0	\$2,000
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041202	F4041202 - Humbug Enclosed 5 Bay Storage	01 Mar 1998	2,880	\$1,289,014	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region MOB - F62405 - Salem Open Parking Grounds	F6240519	F6240519 - Bldg H, Salem Open Parking	01 Jan 1938	4,507	\$1,285,886	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region MOB - F62405 - Salem Open Parking Grounds	F6240520	F6240520 - Bldg G, Salem Open Parking	01 Jan 1930	4,608	\$1,285,886	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24070 - Umatilla Stockpile Grounds	F2407001	F2407001 - Umatilla Sand Shed	30 Jun 1985	4,640	\$1,271,690	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24057 - Chemult Stockpile Grounds	F2405701	F2405701 - Chemult Sand Shed	01 Jan 1955	3,500	\$1,262,243	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F40609 - Coos Bay Office Grounds	F4060908	F4060908 - Coos Bay Bridge Cold Storage	01 Jun 1998	3,928	\$1,255,439	\$0	\$4,200	\$81,371	\$0	\$85,571	6.8%	\$0	\$4,200
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331209	F4331209 - Th Dalles MS Bridge Bldg	01 Jan 1979	3,050	\$1,251,925	\$0	\$6,500	\$13,100	\$0	\$19,600	1.6%	\$0	\$6,500
ODOT Region CCD - F53006 - Umatilla POE Grounds	F5300601	F5300601 - Umatilla POE Operations Bldg	17 Sep 1991	3,250	\$1,250,432	\$0	\$0	\$321,371	\$0	\$321,371	25.7%	\$0	\$0
ODOT Region 02 - F42214 - Albany DMV/OSP Permits Grounds	F4221401	F4221401 - Albany OSP Bldg	01 Jan 1962	5,914	\$1,248,000	\$0	\$0	\$22,750	\$0	\$22,750	1.8%	\$0	\$0
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180807	F4180807 - Odell Lake MS Dormitory #07	01 Jan 1953	2,000	\$1,246,378	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F62412(a) - East Salem Complex Grounds 2 (Bldgs E, J, X)	F6241223	F6241223 - Bldg E, R2 Maint. Ops/Bridge Inspections	01 Jan 1951	3,312	\$1,243,320	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42026 - Alsea Stockpile Grounds	F2420261	F2420261 - Alsea Yard Sand Shed	01 Nov 1991	3,320	\$1,240,500	\$0	\$0	\$5,280	\$0	\$5,280	0.4%	\$0	\$0
ODOT Region 05 - F24252 - Nye Junction Stockpile Grounds	F2425201	F2425201 - Nye Junction Sand Shed	01 Jan 1986	4,480	\$1,227,839	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F43601 - McMinnville MS Grounds	F4360107	F4360107 - McMinnville MS Pole Bldg	01 Jun 2000	3,500	\$1,224,522	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290302	F4290302 - DMV Tillamook/Tillamook MS	01 Jan 1942	2,574	\$1,222,808	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280302	F4280302 - Moro MS Nw Pole Storage	30 Jun 1989	3,000	\$1,221,293	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330515	F4330515 - Warm Springs MS House #15	21 Jan 2003	1,765	\$1,218,820	\$0	\$250	\$0	\$0	\$250	0.0%	\$0	\$250
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230509	F4230509 - Jordan Valley MS Storage Bldg	09 Feb 2012	3,000	\$1,217,143	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290312	F4290312 - Tillamook Pole Bldg	01 Jan 1998	3,000	\$1,216,270	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42603 - Troutdale MS Grounds	F4260301	F4260301 - Troutdale MS Bldg	01 Jan 1947	2,673	\$1,209,543	\$0	\$100,000	\$0	\$0	\$100,000	8.3%	\$0	\$100,000
ODOT Region 04 - F24054 - Ochoco Stockpile Grounds	F2405401	F2405401 - Ochoco Sand Shed	01 Jan 1957	3,780	\$1,199,173	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290304	F4290304 - Tillamook MS Bldg	01 Jan 1952	1,880	\$1,192,379	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24020 - Corvallis Stockpile Grounds	F2402001	F2402001 - Corvallis Sand Shed	01 Nov 1991	3,320	\$1,190,507	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24229 - Wakefield Road Stockpile Grounds	F2422901	F2422901 - Wakefield Road Sand Shed	01 Jul 2001	2,800	\$1,189,785	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331213	F4331213 - The Dalles MS Pole Bldg	31 Oct 1992	3,650	\$1,185,681	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330514	F4330514 - Warm Springs MS Pole Bldg	30 Jun 1991	3,700	\$1,1								

ODOT Region 04 - F41913 - Adel MS Grounds	F4191315	F4191315 - Adel MS Residence House #15	26 Jan 2015	1,536	\$1,078,064	\$0	\$7,000	\$11,400	\$0	\$18,400	1.7%	\$0	\$7,000	\$18,400
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240403	F4240403 - Bldg T, Electrical Crew, Dist 3	01 Jan 1954	3,495	\$1,074,912	\$0	\$0	\$141,097	\$0	\$141,097	13.1%	\$0	\$0	\$141,097
ODOT Region 05 - F41201 - Austin MS Grounds	F4120125	F4120125 - Austin MS Residence House #25	01 Jul 2010	1,536	\$1,068,432	\$0	\$5,000	\$0	\$0	\$5,000	0.5%	\$0	\$5,000	\$5,000
ODOT Region 05 - F41201 - Austin MS Grounds	F4120126	F4120126 - Austin Jct Residence House #26	13 Dec 2011	1,536	\$1,068,432	\$0	\$6,650	\$6,000	\$0	\$12,650	1.2%	\$0	\$6,650	\$12,650
ODOT Region 03 - F24034 - Boswell Springs Stockpile Grounds	F2403401	F2403401 - Boswell Springs Sand Shed	01 Jul 1993	3,000	\$1,062,953	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24302 - Wilson River Stockpile Grounds	F2430201	F2430201 - Wilson River Sand Shed	01 Jan 1966	3,000	\$1,062,953	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24301 - Sunset Summit Stockpile Grounds	F2430101	F2430101 - Sunset Summit Sand Shed	01 Jan 1951	2,990	\$1,059,410	\$0	\$75,000	\$0	\$0	\$75,000	7.1%	\$0	\$75,000	\$75,000
ODOT Region 05 - F24308 - Basque MS Grounds	F4230822	F4230822 - Basque MS Residence House #22	01 Jul 2010	1,500	\$1,056,370	\$0	\$0	\$150	\$0	\$150	0.0%	\$0	\$0	\$150
ODOT Region 01 - F24210 - Holman Stockpile Grounds	F2421001	F2421001 - Holman Salt Shed	02 Mar 2021	7,000	\$1,052,696	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24056 - Bend Stockpile Grounds	F2405601	F2405601 - Bend Sand Shed	01 Jan 1956	3,787	\$1,052,433	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240402	F4240402 - Bldg U, Dist 3 Landscape & Sign	01 Jan 1954	5,376	\$1,048,694	\$0	\$1,024	\$57,619	\$0	\$58,643	5.6%	\$0	\$1,024	\$58,643
ODOT Region 03 - F41702 - Cave Junction MS Grounds	F4170201	F4170201 - Cave Junction MS Bldg	01 Jan 1947	1,862	\$1,048,527	\$0	\$0	\$6,900	\$0	\$6,900	0.7%	\$0	\$0	\$6,900
ODOT Region 03 - F40613 - Davis Slough MS Grounds	F4061308	F4061308 - Davis Slough Office	30 Jul 2011	2,200	\$1,043,145	\$0	\$0	\$15,642	\$0	\$15,642	1.5%	\$0	\$0	\$15,642
ODOT Region 04 - F24064 - Klamath Falls Stockpile Grounds	F2406401	F2406401 - Klamath Falls Sand Shed	01 Jan 1956	3,800	\$1,041,471	\$0	\$0	\$10,500	\$0	\$10,500	1.0%	\$0	\$0	\$10,500
ODOT Region 03 - F41030 - Region 3 HQ Grounds	F4103004	F4103004 - Region 3 Materials Testing Lab	10 May 2023	1,980	\$1,040,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42619 - Barlow School Grounds	F4261902	F4261902 - Barlow School Storage	01 Jan 1980	3,750	\$1,037,440	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region MOB - F62413 - East Salem Complex Grounds 3	F6241318	F6241318 - Bldg F, Salem Storeroom Dock Storage	01 Jan 1930	3,390	\$1,037,119	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120103	F4120103 - Austin MS Residence House #03	01 Jan 1931	1,470	\$1,022,523	\$0	\$0	\$200,000	\$0	\$200,000	0.0%	\$0	\$0	\$200,000
ODOT Region 02 - F40404 - Seaside MS Grounds	F4040401	F4040401 - Seaside MS Bldg	01 Jan 1952	1,510	\$1,018,860	\$0	\$0	\$51,000	\$0	\$51,000	5.0%	\$0	\$0	\$51,000
ODOT Region 03 - F41030 - Region 3 HQ Grounds	F4103002	F4103002 - Region 3 Geology Bldg	01 May 1993	2,800	\$1,016,696	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050708	F4050708 - Clatskanie MS Pole Bldg	23 May 2013	3,600	\$1,015,972	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42317 - Vale MS Grounds	F4231704	F4231704 - Vale MS Storage #04	30 Jun 1987	2,724	\$1,013,738	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031303	F4031303 - Govt Camp MS House #03	01 Jan 1951	1,350	\$1,002,892	\$0	\$200	\$50,000	\$0	\$50,200	5.0%	\$0	\$200	\$50,200
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031304	F4031304 - Govt Camp MS House #04	01 Jan 1951	1,350	\$1,002,892	\$0	\$0	\$10,000	\$0	\$10,000	1.0%	\$0	\$0	\$10,000
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031305	F4031305 - Govt Camp MS House #05	01 Jan 1951	1,350	\$1,002,892	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40313 - Govt Camp MS Grounds	F4031306	F4031306 - Govt Camp MS House #06	01 Jan 1951	1,350	\$1,002,892	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
Subtotal Over \$1M CRV				2,773,923	\$1,002,228,614	\$949,310	\$256,778,374	\$184,689,894	\$1,341,270	\$443,758,849	44.1%	\$0	\$256,778,374	\$443,758,849
				3,381,369	\$1,205,781,252	\$1,072,310	\$257,777,002	\$187,054,098	\$1,439,270	\$447,244,681	37.0%			\$447,244,681

Maintenance Priority 1-4 for Owned Assets Under \$1M CRV (Optional) - This is not required for the budget submission or CPAB Report. Agencies may choose to complete.

Campus	Building ID	Building Name	Construction Year <sup>a</sup>	iPlan Data (Incl Soft Costs)								Agency Input			
				D	E	F	G	H	I	J	K	L	M	N	O
A	B	C	D	12 May 1998	3498.67	\$995,941	\$0	\$0	\$40,782	\$0	\$40,782	4.1%	\$0	\$0	\$40,782
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262303	F4262303 - Sylvan MS Garage	30 Jun 2007	3498.22	\$995,941	\$0	\$0	\$16,807	\$0	\$16,807	1.7%	\$0	\$0	\$16,807	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262306	F4262306 - Sylvan MS Truck Storage	30 Jun 2007	3498.22	\$995,941	\$0	\$0	\$2,404	\$0	\$2,404	0.2%	\$0	\$0	\$2,404	
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262307	F4262307 - Sylvan MS Truck Storage - 2	30 Apr 2009	3498.22	\$995,941	\$0	\$0	\$4,807	\$0	\$4,807	0.5%	\$0	\$0	\$4,807	
ODOT Region 02 - F24024 - Iron Mountain Stockpile Grounds	F2402401	F2402401 - Iron Mountain Sand Shed	01 Nov 1991	2280	\$995,667	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181401	F4181401 - Chiloquin MS Bldg	01 Jan 1949	3580	\$990,409	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190517	F4190517 - Alkali Lake MS MH #17	01 Jan 1987	1400	\$987,416	\$600	\$0	\$6,500	\$0	\$7,100	0.7%	\$0	\$0	\$7,100	
ODOT Region 04 - F41815 - Bly MS Grounds	F4181501	F4181501 - Bly MS Bldg	01 Jan 1951	2112	\$984,089	\$0	\$10,000	\$0	\$0	\$10,000	1.0%	\$0	\$0	\$10,000	
ODOT Region 03 - F41009 - Lemolo MS Grounds	F4100901	F4100901 - Lemolo MS Enclosed Storage	01 Nov 1985	2400	\$974,364	\$0	\$0	\$6,000	\$0	\$6,000	0.6%	\$0	\$0	\$6,000	
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040505	F4040505 - Warrenton MS Open Storage	30 Jun 1988	1800	\$973,721	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F41301 - Burns MS Grounds	F4130104	F4130104 - Burns MS Maint Bldg	01 Jan 1958	2380	\$970,947	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region MOB - F62412 - East Salem Complex Grounds 2	F6241224	F6241224 - Bldg O, Salem Equip Paint	01 Jan 1952	3763.56	\$967,978	\$0	\$0	\$4,000	\$0	\$4,000	0.4%	\$0	\$0	\$4,000	
ODOT Region 01 - F24011 - Cascade Locks Stockpile Grounds	F2401104	F2401104 - Cascade Locks Salt Shed	30 Jun 2019	8000	\$965,831	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	

ODOT Region CCD - F51507 - Ashland POE Grounds	F5150707	F5150707 - Ashland POE Safety Office Bldg	01 Jan 1977	2138	\$887,673	\$0	\$0	\$9,621	\$0	\$9,621	1.1%	\$0	\$0	\$9,621
ODOT Region 05 - F42308 - Basque MS Grounds	F4230817	F4230817 - Basque MS Equipment Storage	30 Sep 1997	1728	\$886,627	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42404 - East Salem Complex Grounds 1	F4240433	F4240433 - Bldg Y, District 3 Modular Office	01 Dec 2006	2160	\$878,623	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130208	F9130208 - Sagehen SRA Restroom Bldg	25 Apr 2013	1936	\$877,558	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120106	F4120106 - Austin MS Residence House #06	01 Jan 1956	1257	\$874,361	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24076 - Richland Stockpile Grounds	F2407604	F2407604 - Richland Stockpile Scoop Shed	19 Dec 2012	1728	\$873,850	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41508 - Prospect MS Grounds	F4150801	F4150801 - Prospect MS Maint Bldg	01 Jan 1950	2496	\$872,514	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220419	F4220419 - Santiam Jct MS Residence MH #19	30 Jun 1987	1248	\$867,880	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220420	F4220420 - Santiam Jct MS Residence MH #20	30 Jun 1987	1248	\$867,880	\$3,000	\$0	\$0	\$0	\$0	0.3%	\$0	\$0	\$3,000
ODOT Region 01 - F42603 - Troutdale MS Grounds	F4260306	F4260306 - Troutdale MS 8-Bay Storage Bldg	30 Jun 2015	7768	\$867,631	\$0	\$500	\$0	\$0	\$0	0.1%	\$0	\$0	\$500
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030502	F4030502 - Milwaukie MS Mechanical Shed	01 Jan 1937	2500	\$865,748	\$0	\$0	\$0	\$0	\$0	3.5%	\$0	\$0	\$30,000
ODOT Region 02 - F40404 - Seaside MS Grounds	F4040404	F4040404 - Seaside MS Enclosed Storage - 2	25 Jun 1997	2000	\$862,597	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24092 - Buell Stockpile Grounds	F2409201	F2409201 - Buell Stockpile Sand Shed	30 Jun 1993	2400	\$861,794	\$0	\$0	\$0	\$21,000	\$0	\$21,000	\$0	\$0	\$21,000
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090501	F4090501 - Brothers Miscellaneous Storage	01 Jan 1939	2464	\$853,282	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F43602 - Newberg MS Grounds	F4360204	F4360204 - Newberg MS Wash Station	30 Jun 1993	1440	\$845,307	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24281 - Echo Stockpile Grounds	F2428101	F2428101 - Echo Stockpile Salt Shed	04 Feb 2018	9000	\$843,440	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090526	F4090526 - Brothers MS Residence MH #26	01 Jan 2008	1404	\$835,197	\$0	\$5,000	\$2,300	\$0	\$7,300	0.9%	\$0	\$0	\$7,300
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090527	F4090527 - Brothers MS Residence MH #27	01 Jan 2008	1404	\$835,197	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40916 - Bend MS Grounds	F4091608	F4091608 - Bend MS Sign Post Shed Bldg F	30 Jun 1992	1946,08	\$832,147	\$0	\$0	\$7,500	\$0	\$7,500	0.9%	\$0	\$0	\$7,500
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170708	F4170708 - Grants Pass MS Vehicle Wash	01 Jul 1996	1520	\$831,248	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24253 - Reith Stockpile Grounds	F2425301	F2425301 - Reith Stockpile Pole Bldg	30 Jun 1993	2400	\$831,118	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24021 - Farewell Bend POE Grounds	F5230601	F5230601 - Farewell Bend POE	01 Jan 1979	2000	\$830,378	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24021 - I-5 Hwy 228 Stockpile Grounds	F2402101	F2402101 - I-5 Hwy 228 Sand Shed	01 Nov 1991	2340	\$829,104	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080407	F4080407 - Port Orford Pole Bldg	11 Apr 1996	2028	\$828,927	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230820	F4230820 - Basque MS Residence MH #20	30 Jun 2001	1173	\$826,081	\$0	\$11,500	\$10,000	\$0	\$21,500	2.6%	\$0	\$0	\$21,500
ODOT Region 02 - F43601 - McMinnville MS Grounds	F4360105	F4360105 - McMinnville MS Truck Wash	01 Sep 1995	1500	\$822,580	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41027 - Boswell Springs MS Grounds	F4102705	F4102705 - Boswell Springs Haz Mat Storage	02 Apr 2001	2352	\$822,176	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120104	F4120104 - Austin MS Residence House #04	01 Jan 1936	1180	\$820,800	\$0	\$250,000	\$0	\$0	\$250,000	30.5%	\$0	\$0	\$250,000
ODOT Region 01 - F42623 - Sylvan MS Grounds	F4262302	F4262302 - Sylvan Fuel/Wash Station	12 May 1998	489.72	\$820,310	\$0	\$0	\$4,000	\$0	\$4,000	0.5%	\$0	\$0	\$4,000
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260910	F4260910 - SW Portland MS Landscape Office	17 Apr 1997	1933,99	\$819,229	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F62412(a) - East Salem Complex Grounds 2 (Bldgs E, J, X)	F6241216	F6241216 - Bldg J, Salem Equip Shop Museum	30 Jun 1930	2322,31	\$817,729	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41912 - Lakeview New MS Grounds	F4191205	F4191205 - Lakeview Open Storage	30 Jun 1999	1600	\$814,095	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41519 - Ashland MS Grounds	F4151903	F4151903 - Ashland MS Enclosed Storage	01 Jan 1983	1860	\$813,744	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43104 - Elgin MS Grounds	F4310404	F4310404 - Elgin MS Closed Storage Bldg	06 Dec 2006	1800	\$813,028	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020611	F4020611 - Corvallis MS Modular Office	01 Sep 2002	2000	\$811,574	\$18,000	\$11,000	\$0	\$0	\$29,000	3.6%	\$0	\$0	\$29,000
ODOT Region 05 - F41201 - Austin MS Grounds	F4120120	F4120120 - Austin MS Equip Shed	01 Nov 1992	1600	\$810,867	\$0	\$55,200	\$0	\$0	\$55,200	6.8%	\$0	\$0	\$55,200
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102503	F4102503 - Shady MS Maint Bldg	01 Jan 1985	2000	\$810,118	\$0	\$750	\$18,400	\$0	\$19,150	2.4%	\$0	\$0	\$19,150
ODOT Region 01 - F24303 - Fanno Creek Stockpile Grounds	F2430304	F2430304 - Fanno Creek Salt Shed	21 Jun 2021	7140	\$806,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220437	F4220437 - Santiam Jct MS Generator Bldg	30 Jun 2023	943	\$806,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43005 - Ukih MS Grounds	F4300508	F4300508 - Ukih MS Residence MH #8	01 Sep 1999	1326	\$796,244	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42410 - Salem Passenger Rail Station Grounds	F4241002	F4241002 - Salem Passenger Baggage Depot	08 Jun 1999	1500	\$794,570	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24263 - Deer Island Stockpile Grounds	F2426301	F2426301 - Deer Island Stockpile Storage Bldg	01 Jul 2001	1820	\$788,806	\$0	\$3,000	\$3,000	\$0	\$6,000	0.8%	\$0	\$0	\$6,000
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151606	F4151606 - Central Point MS Storage - 3	01 Jan 1983	1800	\$787,494	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260908	F4260908 - SW Portland MS Storage Bldg	10 May 1990	1812,52	\$787,494	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F43602 - Newberg MS Grounds	F4360205	F4360205 - Newberg MS Utility Shed	01 Jul 1993	2244.9	\$786,585	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42317 - Vale MS Grounds	F4231707	F4231707 - Vale MS Bridge Creek Storage	03 Feb 2011	2295	\$786,521	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42403 - Woodburn MS Grounds	F4240304	F4240304 - Woodburn MS Storage	30 Jun 1993	2244.9	\$786,521	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041204	F4041204 - Humbug MS Enclosed 3 Bay Storage	01 Jan 2001	1404	\$786,471	\$0	\$0	\$0	\$0					

ODOT Region 02 - F42007 - Florence MS Grounds	F4200709	F4200709 - Florence MS West Open Storage	01 Jan 1983	1151.94	\$689,363	\$0	\$26,000	\$26,000	\$0	\$52,000	7.5%	\$0	\$0	\$52,000
ODOT Region 01 - F42603 - Troutdale MS Grounds	F4260303	F4260303 - Troutdale MS Storage	01 Jan 1958	1350	\$689,055	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41913 - Adel MS Grounds	F4191308	F4191308 - Adel MS Pole Bldg	01 Jun 1995	1150	\$686,073	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180802	F4180802 - Odell Lake MS Residence House #02	01 Jan 1940	1100	\$685,508	\$0	\$0	\$500	\$0	\$500	0.1%	\$0	\$0	\$500
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180803	F4180803 - Odell Lake MS Residence House #03	01 Jan 1940	1100	\$685,508	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41101 - Condon MS Grounds	F4110102	F4110102 - Condon MS Storage Open	01 Jan 1958	1152	\$684,308	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300201	F4300201 - Meacham MS Residence House #01	01 Jan 1930	1161.13	\$660,534	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41105 - Arlington MS New Grounds	F4110506	F4110506 - Arlington MS Open Storage	01 Oct 2000	1440	\$657,222	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302209	F4302209 - Pendleton MS Sign Crew Storage	30 Jun 2013	1500	\$656,245	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180808	F4180808 - Odell Lake MS Storage	01 Jan 1956	1440	\$653,822	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40327 - Lawfield MS Grounds	F4032701	F4032701 - Lawfield MS Electrical Office Bldg	30 Jun 1985	1600	\$649,260	\$0	\$40,000	\$30,000	\$0	\$70,000	10.8%	\$0	\$0	\$70,000
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020608	F4020608 - Corvallis MS Wash Bldg	30 Jun 1991	971.31	\$648,580	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42003 - McKenzie Bridge MS Grounds	F4200311	F4200311 - McKenzie Bridge Deicer Bldg	28 Jan 2013	1232	\$647,521	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090531	F4090531 - Brothers MS Residence House #31	30 Jun 2019	1536	\$644,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090532	F4090532 - Brothers MS Residence House #32	01 Feb 2023	1536	\$644,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230802	F4230802 - Basque MS Residence House #02	01 Jan 1940	915	\$644,385	\$0	\$2,950	\$250	\$0	\$3,200	0.5%	\$0	\$0	\$3,200
ODOT Region 05 - F42308 - Basque MS Grounds	F4230803	F4230803 - Basque MS Residence House #03	01 Jan 1940	915	\$644,385	\$0	\$10,000	\$0	\$0	\$10,000	1.6%	\$0	\$0	\$10,000
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020609	F4020609 - Corvallis MS Pole Bldg	30 Jun 1991	1313.06	\$643,171	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F24032 - Wolf Creek Stockpile Grounds	F2403203	F2403203 - Wolf Creek De-Icer Storage	14 Feb 2015	1232	\$637,372	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331205	F4331205 - The Dalles MS Chemical Storage	01 Jan 1966	1056	\$632,894	\$0	\$50,000	\$0	\$0	\$50,000	7.9%	\$0	\$0	\$50,000
ODOT Region 05 - F42321 - Ontario MS New Grounds	F4232106	F4232106 - Ontario MS Deicer Bldg	13 Feb 2013	1232	\$628,827	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42701 - Grand Ronde MS Grounds	F4270103	F4270103 - Grand Ronde MS Deicer Bldg	25 Apr 2013	1232	\$628,827	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40310 - Estacada MS Grounds	F4031005	F4031005 - Estacada MS Deicer Bldg	16 Oct 2012	1440	\$624,110	\$0	\$10,000	\$400	\$0	\$10,400	1.7%	\$0	\$0	\$10,400
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230616	F4230616 - Juntura MS House #16	16 Sep 2020	1492	\$624,000	\$0	\$0	\$0	\$0	\$50,000	\$0	0.0%	\$0	\$0
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230617	F4230617 - Juntura MS House #17	16 Sep 2020	1492	\$624,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230618	F4230618 - Juntura MS House #18	01 Jan 1950	1428	\$624,000	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230825	F4230825 - Basque MS Residence House #25	20 Nov 2020	1492	\$624,000	\$0	\$8,000	\$0	\$0	\$8,000	1.3%	\$0	\$0	\$8,000
ODOT Region 05 - F42308 - Basque MS Grounds	F4230826	F4230826 - Basque MS Residence House #26	20 Nov 2020	1492	\$624,000	\$0	\$8,000	\$0	\$0	\$10,000	\$8,000	1.3%	\$0	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180519	F4180519 - Klamath Falls MS Wash Rack	01 Jan 1994	900	\$613,782	\$0	\$0	\$3,500	\$0	\$3,500	0.6%	\$0	\$0	\$3,500
ODOT Region 03 - F91527 - Siskiyou SRA Grounds	F9152702	F9152702 - Siskiyou SRA Restroom Bldg	18 Apr 2019	1750	\$613,257	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261807	F4261807 - E Portland Maint Fuel Station	19 Oct 1998	1400	\$612,496	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261604	F4261604 - N Portland MS Vehicle Wash Bldg	01 Jul 2005	1200	\$612,493	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040507	F4040507 - Warrenton MS Bear Storage	01 Nov 2000	960	\$605,879	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41006 - Canyonville MS Grounds	F4100603	F4100603 - Canyonville MS Enclosed Storage	01 Jan 1983	1152	\$605,582	\$0	\$0	\$29,570	\$0	\$29,570	4.9%	\$0	\$0	\$29,570
ODOT Region 02 - F42003 - McKenzie Bridge MS Grounds	F4200305	F4200305 - McKenzie Bridge Open Storage	01 Jan 1985	1152	\$605,473	\$0	\$26,000	\$0	\$0	\$26,000	4.3%	\$0	\$0	\$26,000
ODOT Region 02 - F4203 - Sweet Home MS Grounds	F4203005	F4203005 - Sweet Home MS Storage	01 Jan 1957	1180.17	\$600,243	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261806	F4261806 - E Portland MS Deicer Bldg	19 Feb 1998	1370	\$599,371	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F43403 - Manning MS Grounds	F4340308	F4340308 - Manning MS Storage Bldg	01 Jan 1957	1152	\$595,984	\$0	\$0	\$17,032	\$0	\$17,032	2.9%	\$0	\$0	\$17,032
ODOT Region 03 - F41009 - Lemolo MS Grounds	F4100903	F4100903 - Lemolo MS Fuel Station	30 Jun 2005	1000	\$592,790	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24261 - Ladd Canyon Stockpile Grounds	F2426103	F2426103 - Ladd Canyon Salt Shed	07 May 2019	6000	\$591,288	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170707	F4170707 - Grants Pass MS Pole Bldg #07	01 Jul 1996	1152	\$587,994	\$0	\$0	\$1,000	\$0	\$1,000	0.2%	\$0	\$0	\$1,000
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181402	F4181402 - Chiloquin MS Open Storage	01 Jan 1957	1152	\$587,994	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182307	F4182307 - Lake Of The Woods Trailer Shelter #07	01 Jan 1965	960	\$576,466	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182308	F4182308 - Lake Of The Woods Trailer Shelter #08	01 Jan 1966	960	\$576,466	\$0	\$0	\$12,000	\$0	\$12,000	2.1%	\$0	\$0	\$12,000
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182309	F4182309 - Lake Of The Woods Trailer Shelter #09	01 Jan 1966	960	\$576,466	\$0	\$0	\$8,000	\$0	\$8,000	1.4%	\$0	\$0	\$8,000
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300213	F4300213 - Meacham MS Garage #13	01 Jun 1991	420	\$571,662	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090503	F4090503 - Brothers MS Residence House #03	01 Jan 1939	945	\$562,152	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40411 - Astoria Office Grounds	F4041103	F4041103 - Drawbridge Headquarters	30 Jun 2001	2700</td										

ODOT Region 02 - F24269 - Albany Stockpile Grounds	F2426901	F2426901 - Albany Sand Shed	02 Apr 2018	4000	\$307,154	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F52402 - SB Hubbard Scale House Grounds	F5240202	F5240202 - Hubbard SB Scale House	15 Mar 2022	335	\$289,120	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F91906 - Summer Lake RA Grounds	F9190603	F9190603 - Summer Lake RA Restroom	30 Jun 1986	100	\$286,153	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F91906 - Summer Lake RA Grounds	F9190604	F9190604 - Summer Lake RA Restroom - 2	30 Jun 1986	100	\$286,153	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51805 - SB Klamath Falls Scale House Grounds	F5180503	F5180503 - Klamath Falls SB Scale House	30 Jun 2023	350	\$280,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F91208 - Carter RA Grounds	F9120801	F9120801 - Carter RA Restroom	01 Jan 1965	96	\$277,263	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40327 - Lawnfield MS Grounds	F4032710	F4032710 - Lawnfield MS Fuel Canopy	30 Sep 2016	2061.43	\$254,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F50804 - Brookings Scale House Grounds	F5080401	F5080401 - Brookings Scale House	01 Aug 2010	250	\$253,349	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51301 - Burns Scale House Grounds	F5130101	F5130101 - Burns Scale House	01 Jan 1950	250	\$253,077	\$0	\$0	\$10,000	\$0	\$10,000	4.0%	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182319	F4182319 - Lake Of The Woods Duplex #19	23 Nov 2015	1400	\$245,907	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51007 - SB Booth Ranch Scale House Grounds	F5100701	F5100701 - Booth Ranch SB Scale House	31 Jan 2011	252	\$241,103	\$0	\$0	\$2,250	\$0	\$2,250	0.9%	\$0	\$0
ODOT Region 02 - F24226 - Knappa Stockpile Grounds	F2422601	F2422601 - Knappa Scoop Shed	01 Sep 2002	870	\$237,175	\$0	\$0	\$2,750	\$0	\$2,750	1.2%	\$0	\$0
ODOT Region 02 - F24017 - Minto Creek Stockpile Grounds	F2401702	F2401702 - Minto Creek Scoop Shed	01 Dec 2009	896	\$232,168	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F41406 - Parkdale MS New Grounds	F4140605	F4140605 - Parkdale MS Fuel Station	11 Jan 2001	900	\$230,209	\$0	\$18,000	\$6,000	\$0	\$24,000	10.4%	\$0	\$0
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102506	F4102506 - Shady MS Enclosed Storage	30 Jun 1987	888	\$227,297	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182321	F4182321 - Lake Of The Woods MS Duplex #21	20 Jun 2017	1400	\$226,681	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300216	F4300216 - Meacham MS Office Bldg	01 Jan 1993	256	\$222,350	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F5060602 - Hauser Scale House Grounds	F5060602	F5060602 - Hauser Scale House	01 Jan 1983	216	\$217,993	\$0	\$0	\$15,000	\$0	\$15,000	6.9%	\$0	\$0
ODOT Region 05 - F42502 - Heppner MS Grounds	F4250203	F4250203 - Heppner MS Field Mechanic Office	01 Jul 2001	240	\$216,526	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280303	F4280303 - Moro MS Nw Gas House	01 Apr 1993	840	\$216,085	\$0	\$0	\$1,500	\$0	\$1,500	0.7%	\$0	\$0
ODOT Region 02 - F42027 - Glenwood MS Grounds	F4202704	F4202704 - Glenwood MS Deicer Bldg	01 Mar 2012	1375	\$214,500	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F90702 - Bandit Spring RA Grounds	F9070205	F9070205 - Bandit Spring RA Restroom	01 Jan 1985	75	\$213,861	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F90702 - Bandit Spring RA Grounds	F9070206	F9070206 - Bandit Spring RA Restroom - 2	01 Jan 1985	75	\$213,861	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24232 - Hebo Stockpile Grounds	F2423201	F2423201 - Hebo Scoop Shed	30 Jun 2001	840	\$213,718	\$0	\$0	\$13,400	\$0	\$13,400	6.3%	\$0	\$0
ODOT Region 05 - F24258 - Dooley Mountain Stockpile Grounds	F2425801	F2425801 - Dooley Mountain Sand Shed	01 Jan 1961	2536	\$212,285	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F52704 - New Fort Hill Scale House Grounds	F5270402	F5270402 - New Fort Hill Scale House	01 Nov 2008	242	\$209,891	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51402 - WB Wyeth Scale House Grounds	F5140202	F5140202 - WB Wyeth Scale House	01 Jan 1986	240	\$208,156	\$0	\$35,520	\$0	\$0	\$35,520	17.1%	\$0	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230814	F4230814 - Basque MS Corp	15 May 1989	800	\$207,251	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102511	F4102511 - Shady MS Landscape Enclosed Storage	05 Jan 1999	800	\$204,772	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F50602 - Bandon Scale House Grounds	F5060202	F5060202 - Bandon Scale House	30 Jun 1982	200	\$203,241	\$0	\$0	\$20,000	\$0	\$20,000	9.8%	\$0	\$0
ODOT Region CCD - F53103 - La Grande Scale House Grounds	F5310303	F5310303 - La Grande Scale House	30 Jun 1982	200	\$202,451	\$0	\$0	\$30,000	\$0	\$0	0.0%	\$0	\$0
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080406	F4080406 - Port Orford Fuel Support Bldg	01 Dec 1993	780	\$201,462	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220428	F4220428 - Santiam Jct MS Fuel Station	01 Sep 1995	780	\$199,539	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F52005 - Lowell Scale House Grounds	F5200502	F5200502 - Lowell Scale House	01 Jan 1978	230	\$199,483	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41805 - Klamath Falls MS Grounds	F4180521	F4180521 - Klamath Falls Deicer Bldg	01 Jan 2000	900	\$198,806	\$0	\$0	\$18,000	\$0	\$18,000	9.1%	\$0	\$0
ODOT Region CCD - F52307 - Burns Junction Scale House Grounds	F5230701	F5230701 - Burns Junction Scale House	30 Jun 1984	192	\$197,230	\$0	\$0	\$34,000	\$0	\$34,000	17.2%	\$0	\$0
ODOT Region 05 - F42308 - Basque MS Grounds	F4230818	F4230818 - Basque MS Fuel Station	28 Apr 1997	756	\$195,853	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F5090601 - Bend Scale House Grounds	F5090601	F5090601 - Bend Scale House	01 Jul 2003	225	\$195,147	\$0	\$0	\$4,500	\$0	\$4,500	2.3%	\$0	\$0
ODOT Region CCD - F51603 - Juniper Butte NB Scale House Grounds	F5160301	F5160301 - Juniper Butte NB Scale House	01 Jan 1959	224	\$194,279	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51604 - Juniper Butte SB Scale House Grounds	F5160401	F5160401 - Juniper Butte SB Scale House	01 Jan 1959	224	\$194,279	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region CCD - F51506 - SB Ashland Scale House Grounds	F5150603	F5150603 - New SB Ashland Scale House	10 May 2021	250	\$192,400	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F41401 - Cascade Locks MS Grounds	F4140107	F4140107 - Cascade Locks MS Fuel Sup Bldg	30 Jun 1992	870	\$192,180	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F41201 - Austin MS Grounds	F4120115	F4120115 - Austin MS Garage #15	01 Jan 1969	750	\$191,911	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170706	F4170706 - Grants Pass MS Pole Bldg #06	01 Jul 1996	864	\$190,855	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260907	F4260907 - SW Portland MS Herb Storage	30 Jun 1987	885.13	\$190,855	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302206	F4302206 - Pendleton MS Storage Bldg F	01 May 1997	864	\$190,855	\$0	\$12,000	\$0	\$0	\$12,000	6.3%	\$0	\$0
ODOT Region 02 - F24236 - Wren Stockpile Grounds	F2423601	F2423601 - Wren Scoop Shed	24 Jun 2003	840	\$189,440	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24021 - I-5 Hwy 228 Stockpile Grounds	F2402102	F2402102 - I-5 Hwy 228 Scoop Shed	24 Jun 2003	840	\$188,068	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43312 - The Dalles MS Grounds	F4331215	F4331215 - The Dalles MS Deicer Bldg	30 Jan 2008	722	\$187,270	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330513	F4330513 - Warm Springs MS Fuel Station	30 Jun 1991	720	\$182,894	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24007 - Cornelius Pass Stockpile Grounds	F2400703	F2400703 - Cornelius Pass Stockpile Scoop Shed	25 Aug 2011	800	\$179,113	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0

ODOT Region Wireless - F72501 - Black Mountain M/W Grounds	F7250101	F7250101 - Black Mtn M/W Bldg	01 Jan 1974	600	\$129,630	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190518	F4190518 - Alkali Lake MS Deicer Bldg	01 Aug 2009	576	\$129,130	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41913 - Adel MS Grounds	F4191314	F4191314 - Adel MS Deicer Bldg	30 Jun 2013	576	\$128,500	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F24237 - Willowdale Stockpile Grounds	F2423701	F2423701 - Willowdale Scoop Shed	30 Jun 2003	576	\$127,674	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41105 - Arlington MS New Grounds	F4110507	F4110507 - Arlington MS Closed Storage	01 Mar 2006	640	\$127,435	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70706 - Powell Butte Vista M/W Grounds	F7070601	F7070601 - Powell Butte Vista M/W Bldg	01 Jan 2015	368	\$127,376	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F24245 - Smith Pit Stockpile Grounds	F2424502	F2424502 - Smith Pit Stockpile Storage Bldg	28 Dec 2012	576	\$126,739	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F24077 - Durkee Stockpile Grounds	F2407701	F2407701 - Durkee Stockpile Scoop Shed	01 Jun 2010	648	\$126,610	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F50201 - Philomath Scale House Grounds	F5020102	F5020102 - Philomath Scale House	01 Jan 1941	144	\$124,894	\$0	\$0	\$11,550	\$0	\$11,550	9.2%	\$0	\$0	\$11,550
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151608	F4151608 - Central Point MS Open Storage	30 Jun 2003	650	\$124,067	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F50603 - Myrtle Point Scale House Grounds	F5060301	F5060301 - Myrtle Point Scale House	30 Jun 1983	120	\$121,713	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F50605 - Coaledo Scale House Grounds	F5060501	F5060501 - Coaledo Scale House	30 Jun 1982	120	\$121,645	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F52601 - Rocky Point Scale House Grounds	F5260101	F5260101 - Rocky Point Scale House	28 Aug 1989	140	\$121,424	\$0	\$0	\$29,854	\$0	\$29,854	24.6%	\$0	\$0	\$29,854
ODOT Region CCD - F51901 - W Lakeview Scale Grounds	F5190101	F5190101 - W Lakeview Scale House	01 Jan 1940	120	\$121,314	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F62418 - Salem Materials Lab Grounds	F6241803	F6241803 - Salem Materials Lab Shed	30 Jun 1987	640	\$120,806	\$0	\$0	\$8,185	\$0	\$8,185	6.8%	\$0	\$0	\$8,185
ODOT Region CCD - F50101 - Baker Scale Grounds	F5010102	F5010102 - Baker Scale House	01 Jan 1991	120	\$120,577	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F51703 - Wilderville Scale Grounds	F5170301	F5170301 - Wilderville Scale House	30 Jun 2003	136	\$117,956	\$0	\$0	\$150	\$0	\$150	0.1%	\$0	\$0	\$150
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090512	F4090512 - Brothers MS Garage #12	01 Jan 1976	618	\$116,853	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050705	F4050705 - Clatskanie MS Herb Storage	30 Jun 1987	600	\$116,825	\$0	\$0	\$36,300	\$0	\$36,300	31.1%	\$0	\$0	\$36,300
ODOT Region 03 - F24032 - Wolf Creek Stockpile Grounds	F2403202	F2403202 - Wolf Creek Stockpile Pole Storage	01 Apr 1992	600	\$116,076	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F24303 - Fanno Creek Stockpile Grounds	F2430302	F2430302 - Fanno Creek Deicer Pump House	18 Apr 2006	600	\$116,076	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F43403 - Manning MS Grounds	F4340311	F4340311 - Manning MS Spray Bldg	30 Jun 1986	600	\$116,076	\$0	\$0	\$25,000	\$0	\$25,000	21.5%	\$0	\$0	\$25,000
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180805	F4180805 - Odell Lake MS Garage - 2	01 Jan 1940	583	\$115,486	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41802 - Chemult MS Grounds	F4180210	F4180210 - Chemult MS Closed Storage	27 Apr 2006	576	\$114,495	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70614 - Bennett Butte (Coos) M/W Grounds	F7061401	F7061401 - Bennett Butte (Coos) M/W Bldg	01 Jul 2015	336	\$113,750	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72008 - Mt Hagan M/W Grounds	F7200802	F7200802 - Mt Hagan New M/W Bldg	24 Nov 2020	288	\$113,486	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F42112 - Ona Beach MS Grounds	F4211204	F4211204 - Ona Beach MS Open Storage Premix	01 Jul 2001	535.03	\$112,944	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F53402 - North Plains Scale House Grounds	F5340202	F5340202 - North Plains Scale House	01 Jan 1971	130	\$112,752	\$0	\$0	\$16,400	\$0	\$16,400	14.5%	\$0	\$0	\$16,400
ODOT Region 05 - F41201 - Austin MS Grounds	F4120109	F4120109 - Austin MS Garage - 2	01 Jan 1958	500	\$110,552	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 03 - F41702 - Cave Junction MS Grounds	F4170202	F4170202 - Cave Junction MS Enclosed Storage	01 Jan 1966	560	\$110,062	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181404	F4181404 - Chiloquin MS Deicer Bldg	01 Oct 2009	576	\$109,942	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090523	F4090523 - Brothers MS Garage	21 Jun 2000	576	\$108,912	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71901 - Round Pass M/W Grounds	F7190101	F7190101 - Round Pass M/W Bldg	01 Jul 2014	322	\$108,515	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F73101 - Mt Emily M/W Grounds	F7310101	F7310101 - Mt Emily M/W Bldg	01 Jan 1981	500	\$108,508	\$0	\$5,000	\$0	\$5,000	4.6%	\$0	\$0	\$5,000	
ODOT Region CCD - F52407 - NB Hubbard Scale House Grounds	F5240701	F5240701 - NB Hubbard Scale House	01 Jan 1961	125	\$108,415	\$0	\$0	\$1,440	\$0	\$1,440	1.3%	\$0	\$0	\$1,440
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190511	F4190511 - Alkali Lake MS Storage - 2	01 Jan 1969	480	\$107,608	\$0	\$0	\$10,000	\$0	\$10,000	9.3%	\$0	\$0	\$10,000
ODOT Region CCD - F51509 - Lake Creek Scale House Grounds	F5150901	F5150901 - Lake Creek Scale House	01 Jan 1950	120	\$107,172	\$0	\$0	\$5,870	\$0	\$5,870	5.5%	\$0	\$0	\$5,870
ODOT Region Wireless - F71403 - Middle Mountain M/W Grounds	F7140301	F7140301 - Middle Mtn M/W Bldg 1	01 Jul 2013	230	\$105,312	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41802 - Chemult MS Grounds	F4180204	F4180204 - Chemult MS Garage	01 Jan 1950	528	\$104,954	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F50701 - Prineville Scale House Grounds	F5070101	F5070101 - Prineville Scale House	01 Jan 1953	120	\$104,078	\$0	\$0	\$3,000	\$0	\$3,000	2.9%	\$0	\$0	\$3,000
ODOT Region CCD - F50902 - Sisters Scale House Grounds	F5090202	F5090202 - Sisters Scale House	01 Jan 1968	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F51504 - NB Ashland Scale House Grounds	F5150401	F5150401 - NB Ashland Scale House	01 Jan 1970	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F52002 - Walterville Scale House Grounds	F5200201	F5200201 - Walterville Scale House	01 Jan 1940	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F52205 - Foster Scale House Grounds	F5220505	F5220505 - Foster Scale House	01 Jan 1967	120	\$104,078	\$0	\$0	\$26,500	\$0	\$26,500	25.5%	\$0	\$0	\$26,500
ODOT Region CCD - F52403 - Gates Scale House Grounds	F5240301	F5240301 - Gates Scale House	30 Jun 1987	120	\$104,078	\$0	\$0	\$6,750	\$0	\$6,750	6.5%	\$0	\$0	\$6,750
ODOT Region CCD - F52701 - Eola Scale House Grounds	F5270101	F5270101 - Eola Scale House	01 Jan 1972	120	\$104,078	\$0	\$0	\$1,200	\$0	\$1,200	1.2%	\$0	\$0	\$1,200
ODOT Region CCD - F53002 - Pilot Rock Scale House Grounds	F5300202	F5300202 - Pilot Rock Scale House	01 Jan 1961	120	\$104,078	\$6,000	\$6,000	\$0	\$0	\$12,000	11.5%	\$0	\$0	\$12,000
ODOT Region CCD - F53602 - Dayton Scale House Grounds	F5360201	F5360201 - Dayton Scale House	01 Jan 1951	120	\$104,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F737101 - Sillusi Butte (BCES) M/W Grounds	F7371001	F7371001 - Sillusi Butte (BCES) M/W Bldg	01 Jul 2015	322	\$104,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102508	F4102508 - Shady MS Open Storage Pole Bldg	30 Jun 1997	460	\$101,737	\$0	\$0	\$14,400	\$0	\$14,400	14.2%	\$0	\$0</	

ODOT Region Wireless - F72903 - Wilson River M/W Grounds	F7290301	F7290301 - Wilson River M/W Bldg	22 Jun 2000	80	\$83,200	\$0	\$0	\$3,600	\$0	\$3,600	4.3%	\$0	\$0	\$3,600
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182317	F4182317 - Lake of the Woods Propane Cover - 2	01 Jan 2010	432	\$82,456	\$0	\$0	\$7,200	\$0	\$7,200	8.7%	\$0	\$0	\$7,200
ODOT Region Wireless - F71302 - Burns Butte M/W Grounds	F7130201	F7130201 - Burns Butte M/W Bldg	01 Jan 1953	300	\$81,682	\$0	\$3,000	\$0	\$0	\$3,000	3.7%	\$0	\$0	\$3,000
ODOT Region 05 - F24293 - Cason Canyon Stockpile Grounds	F2429301	F2429301 - Cason Canyon Scoop Shed	30 Jun 1979	336	\$81,563	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41508 - Prospect MS Grounds	F4150806	F4150806 - Prospect MS Old Storage	01 Jan 1977	426	\$81,311	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73507 - Mt Pisgah M/W Equipment Grounds	F7350702	F7350702 - Mt Pisgah M/W Eqp Bldg	01 Dec 2014	278	\$81,198	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24310 - Carus Stockpile Grounds	F2431001	F2431001 - Carus Scoop Shed	11 Jan 2006	336	\$80,340	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182318	F4182318 - Lake of the Woods Propane Cover - 3	01 Jan 2010	340	\$80,207	\$0	\$0	\$2,400	\$0	\$2,400	3.0%	\$0	\$0	\$2,400
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300206	F4300206 - Meacham MS Garage #06	30 Jun 1960	420	\$80,166	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40909 - La Pine MS Grounds	F4090902	F4090902 - La Pine MS Sign Storage	01 Jan 1989	422	\$79,793	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24258 - Dooley Mountain Stockpile Grounds	F2425802	F2425802 - Dooley Mountain Scoop Shed	15 Dec 1987	294	\$79,602	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220407	F4220407 - Santiam Jct MS Garage #07	01 Jan 1939	360	\$79,575	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220408	F4220408 - Santiam Jct MS Garage #08	01 Jan 1939	360	\$79,575	\$0	\$0	\$8,200	\$0	\$8,200	10.3%	\$0	\$0	\$8,200
ODOT Region 01 - F24309 - Salmon River Rd Stockpile Grounds	F2430901	F2430901 - Salmon River Rd Scoop Shed	15 Apr 1994	760	\$79,040	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24099 - Rufus Stockpile Grounds	F2409901	F2409901 - Rufus Stockpile De-icer Storage	01 Aug 2008	360	\$78,916	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24252 - Nye Junction Stockpile Grounds	F2425202	F2425202 - Nye Junction Scoop Shed	01 Jun 1997	336	\$78,523	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24233 - Rome Stockpile Grounds	F2423301	F2423301 - Rome Scoop Shed	01 Sep 2001	288	\$78,516	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F71502 - Starveout Grounds	F7150202	F7150202 - Starveout Radio Bldg	01 Jun 2008	336	\$78,390	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72021 - Walker Point M/W Grounds	F7202102	F7202102 - Walker Point M/W Bldg	01 Jul 2013	384	\$78,070	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24276 - Dual Pine Hill Stockpile Grounds	F2427602	F2427602 - Dual Pine Hill Scoop Shed	01 Jan 1990	540	\$78,000	\$0	\$5,000	\$0	\$0	\$5,000	6.4%	\$0	\$0	\$5,000
ODOT Region 05 - F43020 - Hermiston MS Grounds	F4302005	F4302005 - Hermiston MS Storage	22 Dec 1987	320	\$77,848	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73308 - Wasco Butte M/W Grounds	F7330801	F7330801 - Wasco Butte M/W Bldg	01 Jul 2001	288	\$77,558	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73309 - Hulse Ranch M/W Grounds	F7330901	F7330901 - Hulse Ranch M/W Bldg	23 Apr 2001	288	\$77,366	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F71003 - Dodson M/W Grounds	F7100301	F7100301 - Dodson M/W Bldg	01 Jan 1964	280	\$76,993	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41519 - Ashland MS Grounds	F4151905	F4151905 - Ashland MS Open Tire Storage	01 Jun 1996	400	\$76,348	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24250 - Mission Stockpile Grounds	F2425003	F2425003 - Mission Stockpile Equipment Storage	31 Mar 1997	400	\$75,633	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70307 - Goat Mountain M/W Grounds	F7030701	F7030701 - Goat Mtn M/W Bldg	01 Jul 2013	660	\$74,880	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24011 - Cascade Locks Stockpile Grounds	F2401103	F2401103 - Cascade Locks Col Patch Storage	01 Jul 2004	384	\$74,289	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42903 - Tillamook MS Grounds	F4290307	F4290307 - Tillamook MS Storage	01 Jan 1959	270	\$73,870	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41602 - Madras MS New Grounds	F4160203	F4160203 - Madras New Scoop Shed	03 Sep 1996	384	\$73,295	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24087 - Redmond Stockpile Grounds	F2408701	F2408701 - Redmond Stockpile Equipment Shed	30 Jun 1987	312	\$72,914	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70301 - Mt Scott M/W Operating Grounds	F7030102	F7030102 - Mt Scott M/W Bldg 2	01 Jul 2013	312	\$72,791	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40915 - Region 4 HQ MS Grounds	F4091507	F4091507 - Bend Region 4 Bike Shelter	30 Nov 2012	311.78	\$72,446	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40507 - Clatskanie MS New Grounds	F4050706	F4050706 - Clatskanie MS Fuel Canopy	01 Jan 2001	300	\$72,194	\$0	\$0	\$1,260	\$0	\$1,260	1.7%	\$0	\$0	\$1,260
ODOT Region 04 - F24053 - La Pine Stockpile Grounds	F2405303	F2405303 - La Pine Stockpile Sig Storage Bldg	01 Jan 1998	378	\$71,473	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24289 - Fall River Stockpile Grounds	F2428901	F2428901 - Fall River Scoop Shed	01 Jan 1998	378	\$71,473	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24290 - Baker Rd Stockpile Grounds	F2429001	F2429001 - Baker Rd Scoop Shed	01 Jan 1998	378	\$71,473	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43005 - Uxah MS Grounds	F4300503	F4300503 - Uxah MS Enclosed Storage	01 Jul 1982	300	\$70,771	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080405	F4080405 - Port Orford MS Herbicide Bldg	24 Jul 1992	256	\$70,615	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24230 - Marquam Stockpile Grounds	F2423001	F2423001 - Marquam Stockpile Scoop Shed	01 Jul 1987	300	\$70,110	\$0	\$3,000	\$0	\$0	\$3,000	4.3%	\$0	\$0	\$3,000
ODOT Region 02 - F24092 - Buell Stockpile Grounds	F2409202	F2409202 - Buell Equipment Storage Shed	01 Jan 1977	288	\$69,791	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73717 - Roosevelt Mountain M/W Grounds	F7371701	F7371701 - Roosevelt Mtn M/W Bldg	24 Mar 2004	231	\$69,680	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73401 - Buxton Mtn M/W Grounds	F7340101	F7340101 - Buxton Mtn Bldg	30 Jun 1985	300	\$69,089	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F24018 - Mehama Stockpile Grounds	F2401801	F2401801 - Mehama Equipment Storage	01 Jan 1980	288	\$68,863	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24019 - Campbell Bridge Stockpile Grounds	F2401901	F2401901 - Campbell Bridge Equipment Storage	01 Jan 1978	288	\$68,863	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F24306 - Wilsonville Stockpile Grounds	F2430601	F2430601 - Wilsonville Scoop Shed	01 Jan 1985	288	\$68,863	\$0	\$3,600	\$0	\$0	\$3,600	5.2%	\$0	\$0	\$3,600
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182312	F4182312 - Lake of the Woods Support Bldg	01 Jan 1966	360	\$68,714	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42023 - Oakridge MS New Grounds	F4202303	F4202303 - Oakridge MS New Fuel Station	30 Jun 2005	360	\$68,714	\$0	\$0	\$30,000	\$0	\$30,000	43.7%	\$0	\$0	\$30,000
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090504	F4090504 - Brothers MS Garage #04	01 Jan 1939	360	\$68,070	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0

ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130203	F9130203 - Sagehen Hill RA Picnic Shelter	01 Jan 1970	200	\$53,614	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130204	F9130204 - Sagehen Hill RA Picnic Shelter - 2	01 Jan 1970	200	\$53,614	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130205	F9130205 - Sagehen Hill RA Picnic Shelter - 3	01 Jan 1970	200	\$53,614	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130206	F9130206 - Sagehen Hill RA Picnic Shelter - 4	01 Jan 1970	200	\$53,614	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F41201 - Austin MS Grounds	F4120123	F4120123 - Austin MS Water Sys Pump House	01 Jul 2009	196	\$53,561	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F42308 - Basque MS Grounds	F4230808	F4230808 - Basque MS Power Plant	01 Jan 1956	192	\$53,121	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F42007 - Florence MS Grounds	F4200708	F4200708 - Florence MS Hzmt and Oil Storage	01 Jan 1966	194.66	\$53,102	\$0	\$0	\$6,000	\$0	\$6,000	11.3%	\$0	\$0	\$6,000
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261607	F4261607 - N Portland MS Asphalt Storage	01 Oct 2009	225	\$53,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261608	F4261608 - N Portland MS Mason Sand Storage	01 Oct 2009	225	\$53,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F43505 - Spray MS New Grounds	F4350504	F4350504 - Spray MS Sign Storage Shed	31 Aug 1997	150	\$52,961	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70403 - Astoria M/W Operating Grounds	F7040302	F7040302 - Astoria M/W Bldg 2	01 Jul 2015	96	\$52,775	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F41209 - Canyon City MS Grounds	F4120903	F4120903 - Canyon City Herbicide Storage	17 Jul 2000	192	\$52,729	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190519	F4190519 - Alkali Lake MS Residence Garage	16 May 2013	676	\$52,728	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70101 - Lime Hill M/W Operating Grounds	F7010102	F7010102 - Lime Hill Generator Bldg	01 Jan 2015	138	\$52,522	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70104 - Beaver Mountain Grounds	F7010402	F7010402 - Beaver Mtn M/W Gen Bldg	01 Jul 2015	138	\$52,522	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71003 - Dodson M/W Grounds	F7100302	F7100302 - Dodson Butte M/W Gen Bldg	01 Jul 2014	120	\$52,522	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F41406 - Parkdale MS New Grounds	F4140603	F4140603 - Parkdale MS Generator Bldg	01 Sep 1974	192	\$52,448	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030515	F4030515 - Milwaukie MS Open Storage	01 Mar 2008	224	\$52,348	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030516	F4030516 - Milwaukie MS Open Storage - 2	01 Mar 2008	224	\$52,348	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region CCD - F51072 - Glendale Scale Grounds	F5107201	F5107201 - Glendale Scale House	01 Jul 1969	190	\$52,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72903 - Wilson River M/W Grounds	F7290302	F7290302 - Wilson River MW Bldg 2	01 Jul 2013	336	\$52,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73104 - Spout Springs M/W Grounds	F7310401	F7310401 - Spout Springs M/W Bldg	06 Nov 2013	120	\$52,000	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70103 - Lone Pine M/W Operating Grounds	F7010302	F7010302 - Lone Pine MW Bldg 2	01 Oct 2014	138	\$51,654	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71202 - Elkhorn MW Operating Grounds	F7120202	F7120202 - Elkhorn M/W Bldg 2	01 Jul 2015	138	\$51,654	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F90905 - Brothers Oasis RA Grounds	F9090512	F9090512 - Brothers Oasis RA Picnic Shelter #12	01 Jul 2009	224	\$51,587	\$0	\$0	\$1,200	\$0	\$1,200	2.3%	\$0	\$0	\$1,200
ODOT Region Wireless - F73002 - Cabbage Hill M/W Grounds	F7300201	F7300201 - Cabbage Hill M/W Generator Bldg	01 Jan 1979	221	\$50,896	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73304 - The Dalles MS M/W Grounds	F7330401	F7330401 - The Dalles M/W Generator Bldg	01 Jan 1961	150	\$50,572	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F42308 - Basque MS Grounds	F4230812	F4230812 - Basque MS Pump House	01 Jan 1971	144	\$50,343	\$0	\$834	\$0	\$834	1.7%	\$0	\$0	\$834	
ODOT Region 02 - F40414 - Quartz Creek Bridge Grounds	F4041402	F4041402 - Quartz Creek Bridge Generator Bldg	26 Sep 2006	170	\$50,054	\$0	\$0	\$3,332	\$0	\$3,332	6.7%	\$0	\$0	\$3,332
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310903	F4310903 - La Grande MS Storage	01 Jan 1978	144	\$50,009	\$0	\$0	\$2,310	\$0	\$2,310	4.6%	\$0	\$0	\$2,310
ODOT Region Wireless - F71802 - Hamaker M/W Operating Grounds	F7180201	F7180201 - Hamaker M/W Bldg	01 Jan 1983	214	\$49,927	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70906 - Wampus Butte M/W Grounds	F7090601	F7090601 - Wampus Butte M/W Gen Bldg	17 Nov 1989	245	\$49,920	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73315 - Shanks M/W Grounds	F7331501	F7331501 - Shanks M/W Eq Bldg	01 Jul 2015	400	\$49,920	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F43306 - Maupin MS New Grounds	F4330605	F4330605 - Maupin MS Pump House	24 Feb 2015	144	\$49,464	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F43104 - Elgin MS Grounds	F4310403	F4310403 - Elgin MS storage	01 Jan 1985	199.11	\$48,709	\$0	\$0	\$600	\$0	\$600	1.2%	\$0	\$0	\$600
ODOT Region Wireless - F73601 - Chehalem M/W Operating Grounds	F7360104	F7360104 - Chehalem Mtn Equip 04	01 Jul 2016	144	\$48,315	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130207	F9130207 - Sagehen Hill Tractor Garage	28 Apr 1997	180	\$48,253	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F42317 - Vale MS Grounds	F4231706	F4231706 - Vale MS Fuel Station	01 May 2004	192	\$48,124	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70101 - Lime Hill M/W Operating Grounds	F7010101	F7010101 - Lime Hill Bldg	30 Jun 1983	200	\$48,046	\$0	\$0	\$7,000	\$0	\$7,000	14.6%	\$0	\$0	\$7,000
ODOT Region Wireless - F71503 - Soda Mountain M/W Operating Grounds	F7150301	F7150301 - Soda Mountain MW Bldg	01 Jan 1983	200	\$48,046	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71803 - Medicine M/W Grounds	F7180301	F7180301 - Medicine M/W Bldg	01 Jan 1983	200	\$48,046	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F43020 - Hermiston MS Grounds	F4302002	F4302002 - Hermiston MS Sign Storage	01 Jan 1985	180	\$47,181	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F43505 - Spray MS New Grounds	F4350502	F4350502 - Spray MS Pump House	30 Jun 1986	168	\$46,940	\$0	\$0	\$500	\$0	\$500	1.1%	\$0	\$0	\$500
ODOT Region 05 - F43002 - Meacham MS Grounds	F4300212	F4300212 - Meacham MS Pump House	01 Jan 1982	228	\$46,708	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70901 - Pine Mountain M/W Operating Grounds	F7090101	F7090101 - Pine Mountain Bldg	01 Jan 1983	200	\$46,661	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70902 - Bend MW Operating Grounds	F7090201	F7090201 - Bend MW Bldg, Building I	01 Jan 1951	200	\$46,661	\$0	\$0	\$1,800	\$0	\$1,800	3.9%	\$0	\$0	\$1,800
ODOT Region Wireless - F73001 - Pendleton (Indian Hills) M/W Bldg H Grounds	F7300101	F7300101 - Pendleton (Indian Hills) M/W Bldg H	01 Jan 1985	200	\$46,060	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F24303 - Fanno Creek Stockpile Grounds	F2430303	F2430303 - Fanno Creek Electrical Parts Bldg	18 Apr 2006	192	\$45,909	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72101 - Yaquina Head M/W Grounds	F7210101	F7210101 - Yaquina Head M/W Bldg	01 Jan 1951	160	\$45,730	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F91301 - Buchanan Springs RA Grounds	F9130101	F9130101 - Buchanan Springs RA Shelter	01 Jan 1964	170	\$45,359	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F42803 - Moro MS New Grounds	F4280304	F4280304 - Moro MS Water Treatment Bldg	30 Jun 1993	165	\$45,329	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F4261														

ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170702	F4170702 - Grants Pass MS Service	01 Jan 1974	128	\$38,157	\$0	\$0	\$6,300	\$0	\$6,300	16.5%	\$0	\$0	\$6,300
ODOT Region 02 - F42023 - Oakridge MS New Grounds	F4202302	F4202302 - Oakridge MS Old Fuel House	01 Jun 1979	128	\$38,157	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24250 - Mission Stockpile Grounds	F2425004	F2425004 - Mission Stockpile De-Icer Pump House	03 Mar 2006	128	\$37,800	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40703 - Prineville MS Grounds	F4070302	F4070302 - Prineville MS Fuel Station	30 Jun 1991	128	\$37,800	\$0	\$0	\$5,250	\$0	\$5,250	13.9%	\$0	\$0	\$5,250
ODOT Region 01 - F42621 - I-205/Banfield Air Monitor Grounds	F4262101	F4262101 - 96th SE Schiller Air Monitor	01 Jan 1981	160	\$37,745	\$0	\$1,800	\$2,400	\$0	\$4,200	11.1%	\$0	\$0	\$4,200
ODOT Region 05 - F43020 - Hermiston MS Grounds	F4302007	F4302007 - Hermiston MS Closed Storage	01 Mar 2006	160	\$37,745	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70704 - Powell Butte M/W Grounds	F7070401	F7070401 - Powell Butte M/W Bldg	01 Jul 2013	240	\$37,440	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72301 - Cottonwood Mountain M/W Grounds	F7230102	F7230102 - Cottonwood Mtn M/W Bldg 2	01 Jul 2013	160	\$37,440	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030512	F4030512 - Milwaukie MS Generator Bldg	03 Jan 2006	160	\$37,392	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40703 - Prineville MS Grounds	F4070304	F4070304 - Prineville MS Open Storage	01 Dec 2006	160	\$37,392	\$0	\$0	\$102,100	\$0	\$102,100	273.1%	\$0	\$0	\$102,100
ODOT Region Wireless - F73306 - Warm Springs Radio Grounds	F7330601	F7330601 - Warm Springs Radio Bldg	01 Sep 1995	110	\$37,153	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F43403 - Manning MS Grounds	F4340313	F4340313 - Manning MS Generator Bldg	03 Dec 2009	120	\$36,259	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40405 - Warrenton MS Grounds	F4040501	F4040501 - Warrenton MS Storage (old fuel)	30 Jun 1986	98	\$36,122	\$0	\$0	\$1,890	\$0	\$1,890	5.2%	\$0	\$0	\$1,890
ODOT Region 03 - F41519 - Ashland MS Grounds	F4151906	F4151906 - Ashland MS Enclosed Storage - 6	01 Aug 2003	120	\$35,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221703	F4221703 - Albany MS Storage #03	01 Dec 2001	123,69	\$35,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221704	F4221704 - Albany MS Storage #04	01 Dec 2001	123,69	\$35,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221705	F4221705 - Albany MS Storage #05	01 Feb 2006	123,69	\$35,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42217 - Albany MS New Grounds	F4221706	F4221706 - Albany MS Storage #06	01 Feb 2006	123,69	\$35,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302205	F4302205 - Pendleton MS Bridge Bldg E	01 Jan 1980	120	\$35,772	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F24283 - Bachelor Butte Stockpile Grounds	F2428304	F2428304 - Bachelor Butte Fuel Supply Bldg	15 Mar 1999	120	\$35,437	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F24294 - Spring Creek Stockpile Grounds	F2429402	F2429402 - Spring Creek Generator Bldg	31 Oct 2013	120	\$35,437	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020612	F4020612 - Corvallis MS Storage Shed	01 Sep 2006	123,69	\$35,437	\$0	\$2,520	\$0	\$0	\$2,520	7.1%	\$0	\$0	\$2,520
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090520	F4090520 - Brothers MS Enclosed Storage	01 Nov 1951	120	\$35,437	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090521	F4090521 - Brothers MS Enclosed Storage - 2	01 Jan 1951	120	\$35,437	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40414 - Quartz Creek Bridge Grounds	F4041401	F4041401 - Quartz Creek Bridge De-icer Pump House Vault	26 Sep 2006	95	\$35,344	\$0	\$0	\$500	\$0	\$500	1.4%	\$0	\$0	\$500
ODOT Region 04 - F90905 - Brothers Oasis RA Grounds	F9090509	F9090509 - Brothers Oasis RA Pump House	01 Jan 2004	120	\$34,920	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F42063 - Veneta MS Grounds (Powder Mag)	F4206301	F4206301 - Veneta MS Powder Mag	01 Jan 1942	116	\$34,579	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F41406 - Parkdale MS New Grounds	F4140606	F4140606 - Parkdale MS Wash Bldg	19 Apr 2006	100	\$34,519	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F40613 - Davis Slough MS Grounds	F4061307	F4061307 - Davis Slough MS Well House	06 May 2002	100	\$34,506	\$0	\$0	\$4,500	\$0	\$4,500	13.0%	\$0	\$0	\$4,500
ODOT Region 05 - F91302 - Sagehen Hill RA Grounds	F9130202	F9130202 - Sagehen Hill RA Chlorinator Bldg	01 Jan 1970	100	\$33,874	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F43403 - Manning MS Grounds	F4340306	F4340306 - Manning MS Fuel Station	01 Jan 1954	112	\$33,841	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F51507 - Ashland POE Grounds	F5150704	F5150704 - Ashland POE Pump House	01 Jan 1976	112	\$33,841	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41905 - Alkai Lake MS Grounds	F4190507	F4190507 - Alkai Lake MS Service	01 Jan 1962	96	\$33,612	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41823 - Lake Of The Woods MS Grounds	F4182320	F4182320 - Lake of the Woods Propane Cover - 4	01 Jan 2014	186	\$33,384	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 02 - F40411 - Astoria Office Grounds	F4041102	F4041102 - Astoria District 1 Storage	01 Jan 1985	90	\$33,233	\$0	\$3,511	\$3,080	\$0	\$6,591	19.8%	\$0	\$0	\$6,591
ODOT Region 04 - F41911 - Lakeview Old MS Grounds	F4191104	F4191104 - Lakeview Old MS Closed Storage	09 May 2006	96	\$33,223	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41007 - Steamboat MS Grounds	F4100704	F4100704 - Steamboat MS Fuel Tank & Shed	01 Jan 1951	96	\$33,149	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72310 - Coyne Point Radio Grounds	F7231001	F7231001 - Coyne Point Radio Bldg	01 Aug 2000	112	\$32,819	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40909 - La Pine MS Grounds	F4090903	F4090903 - La Pine MS Service Station	30 Jun 1989	110	\$32,484	\$0	\$0	\$7,500	\$0	\$7,500	23.1%	\$0	\$0	\$7,500
ODOT Region 04 - F91906 - Summer Lake RA Grounds	F9190605	F9190605 - Summer Lake SRA Pump House	30 Jun 1986	96	\$32,442	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70201 - Corvallis M/W Operating Grounds	F7020101	F7020101 - Corvallis MS M/W Bldg	01 Jan 1962	110	\$32,429	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F42615 - Hayden Island Grounds	F4261502	F4261502 - Hayden Island Storage Bldg	01 Jan 1967	106	\$31,598	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F41814 - Chiloquin MS Grounds	F4181403	F4181403 - Chiloquin MS Closed Storage	01 Jan 1966	105	\$31,300	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F71011 - Yellow Butte M/W Grounds	F7101101	F7101101 - Yellow Butte M/W Bldg 1	01 Jul 2014	80	\$31,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F71011 - Yellow Butte M/W Grounds	F7101102	F7101102 - Yellow Butte Gen Bldg	01 Jul 2014	80	\$31,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F71907 - Doherty Slide M/W Grounds	F7190702	F7190702 - Doherty Slide M/W Gen Bldg	01 Jun 2015	138	\$31,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72107 - Euchre Mtn M/W Grounds	F7210701	F7210701 - Euchre Mtn M/W Bldg	01 Jul 2011	246	\$31,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72504 - Jordan Butte M/W Grounds	F7250401	F7250401 - Jordan Butte M/W Bldg	01 Jun 2013	384	\$31,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73011 - Coombs Canyon M/W Grounds	F7301101	F7301101 - Coombs Canyon M/W Bldg	01 Jun 2013	360	\$31,200	\$0	\$0	\$0	\$0	\$0	0.0%	\$0		

ODOT Region Wireless - F71702 - Fiddler Mountain M/W Grounds	F7170201	F7170201 - Fiddler Mtn M/W Bldg	01 Jul 2014	160	\$22,689	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190521	F4190521 - Alkali Lake MS Pump House	27 Jun 2011	64	\$22,408	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71502 - Starveout Grounds	F7150203	F7150203 - Starveout Generator Bldg	01 Jun 2008	76	\$22,406	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41913 - Adel MS Grounds	F4191318	F4191318 - Adel MS Pump House	27 Jun 2011	64	\$22,300	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73501 - Tamarack M/W Grounds	F7350101	F7350101 - Tamarack M/W Bldg	30 Jun 1986	64	\$21,758	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 03 - F41501 - Siskiyou MS Grounds	F4150108	F4150108 - Siskiyou MS Water Tank Shed	01 Nov 2013	72	\$21,462	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 03 - F41511 - Lincoln MS Grounds	F4151106	F4151106 - Lincoln MS Fuel Station	01 Jun 1996	72	\$21,462	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F24240 - Powell Blvd Stockpile Grounds	F2424002	F2424002 - Powell Blvd De-Icer Pump House	01 Jan 2010	72	\$21,262	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F41912 - Lakeview New MS Grounds	F4191204	F4191204 - Lakeview Enclosed Storage	06 Aug 1998	60	\$20,802	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261610	F4261610 - N Portland MS Shed	01 Apr 2005	72	\$20,800	\$0	\$1,000	\$0	\$0	\$1,000	4.8%	\$0	\$0	
ODOT Region Wireless - F70108 - Summit Point M/W Grounds	F7010801	F7010801 - Summit Point M/W Bldg	01 Jul 1998	120	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70604 - Bennett Butte M/W Operating Grounds	F7060402	F7060402 - Bennett Butte M/W Bldg	15 Jun 2011	200	\$20,800	\$0	\$0	\$500	\$0	\$500	2.4%	\$0	\$0	
ODOT Region Wireless - F70907 - Five Mile Butte M/W Grounds	F7090701	F7090701 - Five Mile Butte M/W Bldg	01 Mar 2014	322	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70910 - Brothers M/W Grounds	F7091001	F7091001 - Brothers M/W Bldg	17 Nov 2014	196	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71301 - King Mountain M/W Grounds	F7130101	F7130101 - King Mountain M/W Bldg	01 Jul 2013	120	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71301 - King Mountain M/W Grounds	F7130102	F7130102 - King Mtn M/W Battery Bldg	01 Jul 2013	36	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71810 - Applegate Butte M/W Grounds	F7181001	F7181001 - Applegate Butte M/W Bldg	01 Jul 2013	608	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71907 - Doherty Slide M/W Grounds	F7190701	F7190701 - Doherty Slide M/W Bldg	01 Jan 2015	200	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72017 - Table Rock M/W Grounds	F7201701	F7201701 - Table Rock M/W Bldg	01 Jul 2013	400	\$20,800	\$0	\$0	\$3,000	\$0	\$3,000	14.4%	\$0	\$0	\$3,000
ODOT Region Wireless - F72212 - McCully Mountain M/W Grounds	F7221201	F7221201 - McCully Mtn M/W Bldg	01 Jun 2013	368	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72409 - Portland Road M/W Grounds	F7240901	F7240901 - Portland Road M/W Bldg	01 Jun 2013	120	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72506 - Wilkenson Hill M/W Grounds	F7250601	F7250601 - Wilkenson Hill M/W Bldg 1	01 Jun 1996	168	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72506 - Wilkenson Hill M/W Grounds	F7250602	F7250602 - Wilkenson Hill M/W Bldg 2	01 Jun 1996	80	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73210 - Howard Butte M/W Grounds	F7321001	F7321001 - Howard Butte M/W Bldg	01 Jul 2015	130	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73704 - Sillusi Butte M/W Grounds	F7370401	F7370401 - Sillusi Butte M/W Bldg	01 Jul 2013	200	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F91909 - Alkali Lake SRA Grounds	F9190904	F9190904 - Alkali Lake Vault Toilet	01 Jan 1987	63	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F91909 - Alkali Lake SRA Grounds	F9190905	F9190905 - Alkali Lake SRA Vault Toilet	01 Jan 1987	63	\$20,800	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F73019 - Cold Springs M/W Grounds	F7301901	F7301901 - Cold Springs M/W Bldg	01 Jul 2014	80	\$20,733	\$0	\$4,000	\$0	\$0	\$4,000	19.3%	\$0	\$0	\$4,000
ODOT Region Wireless - F73317 - Shaniko Tanager M/W Grounds	F7331701	F7331701 - Shaniko Tanager Equipment Shelter	09 Jun 2014	330	\$19,760	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F40203 - Alsea MS Grounds	F4020303	F4020303 - Alsea MS Pump Well House	01 Oct 1993	44,44	\$19,462	\$0	\$0	\$14,353	\$0	\$14,353	73.7%	\$0	\$0	\$14,353
ODOT Region CCD - F52306 - Farewell Bend POE Grounds	F5230602	F5230602 - Farewell Bend POE Pump House	01 Jan 1980	64	\$19,338	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 03 - F41511 - Lincoln MS Grounds	F4151104	F4151104 - Lincoln MS Pump House Water	01 Jan 1953	64	\$19,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F42603 - Troutdale MS Grounds	F4260307	F4260307 - Troutdale MS Pump House	30 Oct 2011	64	\$19,078	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F24010 - Sandy Stockpile Grounds	F2401005	F2401005 - Sandy Stockpile Herbicide Storage	01 Aug 2000	63	\$19,035	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F40305 - Milwaukee MS Grounds	F4030514	F4030514 - Milwaukee MS Deicer Pump House	24 Aug 2006	64	\$18,900	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 04 - F40905 - Brothers MS Grounds	F4090525	F4090525 - Brothers MS New Fuel Station	01 Jan 2000	64	\$18,900	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F42609 - SW Portland MS Grounds	F4260914	F4260914 - SW Portland MS Fuel Station Support Bldg	06 May 2021	24	\$18,891	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F70809 - Edson Butte M/W Grounds	F7080901	F7080901 - Edson Butte M/W Bldg	01 Jul 2013	96	\$18,720	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F41201 - Austin MS Grounds	F4120114	F4120114 - Austin MS Garage #14	01 Jan 1969	54	\$18,647	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 02 - F40412 - Humbug MS Grounds	F4041205	F4041205 - Humbug MS De-ice Pump House	01 Feb 2005	48	\$18,321	\$0	\$0	\$14,224	\$0	\$14,224	77.6%	\$0	\$0	\$14,224
ODOT Region CCD - F52409 - Woodburn POE Grounds	F5240905	F5240905 - Woodburn POE Storage Shed #05	30 Jun 1988	60	\$18,129	\$2,400	\$0	\$0	\$0	\$2,400	13.2%	\$0	\$0	\$2,400
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211103	F4211103 - Rose Lodge Pump House	01 Jan 1996	64,06	\$17,886	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F24012 - Bennett Pass Stockpile Grounds	F2401206	F2401206 - Bennett Pass Propane Shelter	01 Jan 1967	48	\$16,785	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F72308 - Succor Creek Operating Grounds	F7230801	F7230801 - Succor Creek Radio Bldg	27 Feb 1995	48	\$16,281	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F42616 - N Portland MS New Grounds	F4261605	F4261605 - N Portland MS Deicer Pump House	21 Mar 2000	54	\$16,097	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71014 - Roman Nose M/W Grounds	F7101401	F7101401 - Roman Nose M/W Bldg	01 Jun 2013	288	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71519 - Table Mountain M/W Grounds	F7151901	F7151901 - Table Mtn M/W Bldg	01 Jul 2013	324	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71601 - Agency Plains M/W Grounds	F7160101	F7160101 - Agency Plains M/W Bldg	01 Jun 2013	180	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71601 - Agency Plains M/W Grounds	F7160102	F7160102 - Agency Plains M/W Bldg 2	01 Jul 2014	232	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region Wireless - F71909 - Grizzly Peak M/W	F7190901	F7190901 - Grizzly Peak M/W Bldg	01 Jul 1998	135	\$15,600	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230604	F4230604 - Juntura MS Pump House	01 Jan 1982	52	\$15,501	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0	
ODOT Region 01 - F41407 - Hood River Pump Station Grounds	F4140701	F4140701 - Hood River Pump Station	01 Nov 2008	144										

ODOT Region Wireless - F71909 - Grizzly Peak M/W	F7190902	F7190902 - Grizzly Peak M/W Gen Bldg	01 Sep 2005	100	\$7,280	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F71108 - Cottonwood Canyon St Pk M/W Grounds	F7110801	F7110801 - Cottonwood Canyon St Pk MW Bldg	17 Apr 2015	120	\$7,176	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230512	F4230512 - Jordan Valley MS Tractor Shed	01 Jan 2009	603.13	\$6,139	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70610 - Four Mile M/W Grounds	F7061001	F7061001 - Four Mile M/W Bldg	01 Jan 1993	160	\$6,032	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F40916 - Bend MS Grounds	F4091614	F4091614 - Bend Fuel Support Bldg	01 May 2012	48	\$5,658	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70606 - Baldy Butte M/W Grounds	F7060601	F7060601 - Baldy Butte M/W Bldg	01 Jul 2004	96	\$5,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72315 - Mahogany Mountain M/W Grounds	F7231501	F7231501 - Mahogany Mtn M/W Bldg	01 Jun 2013	200	\$5,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 04 - F90905 - Brothers Oasis RA Grounds	F9090515	F9090515 - Brothers Oasis Storage Bldg	31 Jul 2014	120	\$5,200	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 05 - F42305 - Jordan Valley MS Grounds	F4230513	F4230513 - Jordan Valley MS Shop/Garage	01 Jan 2010	699	\$4,625	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 03 - F41508 - Prospect MS Grounds	F4150811	F4150811 - Prospect MS Fuel Station Support Bldg	15 Mar 2004	15	\$4,471	\$0	\$0	\$1,500	\$0	\$1,500	33.5%	\$0	\$0
ODOT Region Wireless - F72007 - Herman Peak M/W Grounds	F7200701	F7200701 - Herman Peak M/W Equipment Shelter #1	01 Jan 2013	336	\$4,160	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region 01 - F40305 - Milwaukie MS Grounds	F4030517	F4030517 - Milwaukie MS Cold Storage	01 Jan 2012	756	\$243,432	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F70301 - Mt Scott M/W Operating Grounds	F7030103	F7030103 - Mt Scott M/W Bldg 3	18 Jul 2019	264	\$58,872	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F72020 - Glenada Ridge MW Grounds	F7202001	F7202001 - Glenada Ridge MW Bldg 01	18 Sep 2023	312	\$69,576	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73002 - Cabbage Hill MW Grounds	F7300202	F7300202 - Cabbage Hill MW Bldg	01 Mar 2015	310.5	\$69,242	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73106 - Ladd Canyon MW Grounds	F7310601	F7310601 - Ladd Canyon M/W	03 Jun 2014	276	\$61,548	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73309 - Hulse Ranch M/W Grounds	F7330902	F7330902 - Hulse Ranch Generator Bldg	22 Nov 2010	384	\$85,632	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
ODOT Region Wireless - F73601 - Chehalem M/W Operating Grounds	F7360103	F7360103 - Chehalem Mtn Gen Bldg	01 Jan 2008	350	\$78,050	\$0	\$0	\$0	\$0	0.0%	\$0	\$0	\$0
Subtotal Under \$1M CRV				607,446	203,552,638	123,000	998,628	2,364,204	98,000	3,485,832	24	0	0
3,485,832													

#### Definitions

Current Maintenance Priority 1-4	1	Current costs for all facility maintenance and deferred maintenance except those that are covered in operations and maintenance budgets (routine maintenance).
Construction Year	2	Original Construction Year
Current Replacement Value	3	Current Replacement Value Reported to Risk Management or <b>Calculated Replacement Value Reported from Facility Conditions Assessment (FCA)</b>
Priority One: Currently Critical	4	From the Budget Instruction: Priority One projects are conditions that require immediate action in order to address code and accessibility violations that affect life safety. Building envelope issues (roof, sides, windows and doors) that pose immediate safety concerns should be included in this category.
Priority Two: Potentially Critical	5	From the Budget Instruction: Priority Two projects are to be undertaken in the near future to maintain the integrity of the facility and accommodate current agency program requirements. Included are systems that are functioning improperly or at limited capacity, and if not addressed, will cause additional system deterioration and added repair costs. Also included are significant building envelope issues (roof, sides, windows and doors) that, if not addressed, will cause additional system deterioration and added repair costs.
Priority Three: Necessary - Not yet Critical	6	From the Budget Instructions: Priority Three projects could be undertaken in the near to mid-term future to maintain the integrity of a building and to address building systems, building components and site work that have reached or exceeded their useful life based on industry standards, but are still functioning in some capacity. These projects may require attention currently to avoid deterioration, potential downtime and consequently higher costs if corrective action is deferred.
Priority Four: Seismic and Natural Hazard Remediation	7	From the Budget Instructions: Priority Four projects improve seismic performance of buildings constructed prior to 1995 building code changes to protect occupants, minimize building damage and speed recovery after a major earthquake. Projects also include those that mitigate significant flood hazards.
Facility Condition Index	8	A calculated measure of facility condition relative to its current replacement value (expressed as a percentage)

Current Maintenance Priority 5<sup>1</sup> for Owned Assets Over \$1M CRV

Campus	iPlan Data (Incl Soft Costs)							Agency Input				
	Building ID	Building Name	Construction Date <sup>2</sup>	Gross Square Footage	Current (Calculated) Replacement Value <sup>3</sup>	Modernization Estimate	Notes/Description			2023-25 LAB Approved	2025-27 Requested Budget	Remaining Need (Estimated) = Columns G-I-J
A	B	C	D	E	F	G	H			I	J	K
ODOT Region 01 - F40327 - Lawnfield MS Grounds	F4032702	F4032702 - Lawnfield MS D2B Office & Shop	30 Jun 1985	97003.87	\$22,374,860	\$31,568				\$0	\$0	\$31,568
ODOT Region 05 - F43111 - Region 5 HQ Grounds	F4311101	F4311101 - Region 5 HQ Bldg	30 Jun 1990	40425.69	\$11,640,929	\$181,963				\$0	\$0	\$181,963
ODOT Region 01 - F42619 - Barlow School Grounds	F4261901	F4261901 - Barlow School Office Bldg	01 Jan 1979	22280.43	\$8,417,073	\$200,000				\$0	\$0	\$200,000
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261801	F4261801 - E Portland MS Shop Bldg	01 Jan 1978	9781	\$3,104,466	\$5,500,000				\$0	\$0	\$5,500,000
ODOT Region 02 - F42111 - Rose Lodge MS Grounds	F4211101	F4211101 - Rose Lodge MS Bldg	01 Jan 1996	9328.92	\$2,967,668	\$1,008				\$0	\$0	\$1,008
ODOT Region 05 - F40107 - Baker City MS Grounds	F4010702	F4010702 - Baker City MS Storage Bldg	02 May 2011	11000	\$2,924,178	\$34,615				\$0	\$0	\$34,615
ODOT Region 03 - F41025 - Shady MS New Grounds	F4102502	F4102502 - Shady MS Bldg	01 Jan 1985	7100	\$2,752,460	\$1,055,416				\$0	\$0	\$1,055,416
ODOT Region 03 - F41707 - Grants Pass MS Grounds	F4170701	F4170701 - Grants Pass MS Bldg	01 Jan 1974	7720	\$2,582,785	\$81,660				\$0	\$0	\$81,660
ODOT Region 02 - F40206 - Corvallis MS New Grounds	F4020604	F4020604 - Corvallis Dist 4 Office Bldg	01 Jan 1967	9072.17	\$2,540,805	\$115,000				\$0	\$0	\$115,000
ODOT Region 04 - F43305 - Warm Springs MS Grounds	F4330505	F4330505 - Warm Springs MS Bldg	01 Jan 1951	6500	\$2,500,794	\$12,000				\$0	\$0	\$12,000
ODOT Region 05 - F43104 - Elgin MS Grounds	F4310401	F4310401 - Elgin MS Bldg	01 Jan 1946	7308.17	\$2,486,915	\$175,000				\$0	\$0	\$175,000
ODOT Region 05 - F43109 - La Grande MS Grounds	F4310901	F4310901 - District 13 Office/DMV	01 Jan 1972	5675.87	\$2,461,628	\$85,000				\$0	\$0	\$85,000
ODOT Region 02 - F41808 - Odell Lake MS Grounds	F4180801	F4180801 - Odell Lake MS Bldg	01 Jan 1971	7080	\$2,458,204	\$90,181				\$0	\$0	\$90,181
ODOT Region 03 - F41516 - Central Point MS Grounds	F4151601	F4151601 - Central Point MS Bldg	01 Jan 1961	8480	\$2,415,662	\$1,076,000				\$0	\$0	\$1,076,000
ODOT Region 05 - F43022 - Pendleton MS Grounds	F4302202	F4302202 - Pendleton Enclosure Storage Bldg A	01 Jun 1998	8400	\$2,114,528	\$1,500				\$0	\$0	\$1,500
ODOT Region 05 - F42308 - Basque MS Grounds	F4230801	F4230801 - Basque MS Bldg	01 Jan 1940	4700	\$2,080,528	\$75,000				\$0	\$0	\$75,000
ODOT Region 05 - F42321 - Ontario MS New Grounds	F4232101	F4232101 - Ontario MS Office/OSP	31 Dec 1999	5978.58	\$2,051,619	\$34,056				\$0	\$0	\$34,056
ODOT Region 01 - F40306 - Milwaukie Reg 1 Grounds	F4030601	F4030601 - Milwaukie Reg 1 Office Stone Bldg	01 Jan 1938	17655	\$1,699,620	\$1,500,000				\$0	\$0	\$1,500,000
ODOT Region 05 - F41301 - Burns MS Grounds	F4130107	F4130107 - Burns New MS Bldg	01 Jan 1985	3850	\$1,695,895	\$28,841				\$0	\$0	\$28,841
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080401	F4080401 - Port Orford MS Bldg	01 Jan 1952	3660	\$1,615,284	\$16,846				\$0	\$0	\$16,846
ODOT Region 05 - F41201 - Austin MS Grounds	F4120117	F4120117 - Austin MS Bldg	01 Jan 1968	3600	\$1,574,052	\$2,000				\$0	\$0	\$2,000
ODOT Region 03 - F41007 - Steamboat MS Grounds	F4100705	F4100705 - Steamboat Office	01 Jan 1951	2560	\$1,477,363	\$600,000				\$0	\$0	\$600,000
ODOT Region 05 - F42317 - Vale MS Grounds	F4231705	F4231705 - Vale MS Bldg	30 Jun 1987	4012.5	\$1,402,762	\$5,000				\$0	\$0	\$5,000
ODOT Region 01 - F42618 - E Portland MS Grounds	F4261802	F4261802 - E Portland MS Office	01 Jan 1978	3072	\$1,166,099	\$2,000,000				\$0	\$0	\$2,000,000
ODOT Region 05 - F42308 - Basque MS Grounds	F4230822	F4230822 - Basque MS Residence House #22	01 Jul 2010	1500	\$1,056,370	\$10,000				\$0	\$0	\$10,000
ODOT Region 05 - F41201 - Austin MS Grounds	F4120103	F4120103 - Austin MS Residence House #03	01 Jan 1931	1470	\$1,022,523	\$205,000				\$0	\$0	\$205,000
ODOT Region 05 - F41301 - Burns MS Grounds	F4130104	F4130104 - Burns MS Maint Bldg	01 Jan 1958	2380	\$970,947	\$5,000				\$0	\$0	\$5,000
ODOT Region 04 - F41905 - Alkali Lake MS Grounds	F4190514	F4190514 - Alkali Lake MS MH #14	30 Jun 1986	1344	\$947,918	\$16,000				\$0	\$0	\$16,000
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230613	F4230613 - Juntura MS House #13	01 Jul 2010	1500	\$900,728	\$90,000				\$0	\$0	\$90,000
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230615	F4230615 - Juntura MS House #15	06 Feb 2015	1500	\$900,728	\$91,000				\$0	\$0	\$91,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220405	F4220405 - Santiam Jct MS Residence House #05	01 Jan 1942	1282	\$891,524	\$250,000				\$0	\$0	\$250,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220406	F4220406 - Santiam Jct MS Residence House #06	01 Jan 1942	1282	\$891,524	\$250,000				\$0	\$0	\$250,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220419	F4220419 - Santiam Jct MS Residence MH #19	30 Jun 1987	1248	\$867,880	\$8,650				\$0	\$0	\$8,650
ODOT Region 03 - F40804 - Port Orford MS Grounds	F4080407	F4080407 - Port Orford Pole Bldg	11 Apr 1996	2028	\$828,927	\$90,000				\$0	\$0	\$90,000
ODOT Region 05 - F42306 - Juntura MS Grounds	F4230616	F4230616 - Juntura MS House #16	16 Sep 2020	1492	\$624,000	\$140,000				\$0	\$0	\$140,000
ODOT Region 05 - F42308 - Basque MS Grounds	F4230826	F4230826 - Basque MS Residence House #26	20 Nov 2020	1492	\$624,000	\$25,000				\$0	\$0	\$25,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220414	F4220414 - Santiam Jct MS Residence Trailer #14	01 Jan 1966	720	\$500,700	\$450,000				\$0	\$0	\$450,000
ODOT Region CCD - F51008 - NB Booth Ranch Scale House Grounds	F5100803	F5100803 - Booth Ranch Scale House NB	15 Apr 2024	349	\$327,024	\$250,000				\$0	\$0	\$250,000
ODOT Region CCD - F53103 - La Grande Scale House Grounds	F5310303	F5310303 - La Grande Scale House	30 Jun 1982	200	\$202,451	\$30,000				\$0	\$0	\$30,000
ODOT Region CCD - F51504 - NB Ashland Scale House Grounds	F5150401	F5150401 - NB Ashland Scale House	01 Jan 1970	120	\$104,078	\$20,000				\$0	\$0	\$20,000
ODOT Region CCD - F53602 - Dayton Scale House Grounds	F5360201	F5360201 - Dayton Scale House	01 Jan 1951	120	\$104,078	\$40,000				\$0	\$0	\$40,000
ODOT Region 02 - F42204 - Santiam Jct MS Grounds	F4220407	F4220407 - Santiam Jct MS Garage #07	01 Jan 1939	360	\$79,575	\$2,000				\$0	\$0	\$2,000
ODOT Region 05 - F43505 - Spray MS New Grounds	F4350502											

**Agency Name**      Oregon Department of Transportation

**1. What are the key drivers for your agency's facility needs, and how do you measure space/facility demand?**

Highway lane miles maintained by each Maintenance Station, equipment size and maintenance needs, safety needs driven by weather conditions, environmental factors and availability of resources in the immediate vicinity.

**2. What are the key facility-related challenges over the next 10-years? (Please answer in order of priority)**

1. Lack of funding due to revenue stream logistics
2. Modernization of equipment is well ahead of funding to replace obsolete and inadequate structures to house the equipment
3. Obsolete buildings leave expensive equipment unprotected and reduce the lifespan
4. Seismic retro fits needed on several structures
5. Growing time lines for jurisdictional permits pushing beyond biennial funding timelines

**3. What do you need to meet these challenges**

Resolution of the revenue stream issues sooner rather than later. Capital Improvement threshold raised to \$2M to allow modernization of buildings to protect equipment. Fully staffed crews to manage the projects.

## Agency Name

Oregon Department of Transportation

## Table A: Owned Assets Over \$1M CRV

## FY 2024 DATA

Total Number of Facilities Over \$1M	371	Source  Estimate/Actual  Office/Admin USF/PC or Agency Measure	4	FCA	Risk or FCA
Current Replacement Value \$ (CRV)	1 \$1,002,228,614		5		% USF/GSF
Total Gross Square Feet (GSF)	2,773,923		6		
Office/Administrative Usable Square Feet (USF)	2		7		
Occupants Position Count (PC)	3				

## Table B: Owned facilities under \$1M CRV

Number of Facilities Under \$1M	772
CRV	1 \$ 203,552,638.00
Total Gross Square Feet (GSF)	607,446

## Table C: Leased Facilities

Total Rented SF	8 356,768	Source  Estimate/Actual  Office/Admin USF/PC	5		% USF/GSF
Total 2023-25 Biennial Lease Cost	9 \$12,545,232		6		
Additional 2023-25 Costs for Lease Properties (O&M)	9 4088376				
Office/Administrative Usable Square Feet (USF)	2 352,844				
Occupants Position Count (PC)	3				

## Definitions

CRV	1	Current Replacement Value Reported to Risk Management <b>or Calculated Replacement Value Reported from iPlan Facility Conditions Assessment (FCA)</b>
USF	2	Usable Square Feet per BOMA definition for office/administrative uses. Area of a floor occupiable by a tenant where personnel or furniture are normally housed plus building amenity areas that are convertible to occupant area and not required by code or for the operations of a building. If not known, estimate the percentage.
Occupant Position Count (PC)	3	Total Legislatively Approved Budget (LAB) Position Count within the buildings or leases as applicable.
Source	4	Enter Source of CRV as "Risk" or "FCA"
Estimate/Actual	5	Use actual USF % of USF to GSF, if available. If not known, estimate the percentage.
Office/Administrative USF/PC	6	Divide your USF by your position count. If office/admin space is a less than 10% of your space use, fill in N/A and fill in #7, "Agency Measure".
Agency Measure	7	If not using USF/PC, insert Agency Measure as defined in 107BF02 question #1.
RSF	8	Rentable SF per BOMA definition. The total usable area plus a pro-rated allocation of the floor and building common areas within a building.
O&M	9	Total Operations and Maintenance Costs for facilities including all maintenance, utilities and janitorial

## Agency Name

Oregon Department of Transportation

## Facilities Operations and Maintenance (O&amp;M) Budget excluding Capital Improvements and Deferred Maintenance

	2021-23 Actual	2023-25 LAB	2025-27 Budgeted	2027-29 Budgeted
Personal Services (PS) Operations and Maintenance	\$7,756,446	\$8,260,615	\$8,533,215	\$8,814,811
Services and Supplies (S&S) Operations and Maintenance	\$18,886,650	\$20,114,282	\$20,778,051	\$21,463,727
Utilities not included in PS and S&S above	\$7,978,328	\$8,776,161	\$9,653,777	\$10,619,155
<b>Total O&amp;M</b>	<b>\$34,621,424</b>	<b>\$37,151,058</b>	<b>\$38,965,043</b>	<b>\$40,897,693</b>
<b>O&amp;M \$/SF</b>	<b>\$0.029</b>	<b>\$0.031</b>	<b>\$0.032</b>	<b>\$0.034</b>

**Total O&M SF**

1,205,781,252 Include only the SF for which your agency provides O&amp;M funding.

	General Fund	Lottery Fund	Other Funds	Federal Funds
<b>O&amp;M Estimated Fund Split Percentage %</b>	2		100%	

## Deferred Maintenance Funding In Current Budget Model

## Total Short and Long Term Deferred Maintenance Plan for Facilities

Priorities 1-3 - Currently, Potentially and Not Yet Critical
Priority 4 - Seismic & Natural Hazard
Priority 5 - Modernization
<b>Total Priority Need</b>
<b>Facility Condition Index (Priority 1-3 Needs/CRV)</b>

	2025-27 Biennium		Ongoing Budgeted (non POP)	Ongoing Budgeted (non POP)
	3 Current Costs 2024	4 Ten Year Projection	5 2025-27 Budgeted SB 1067 (2% CRV min.)	6 2027-29 Projected SB 1067 (2% CRV min.)
4,5,6	\$39,021,444	\$445,805,411	\$9,962,000	\$9,962,000
7	\$15,300	\$1,439,270	\$ -	0
8	\$15,676,504	\$400,000,000	0	0
9	\$54,713,248	\$847,244,681	\$44,751,248	\$837,282,681
	3.24%	36.97%	2.41%	36.15%

**Assets CRV**

\$1,205,781,252 Current Replacement Value Reported to Risk or Calculated Replacement Value Reported from Facility Conditions Assessment (FCA)

Process/Software for routine maintenance (O&M)  
 Process/Software for deferred maintenance/renewal  
 Process for funding facilities maintenance

customer needs	Provide narrative
Zlink - prioritization based on FCA , regular inspections and funding limitations	Provide narrative
Central Services funding, some of which comes from districts via building base budgets	Provide narrative

## From iPlan FCA

Note: Future budget estimates ascertained using PCI percentage for each year

**Definitions**

<b>Facilities Operations and Maintenance Budget</b>	1	The Facilities Operations and Maintenance budget includes costs to operate and maintain facilities and keep them in repair including utilities, janitorial and maintenance costs. Maintenance costs are categorized as external building (roof, siding, windows, etc.); interior systems (electrical, mechanical, interior walls, doors, etc.); roads and ground (groundskeeper, parking lots, sidewalks, etc.) and centrally operated systems (electrical, mechanical, etc.). Agencies with significant facilities may include support staff if directly associated with facilities maintenance activities. Do not include other overhead costs such as accounting, central government charges, etc.
<b>O&amp;M Estimated Fund Split Percentage %</b>	2	Show the fund split by percentage of fund source allocated to facility O&M for your agency

<b>Total Short and Long Term Maintenance and Deferred Maintenance Plan for Facilities Value Over \$1M</b>	<b>3</b>	All Maintenance excluding routine O&M costs. 25-27 and 27-29 auto-populates with 2% of the sum of your agency portfolio's CRV. Written to deliver on SB 1067: SECTION 9. (1) Each biennium, the Governor shall propose as part of the Governor's recommended budget an amount for deferred maintenance and capital improvements on existing state-owned buildings and infrastructure that is equivalent to at least two percent of the current replacement value of the state-owned buildings and infrastructure.
<b>Priority One: Currently Critical</b>	<b>4</b>	From the Budget Instruction: Priority One projects are conditions that require immediate action in order to address code and accessibility violations that affect life safety. Building envelope issues (roof, sides, windows and doors) that pose immediate safety concerns should be included in this category.
<b>Priority Two: Potentially Critical</b>	<b>5</b>	From the Budget Instruction: Priority Two projects are to be undertaken in the near future to maintain the integrity of the facility and accommodate current agency program requirements. Included are systems that are functioning improperly or at limited capacity, and if not addressed, will cause additional system deterioration and added repair costs. Also included are significant building envelope issues (roof, sides, windows and doors) that, if not addressed, will cause additional system deterioration and added repair costs.
<b>Priority Three: Necessary - Not yet Critical</b>	<b>6</b>	From the Budget Instructions: Priority Three projects could be undertaken in the near to mid-term future to maintain the integrity of a building and to address building systems, building components and site work that have reached or exceeded their useful life based on industry standards, but are still functioning in some capacity. These projects may require attention currently to avoid deterioration, potential downtime and consequently higher costs if corrective action is deferred.
<b>Priority Four: Seismic and Natural Hazard Remediation</b>	<b>7</b>	From the Budget Instructions: Priority Four projects improve seismic performance of buildings constructed prior to 1995 building code changes to protect occupants, minimize building damage and speed recovery after a major earthquake. Projects also include those that mitigate significant flood hazards.
<b>Priority Five: Modernization</b>	<b>8</b>	From the Budget Instructions: Priority Five projects are alterations or replacement of facilities solely to implement new or higher standards to accommodate new functions, significantly improve existing functionality as well as replacement of building components that typically last more than 50 years (such as the building structure or foundations). These standards include system and aesthetic upgrades which represent sensible improvements to the existing condition. These projects improve the overall usability and reduce long-term maintenance requirements. Given the significant nature of these projects, the work typically addresses deficiencies that do not conform to current codes, but are 'grandfathered' in their existing condition to the extent feasible.
<b>Facility Condition Index</b>	<b>9</b>	A calculated measure of facility condition relative to its current replacement value (expressed as a percentage)

*Note: Complete a separate form for each project*

<b>Agency</b>	Oregon Department of Transportation		<b>Schedule</b>	
<b>Project Name</b>	None	<b>Cost Estimate</b>	<b>Cost Est. Date</b>	<b>Start Date</b>
<b>Address /Location</b>		<b>GSF</b>	<b># Stories</b>	<b>Land Use/Zoning Satisfied</b>

<b>Funding Source/s: Show the distribution of dollars by funding source for the full project cost.</b>	<b>General Funds</b>	<b>Lottery</b>	<b>Other</b>	<b>Federal</b>

**Description of Agency Business/Master Plan and Project Purpose/Problem to be Corrected**

ODOT has no CC projects planned for 25-27

**Project Scope and Alternates Considered**

**Project Budget Estimate - Escalate to the mid-point of construction. Use 4.5% Annual Escalation.**

**DIRECT CONSTRUCTION COSTS**

	\$	% Project Cost	\$/GSF
1 Building Cost Estimate			
2 Site Cost Estimate (20 Ft beyond building footprint)			
<b>3 TOTAL DIRECT CONSTRUCTION COSTS</b>	=		

**INDIRECT CONSTRUCTION COSTS**

4 Owner Equipment / Furnishings / Special Systems			
5 Construction Related Permits & Fees			
Other Indirect Construction Costs Including 1% Art, 1.5% Renewable Energy and			
6 other state requirements			
7 Architectural, Engineering Consultants			
8 Other Design and PM Costs			
9 Relocation/Swing Space Costs			
<b>10 TOTAL SOFT COSTS</b>			
<b>11 OWNER'S PROJECT CONTINGENCY</b>			

	\$	% Project Cost	\$/GSF
<b>TOTAL PROJECT COST</b>			

Cost Estimate Source (EG Agency, Cost Estimator, A/E, etc.)

Project Image/Illustration (optional)

Agency Name Oregon Department of Transportation

Note: List each project/lease or disposal separately.

## Proposed New Construction or Acquisition - Complete for 5 Biennia

Biennium	Agency Priority	Concept/Project Name	Description	GSF	Position Count <sup>1</sup>	General Fund	Other Funds	Lottery Funds	Federal Funds	Estimated Cost/Total Funds
2025-27		None								
2027-29		South Coast Regional Seismic Ready Facility Phase 2	Phase 1 was land acquisition, site development and completion of a seismic ready stockpile site. Currently on hold due to addition funding needed. Phase 2 will include construction of buildings and infrastructure.							TBD
2029-31		Facilities Master Plan Priority Proj	Develop and Fund priority projects identified in the Master Plan							TBD
2031-33										
2033-35										

## Proposed Lease Changes over 10,000 RSF - Complete for 3 Biennia

Biennium	Location	Description/Use	Term in Years	Total RSF <sup>2</sup> +/- (added or eliminated)	USF <sup>3</sup>	Position Count <sup>1</sup>	Biennial \$ Rent/RSF <sup>2</sup>	Biennial \$ O&M <sup>4</sup> /RSF <sup>2</sup> not included in base rent payment	Total Cost/Biennium
25-27	14040 Fairview industrial	End lease		34,022	28,945	108	\$731,280	\$228,720	\$960,000

## Proposed Lease Changes over 10,000 RSF - Complete for 3 Biennia

Biennium	Location	Description/Use	Term in Years	Total RSF <sup>2</sup> +/- (added or eliminated)	USF <sup>3</sup>	Position Count <sup>1</sup>	Biennial \$ Rent/RSF <sup>2</sup>	Biennial \$ O&M <sup>4</sup> /RSF <sup>2</sup> not included in base rent payment	Total Cost/Biennium
				A	B	C	D	E	(D+E) * A

## Planned Disposal of Owned Facility

Biennium	Facility Name	Description
	None	

## Definitions

Occupant Position Count (PC)	1	Estimated Position Count assigned to (home location) each building or lease as applicable
RSF	2	Rentable SF per BOMA definition. The total usable area plus a pro-rated allocation of the floor and building common areas within a building.
USF	3	Usable Square Feet per BOMA definition for office/administrative uses. Area of a floor occupiable by a tenant where personnel or furniture are normally housed plus building amenity areas that are convertible to occupant area and not required by code or for the operations of a building. If not known, estimate the percentage.
O&M	4	Total Operations and Maintenance Costs for facilities including all maintenance, utilities and janitorial

ODOT _ Delivery & Operations Division		2025-27 Biennium														
		73000-100-00-00000														
		100-20-00-00000 Maintenance														
		100-50-00-00000 Project Delivery and Support														
		100-65-00-00000 Local Government														
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
Delivery & Operations	1	ODOT	100-00-00-00000	Safety/Ops Quick Fix			2,205,000				\$ 2,205,000			No	Low cost improvements to the transportation system would not be funded and could impact safety and operation of the system.	
Delivery & Operations	2	ODOT	100-00-00-00000	Operating Costs			3,933,552				\$ 3,933,552			No	May impact the operations of the Maintenance Branch to pay licensing invoice and/or covering uncovered expenditures due to standard labor distribution.	
Delivery & Operations	3	ODOT	100-00-00-00000	Timber Program			55,000				\$ 55,000			No	Funding would not be available for removing hazard trees and may impact the seamless operation and use of the highways.	
Delivery & Operations	4	ODOT	100-00-00-00000	Telematic Funding			1,000,000				\$ 1,000,000			No	Safety for employees, environmental stewardship and material use efficiency with more knowledge of material use and location, fuel efficiency and greenhouse gas reduction, fleet maintenance management, and risk management efficiencies associated with tort claim may be impacted.	
Delivery & Operations	5	ODOT	100-00-00-00000	SOLVE Contract			125,000				\$ 125,000			No	No SOLVE litter clean up will be conducted.	
Delivery & Operations	6	ODOT	100-00-00-00000	Illegal Camping Management			1,000,000				\$ 1,000,000			No	Immediately increases the number of concerns with the neighbors and potentially increased pollution to streams as well as having more damage to bridges.	
Delivery & Operations	7	ODOT	100-00-00-00000	Fleet Acquisition & Replacement			12,575,026				\$ 12,575,026			No	Further aging of ODOT's fleet inventory will occur which may cause safety issues, costly future increases in vehicle maintenance costs and reduced equipment reliability. It also decreases the ability to seek green alternatives in fleet equipment such as elimination of the ability to purchase emission reduction enabling technology.	
Delivery & Operations	8	ODOT	100-00-00-00000	Fuel Reduction			2,000,000				\$ 2,000,000			No	This is a corresponding reduction to the reduction in fleet inventory.	
Delivery & Operations	9	ODOT	100-00-00-00000	Pave Patch Program			12,000,000				\$ 12,000,000			No	This reduction will cause more sinks and pavement to fail more quickly. It will also impact the cost of pavement repair and replacements.	
Delivery & Operations	10	ODOT	100-00-00-00000	Position Reductions & Corresponding S&S			25,553,979				\$ 25,553,979			No	The Maintenance level of service for Oregonians will drop in every area and type of Maintenance activities.	
Delivery & Operations	11	ODOT	100-00-00-00000	Preservation Program			30,347,251				\$ 30,347,251			No	The pavement conditions and pavement condition ratings will decline.	
Delivery & Operations	12	ODOT	100-00-00-00000	Bridge Program			37,277,690				\$ 37,277,690			No	A reduction will delay much needed bridge repair work and could result in long detours for heavy loads.	
Delivery & Operations	13	ODOT	100-00-00-00000	Highway Safety and Operations			35,552,994				\$ 35,552,994			No	A funding reduction will lessen the ability to address safety problems possibly leading to an increased fatality rate and will impact the ability to operate the transportation system safe and efficiently.	
Delivery & Operations	14	ODOT	100-00-00-00000	Modernization			42,027,141				\$ 42,027,141			No	Reductions in funding for the Modernization Program results in greater congestion, higher levels of carbon monoxide emissions as vehicles sit idling in traffic, less efficient freight movement, greater risks to drivers and higher project costs due to project delays. These results, in turn, negatively impact air quality, livability, economic health, and other associated transportation issues.	
Delivery & Operations	15	ODOT	100-00-00-00000	Special Programs			92,978,785				\$ 92,978,785			No	Reductions will impact the funding for bike and pedestrian projects, Federal Lands Access Program, Winter Recreation Parking, Snowmobile Facilities and the newly created Urban Mobility Office that focusses on a comprehensive congestion relief strategy. It would further impact the support functions to deliver ODOT's construction program in areas like technical disciplines and statewide standards, policies and guidelines.	
Delivery & Operations	16	ODOT	100-00-00-00000	Local Government			41,600,826				\$ 41,600,826			No	A reduction will result in fewer completed projects with Local Governments and will cause more emergency bridge repairs, declining pavement conditions and less safety projects addressed.	
				TOTAL	-	-	340,232,245	-	-	-	\$ 340,232,245	0	0.00			

Target (10%) \$ 340,232,245  
Difference \$ -

ODOT _ Interstate Bridge Replacement		2025-27 Biennium														
		73000-100-00-00000														
		73000-100-60-00000 IBR														
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
Interstate Bridge Replacement	1	ODOT	100-60-00-00000	Right of Way (ROW) Acquisition on Ruby Junction TriMet Facility			13,535,000				\$ 13,535,000	0	0.00	No	Delaying this ROW package acquisition to future biennium has an adverse impact on IBR program's cost control due to inflation, however it is considered as having minimal impact to the initial construction timeline.	
Interstate Bridge Replacement	2	ODOT	100-60-00-00000	Right of Way Acquisition on Marine Drive Package A			10,544,000				\$ 10,544,000	0	0.00	No	Delaying this ROW package acquisition to future biennium has an adverse impact on IBR program's cost control due to inflation, however it is considered as having minimal impact to the initial construction timeline.	
				TOTAL	-	-	24,079,000	-	-	-	\$ 24,079,000	0	0.00			

Target (10%) \$ 24,079,000  
Difference \$ -

ODOT _ Department of Motor Vehicle Services		2025-27 Biennium														
		73000-200-00-00000														
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority															Used in	

ODOT _ Delivery & Operations Division			73000-100-00-00-00000													
2025-27 Biennium			100-20-00-00000 Maintenance 100-50-00-00000 Project Delivery and Support 100-65-00-00000 Local Government													
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority	Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF					Impact of Reduction on Services and Outcomes	
Dept	Priority	Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
DMV	1	ODOT	200-00-00-00000	Reduced telecommunications and expansion, reduce payments to Office of Administrative Hearings, delay life cycle replacement of PCs.			2,866,528								This could limit some external contact points with reduced phones. Replacement of fewer computers could contribute to productivity lag or limited capacity with using older computers and increased potential for failure.	
DMV	2	ODOT	200-00-00-00000	Reduction of staff in headquarters.			2,644,549				\$ 2,644,549	14	14.00	No	No improvement in customer service, and continue to function below capacity. Slower productivity or production or issue resolutions and implementations.	
DMV	3	ODOT	200-00-00-00000	Eliminate temporary appointments.			1,311,626								Limit ability to cover backlogs or implementations of new things using temporary staffing. Limit seasonal peak support.	
DMV	4	ODOT	200-00-00-00000	Reduce phone support			250,000				\$ 250,000	0	0.00	No	Increase call wait times.	
DMV	5	ODOT	200-00-00-00000	Reduction of staff in call center, training, and field offices.			4,031,682								Increase call wait times.	
DMV	6	ODOT	200-00-00-00000	Reduce headquarter facility maintenance.			200,000				\$ 200,000	0	0.00	No	Reduce ability to address building issues on an aging facility.	
DMV	7	ODOT	200-00-00-00000	Reduce printing of all non-required forms. Only envelopes, triplicate, sensitive (titles & other forms w/control numbers), mailing inserts would be printed. Field offices would not print items on request.			990,000								Hardship for customers who lack computer access or proficiency, or those who arrive at office unprepared.	
DMV	8	ODOT	200-00-00-00000	Eliminate interim printing of credentials (driver license, permit, ID, etc.)			150,000				\$ 150,000	0	0.00	No	Customers would not have photo ID while credential is being mailed. Could cause issue in situations when photo ID is required.	
DMV	9	ODOT	200-00-00-00000	Eliminate pre-printed trip permits and temporary registrations.			284,961								Potential issue would be if permit purchaser has internet or computer access issues and not able to print when needed. Home printed permits would be less secure.	
DMV	10	ODOT	200-00-00-00000	Add option of emailing renewal reminders for registrations and license/ID credentials.			340,000				\$ 340,000	0	0.00	No	Would involve unknown cost for programming, and long time to scale. May result in customers missing key notices due to mistaken email addresses, messages going to junk mail, etc.	
DMV	11	ODOT	200-00-00-00000	Eliminate Field offices accepting vehicle registration renewals.			1,591,695								Will cause frustration and confusion for customers who are limited in access to computer usage.	
DMV	12	ODOT	200-00-00-00000	Close field offices and further reduce staff.			16,614,464				\$ 16,614,464	81	81.00	No	This would result in frustration and inconvenience for customers who lose a local office and have to travel to go further to get DMV services. Will also result in longer office wait time as fewer locations and staff are available.	
DMV	13	ODOT	200-00-00-00000	Reduce Grant for Commercial driver licenses.					245,625						\$ 245,625	
DMV	14	ODOT	200-00-00-00000	Reduce Law Enforcement grants					1,204,002		\$ 1,204,002	0	0.00	No	Limit ability to upgrade computer system to meet new requirements.	
DMV	15	ODOT	200-00-00-00000	Reduce Statewide Public Information & Education Grants					1,821,470						\$ 1,821,470	
DMV	16	ODOT	200-00-00-00000	Reduce State Board of Towing			66,614				\$ 66,614	0	0.00	No	Inhibit effectiveness of board work and program implementation to protect from vehicle owners from bad towing practices.	
					TOTAL	-	-	31,342,119	-	3,271,097	-				\$ 34,613,216	
													Target (10%)	\$ 34,613,216		
													Difference	\$ -		

ODOT _ Commerce and Compliance Division			73000-300-00-00-00000													
2025-27 Biennium																
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority	Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF					Impact of Reduction on Services and Outcomes	
Dept	Priority	Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Commerce & Compliance	1	ODOT	300-00-00-00000	Closure of the Portland Metro Counter Services			511,776				\$ 511,776	2	2.00	Truck service agents who cannot go online would now have to call or drive to Salem. Reduced capacity to conduct legislatively mandated program.		
Commerce & Compliance	2	ODOT	300-00-00-00000	Reduction of 3 vehicles			75,000								This could possibly delay response in an emergency such as a derailment. It would result in increased usage of Motor Pool/personal vehicle reimbursement which has administrative effects.	
Commerce & Compliance	3	ODOT	300-00-00-00000	Reduction in Payment Processing Staff who process daily all checks received in the mail.			362,004				\$ 362,004	2	2.00	Customers would experience delays in checks being cashed and payments processing to their account.		
Commerce & Compliance	4	ODOT	300-00-00-00000	Reduction in Rail Safety Programs including railroad inspections and rail crossing project planning			1,202,371								This would have a large impact on the speed and ability to conduct statewide inspections on state and federally mandated safety requirements.	
Commerce & Compliance	5	ODOT	300-00-00-00000	Closure of Springfield Audit location			1,636,775				\$ 1,636,775	5	5.00	Loss of 19% of 2024 motor carrier audit capacity (reduced 20% in last 6 years), will reduce weight mile revenue, increase tax evasion, reduce local customer service/outreach, and threaten our ability to meet IFTA and IRP audit requirements.		
Commerce & Compliance	6	ODOT	300-00-00-00000	Reduction in CCD Support Services staff			422,534								\$ 422,534	
Commerce & Compliance	7	ODOT	300-00-00-00000	Reduction in call center staff available to answer phones.	</td											

Target (10%) \$ 13,050,040  
Difference \$ -

ODOT_Policy, Data and Analysis		2025-27 Biennium														
		73000-400-10-00-00000														
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority	Priority	Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
Policy, Data & Analysis	1	ODOT	400-10-00-00000	Asset Mgmt			585,071				\$ 585,071			No	This will delay ability to have asset data to manage the transportation system. Milestones will be delayed as will the final product, requiring a balancing of resources.	
Policy, Data & Analysis	2	ODOT	400-10-00-00000	Policy, Data & Analysis (PD&A) Administrator			275,000				\$ 275,000			No	This will delay facility maintenance/modernization.	
Policy, Data & Analysis	3	ODOT	400-10-00-00000	Carbon Reduction Program (CRP)			5,000,000				\$ 5,000,000			No	This will impact our ability to meet legislative requirements such as transition to a zero emission fleet by 2025 and Strategic Action Plan commitments to increase access for walking and biking and reduce emissions from agency activities.	
Policy, Data & Analysis	4	ODOT	400-10-00-00000	Research Program			182,000				\$ 182,000			No	Less research projects to find better, cheaper and/or faster ways to provide a safe, efficient transportation system that support economic opportunity and livable communities for Oregonians. Downstream impacts may be felt by Oregon universities as 10% of our projects involve a work order to OSU or PSU.	
Policy, Data & Analysis	5	ODOT	400-10-00-00000	Region Long Range Planning			1,167,300				\$ 1,167,300			No	This will decrease consultant services supporting identification of transportation problems and solutions as part of long range plans. Projects will be delayed.	
Policy, Data & Analysis	6	ODOT	400-10-00-00000	Oregon Modeling Statewide Collaborative (OMSC)			150,000				\$ 150,000			No	Less ability to coordinate modeling efforts statewide and find efficiencies. Impacts to general Metropolitan Planning Organization modeling, Climate Friendly & Equitable Communities, using data from the household survey, and Activity Based Modeling development.	
Policy, Data & Analysis	7	ODOT	400-10-00-00000	Transportation Data Section			0		23,507		\$ 23,507			No	Spend less federal funds that do not require state participation and acquire key data for making decisions.	
Policy, Data & Analysis	8	ODOT	400-10-00-00000	Transportation Data Section			60,000				\$ 60,000			No	Staff may miss federally mandated training. Professional development and peer exchanges would be cut off. Digital/video program would not conduct inventory and imagery collection which is relied on for project decisions.	
Policy, Data & Analysis	9	ODOT	400-10-00-00000	PD&A Administrator			562,041				\$ 562,041			No	Legislative directives and strategic initiatives would go unfunded. This typically impacts opportunities to fund joint planning efforts with the Washington Department of Transportation.	
Policy, Data & Analysis	10	ODOT	400-10-00-00000	Climate Office			1,850,000				\$ 1,850,000			No	Reduce speed of administration and implementation of programs for resilience, climate planning and electric vehicle charging.	
Policy, Data & Analysis	11	ODOT	400-10-00-00000	Research Program			182,000				\$ 182,000			No	Less research projects to find better, cheaper and/or faster ways to provide a safe, efficient transportation system that support economic opportunity and livable communities for Oregonians. Downstream impacts may be felt by Oregon universities as 10% of our projects involve a work order to OSU or PSU.	
Policy, Data & Analysis	12	ODOT	400-10-00-00000	State Transportation Improvement Program (STIP) Scoping			2,000,000				\$ 2,000,000			No	Reduction of the number of projects scoped for the State Transportation Improvement Program and the quality of the projects in terms. Will result in fewer projects moving forward.	
Policy, Data & Analysis	13	ODOT	400-10-00-00000	National Pooled Fund Modeling development programs			240,000				\$ 240,000			No	State transportation models will not be consistent with national tools.	

ODOT _ Delivery & Operations Division		Detail of Reductions to 2025-27 Current Service Level Budget														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
Policy, Data & Analysis	14	ODOT	400-10-00-00000	Transportation Data Section			100,000				\$ 100,000			No	Entry of vehicle accident data into Crash Analysis Reporting System will be delayed. This will delay reporting used to inform project selection and address critical safety needs.	
Policy, Data & Analysis	15	ODOT	400-10-00-00000	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Planning			126,109				\$ 126,109			No	Delay a research or pilot project and may impact ability to meet Federal Highway Administration timelines and expectations on programming Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation - Planning funding.	
Policy, Data & Analysis	16	ODOT	400-10-00-00000	Research Program			182,000				\$ 182,000			No	Less research projects to find better, cheaper and/or faster ways to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. Downstream impacts may be felt by Oregon universities as 10% of our projects involve a work order to OSU or PSU.	
Policy, Data & Analysis	17	ODOT	400-10-00-00000	Activity Based Model (ABM) development			250,000				\$ 250,000			No	Slower integration of Oregon Household Survey data, better integrating alternative mode usage and equity.	
Policy, Data & Analysis	18	ODOT	400-10-00-00000	Transportation Data Section			10,000				\$ 10,000			No	Longer delivery cycles for programs.	
Policy, Data & Analysis	19	ODOT	400-10-00-00000	Research Program			360,207				\$ 360,207	1	1.00	No	Delay in ongoing project management, review time, contract coordination and subject matter review of consultant work products.	
Policy, Data & Analysis	20	ODOT	400-10-00-00000	Transportation Safety Action Plan (TSAP)			200,000				\$ 200,000			No	Transportation Safety Group covers the cost of the work or work to be done by inhouse staff delaying other project activity.	
Policy, Data & Analysis	21	ODOT	400-10-00-00000	Research Program			100,000				\$ 100,000			No	Reduces ability to lead pooled fund projects that have national impact such as revising national standards that dictate how we provide a safe, efficient transportation system that supports economic opportunity and livable communities.	
Policy, Data & Analysis	22	ODOT	400-10-00-00000	Freight Plan			250,000				\$ 250,000			No	Reduction in the amount of labor resources for other freight initiatives. Could extend the timeline for completion beyond the federal due date.	
Policy, Data & Analysis	23	ODOT	400-10-00-00000	Transportation Data Section			873,507				\$ 873,507			No	Schedule delays for IT modernization projects like replacing the Crash Data Reporting System or the Road Network Data Management System.	
Policy, Data & Analysis	24	ODOT	400-10-00-00000	Transportation Data Section			382,000				\$ 382,000			No	Some projects may incur longer delivery cycles. Increase in Crash data timelines.	
Policy, Data & Analysis	25	ODOT	400-10-00-00000	Research Program			182,000				\$ 182,000			No	Less research projects to find better, cheaper and/or faster ways to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. Downstream impacts may be felt by Oregon universities as 10% of our projects involve a work order to OSU or PSU.	
Policy, Data & Analysis	26	ODOT	400-10-00-00000	Oregon Highway Plan (OHP)			500,000				\$ 500,000			No	Oregon Highway Plan work will need to be done by internal staff. This will reduce the amount of in house resources available for other work and likely increase schedules.	
Policy, Data & Analysis	27	ODOT	400-10-00-00000	Transportation Data Section			832,205				\$ 832,205			No	Schedule delays for IT modernization projects like replacing the Crash Data Reporting System or the Road Network Data Management System. Traffic counting equipment repair and replacement will be delayed or not done.	
Policy, Data & Analysis	28	ODOT	400-10-00-00000	Research Program			71,432				\$ 71,432			No	Less research projects to find better, cheaper and/or faster ways to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. Downstream impacts may be felt by Oregon universities as 10% of our projects involve a work order to OSU or PSU.	
Policy, Data & Analysis	29	ODOT	400-10-00-00000	Transportation Growth Management (TGM)			1,500,000				\$ 1,500,000			No	Delay transportation system plan development for local agencies and support of local jurisdiction land use and transportation efforts.	
Policy, Data & Analysis	30	ODOT	400-10-00-00000	Oregon Household Survey (OHS)			717,440				\$ 717,440			No	Delay completion of Oregon Household Survey, essential for understanding impacts of transportation decisions.	
Policy, Data & Analysis	31	ODOT	400-10-00-00000	Climate Friendly & Equitable Communities (CFEC)			610,647				\$ 610,647			No	Less funding for local agencies to complete State mandated Transportation System Plans.	
											\$ -					
											\$ -					
					TOTAL	-	-	19,500,959	-	23,507	-	\$ 19,524,466	1	1.00		

Target (10%) \$ 19,524,466  
Difference \$ -

ODOT _ Public Transportation Division		Detail of Reductions to 2025-27 Current Service Level Budget														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
Public Transportation Division	1	ODOT	450-00-00-00000	Active and Public Transportation Operations			\$ 1,623,541				\$ 1,623,541			No	Projects will be delayed and project technical assistance to local agencies will be reduced.	
Public Transportation Division	2	ODOT	450-00-00-00000	Statewide Planning			\$ 310,886				\$ 310,886			No	Transit agencies and ODOT will have reduced capacity to do planning work.	
Public Transportation Division	3	ODOT	450-00-00-00000	Passenger Rail & Operations Services			\$ 3,897,917		\$ 1,729,946		\$ 5,627,863			No	Rail ridership could be reduced through less outreach, service awareness and lowered on-time performance/reliability. This impacts individual mobility and ODOT's KPM. Rail capital infrastructure projects would not have matching funds needed to improve freight and passenger train movements and on time performance.	
Public Transportation Division	4	ODOT	450-00-00-00000	Special Projects			\$ 1,148,284				\$ 1,148,284			No	Oregon Community Paths is oversubscribed and not meeting demand to invest in off-road pathways. Projects would be phased, delayed or reduced.	
Public Transportation Division	5	ODOT	450-00-00-00000	General Public			\$ 26,718,085		\$ 6,672,851		\$ 33,390,936			No	Transit service would be reduced, creating negative impacts on communities and individuals who use transit to reach goods and services.	
Public Transportation Division	6	ODOT	450-00-00-00000	Elderly & Individuals w/ Disabilities Program			\$ 2,564,368		\$ 6,450,433		\$ 9,014,801			No	The elderly and individuals with disabilities are often dependent on transit services for transportation. Cuts would reduce services for these riders, including reducing access to medical appointments, shopping and jobs.	
					TOTAL	-	-	35,952,195	-	15,164,116	-	\$ 51,116,311	0	0.00		

Target (10%) \$ 51,116,311  
Difference \$ -

ODOT _ ODOT Administrative Services		Detail of Reductions to 2025-27 Current Service Level Budget													
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

ODOT _ Delivery & Operations Division		2025-27 Biennium														
		2025-27 Biennium														
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
2025-27 Biennium																
Detail of Reductions to 2025-27 Current Service Level Budget																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
OAS-OSE&OCR	1	ODOT	700-00-00-00000	ODOT Admin Services / Office of Social Equity & Civil Rights			1,519,551				\$ 1,519,551	0	0.00	No	Reducing training and the use of consultants in the Office of Equity & Civil Rights will negatively impact ODOT's ability to instill equity in all its work.	
OAS-SSD, Procurement	2	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			373,285				\$ 373,285	0	0.00	No	Reductions to professional services, maintenance, and employee development will impact the timeliness and responsiveness of this group.	
OAS-IA	3	ODOT	700-00-00-00000	ODOT Admin Services / Internal Audits			12,208				\$ 12,208	0	0.00	No	Reducing Internal Audits' budget for Services and Supplies will negatively impact its work.	
OAS-HR	4	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			75,000				\$ 75,000	0	0.00	No	Reducing recruitment expenses impacts pipeline development.	
OAS-IA	5	ODOT	700-00-00-00000	ODOT Admin Services / Internal Audits			7,604				\$ 7,604	0	0.00	No	Reducing Internal Audits' budget for Services and Supplies will negatively impact its work.	
OAS-SSD, Data Solutions	6	ODOT	700-00-00-00000	ODOT Admin Services / Data Solutions			15,000				\$ 15,000	0	0.00	No	Reducing office expenses affects ability to purchase necessary supplies	
OAS-DO&HQ	7	ODOT	700-00-00-00000	ODOT Admin Services / ODOT Headquarters			108,792				\$ 108,792	0	0.00	No	Reducing Headquarter's use of consultants and subscriptions will negatively impact the ability of the executive team and the Communications team to do their jobs.	
OAS-SSD, OES	8	ODOT	700-00-00-00000	ODOT Admin Services / Employee Safety			10,400				\$ 10,400	0	0.00	No	Reducing office expenses affects ability to purchase necessary supplies	
OAS-HR	9	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			50,000				\$ 50,000	0	0.00	No	Reducing office expenses affects ability to purchase necessary supplies	
OAS-DS	10	ODOT	700-00-00-00000	ODOT Admin Services / Data Solutions			8,200				\$ 8,200	0	0.00	No	Reducing employee training affects skills development and succession planning	
OAS-SSD, Facilities	11	ODOT	700-00-00-00000	ODOT Admin Services / Facilities			10,000				\$ 10,000	0	0.00	No	Reducing employee training affects skills development and succession planning	
OAS-SSD, Procurement	12	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			21,320				\$ 21,320	0	0.00	No	Reducing employee training affects skills development and succession planning	
OAS-SSD, HR	13	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			74,475				\$ 74,475	0	0.00	No	Reducing employee training affects skills development and succession planning	
OAS-SSD, Data Solutions	14	ODOT	700-00-00-00000	ODOT Admin Services / Data Solutions			5,000				\$ 5,000	0	0.00	No	Reducing out of state travel will hinder conference and professional development attendance	
OAS-SSD, Facilities	15	ODOT	700-00-00-00000	ODOT Admin Services / Facilities			3,500				\$ 3,500	0	0.00	No	Reducing out of state travel will hinder conference and professional development attendance	
OAS-SSD, ISB	16	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			20,000				\$ 20,000	0	0.00	No	Reducing out of state travel will hinder conference and professional development attendance	
OAS-SSD, Procurement	17	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			103,000				\$ 103,000	0	0.00	No	Reductions to office expenses and instate travel will hinder replacement of needed equipment, local support, and professional development	
OAS-SSD, ISB	18	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			4,280,969				\$ 4,280,969	14	14.00	No	Eliminating 14 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, Facilities	19	ODOT	700-00-00-00000	ODOT Admin Services / Facilities			260,900				\$ 260,900	0	0.00	No	Reduction of office expenses will mean an inability to purchase equipment and fund other needs and will affect program delivery.	
OAS-SSD, ISB	20	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			983,744				\$ 983,744	3	3.00	No	Eliminating 3 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, ISB	21	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			250,000				\$ 250,000	0	0.00	No	Eliminating general office expense will hinder the branch's ability to purchase necessary equipment and supplies	
OAS-SSD, ISB	22	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			1,829,385				\$ 1,829,385	5	5.00	No	Eliminating 5 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, OES	23	ODOT	700-00-00-00000	ODOT Admin Services / Employee Safety			162,150				\$ 162,150	0	0.50	No	Eliminating 1/2 position will make it difficult to support the safety needs of the agency.	
OAS-SSD, HR	24	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			216,235				\$ 216,235	1	1.00	No	Eliminating 1 position will result in less timely response	
OAS-SSD, Procurement	25	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			255,242				\$ 255,242	1	1.00	No	Eliminating 1 position will result in less timely response	
OAS-SSD, HR	26	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			312,464				\$ 312,464	1	1.00	No	Eliminating 1 position will result in less timely response	
OAS-SSD, Procurement	27	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			312,464				\$ 312,464	1	1.00	No	Eliminating 1 position will result in less timely response	
OAS-SSD, Facilities	28	ODOT	700-00-00-00000	ODOT Admin Services / Facilities			463,733				\$ 463,733	2	2.00	No	Eliminating 2 positions will negatively affect the branch's ability to respond to maintenance and construction issues.	
OAS-SSD, ISB	29	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			285,014				\$ 285,014	1	1.00	No	Eliminating one position will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, ISB	30	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			50,000				\$ 50,000	0	0.00	No	Reducing professional service budget will inhibit augmenting staff capacity with external consultants.	
OAS-SSD, HR	31	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			192,876				\$ 192,876	1	1.00	No	Eliminating 1 position will result in less timely response	
OAS-SSD, Data Solutions	32	ODOT	700-00-00-00000	ODOT Admin Services / Data Solutions			247,311				\$ 247,311	1	1.00	No	Eliminating 1 position will impact the overall data solutions/management program at the agency.	
OAS-SSD, Procurement	33	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			100,000				\$ 100,000	0	0.00	No	Eliminating general office expense will hinder the branch's ability to purchase necessary equipment and supplies	
OAS-SSD, ISB	34	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			957,036				\$ 957,036	3	3.00	No	Eliminating 3 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-OSE&OCR	35	ODOT	700-00-00-00000	ODOT Admin Services / Office of Social Equity & Civil Rights			368,200				\$ 368,200	1	1.00	No	Currently vacant; less oversight for labor equity work	
OAS-SSD, Procurement	36	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			236,003				\$ 236,003	1	1.00	No	Eliminating 1 position will result in less timely response	
OAS-DO&amp																

ODOT _ Delivery & Operations Division		2025-27 Biennium														
		Detail of Reductions to 2025-27 Current Service Level Budget														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	Used in Gov. Budget Yes / No		Impact of Reduction on Services and Outcomes			
Dept	Priority															
OAS-SSD, ISB	45	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			500,000				\$ 500,000	0	0.00	No	Reducing expendable property budget will negatively impact the branch's ability to replace equipment as necessary	
OAS-SSD, HR	46	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			50,000				\$ 50,000	0	0.00	No	Reducing expendable property budget will negatively impact the branch's ability to replace equipment as necessary	
OAS-SSD, OES	47	ODOT	700-00-00-00000	ODOT Admin Services / Employee Safety			5,000				\$ 5,000	0	0.00	No	Reducing general office expense will negatively affect the branch's ability to purchase required materials	
OAS-SSD, ISB	48	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			2,396,935				\$ 2,396,935	7	7.00	No	Eliminating 7 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, HR	49	ODOT	700-00-00-00000	ODOT Admin Services / Human Resources			757,561				\$ 757,561	2	2.00	No	Eliminating 2 positions will negatively affect timely responses	
OAS-IA	50	ODOT	700-00-00-00000	ODOT Admin Services / Internal Audits			211,303				\$ 211,303	0	0.55	No	Eliminating an Internal Auditor position will negatively impact the department's ability to perform its regular audit functions.	
OAS-SSD, ISB	51	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			649,838				\$ 649,838	2	2.00	No	Eliminating 2 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-IA	52	ODOT	700-00-00-00000	ODOT Admin Services / Internal Audits			172,884				\$ 172,884	0	0.45	No	Eliminating an Internal Auditor position will negatively impact the department's ability to perform its regular audit functions.	
OAS-DO&HQ	53	ODOT	700-00-00-00000	ODOT Admin Services / ODOT Headquarters			1,053,033				\$ 1,053,033	4	4.00	No	Reduced ability to respond to communications needs.	
OAS-SSD, ISB	54	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			5,000				\$ 5,000	0	0.00	No	Eliminating travel expense will negatively affect the branch's ability to respond to local needs.	
OAS-SSD, ISB	55	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			776,770				\$ 776,770	2	2.00	No	Eliminating 2 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, Facilities	56	ODOT	700-00-00-00000	ODOT Admin Services / Facilities			15,000				\$ 15,000	0	0.00	No	Eliminating expendable property budget will hinder the branch's ability to meet their equipment needs	
OAS-SSD, Data Solutions	57	ODOT	700-00-00-00000	ODOT Admin Services / Data Solutions			5,000				\$ 5,000	0	0.00	No	Eliminating expendable property budget will hinder the branch's ability to meet their equipment needs	
OAS-SSD, Facilities	58	ODOT	700-00-00-00000	ODOT Admin Services / Facilities			20,000				\$ 20,000	0	0.00	No	Eliminating the service and supplies and expendable property budgets will negatively affect the branch's ability to meet their equipment needs	
OAS-SSD, Procurement	59	ODOT	700-00-00-00000	ODOT Admin Services / Procurement			970,000				\$ 970,000	0	0.00	No	Eliminating program expense will negatively affect the ability of this branch to respond to new initiatives and augment staff	
OAS-SSD, ISB	60	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			1,270,306				\$ 1,270,306	4	4.00	No	Eliminating 4 help desk, support developer, project management and other positions will impact the timeliness of resolutions and delivery of programs.	
OAS-SSD, ISB	61	ODOT	700-00-00-00000	ODOT Admin Services / Information Services			69,902				\$ 69,902	0	0.00	No	Eliminating professional service expense will negatively affect the ability of this branch to respond to new initiatives and augment staff	
OAS-OSE&OCR	62	ODOT	700-00-00-00000	ODOT Admin Services / Office of Social Equity & Civil Rights			1,051,838				\$ 1,051,838	3	3.00	No	Reduction in field coordination and oversight of Emerging Small Businesses	
			TOTAL		-	-	27,964,944	-	-	-	\$ 27,964,944	73	74.60			

Target (10%) \$ 27,964,944  
Difference \$ -

ODOT _ Finance and Budget Division		2025-27 Biennium														
		Detail of Reductions to 2025-27 Current Service Level Budget														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	Used in Gov. Budget Yes / No		Impact of Reduction on Services and Outcomes			
Dept	Priority															
Finance and Budget Division	1	ODOT	850-00-00-00000	Debt Management			1,910,591				\$ 1,910,591	0		No	Budgetary constraints will prohibit procurement of items or execution of activities that are not specifically included in the 25-27 budget.	
Finance and Budget Division	2	ODOT	850-00-00-00000	Debt Management (OTIB)			160,000				\$ 160,000	0		No	Decrease in new Oregon Transportation Infrastructure Bank loans, designed to promote innovative financing solutions for transportation needs.	
Finance and Budget Division	3	ODOT	850-00-00-00000	Debt Management			501,914				\$ 501,914	0		No	Decrease in municipal bond scenario runs and asking of general questions.	
Finance and Budget Division	4	ODOT	850-00-00-00000	Attorney Gen Fees & Prof Services			680,673				\$ 680,673	0		No	No ability to develop new financial systems or enhance existing systems.	
Finance and Budget Division	5	ODOT	850-00-00-00000	Tolling			286,130				\$ 286,130	1	1.00	No	No accounting for tolling.	
Finance and Budget Division	6	ODOT	850-00-00-00000	Expendable property, Prof Services, Computer Tech			614,780				\$ 614,780	0	0.00	No	Continue using existing systems so no upgrades or new systems.	
Finance and Budget Division	7	ODOT	850-00-00-00000	STIP Management			338,148				\$ 338,148	1	1.00	No	Significant increase in supervisory to non supervisory position ratio. May address with lead workers.	
Finance and Budget Division	8	ODOT	850-00-00-00000	Economics			268,378				\$ 268,378	1	1.00	No	Decrease in benefit cost analysis work. May limit federal grant applications requiring benefit cost analysis with fixed deadlines.	
Finance and Budget Division	9	ODOT	850-00-00-00000	Small City Allotment			317,082				\$ 317,082	1	1.00	No	Reduction of service in selecting, completing agreements and paying small jurisdictions quickly.	
Finance and Budget Division	10	ODOT	850-00-00-00000	Travel, Training, Dues/Subs, Recruit/Dev			74,711				\$ 74,711	0	0.00	No	No external training or professional association activity paid for by ODOT.	
Finance and Budget Division	11	ODOT	850-00-00-00000	FSB Support			358,705				\$ 358,705	2	2.00	No	Increase workload for remaining office specialists, delaying completion of weekly duties and responsibilities, resulting in increased customer response times.	
Finance and Budget Division	12	ODOT	850-00-00-00000	Office of Innovative Funding (OIF)			237,675				\$ 237,675	1	1.00	No	Increase workload for remaining office specialists, delaying completion of weekly duties and responsibilities, resulting in increased customer response times.	
Finance and Budget Division	13	ODOT	850-00-00-00000	TEAMS, TAMS			255,353				\$ 255,353	0	0.00	No	Administrative Specialist work will be redistributed to project staff resulting in project work delays or overtime.	
Finance and Budget Division	14	ODOT	850-00-00-00000	OReGO/RUC			401,226				\$ 401,226	1	1.00	No	Permanent staff to work overtime to meet deadlines for priority work.	
Finance and Budget Division	15	ODOT	850-00-00-00000	Statewide Program Unit (SPU) Support			317,082				\$ 317,082	1	1.00	No	Discontinue Oregon support of the program or outsource Road Usage Charging America administration to private sector.	
Finance and Budget Division	16	ODOT	850-00-00-00000	Budget			286,130				\$ 286,130	1	1.00	No	Delay or stoppage of grant and certification programs data reporting and other organizational work increasing response times for customer requests.	
Finance and Budget Division	17	ODOT	850-00-00-00000	Imaging			181,908				\$ 181,908	1	1.00	No	Programs to do their own imaging or maintain physical records.	
Finance and Budget Division	18	ODOT	850-00-00-00000	Tolling			401,226				\$ 401,226	1	1.00	No	No change management for Tolling.	
Finance and Budget Division	19	ODOT	850-00-00-00000	Office of Innovative Funding			457,428				\$ 457,428	1	1.00	No	Existing supervisory position will have to take over the Office of Innovative Funding manager duties and responsibilities	

ODOT _ Delivery & Operations Division		2025-27 Biennium														
		Detail of Reductions to 2025-27 Current Service Level Budget														
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Priority (ranked most to least preferred)		Agency	SCR or Activity Initials	Program Unit/Activity Description	GF	LF	OF	NL-OF	FF	NL-FF	TOTAL FUNDS	Pos.	FTE	Used in Gov. Budget Yes / No	Impact of Reduction on Services and Outcomes	
Dept	Priority															
Finance and Budget Division	20	ODOT	850-00-00-00000	FSB Training			312,464				\$ 312,464	1	1.00	No	Policy & Compliance Manager position will assume all duties and responsibilities of the training specialist or training will be done locally in divisions, branches and regions. Lowering training consistency and standardization.	
Finance and Budget Division	21	ODOT	850-00-00-00000	STIP Reporting			317,082				\$ 317,082	1	1.00	No	Delays in providing State Transportation Improvement Program data and development of other reporting needs and requirements.	
Finance and Budget Division	22	ODOT	850-00-00-00000	Fuels Tax Audits			255,242				\$ 255,242	1	1.00	No	Fuels Tax Manager to assume duties and responsibilities of Compliance Specialist. Audit coordination shifts to a Senior Auditor resulting in reduced audit work capacity.	
Finance and Budget Division	23	ODOT	850-00-00-00000	OReGO/RUC			50,816				\$ 50,816	0	0.00	No	Reduces the amount of funding to continue development of the RUC program.	
				TOTAL	-	-	8,984,744	-	-	-	\$ 8,984,744	16	16.00			

Target (10%) \$ 8,984,744  
Difference \$ -

ODOT		2025-27 Biennium																		
Long-term vacancies as of December 31, 2024																				
1	4	2	3	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Agency	Pos No	SCR	DCR	Position Class Comp	Position Title	Pos Type	GF Fund Split	LF Fund Split	OF Fund Split	FF Fund Split	FTE	2025-27 GF PS Total	2025-27 LF PS Total	2025-27 OF PS Total	2025-27 FF PS Total	2025-27 Total Bien PS BUDGET	Vacant Date	Position eliminated in GRB? Y/N	Reason for vacancy	
ODOT	2301037	73000-100-50-55-10000	MMS X7823 TP	TRANSPORTATION INFRASTRUCTURE DEVELOPMENT & PROJECT MOTOR CARRIER ENFORCEMENT OFFICER 1 COMPLIANCE AND REGULATORY SUPERVISOR 1	TRANSPORTATION MAINTENANCE SPECIALIST 2 OFFICE SPECIALIST 2 PROFESSIONAL ENGINEER 1 OFFICE SPECIALIST 2 ENGINEERING SPECIALIST 3 ENGINEERING SPECIALIST 3 INFORMATION TECHNOLOGY ADMINISTRATOR 1 PROFESSIONAL ENGINEER 1 INCIDENT RESPONSE OPERATIONS SPECIALIST ADMINISTRATIVE SPECIALIST 1 TRANSPORTATION MAINTENANCE SPECIALIST 2 RIGHT OF WAY AGENT 1 TRANSPORTATION SERVICES OFFICE LEADER INFORMATION SYSTEMS SPECIALIST 8	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 397,230	\$ -	\$ 397,230	12/31/2023		Filled by a Rotation - Froze in WD	
ODOT	3421018	73000-300-02-00-00000	OAO C5857 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 202,665	\$ -	\$ 202,665	12/31/2023		Vacancy Savings - Frozen in WD	
ODOT	3421069	73000-300-02-00-00000	MMS X7147 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 216,235	\$ -	\$ 216,235	12/31/2023		Vacancy Savings - Frozen in WD	
ODOT																				Held for Vacancy Savings, Region is not wanting to freeze any of the positions because they have been managing their vacant positions and moving them base on the needs of the region. If more information is needed, I can send over email and/or contact Patricia Barrett.
ODOT	3541233	73000-100-20-01-00000	OAO C4152 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	12/31/2023		Vacancy Savings - Frozen in WD	
ODOT	2915	73000-200-11-00-00000	OAO C0104 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	12/31/2023		Failed Recruitment, held fir budget reasons, going out for recruit again in January 25.	
ODOT	1201003	73000-100-50-30-00000	E C3148 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	1/1/2024		Vacancy Savings - Frozen in WD	
ODOT	8600014	73000-300-01-00-00000	UA C0104 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,899	\$ -	\$ 164,899	12/31/2023		Vacancy Savings - Frozen in WD	
ODOT	1719184	73000-100-20-01-00000	E C3107 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	12/29/2023		Pending class review - Frozen in WD	
ODOT	1921037	73000-100-50-30-00000	E C3107 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	12/29/2023		Pending class review - Frozen in WD	
ODOT	1091072	73000-700-07-00-00000	MMS X7882 IP	ADMINISTRATOR 1 PROFESSIONAL ENGINEER 1 INCIDENT RESPONSE OPERATIONS SPECIALIST ADMINISTRATIVE SPECIALIST 1 TRANSPORTATION MAINTENANCE SPECIALIST 2 RIGHT OF WAY AGENT 1 TRANSPORTATION SERVICES OFFICE LEADER INFORMATION SYSTEMS SPECIALIST 7 ASSOCIATE IN ENGINEERING 2 OFFICE SPECIALIST 1 PROFESSIONAL ENGINEER 1 TRANSPORTATION MAINTENANCE SPECIALIST 2 PROCUREMENT & CONTRACT SPECIALIST 2 TRANSPORTATION MAINTENANCE SPECIALIST 2 TRANSPORTATION MAINTENANCE SPECIALIST 2 CONSTRUCTION PROJECT MANAGER 2 MOTOR CARRIER ENFORCEMENT OFFICER 1 TRANSPORTATION MAINTENANCE SPECIALIST 2	TRANSPORTATION MAINTENANCE SPECIALIST 2 OFFICE SPECIALIST 2 PROFESSIONAL ENGINEER 1 OFFICE SPECIALIST 2 ENGINEERING SPECIALIST 3 ENGINEERING SPECIALIST 3 INFORMATION TECHNOLOGY ADMINISTRATOR 1 PROFESSIONAL ENGINEER 1 INCIDENT RESPONSE OPERATIONS SPECIALIST ADMINISTRATIVE SPECIALIST 1 TRANSPORTATION MAINTENANCE SPECIALIST 2 RIGHT OF WAY AGENT 1 TRANSPORTATION SERVICES OFFICE LEADER INFORMATION SYSTEMS SPECIALIST 8	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 457,428	\$ -	\$ 457,428	12/29/2023		Vacancy Savings - Frozen in WD	
ODOT	1601028	73000-100-50-40-10000	E C3148 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	12/18/2023		Vacancy Savings - Frozen in WD	
ODOT	3531309	73000-100-50-40-20000	OAO C4165 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	12/18/2023		Vacancy Savings - Frozen in WD	
ODOT	3082	73000-200-11-00-00000	OAO C0107 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 175,743	\$ -	\$ 175,743	12/18/2023		Vacancy Savings - Frozen in WD	
ODOT	3511572	73000-100-20-01-00000	OAO C4152 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	12/13/2023		Vacancy Savings - Frozen in WD	
ODOT	2111013	73000-100-50-55-10000	E C0761 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	12/8/2023		Vacancy Savings - Frozen in WD	
ODOT	8600268	73000-300-05-00-00000	UA C0333 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 202,604	\$ -	\$ 202,604	12/4/2023		In Recruitment Process - Did not Freeze in WD	
ODOT	1921086	73000-700-07-00-00000	OAO C1488 IP			PP	-	-	1.0	-	0.50	\$ -	\$ -	\$ 159,671	\$ -	\$ 159,671	12/1/2023		Hold for Org Structure Review - Frozen in WD	
ODOT	1151007	73000-700-07-00-00000	OAO C1487 IP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 285,014	\$ -	\$ 285,014	12/1/2023		Not to be filled due to Tolling Position - Froze in WD	
ODOT	2301135	73000-100-50-45-00000	E C3147 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	12/1/2023		WD	
ODOT	6000185	73000-200-11-00-00000	OAO C0103 AP	INFORMATION SYSTEMS SPECIALIST 7 ASSOCIATE IN ENGINEERING 2 OFFICE SPECIALIST 1 PROFESSIONAL ENGINEER 1 TRANSPORTATION MAINTENANCE SPECIALIST 2 PROCUREMENT & CONTRACT SPECIALIST 2 TRANSPORTATION MAINTENANCE SPECIALIST 2 TRANSPORTATION MAINTENANCE SPECIALIST 2 CONSTRUCTION PROJECT MANAGER 2 MOTOR CARRIER ENFORCEMENT OFFICER 1 TRANSPORTATION MAINTENANCE SPECIALIST 2	TRANSPORTATION MAINTENANCE SPECIALIST 2 OFFICE SPECIALIST 2 PROFESSIONAL ENGINEER 1 OFFICE SPECIALIST 2 ENGINEERING SPECIALIST 3 ENGINEERING SPECIALIST 3 INFORMATION TECHNOLOGY ADMINISTRATOR 1 PROFESSIONAL ENGINEER 1 INCIDENT RESPONSE OPERATIONS SPECIALIST ADMINISTRATIVE SPECIALIST 1 TRANSPORTATION MAINTENANCE SPECIALIST 2 RIGHT OF WAY AGENT 1 TRANSPORTATION SERVICES OFFICE LEADER INFORMATION SYSTEMS SPECIALIST 8	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	11/30/2023		Vacancy Savings - Frozen in WD	
ODOT	7770128	73000-100-50-25-00000	E C3148 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	11/30/2023		Vacancy Savings - Frozen in WD	
ODOT	3511644	73000-100-20-01-00000	OAO C4152 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	11/17/2023		Vacancy Savings - Frozen in WD	
ODOT	103052	73000-700-09-00-00000	OAO C0437 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 236,003	\$ -	\$ 236,003	11/16/2023		Vacancy Savings - Frozen in WD	
ODOT	3551657	73000-100-20-01-00000	OAO C4152 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	11/14/2023		Vacancy Savings - Frozen in WD	
ODOT	3541031	73000-100-20-01-00000	OAO C4152 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	11/8/2023		Vacancy Savings - Frozen in WD	
ODOT	3401003	73000-100-20-04-00000	OAO C3268 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 265,775	\$ -	\$ 265,775	11/6/2023		Vacancy Savings - Frozen in WD	
ODOT	3421104	73000-300-02-00-00000	OAO C5857 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 202,665	\$ -	\$ 202,665	11/6/2023		Vacancy Savings - Frozen in WD	
ODOT	3521266	73000-100-20-01-00000	OAO C4152 AP			PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	11/1/2023		Vacancy Savings - Frozen in WD	

Agency	Pos No	SCR	DCR	Position Class Comp	Position Title	Pos Type	GF Fund Split	LF Fund Split	OF Fund Split	FF Fund Split	FTE	2025-27 GF PS Total	2025-27 LF PS Total	2025-27 OF PS Total	2025-27 FF PS Total	2025-27 Total Bien PS BUDGET	Vacant Date	Position eliminated in GRB? Y/N	Reason for vacancy
ODOT	3531118	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	11/1/2023		Vacancy Savings - Frozen in WD
ODOT	1921035	73000-100-50-30-00000	E C3107 AP	ENGINEERING SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	10/31/2023		Vacancy Savings - Frozen in WD
ODOT	3531149	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	10/26/2023		Vacancy Savings - Frozen in WD
ODOT	2301129	73000-100-50-30-00000	E C3146 AP	ASSOCIATE IN ENGINEERING 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	10/23/2023		Vacancy Savings - Frozen in WD
ODOT	3421054	73000-300-02-00-00000	OAO C5857 AP	MOTOR CARRIER ENFORCEMENT OFFICER 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 202,665	\$ -	\$ 202,665	10/19/2023		Vacancy Savings - Frozen in WD
ODOT	2301324	73000-100-50-45-00000	E C3106 AP	ENGINEERING SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,447	\$ -	\$ 195,447	10/12/2023		Vacancy Savings - Frozen in WD
ODOT	3511041	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	10/11/2023		Vacancy Savings - Frozen in WD
ODOT	2111027	73000-100-50-55-30000	MMN X3149 AP	PROFESSIONAL ENGINEER 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 352,989	\$ -	\$ 352,989	10/5/2023		Vacancy Savings - Frozen in WD
ODOT	3561005	73000-100-50-55-10000	OAO C0104 AP	OFFICE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	10/2/2023		Vacancy Savings - Frozen in WD
ODOT	1719209	73000-850-02-00-00000	E C1244 AP	FISCAL ANALYST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	10/1/2023	Pending class review - Frozen in WD	
ODOT	2301074	73000-100-50-55-10000	E C0762 AP	RIGHT OF WAY AGENT 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 268,378	\$ -	\$ 268,378	9/30/2023		Vacancy Savings - Frozen in WD
ODOT	3521200	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	9/30/2023		Vacancy Savings - Frozen in WD
ODOT	1719150	73000-100-50-25-00000	MMS X7824 TP	TRANSPORTATION INFRASTRUCTURE DEVELOPMENT & PROJEC		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 351,006	\$ -	\$ 351,006	9/29/2023		Finance another position - Frozen in WD
ODOT	1161004	73000-100-50-55-10000	E C0108 AP	ADMINISTRATIVE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,447	\$ -	\$ 195,447	9/18/2023		Vacancy Savings - Frozen in WD
ODOT	3521019	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	9/18/2023		Vacancy Savings - Frozen in WD
ODOT	3531115	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	9/18/2023		Vacancy Savings - Frozen in WD
ODOT	3541163	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	9/18/2023		Vacancy Savings - Frozen in WD
ODOT	2123040	73000-100-50-55-10000	MMN X0872 AP	OPERATIONS & POLICY ANALYST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 286,130	\$ -	\$ 286,130	9/15/2023		Vacancy Savings - Frozen in WD
ODOT	1111018	73000-400-10-01-00000	E C1097 AP	PLANNER 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	9/14/2023		Vacancy Savings - Frozen in WD
ODOT	1719146	73000-100-50-30-00000	MMN X3269 AP	CONSTRUCTION PROJECT MANAGER 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 324,299	\$ -	\$ 324,299	9/11/2023		Vacancy Savings - Frozen in WD
ODOT	2301124	73000-100-50-25-00000	E C3136 AP	CIVIL ENGINEERING SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	9/11/2023		Vacancy Savings - Frozen in WD
ODOT	1131043	73000-100-50-55-10000	MMS X7264 TP	ENGINEERING MANAGER 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 351,006	\$ -	\$ 351,006	8/31/2023		Vacancy Savings - Frozen in WD
ODOT	3471175	73000-700-09-00-00000	OAO C0438 AP	PROCUREMENT & CONTRACT SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 255,242	\$ -	\$ 255,242	8/31/2023		Vacancy Savings - Frozen in WD
ODOT	8600812	73000-300-05-00-00000	UA C5246 AP	COMPLIANCE SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 202,604	\$ -	\$ 202,604	8/31/2023		Vacancy Savings - Frozen in WD
ODOT	3541119	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	8/21/2023		Vacancy Savings - Frozen in WD
ODOT	1921005	73000-100-50-55-30000	E C3148 AP	PROFESSIONAL ENGINEER 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	8/17/2023		Vacancy Savings - Frozen in WD
ODOT	9901153	73000-100-50-25-00000	E C3146 AP	ASSOCIATE IN ENGINEERING 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	8/15/2023		Vacancy Savings - Frozen in WD
ODOT	3531018	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	8/9/2023		Vacancy Savings - Frozen in WD
ODOT	1719194	73000-100-50-30-00000	E C3107 AP	ENGINEERING SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	8/8/2023		Vacancy Savings - Frozen in WD
ODOT	1719022	73000-100-50-55-10000	E C3148 AP	PROFESSIONAL ENGINEER 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	8/1/2023		Vacancy Savings - Frozen in WD
ODOT	1261002	73000-100-50-45-00000	E C3148 AP	PROFESSIONAL ENGINEER 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	8/1/2023		Vacancy Savings - Frozen in WD
ODOT	2301658	73000-100-65-01-00000	E C3107 AP	ENGINEERING SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	8/1/2023		Vacancy Savings - Frozen in WD
ODOT	3511646	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	8/1/2023		Vacancy Savings - Frozen in WD
ODOT	3551483	73000-100-20-01-00000	OAO C4162 AP	TRANSPORTATION MAINTENANCE COORDINATOR		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	8/1/2023		Vacancy Savings - Frozen in WD
ODOT	3521075	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	7/26/2023		Vacancy Savings - Frozen in WD
ODOT	8600052	73000-300-03-00-00000	UA C5247 AP	COMPLIANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 218,807	\$ -	\$ 218,807	7/23/2023		Vacancy Savings - Frozen in WD
ODOT	1181013	73000-100-50-45-00000	E C3148 AP	PROFESSIONAL ENGINEER 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	7/17/2023		Vacancy Savings - Frozen in WD
ODOT	3511637	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-											

Agency	Pos No	SCR	DCR	Position Class Comp	Position Title	Pos Type	GF Fund Split	LF Fund Split	OF Fund Split	FF Fund Split	FTE	2025-27 GF PS Total	2025-27 LF PS Total	2025-27 OF PS Total	2025-27 FF PS Total	2025-27 Total Bien PS BUDGET	Vacant Date	Position eliminated in GRB? Y/N	Reason for vacancy
ODOT	3541064	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	7/10/2023		In recruitment
ODOT	3531282	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	7/5/2023		In recruitment later this month
ODOT	2301106	73000-100-50-55-10000	E C3136 AP	CIVIL ENGINEERING SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	7/3/2023		Vacancy Savings - Frozen in WD
ODOT	3511038	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	7/3/2023		Vacancy Savings - Frozen in WD
ODOT	3511201	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	7/3/2023		Vacancy Savings - Frozen in WD
ODOT	3511508	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	7/3/2023		Vacancy Savings - Frozen in WD
ODOT	3521112	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	7/3/2023		Vacancy Savings - Frozen in WD
ODOT	8083	73000-200-11-00-00000	OAO C0104 AP	OFFICE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	7/3/2023		Vacancy Savings - Frozen in WD
ODOT	15987	73000-400-10-04-00000	E C3147 AP	ASSOCIATE IN ENGINEERING 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	7/1/2023		Vacancy Savings - Frozen in WD
ODOT	1091021	73000-700-07-00-00000	OAO C1485 IP	INFORMATION SYSTEMS SPECIALIST 5		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 247,311	\$ -	\$ 247,311	6/30/2023		Vacancy Savings - Frozen in WD
ODOT	2201015	73000-850-04-00-00000	MMS X7073 AP	BUDGET AND FISCAL MANAGER 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 338,148	\$ -	\$ 338,148	6/30/2023		Vacancy Savings - Frozen in WD
ODOT	3511657	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	6/30/2023		Vacancy Savings - Frozen in WD
ODOT	3007	73000-700-01-02-00000	OAO C0871 AP	OPERATIONS & POLICY ANALYST 2		PF	-	-	1.0	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	6/30/2023	Y	Vacancy Savings - Frozen in WD
ODOT	57001	73000-700-01-02-00000	MMS X7083 AP	BUSINESS OPERATIONS MANAGER 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 338,148	\$ -	\$ 338,148	6/30/2023		In recruitment
ODOT	3541282	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	6/28/2023		Vacancy Savings - Frozen in WD
ODOT	8600227	73000-450-05-00-00000	MESN Z7082 AP	BUSINESS OPERATIONS ADMINISTRATOR 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 384,187	\$ -	\$ 384,187	6/22/2023		In recruitment
ODOT	1241038	73000-100-50-25-00000	E C3148 AP	PROFESSIONAL ENGINEER 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	6/15/2023		Vacancy Savings - Frozen in WD
ODOT	3512135	73000-100-50-55-10000	E C3846 AP	ENVIRONMENTAL PROGRAM COORDINATOR 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 247,465	\$ -	\$ 247,465	6/1/2023		Vacancy Savings - Frozen in WD
ODOT	10041	73000-100-50-55-10000	E C0872 AP	OPERATIONS & POLICY ANALYST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 268,378	\$ -	\$ 268,378	6/1/2023		Vacancy Savings - Frozen in WD
ODOT	22084	73000-100-50-55-20000	OAO C0108 AP	ADMINISTRATIVE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	6/1/2023		Vacancy Savings - Frozen in WD
ODOT	1171072	73000-100-50-55-10000	E C3138 AP	CIVIL ENGINEERING SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 268,378	\$ -	\$ 268,378	5/31/2023		Vacancy Savings - Frozen in WD
ODOT	3511148	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	5/31/2023		Vacancy Savings - Frozen in WD
ODOT	2075	73000-200-11-00-00000	OAO C0103 AP	OFFICE SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	5/31/2023		Vacancy Savings - Frozen in WD
ODOT	9901078	73000-100-20-01-00000	E C3106 AP	ENGINEERING SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,447	\$ -	\$ 195,447	5/31/2023		Finance another position - Frozen in WD
ODOT	1181011	73000-100-50-55-10000	E C3513 AP	PROFESSIONAL GEOLOGIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 279,687	\$ -	\$ 279,687	5/15/2023		Vacancy Savings - Frozen in WD
ODOT	2201046	73000-700-01-02-00000	MMN X0873 AP	OPERATIONS & POLICY ANALYST 4		PF	-	-	1.0	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	5/12/2023	Y	Vacancy Savings - Frozen in WD
ODOT	3521101	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	5/9/2023		Vacancy Savings - Frozen in WD
ODOT	8600241	73000-450-05-00-00000	MMS X7084 AP	BUSINESS OPERATIONS MANAGER 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 310,760	\$ -	\$ 310,760	5/9/2023		In recruitment
ODOT	15943	73000-700-01-02-00000	MMN X0873 AP	OPERATIONS & POLICY ANALYST 4		PF	-	-	1.0	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	5/8/2023	Y	Vacancy Savings - Frozen in WD
ODOT	1161138	73000-100-50-45-00000	E C3107 AP	ENGINEERING SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	5/8/2023		Vacancy Savings - Frozen in WD
ODOT	2301465	73000-100-50-45-00000	E C3136 AP	CIVIL ENGINEERING SPECIALIST 1		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	5/8/2023		Vacancy Savings - Frozen in WD
ODOT	1719110	73000-100-50-45-00000	E C3149 AP	PROFESSIONAL ENGINEER 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 330,682	\$ -	\$ 330,682	5/1/2023		Vacancy Savings - Frozen in WD
ODOT	2301348	73000-100-50-25-00000	E C3106 AP	ENGINEERING SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,447	\$ -	\$ 195,447	5/1/2023		Vacancy Savings - Frozen in WD
ODOT	1921034	73000-100-50-30-00000	E C3107 AP	ENGINEERING SPECIALIST 3		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	4/30/2023		Vacancy Savings - Frozen in WD
ODOT	3531197	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	4/30/2023		Vacancy Savings - Frozen in WD
ODOT	5	73000-700-01-02-00000	OAO C0866 AP	PUBLIC AFFAIRS SPECIALIST 3		PF	-	-	1.0	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	4/30/2023	Y	Vacancy Savings - Frozen in WD
ODOT	3541034	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	4/27/2023		Vacancy Savings - Frozen in WD
ODOT	3533002	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2		PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	4/26/2023		Pending class review - Frozen in WD
ODOT	1517010</																		

Agency	Pos No	SCR	DCR	Position Class Comp	Position Title	Pos Type	GF Fund Split	LF Fund Split	OF Fund Split	FF Fund Split	FTE	2025-27 GF PS Total	2025-27 LF PS Total	2025-27 OF PS Total	2025-27 FF PS Total	2025-27 Total Bien PS BUDGET	Vacant Date	Position eliminated in GRB? Y/N	Reason for vacancy
ODOT	3531041	73000-100-20-01-00000	MMN X3149 AP	PROFESSIONAL ENGINEER 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 352,989	\$ -	\$ 352,989	3/24/2023		In recruitment later this month	
ODOT	1719122	73000-100-50-45-00000	E C3137 AP	CIVIL ENGINEERING SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	3/20/2023		Vacancy Savings - Frozen in WD	
ODOT	1201005	73000-100-50-40-10000	E C3107 AP	ENGINEERING SPECIALIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	3/20/2023		In recruitment	
ODOT	3521049	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	3/1/2023		Vacancy Savings - Frozen in WD	
ODOT	3481036	73000-100-50-55-10000	OAO C0104 AP	OFFICE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	3/1/2023		Vacancy Savings - Frozen in WD	
ODOT	3521230	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	3/1/2023		In Recruitment Process - Did not Freeze in WD	
ODOT	371028	73000-700-07-00-00000	OAO C1485 IP	INFORMATION SYSTEMS SPECIALIST 5	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 247,311	\$ -	\$ 247,311	3/1/2023		Vacancy Savings - Frozen in WD	
ODOT	7001	73000-700-06-00-00000	MMN X0104 AP	OFFICE SPECIALIST 2	PP	-	-	1.0	-	0.77	\$ -	\$ -	\$ 133,094	\$ -	\$ 133,094	2/20/2023		Vacancy Savings - Frozen in WD	
ODOT	3571310	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	2/18/2023		Vacancy Savings - Frozen in WD	
ODOT	1517046	73000-200-10-00-00000	OAO C0108 AP	ADMINISTRATIVE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	2/13/2023		Vacancy Savings - Frozen in WD	
ODOT	1171009	73000-100-50-45-00000	E C3147 AP	ASSOCIATE IN ENGINEERING 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	2/1/2023		Vacancy Savings - Frozen in WD	
ODOT	1201069	73000-100-50-55-10000	E C3106 AP	ENGINEERING SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,447	\$ -	\$ 195,447	2/1/2023		Vacancy Savings - Frozen in WD	
ODOT	5400015	73000-100-50-45-00000	E C3148 AP	PROFESSIONAL ENGINEER 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	2/1/2023		Vacancy Savings - Frozen in WD	
ODOT	1611004	73000-400-10-04-00000	E C3106 AP	ENGINEERING SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,447	\$ -	\$ 195,447	1/31/2023		Vacancy Savings - Frozen in WD	
ODOT	1719106	73000-100-50-45-00000	E C3148 AP	PROFESSIONAL ENGINEER 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	1/17/2023		Vacancy Savings - Frozen in WD	
ODOT	1111024	73000-100-50-55-10000	OAO C0212 AP	ACCOUNTING TECHNICIAN	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 188,601	\$ -	\$ 188,601	1/17/2023		Vacancy Savings - Frozen in WD	
ODOT	712014	73000-200-02-00-00000	OAO C0104 AP	OFFICE SPECIALIST 2	PP	-	-	1.0	-	0.50	\$ -	\$ -	\$ 82,481	\$ -	\$ 82,481	1/13/2023		Vacancy Savings - Frozen in WD	
ODOT	15964	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	1/5/2023		Vacancy Savings - Frozen in WD	
ODOT	372002	73000-700-07-00-00000	OAO C1485 IP	INFORMATION SYSTEMS SPECIALIST 5	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 247,311	\$ -	\$ 247,311	1/3/2023		Vacancy Savings - Frozen in WD	
ODOT	2301232	73000-100-50-25-00000	E C3107 AP	ENGINEERING SPECIALIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	1/3/2023		Vacancy Savings - Frozen in WD	
ODOT	715008	73000-100-50-55-10000	OAO C0801 AP	OFFICE COORDINATOR	PP	-	-	1.0	-	0.67	\$ -	\$ -	\$ 103,758	\$ -	\$ 103,758	1/1/2023		Vacancy Savings - Frozen in WD	
ODOT	3531277	73000-100-20-01-00000	MMS X7835 AP	TRANSPORTATION OPERATIONS AND MAINTENANCE MANAGER	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 286,130	\$ -	\$ 286,130	1/1/2023		Vacancy Savings - Frozen in WD	
ODOT	3521050	73000-100-20-01-00000	OAO C4161 AP	TRANSPORTATION MAINTENANCE COORDINATOR 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 188,601	\$ -	\$ 188,601	12/31/2022		Vacancy Savings - Frozen in WD	
ODOT	6000154	73000-200-11-00-00000	OAO C1338 AP	LEARNING & DEVELOPMENT SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 210,411	\$ -	\$ 210,411	12/26/2022		Vacancy Savings - Frozen in WD	
ODOT	3511659	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	12/14/2022		Vacancy Savings - Frozen in WD	
ODOT	3511661	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	12/14/2022		Vacancy Savings - Frozen in WD	
ODOT	1719125	73000-100-50-45-00000	E C3138 AP	CIVIL ENGINEERING SPECIALIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 268,378	\$ -	\$ 268,378	12/12/2022		In Recruitment Process - Did not Freeze in WD	
ODOT	8600853	73000-300-03-00-00000	UA C0332 AP	TRANSPORTATION SERVICES REPRESENTATIVE 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,571	\$ -	\$ 195,571	12/12/2022		In Recruitment Process - Did not Freeze in WD	
ODOT	3551146	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	12/10/2022		Vacancy Savings - Frozen in WD	
ODOT	1631002	73000-100-50-55-10000	OAO C0104 AP	OFFICE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	11/21/2022		Vacancy Savings - Frozen in WD	
ODOT	1201011	73000-100-50-55-10000	E C3107 AP	ENGINEERING SPECIALIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	11/14/2022		Vacancy Savings - Frozen in WD	
ODOT	1212207	73000-400-10-04-00000	OAO C1105 AP	TRAFFIC SURVEY INTERVIEWER	PP	-	-	1.0	-	0.50	\$ -	\$ -	\$ 77,818	\$ -	\$ 77,818	11/1/2022		Vacancy Savings - Frozen in WD	
ODOT	1102	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	10/27/2022		Vacancy Savings - Frozen in WD	
ODOT	13003	73000-100-20-01-00000	OAO C0104 AP	OFFICE SPECIALIST 2	PP	-	-	1.0	-	0.94	\$ -	\$ -	\$ 155,537	\$ -	\$ 155,537	10/17/2022		Vacancy Savings - Frozen in WD	
ODOT	2013	73000-850-01-01-00000	OAO C0103 AP	OFFICE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	9/19/2022		Finance another position - Frozen in WD	
ODOT	1921006	73000-100-50-55-30000	E C3148 AP	PROFESSIONAL ENGINEER 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	9/12/2022		Vacancy Savings - Frozen in WD	
ODOT	105004	73000-100-50-55-10000	MESN Z7822 AP	Administrator 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 363,337	\$ -	\$ 363,337	8/5/2022		Hold for Org Structure Review - Frozen in WD	
ODOT	715009	73000-200-04-00-00000	OAO C0104 AP	OFFICE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	8/1/2022		Vacancy Savings - Frozen in WD	
ODOT	1601052	73000-100-50-30-00000	E C3147 AP	ASSOCIATE IN ENGINEERING 2	PF	-	-	1.0	-	1.00</									

Agency	Pos No	SCR	DCR	Position Class Comp	Position Title	Pos Type	GF Fund Split	LF Fund Split	OF Fund Split	FF Fund Split	FTE	2025-27 GF PS Total	2025-27 LF PS Total	2025-27 OF PS Total	2025-27 FF PS Total	2025-27 Total Bien PS BUDGET	Vacant Date	Position eliminated in GRB? Y/N	Reason for vacancy
ODOT	3541137	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	5/31/2022		Vacancy Savings - Frozen in WD	
ODOT	2301850	73000-100-50-55-10000	OAO C0104 AP	OFFICE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,961	\$ -	\$ 164,961	5/16/2022		Vacancy Savings - Frozen in WD	
ODOT	372003	73000-700-07-00-00000	OAO C1486 IP	INFORMATION SYSTEMS SPECIALIST 6	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 261,563	\$ -	\$ 261,563	5/1/2022		Vacancy Savings - Frozen in WD	
ODOT	3601025	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	4/1/2022		Vacancy Savings - Frozen in WD	
ODOT	3551650	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	3/31/2022		Vacancy Savings - Frozen in WD	
ODOT	1211063	73000-100-50-55-10000	E C0871 AP	OPERATIONS & POLICY ANALYST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	3/21/2022		Rotation until 2025 - Frozen in WD	
ODOT	1921007	73000-100-50-55-30000	E C3148 AP	PROFESSIONAL ENGINEER 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 291,459	\$ -	\$ 291,459	3/7/2022		Vacancy Savings - Frozen in WD	
ODOT	2201047	73000-700-07-00-00000	OAO C1486 IP	INFORMATION SYSTEMS SPECIALIST 6	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 261,563	\$ -	\$ 261,563	3/1/2022		Vacancy Savings - Frozen in WD	
ODOT	3511104	73000-100-20-01-00000	OAO C4152 AP	TRANSPORTATION MAINTENANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	3/1/2022		In Recruitment Process - Did not Freeze in WD	
ODOT	2301230	73000-100-50-25-00000	E C3146 AP	ASSOCIATE IN ENGINEERING 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	2/28/2022		Frozen - Pending class review	
ODOT	192002	73000-850-01-02-00000	OAO C5632 AP	TAX AUDITOR 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 245,421	\$ -	\$ 245,421	2/3/2022		Vacancy Savings - Frozen in WD	
ODOT	1161174	73000-100-50-55-10000	E C3147 AP	ASSOCIATE IN ENGINEERING 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	1/17/2022		Vacancy Savings - Frozen in WD	
ODOT	8600022	73000-300-01-00-00000	UA C0103 AP	OFFICE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 164,899	\$ -	\$ 164,899	11/1/2021		Finance another position - Frozen in WD	
ODOT	371015	73000-700-07-00-00000	OAO C1485 IP	INFORMATION SYSTEMS SPECIALIST 5	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 247,311	\$ -	\$ 247,311	10/31/2021		Vacancy Savings - Frozen in WD	
ODOT	3511658	73000-100-20-01-00000	OAO C4151 AP	TRANSPORTATION MAINTENANCE SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 181,908	\$ -	\$ 181,908	10/4/2021		Vacancy Savings - Frozen in WD	
ODOT	1108010	73000-850-02-00-00000	E C1163 AP	ECONOMIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 268,378	\$ -	\$ 268,378	9/1/2021		Frozen - Admin Restriction	
ODOT	8600532	73000-700-07-00-00000	UA C1484 IP	INFORMATION SYSTEMS SPECIALIST 4	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 225,685	\$ -	\$ 225,685	7/31/2021		Vacancy Savings - Frozen in WD	
ODOT	6000024	73000-200-02-00-00000	OAO C0104 AP	OFFICE SPECIALIST 2	PP	-	-	1.0	-	0.50	\$ -	\$ -	\$ 82,481	\$ -	\$ 82,481	8/31/2020		Pending class review - Frozen in WD	
ODOT	1921082	73000-100-50-55-10000	MMN X0856 AP	PROJECT MANAGER 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 310,760	\$ -	\$ 310,760	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	15981	73000-200-20-00-00000	OAO C5247 AP	COMPLIANCE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 218,962	\$ -	\$ 218,962	NA		Vacancy Savings - Frozen in WD	
ODOT	2325063	73000-100-50-55-10000	OAO C0108 AP	ADMINISTRATIVE SPECIALIST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 195,664	\$ -	\$ 195,664	NA		Vacancy Savings - Frozen in WD	
ODOT	2325076	73000-100-65-01-00000	E C0762 AP	RIGHT OF WAY AGENT 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 268,378	\$ -	\$ 268,378	NA		Vacancy Savings - Frozen in WD	
ODOT	2325124	73000-100-50-55-30000	E C3107 AP	ENGINEERING SPECIALIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 211,217	\$ -	\$ 211,217	NA		Vacancy Savings - Frozen in WD	
ODOT	2325126	73000-100-50-55-10000	MMN X3149 AP	PROFESSIONAL ENGINEER 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 352,989	\$ -	\$ 352,989	NA		Lois is getting info to move over. Will not be recruited for until June/July 2025 - Froze in WD	
ODOT	2325132	73000-100-50-55-10000	E C0871 AP	OPERATIONS & POLICY ANALYST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	NA		No funds available - Frozen in WD	
ODOT	2325133	73000-100-50-55-10000	MMS X7085 AP	BUSINESS OPERATIONS MANAGER 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 286,130	\$ -	\$ 286,130	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325139	73000-100-50-55-10000	MMN X7084 AP	BUSINESS OPERATIONS MANAGER 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 310,760	\$ -	\$ 310,760	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325140	73000-700-01-02-00000	E C0866 AP	PUBLIC AFFAIRS SPECIALIST 3	PF	-	-	1.0	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325141	73000-100-50-55-10000	E C0871 AP	OPERATIONS & POLICY ANALYST 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 237,675	\$ -	\$ 237,675	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325143	73000-700-07-00-00000	MMS X7884 IP	INFORMATION TECHNOLOGY MANAGER 2	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 352,989	\$ -	\$ 352,989	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325146	73000-700-07-00-00000	OAO C1487 IP	INFORMATION SYSTEMS SPECIALIST 7	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 285,014	\$ -	\$ 285,014	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325147	73000-700-07-00-00000	OAO C1487 IP	INFORMATION SYSTEMS SPECIALIST 7	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 285,014	\$ -	\$ 285,014	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325151	73000-700-07-00-00000	OAO C1487 IP	INFORMATION SYSTEMS SPECIALIST 7	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 285,014	\$ -	\$ 285,014	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325152	73000-700-07-00-00000	OAO C1487 IP	INFORMATION SYSTEMS SPECIALIST 7	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 285,014	\$ -	\$ 285,014	NA		Hold for Org Structure Review - Frozen in WD	
ODOT	2325156	73000-700-09-00-00000	OAO C0438 AP	PROCUREMENT & CONTRACT SPECIALIST 3	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 255,242	\$ -	\$ 255,242	NA		Pending budget approval - Frozen in WD	
ODOT	2325160	73000-850-01-01-00000	MMN X1218 AP	ACCOUNTANT 3	PF	-	-	1.0	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	NA		On Reduction List, might be a PFP action - Froze in WD	
ODOT	2123026	73000-100-50-55-10000	MMS X7665 AP	COMMUNICATIONS MANAGER 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 286,130	\$ -	\$ 286,130	NA		Pending budget approval - Frozen in WD	
ODOT	2123038	73000-100-50-30-00000	E C3136 AP	CIVIL ENGINEERING SPECIALIST 1	PF	-	-	1.0	-	1.00	\$ -	\$ -	\$ 219,582	\$ -	\$ 219,582	NA		Vacancy Savings - Frozen in WD	
ODOT	2123065	73000-300-04-00-00000	OAO C5246 AP	COMPLIANCE SPECIALIST 1	PF	-	-	-	1.0	1.00	\$ -	\$ -	\$ 202,665	\$ -	\$ 202,665	NA		Vacancy Savings - Frozen in WD	
ODOT	2325165	73000-100-50-55-10000	MMN X0872 AP</																



Agency Name (Acronym)									
2025-27 Biennium									
Updated Other Funds Ending Balances for the 2023-25 and 2025-27 Bienna									
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)
Other Fund Type	Program Area (SCR)	Treasury Fund #/Name	Category/Description	Constitutional and/or statutory reference	2023-25 Ending Balance In LAB	2025-27 Ending Balance Revised In CSL	2025-27 Ending Balance Revised (GRB)	Comments	
Nonlimited	73000-087-00-000000	00861-Oregon Transportation Infrastructure 00438 - State Highway Fund	Loan Program	ORS 367.015	0	0	0		
Capital Improvement	73000-088-00-000000	00438-State Highway Fund	Operations	ORS 366.505	0	0	(4,638,650)	25-27: includes restoration/potential transportation funding pkg	
Capital Construction	73000-089-00-000000	00438-State Highway Fund 00401 - Cash Account	Operations	ORS 366.505	0	0	0		
Limited	73000-100-00-000000	01160-State Transportation Enterprise Fund & 00438-State Highway Fund	Operations	ORS 376.810 ORS 366.505	21,811,491	40,811,491	532,856	397,517,274	roll up for SCR 100
Limited	73000-100-20-000000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations	ORS 366.505 ORS 184.642	0	0	(183,855,103)	83,205,289	25-27: includes restoration/potential transportation funding pkg, POP's & Analyst Adjustments
Limited	73000-100-50-000000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund 01801-Safe Routes to Schools 01448-Roadside Memorial Fund	Operations	ORS 366.505 ORS 184.642	21,811,491	40,811,491	177,977,468	302,382,956	23-25: ARPA unspent adds \$19M to EB 25-27: includes restoration/potential transportation funding pkg, POP's, Analyst Adjustments & changes to DOR tax transfers
Limited	73000-100-60-000000	TBD	Operations	TBD	0	0	8,130,004	8,130,004	SCR added new for 25-27
Limited	73000-100-65-000000	00438-State Highway Fund	Operations	ORS 366.505	0	0	(1,719,513)	3,799,025	25-27: includes POP's & Analyst Adjustments
Limited	73000-100-80-000000	00438-State Highway Fund 01916-SW Capitol Hwy	Operations	ORS 366.505					not used, was SRP
Limited	73000-200-00-000000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund 00859-Safety Education Fund 00916-Student Driver Training Fund 00401-Cash Account 02382-State Board of Towing	Operations Grant Fund (00859, 00916) Other (Towing Board)	ORS 366.505 ORS 184.642 ORS 802.155 ORS 802.110(2) ORS 822.205 (Towing Fees) 822.270 (Towing acct)	3,443,968	3,443,968	(3,123,354)	20,857,598	DMV includes Transportation Safety & Board of Towing 23-25: DMV \$1,103,144, Safety \$2,340,824, Towing \$0 25-27: includes restoration/potential transportation funding pkg, POP's & Analyst Adjustments DMV CSL (\$4,831,523), GRB \$19,144,737 Safety CSL \$1,592,054, GRB \$1,593,385 Towing CSL \$116,115, GRB \$119,476
Limited	73000-300-00-000000	00438-State Highway Fund 00976-Dept. of Transportation Operating Fund 01091-Consumer Protection Household Moves Account 00860-Railroad Fund 01016-Grade Crossing Safety Improvement Fund	Operations (00438, 00976, 01091, 00860, 01016) Grant Fund (01016)	ORS 366.505 ORS 184.642 ORS 825.326 ORS 824.014, 016, 018	3,533,915	3,533,915	128,699	12,044,238	CCD includes Rail Safety 23-25: end bal is Rail Safety 25-27: includes restoration/potential transportation funding pkg & Analyst Adjustments CCD CSL (\$1,887,829), GRB \$10,018,784 Rail CSL \$2,016,528, GRB \$2,025,454
Limited	73000-400-10-00-00000	00976-Dept. of Transportation Operating Fund 00438-State Highway Fund 01179-Multimodal Transportation Fund 01225-ODOT Multi-Modal Project Tax Exempt Bond Fund 01226-ODOT Multi-Modal Project Taxable Bonds Fund 01304-Connect Oregon II 01405-Connect Oregon III 01490-Connect Oregon 01915-Connect Oregon	Operations (00976 & 00438) Other (1179, 1225, 1226) Connect Oregon	ORS 184.642 ORS 366.505 ORS 367.080	8,065,007	8,065,007	50,924,613	50,950,049	Connect Oregon 25-27: includes Analyst Adjustments & changes to DOR tax transfers
Limited	73000-450-00-00-00000	00976-Dept. of Transportation Operating Fund 00401-Public Transit Other Funds 00430-Elderly & Disabled Other Funds Limited 00564-Transportation Acquisition & Construction 01302-Street Car Fund 01917-Lane Transit District 01837-Statewide Transportation Improvement Funds 01256-Passenger Rail Transportation Account	Operations (00976, 01256) Grant Fund (01837) Other (0401, 00430, 00564)	ORS 184.642 ORS 184.691 ORS 391.800 ORS 184.733 ORS 802.100	51,895,785	52,355,403	27,272,819	25,828,868	PTD includes Passenger Rail & Operations 23-25: STIF; also LF EB for Rural Vet Grant Program adds \$459,618 25-27: includes Analyst Adjustments & changes to DOR tax transfers Transit CSL \$23,843,079, GRB \$22,304,612 Rail CSL \$3,429,740, GRB \$3524,256
Debt Service	73000-500-00-000000	00438-State Highway Fund 00539 Debt Service	Operations	ORS 366.505	0	0	86,896,397	86,896,397	
Limited	73000-700-00-00-00000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations (00438, 00976)	ORS 366.505 ORS 184.642	0	0	(57,687,253)	12,547,987	25-27: includes restoration/potential transportation funding pkg & Analyst Adjustments
Limited	73000-850-00-00-00000	00438-State Highway Fund 00976-Dept of Transportation Operating Fund	Operations (00438, 00976)	ORS 366.505 ORS 184.642	2,134,221	20,824,389	(16,904,711)	553,129	TOF estimate 25-27: includes restoration/potential transportation funding pkg & Analyst Adjustments
					90,884,387	129,034,173	83,401,416	607,195,540	

Objective: Provide updated Other Funds ending balance information for potential use in the development of the 2025-27 legislatively adopted budget.

Instructions:

Column (a): Select one of the following: Limited, Nonlimited, Capital Improvement, Capital Construction, Debt Service, or Debt Service Nonlimited.

Column (b): Select the appropriate Summary Cross Reference number and name from those included in the 2023-25 legislatively approved budget. If this changed from previous structures, please note the change in Comments (Column (j)).

Column (c): Select the appropriate, statutorily established Treasury Fund name and account number where fund balance resides. If the official fund or account name is different than the commonly used reference, please include the working title of the fund or account in Column (j).

Column (d): Select one of the following: Operations, Trust Fund, Grant Fund, Investment Pool, Loan Program, or Other. If "Other", please specify. If "Operations", in Comments (Column (j)), specify the number of months the reserve covers, the methodology used to determine the reserve amount, and the minimum need for cash flow purposes.

Column (e): List the Constitutional, Federal, or Statutory references that establishes or limits the use of the funds.

Columns (f) and (h): Use the appropriate, audited amount from the 2023-25 legislatively approved budget and the 2025-27 current service level at Governor's Budget.

Columns (g) and (i): Provide updated ending balances based on revised expenditure patterns or revenue trends. The revised column (i) should assume 2025-27 current service level expenditures, considering the updated 2023-25 ending balance and any updated 2025-27 revenue projections. Do not include adjustments for reduction options that have been

Column (j): Please note any reasons for significant changes in balances previously reported during the 2023 session.

Additional Materials: If the revised ending balances (Columns (g) or (i)) reflect a variance greater than 5% or \$50,000 from the amounts included in the LAB (Columns (f) or (h)), attach supporting memo or spreadsheet to detail the revised forecast.

**Objective: Provide updated Lottery Funds ending balance information for potential use in the development of the 2025-27 legislatively adopted budget.**

**Instructions:**

Column (a): Select one of the following: Economic Development Fund (EDF), Parks and Natural Resources (M76), Veterans' Services (M96), Education Stability Fund (ESF), Debt Service

Column (b): Select the appropriate Summary Cross Reference number and name from those included in the 2023-25 legislatively approved budget. If this changed from previous structures, please note the change in Comments (Column (j)).

Column (c): Select the appropriate, statutorily established Treasury Fund name and account number where fund balance resides. If the official fund or account name is different than the commonly used reference, please include the working title of the fund or account in Column (j).

Column (d): Select one of the following: Operations, Grant Fund, Loan Program, or Other. If "Other", please specify. If "Operations", in Comments (Column (j)), specify the number of months the reserve covers, the methodology used to determine the reserve amount, and the minimum need for cash flow purposes.

Column (e): List the Constitutional or Statutory references that establishes or limits the use of the funds.

Columns (f) and (h): Use the appropriate, audited amount from the 2023-25 legislatively approved budget and the 2025-27 current service level at Governor's Budget.

Columns (g) and (i): Provide updated ending balances based on revised expenditure patterns or revenue trends. The revised column (i) should assume 2025-27 current service level expenditures, considering the updated 2023-25 ending balance and any updated 2025-27 revenue projections. Do not include adjustments for reduction options that have been submitted. Provide a description of revisions in Comments (Column (j)).

Column (j): Please note any reasons for significant changes in balances previously reported during the 2023 session.

Additional Materials: If the revised ending balances (Columns (g) or (i)) reflect a variance greater than 5% or \$50,000 from the amounts included in the LAB (Columns (f) or (h)), attach supporting memo or spreadsheet to detail the revised forecast.

<b>ODOT</b> 2025-27 Biennium	<b>Contact Person (Name &amp; Phone #):</b>						Russ Casler, Budget Manager, 503-508-3055						
<b>2023-25 ARPA Ending Balances</b>													
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)						
SCR	Program Description	2023-25 LAB	2023-25	2025-27 POP			Comments						
			Ending Balance	Amount Obligated	Y/N	POP #							
73000-100-50-00-00000 (Project Delivery)	Project Delivery (Modernization DCR)	19,000,000	19,000,000	19,000,000	Y	160	Newberg Dundee Bypass POP #160 is \$19M; this amount is not included in the 23-25 LAB EB as we anticipated expending it, however at the end of the biennium the balance will be \$19M						

expend only  
new est EB  
not budgeted EB

**Instructions:**

- Column (a): Select the appropriate Summary Cross Reference number and name from those included in the 2023-25 legislatively approved budget.
- Column (b): List American Rescue Plan Act (ARPA) balances by legislatively approved uses and/or specified transfers to agency programs.
- Column (c): Provide the expenditure limitation approved for the ARPA funds in the 2023-25 legislatively approved budget.
- Column (d): Enter the total estimated balance of ARPA funds that will be unspent at the close of the 2023-25 biennium.
- Column (e): Enter the amount of the unspent ARPA balance obligated to a project/program through an award, grant agreement, or other contract as of December 31, 2024.
- Column (f) and (g): Indicate whether the 2025-27 Governor's Budget includes a policy option package (POP) to utilize the ARPA funds carrying forward into the 2025-2 biennium, and if so, provide the POP number.
- (h) Please provide any additional information related to ARPA ending balances.