Region 1 Area Commission on Transportation

Meeting Agenda
Monday, June 1, 2026
5:30 – 7:30 p.m.
ODOT Region 1 Headquarters, Conference Room A/B
123 NW Flanders Street, Portland
https://us02web.zoom.us/j/85861003784
Phone: (253) 215-8782
Webinar ID: 858 6100 3784

5:30 to 5:35 Welcome and Agenda Review (*ACT Chair **Paul Savas***)

5:35 to 5:40 Public Comment

5:40 to 5:45 Commission Administration (*action, ACT Chair **Paul Savas**)*

- *Action:* Approve meeting summary from May R1ACT meeting
- *Action:* Approve new member nominations
  - Metro Councilor Christine Lewis, Metro representative
  - David Coe, Field Representative LiUNA 737, Multnomah County Business & Labor representative

5:45 to 6:00 2026 Summer Construction Update (*informational, R1 Project Delivery Manager **Matt Freitag** and ODOT Statewide Project Delivery Manager **David Kim***)

- Highlights of ODOT's significant projects for the 2026 construction season

6:00 to 6:15 Connect Oregon (*informational, ODOT Freight Program Manager, **John Boren)***

- Overview of the program and Region 1 applications
- Direction to R1ACT members for August decision

6:15 to 6:35 Draft Transportation Safety Action Plan Public Review Period (*informational, ODOT Senior Transportation Planner, **Mary McGowan***)

- Overview of Draft TSAP and upcoming public review period

6:35 to 7:15 R1ACT Work Plan Update (discussion, Policy & Development **Manager Chris Ford**)

- Overview of work plan update process and timeline for 2026-27 ACT work plan
- Preliminary identification of preferred goals and topics

7:15 to 7:30 Open discussion

7:30 Adjourn

REGION 1 AREA COMMISSION ON TRANSPORTATION (R1ACT)
Meeting Summary
May 4, 2026, Virtual Meeting

Member Attendees: Paul Savas, Jason Snider, Bill Merchant, Andi Howell, Bill Avison, Brett Sherman, Cassie Wilson, Shannon Singleton, Christine Lewis*, Dan Eisenbeis, Malynda Wenzl, Frank Bubenik, Grant Polson, Jenn Klotz, Jennifer Euwer, John Serra*, Kim Young, Brian Hodson, Nancy Chapin, Pia Welch, Rian Windsheimer, Valerie Pratt, Millicent Williams*, Zachary Lauritzen (24)

*Alternate

Member Absences: Jodie Gates, Rob Peterson, Timur Ender, Zack Culver, E'an Todd, Fiona Ko, Yi-Kang Hu (7)

Link to Zoom recording

*Please note: Due to an issue with the meeting hosting technology platform, only a portion of this meeting was recorded. This meeting summary will be brief as a result.

Welcome and Agenda Review – Chair Paul Savas

Region 1 ACT Chair Paul Savas called the meeting to order at 5:30 PM. Chair Savas reviewed the agenda.

Public Comment – Chair Paul Savas

None made.

Commission Administration – Chair Paul Savas

Prior to adoption of the minutes, Chair Savas revisited the naming convention discussion from the April meeting noting there was no resolution at the April meeting. Chair Savas asked that all members change their name in the Zoom meeting platform to the name by which they would like to be referred. Members should use these preferred names when addressing other members. Meeting summaries will reflect these preferred names going forward.

Action: R1ACT members approved the April meeting summary unanimously.

Capital Investment Plan: Potential Investments of Interest

Chair Savas provided a presentation on his proposal for identifying the up to ten additional projects of interest for the Capital Investment Plan.

- R1ACT Chairs' CIP Investments of Interest Proposal

- R1ACT members asked a number of clarifying questions of Chair Savas and Vice Chair Snider related to their proposal. Several members raised concerns about their capacity to attend and take part in additional meetings for a Technical Advisory Committee to the

Draft

R1ACT, with some members noting this might advantage elected and government officials who have staff to attend in their place.

- Multnomah and Washington County members noted that they did not submit projects for consideration in the list of ten additional investments for various reasons, in part because of the strong support for the top five projects advanced at the February R1ACT meeting.

- Members expressed a desire for a clearer process going forward given that the Capital Investment Plan will be an ongoing effort for the R1ACT.

- Several members supported moving forward with the top five projects selected at the February meeting and focusing on the process for the future.

- There was an extended discussion on a motion to take action with several members contributing thoughts and ideas:

    - **Vice Chair Snider** proposed a motion to move forward with the top five projects that were already selected, that the R1ACT embark on a meaningful process to prioritize additional projects over no more than the next year, and that the R1ACT then use that work to inform the future R1ACT input to the Capital Investment Plan.

    - **Chair Savas** sought clarification and proposed his own motion to move forward with the top five and move forward with a Technical Advisory Committee to work together on identifying the next ten projects. Brett Sherman seconded.

    - **Forest Grove Mayor Wenzl** asked for clarification on the motion, specifically on the proposed Technical Advisory Committee, noting that she had heard several members voice concerns with the Technical Advisory Committee as neither equitable nor fair.

    - **Vice Chair Snider** clarified that he was purposeful when he chose not to use the words Technical Advisory Committee in his motion, noting that it would be complicated for non-governmental members without transportation staff to engage in.

    - **Commissioner Singleton, she/her, Multnomah County** voiced agreement with Vice Chair Snider. Commissioner Singleton suggested more detailed work needs to be done to ensure a good community type process and that a Technical Advisory Committee may not be necessary for that work.

    - **Chair Savas** withdrew his motion and invited Commissioner Singleton to make a motion.

    - **Commissioner Singleton, she/her, Multnomah County** made a motion that referenced Vice Chair Snider's original motion to move forward with the top five projects already selected while also putting together a community process for making decisions in the future. Vice Chair Snider seconded this motion.

    - **Zachary Lauritzen** asked if this motion specifically included or precluded the creation of a Technical Advisory Committee and whether the R1ACT would be locked into the projects identified in buckets in the Chairs' proposal. Members responded that the motion did not include or preclude the creation of a Technical

Draft

Advisory Committee. Members also responded that the motion would not lock the R1ACT into any specific project list at this time.

- Motion carried unanimously.

The discussion then turned back the potential creation of some sort of additional group for meeting organization purposes.

- **Chair Savas** asked Vice Chair Snider to clarify his idea for a Technical Advisory Committee to prepare for R1ACT meetings.

- **Vice Chair Snider** shared a desire for R1ACT meetings to have more support and organization to prepare for meetings. Vice Chair Snider suggested an interjurisdictional group or team to conduct this prep work. This group would not exclude any members who want to participate. This would not be specific to the CIP or selecting projects. Vice Chair Snider recommended the group adopt what he described without calling it a Technical Advisory Committee.

- **Commissioner Singleton, she/her, Multnomah County** suggested some work be done, put pen to paper to better understand the purpose and function of the group and then vote at the next meeting to create it.

- **Vice Chair Snider** suggested having transportation staff and commissioners from all four counties work together to bring forward a proposal for this work, without excluding anyone.

- **Chair Savas** asked if anyone opposed the idea of the four counties getting together to draft a proposal for a group to help prepare for R1ACT meetings. No opposition was voiced and Chair Savas said this work would proceed.

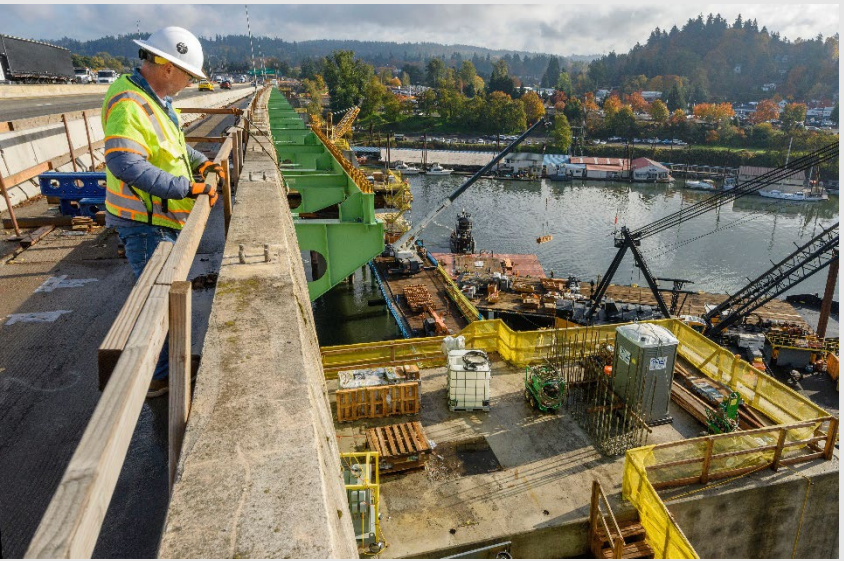
Chair Savas adjourned the meeting at 6:54 pm.

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Oregon Department of Transportation

2026
Summer Construction Projects
Region 1

Region 1 ACT, June 1, 2026







Oregon Department of Transportation

Matt Freitag, Project Delivery Manager

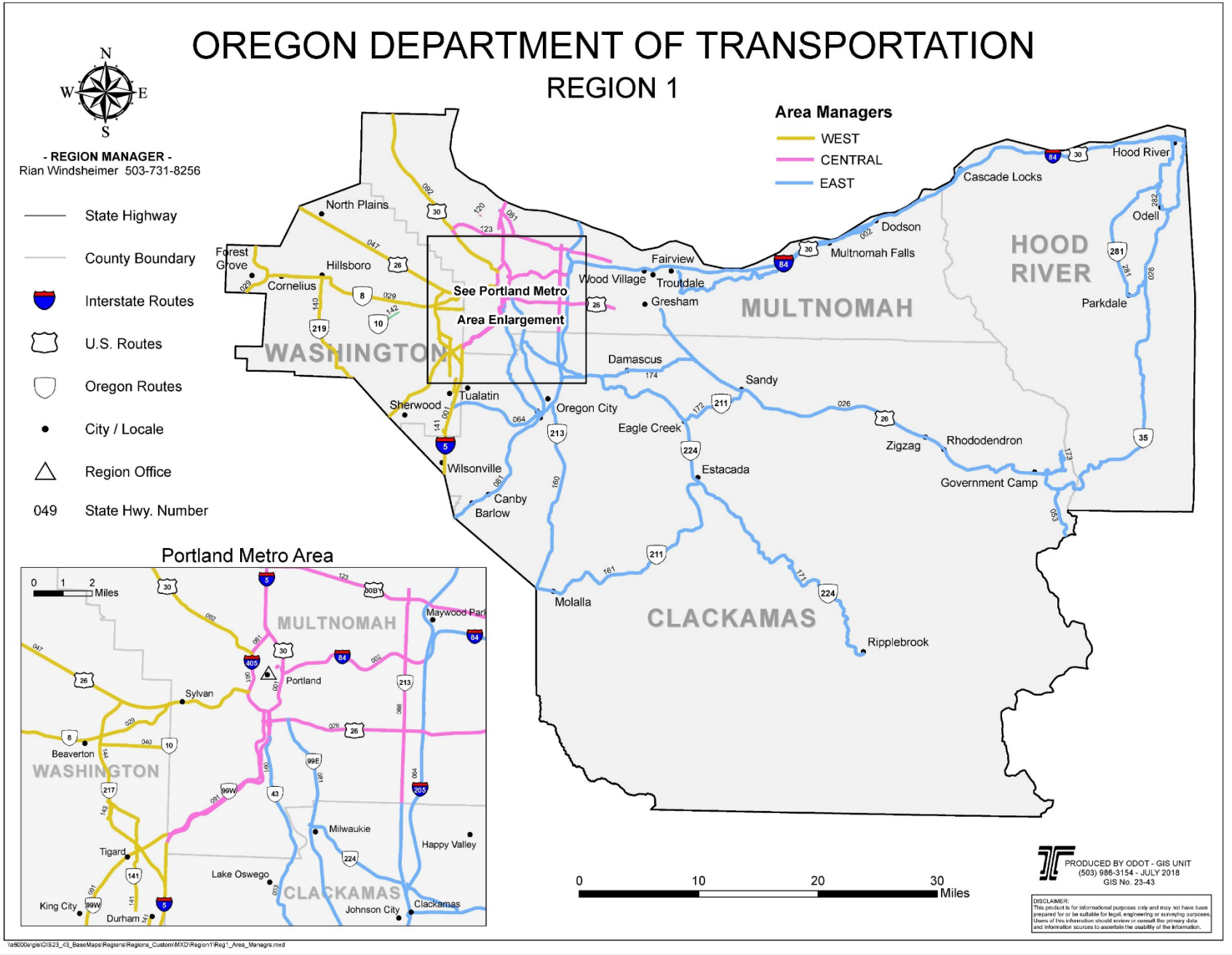
Stephanie Turner, West

Shelli Romero, Central

Paul Scarlett, East

Vidal Francis, I-205 Abernethy Bridge Project

Region 1 by area



Regional Impacts to Know

- **I-5 Rose Quarter -** 2.1 mile closure of I-5 southbound (all lanes) around the clock through the Rose Quarter between I-405 and I-84 for up to five weeks starting September 11, 2026. Mid-July 2026 a 14-hour closure of all lanes of I-5 from Exit 302B to the Fremont Bridge and I-405 to install sign bridge.
- **I-205 Abernethy Bridge Project -** Overnight lane, ramp and directional closures, overnight closures of OR 43, ongoing noise, two weekend directional closures of the bridge later in the year.
- **I-5 Boone Bridge -** Nighttime lane and ramp closures on I-5 northbound in Wilsonville summer and fall 2026 with four nightime closures of all northbound lanes to install new bridge expansion joints and conduct exploratory work for future bridge project.
- **I-84 Eastbound McCord Creek Bridge Replacement -** I-84 eastbound traffic sharing the westbound bridge with one lane open in each direction through late summer 2026 and intermitant lane and shoulder closures through fall 2026.

Oregon Department of Transportation

I-5 Rose Quarter

Project Purpose

Improves safety and congestion where three major interstates converge and reconnects the Albina neighborhood. Current work repairs 2,000 ft of failing concrete in project area.

Impacts

- Closure of 2.1 miles of all lanes of I-5 southbound around the clock between I-405 and I-84 for up to five weeks starting September 11.
- 14 hour closure of all lanes of I-5 beginning at Exit 302B to the Fremont Bridge and I-405 to install sign bridge.



Schedule for Phase IA

2026



I-205 Abernethy Bridge Project

Project Purpose

- Upgrades the Abernethy Bridge, between Oregon City and West Linn, to be the first earthquake ready interstate bridge over the Willamette River in the region.
- Enhances safety for drivers by reducing crashes and improving traffic flow at interchanges and on- and off-ramps.
- Widens the bridge to add a new southbound auxiliary lane.
- Makes bicycle and pedestrian improvements on OR 99E and OR 43 to so it's easier and safer to walk, bike, or roll.

Completed Milestones

- The substructure, drilled shafts, new piers, concrete bridge columns and crossbeams are all complete.
- All steel bridge girders installed on the Oregon City side.



Schedule

2022-2027

(continued on next slide)

I-205 Abernethy Bridge Project



Current Project Work

- Girder installation in West Linn.
- Bearing replacements, barrier demolition and waterline installation.
- Building new sound wall and bridge deck in Oregon City.



Traffic Impacts

- Nighttime lane, ramp and directional closures on I-205.
- Daytime and nighttime lane closures on OR 43, OR 99E, Clackamette Drive and Main Street with several overnight closures of OR 99E and OR 43.
- Short-term sidewalk and crosswalk closures.
- Two weekend directional closures of I-205 later in 2026 for bridge slide and widening.
- Additional lane and ramp closures after the bridge slide.

I-5 Boone Bridge Investigatory Work





Project Purpose

Geotechnical investigation and drilling around the Boone Bridge on I-5 to better understand foundation and ground stabilization needs for a future project. There is no timeline for bridge replacement since both design and construction are not currently funded.

Impacts

- Daytime work under the bridge.
- Nightime single lane and shoulder clousres on I-5
- Southbound exit to Miley Road remains open but has ramp shoulder closures.

Schedule

Summer 2026

I-5 Boone Bridge Joint Replacement

Project Purpose

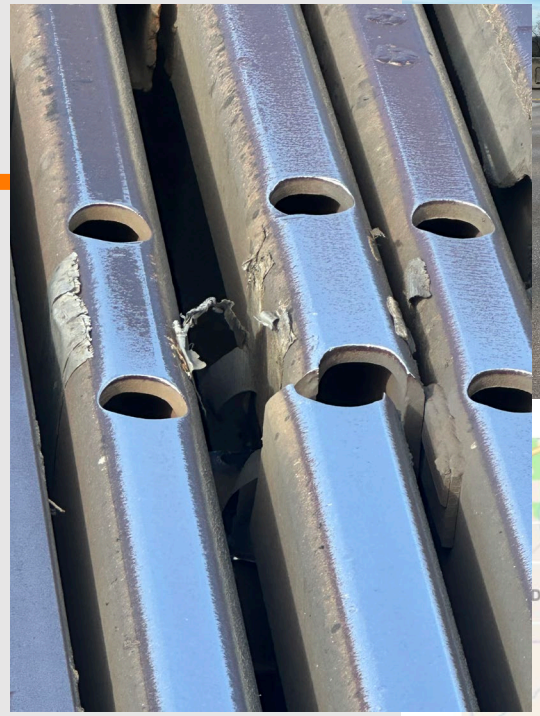
Replaces two bridge joints in the northbound I-5 lanes on the Boone Bridge that continue to malfunction and create safety issues for travelers requiring unplanned maintenance work and travel travel lane closures.

Impacts

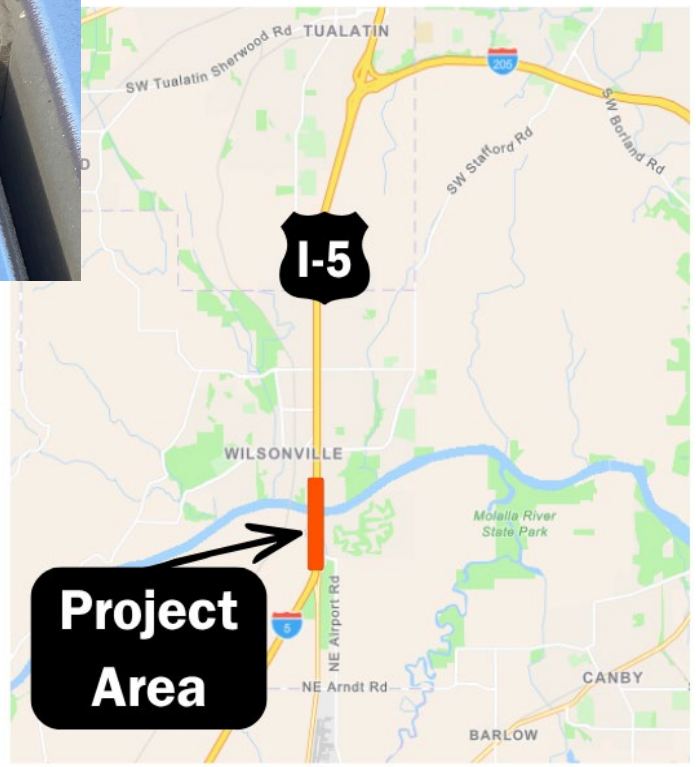
- Nighttime lane and ramp closures on I-5 NB, 8 p.m. to 5 a.m. for up to 15 weeks.
- Nighttime closure of I-5 northbound with a detour. Up to 4 closures 12 a.m. to 4 a.m.

Schedule

2026







I-84 Eastbound McCord Creek Bridge Replacement

Project Purpose

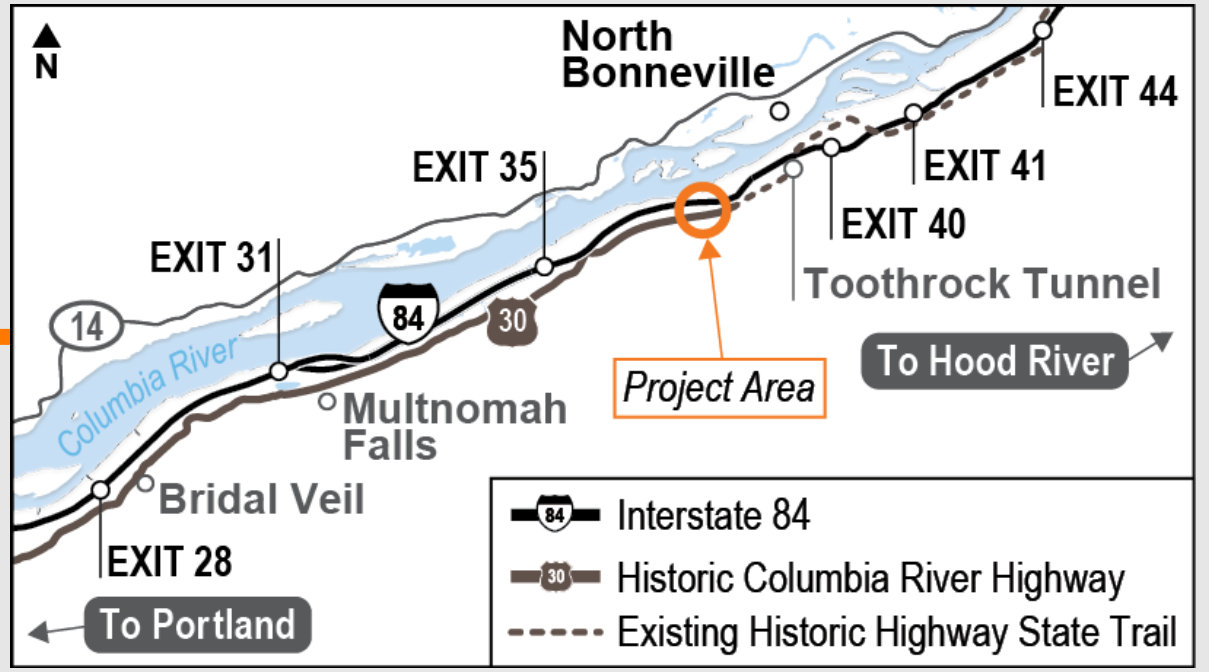
Replaces an aging bridge carrying I-84 east over McCord Creek, eliminating a dip in the road and increasing safety, earthquake resilience and the lifespan of the highway.

Impacts

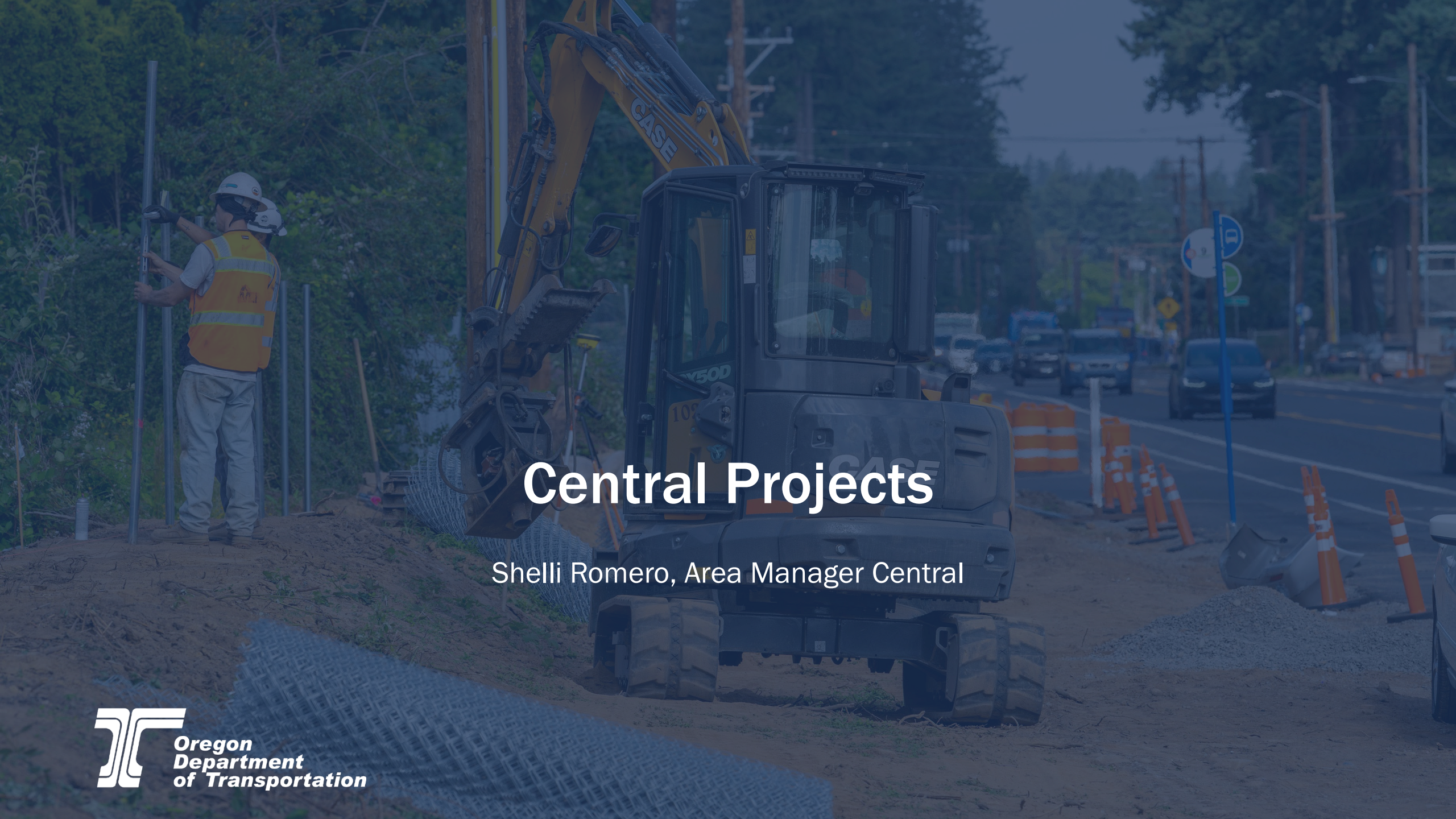
- I-84 eastbound traffic sharing the westbound bridge with one lane open in each direction through late summer 2026.
- Intermittent single lane and shoulder closures in both directions of I-84 and NE Frontage Road on-ramp to eastbound I-84 closed through fall 2026.

Schedule

Spring 2025 through fall 2026







Central Projects

Shelli Romero, Area Manager Central

Oregon Department of Transportation

U.S. 26 Outer Powell Transportation Safety Improvements (Phase 2)



Project Purpose

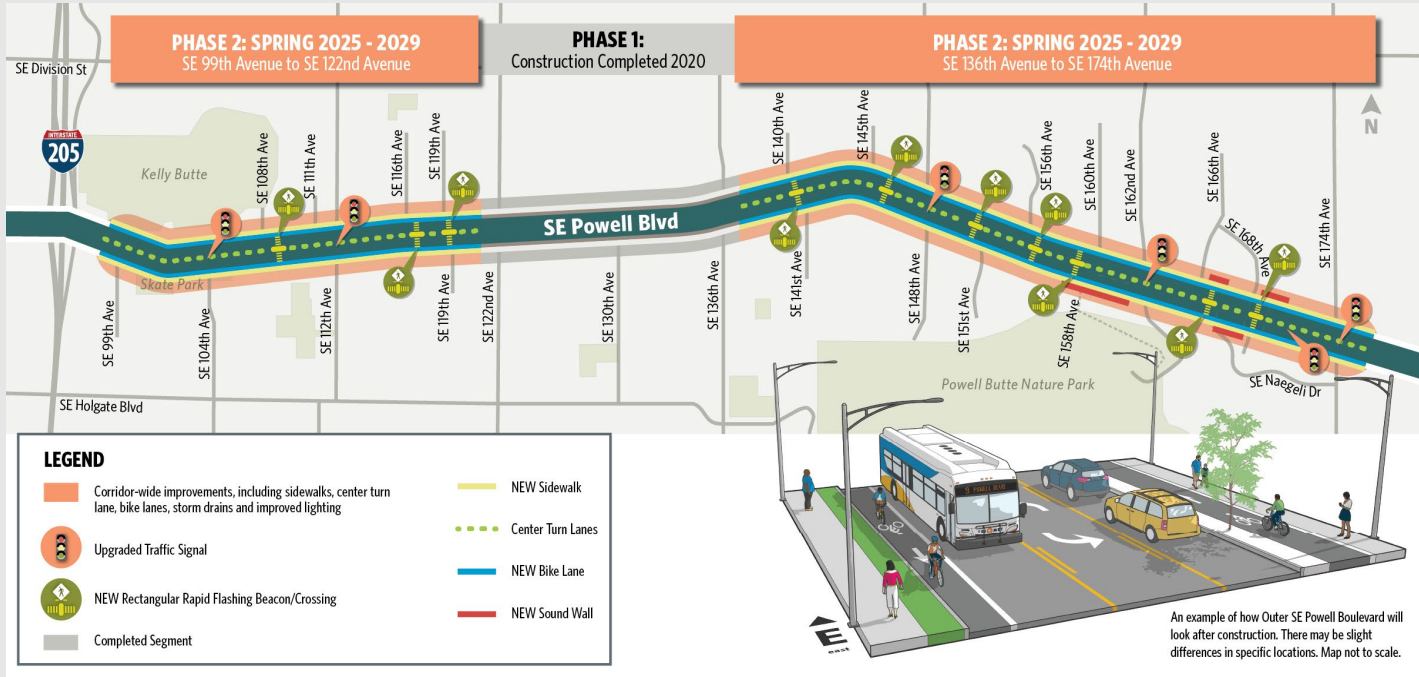
Helps people get around busy Outer SE Powell Boulevard more safely by building sidewalks where there are none now, creating a mix of separated and sidewalk level bike lanes, installing enhanced pedestrian crossings and adding center turn lane for cars to improve traffic flow.

Impacts

- Lane closures, traffic shifts, shoulder closures, detours and flagging with traffic holds weekdays from 8 a.m. to 5 p.m. and at night from 9 p.m. to 5 a.m.

Schedule

2025-2029



I-5 Portland Metro and Surrounding Areas Operations Upgrades

Project Purpose

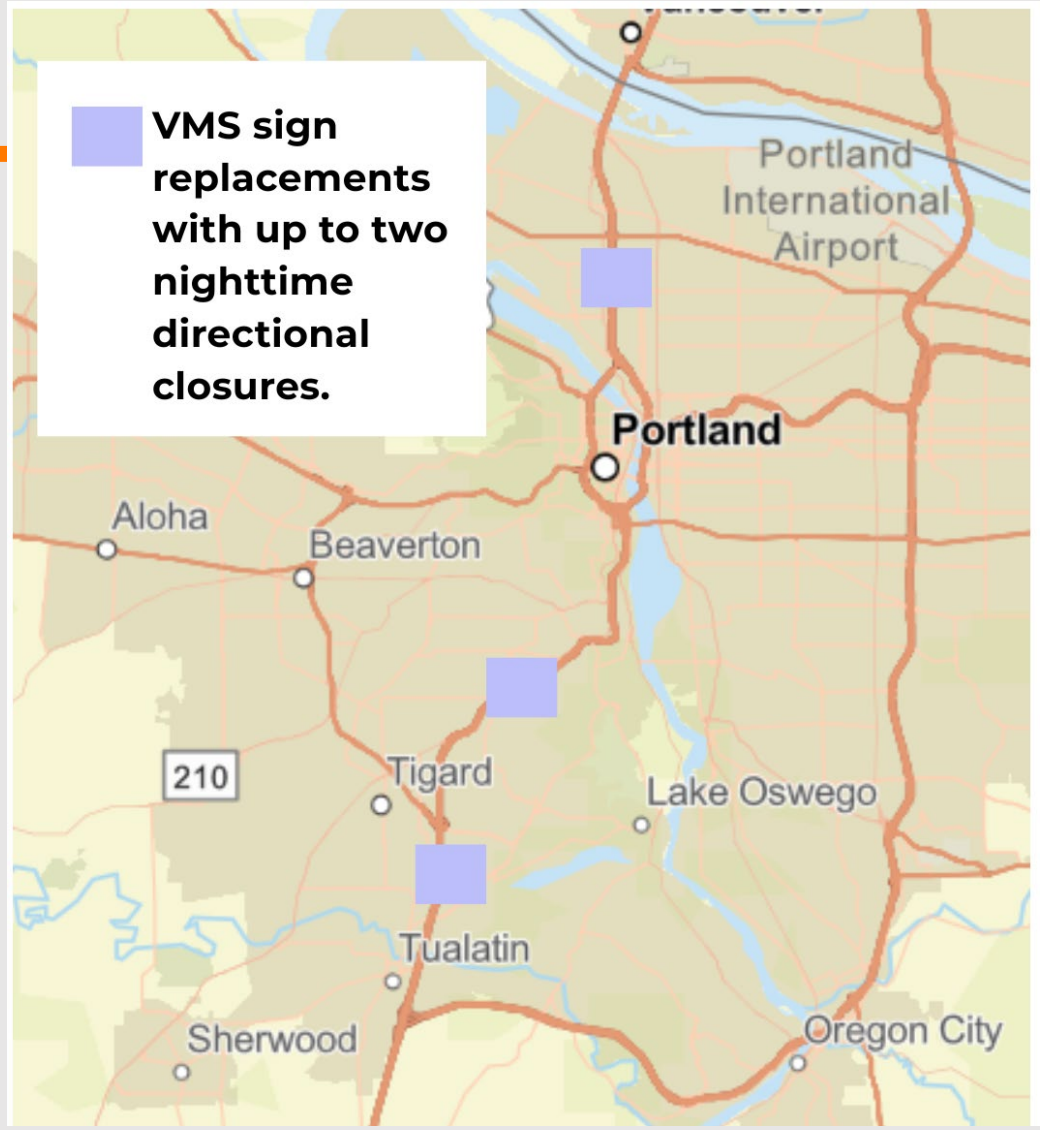
Replaces and upgrades traffic monitoring, communication and control equipment such as cameras and variable message signs to improve operations.

Impacts

- Lane and shoulder closures in various locations in the region to replace striping and raised pavement markings.
- Up to six directional closures of I-5 at night to replace existing VMS signs at three locations.

Schedule

2026



OR 224 SE 17th to Rusk Road Improvement

Project Purpose

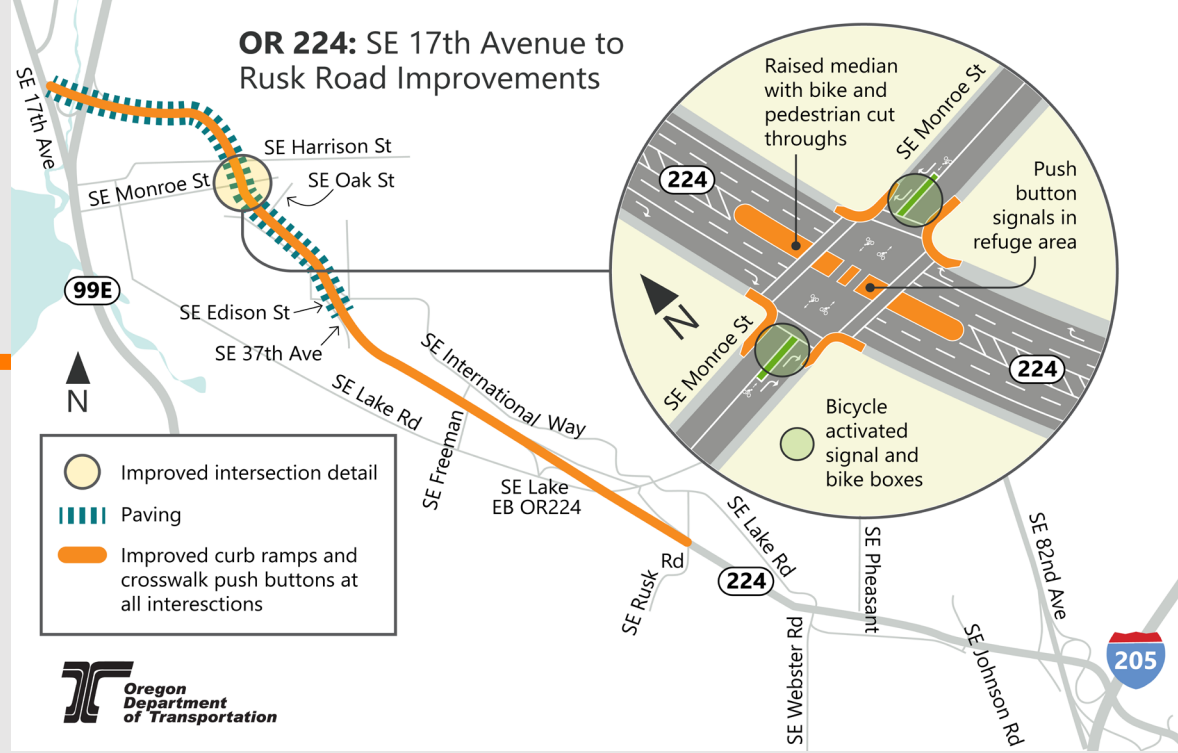
Paves a 3-mile stretch of OR 224 (Milwaukie Expressway) between SE 17th Avenue and SE Rusk Road in Milwaukie to maintain the lifespan of the road and builds pedestrian improvements to increase safety.

Impacts

- Lane closures and nighttime directional closures of OR224.

Schedule

2025-2026





OR 99W Steel Bridge Ramp Strengthening

Project Purpose

Strengthens the Steel Bridge ramp to increase the weight capacity of the ramp and meet current needs.

Impacts

- Nighttime bridge ramp closure off of Naito Parkway for up to four weeks. Travelers will be detoured on NW Everett St.

Schedule

2026



St. Johns Bridge Concrete Repairs

Project Purpose

Repairs the concrete columns and arches under the St. Johns Bridge (U.S. 30 BY) to protect the bridge's internal frame and reinforce against corrosion. The repairs maintain the long-term safety and service life of this historic landmark.

Impacts

- Pedestrian detours.

Schedule

2022 -2026



U.S. 30 Bypass Bridge over Private Drive

Project Purpose

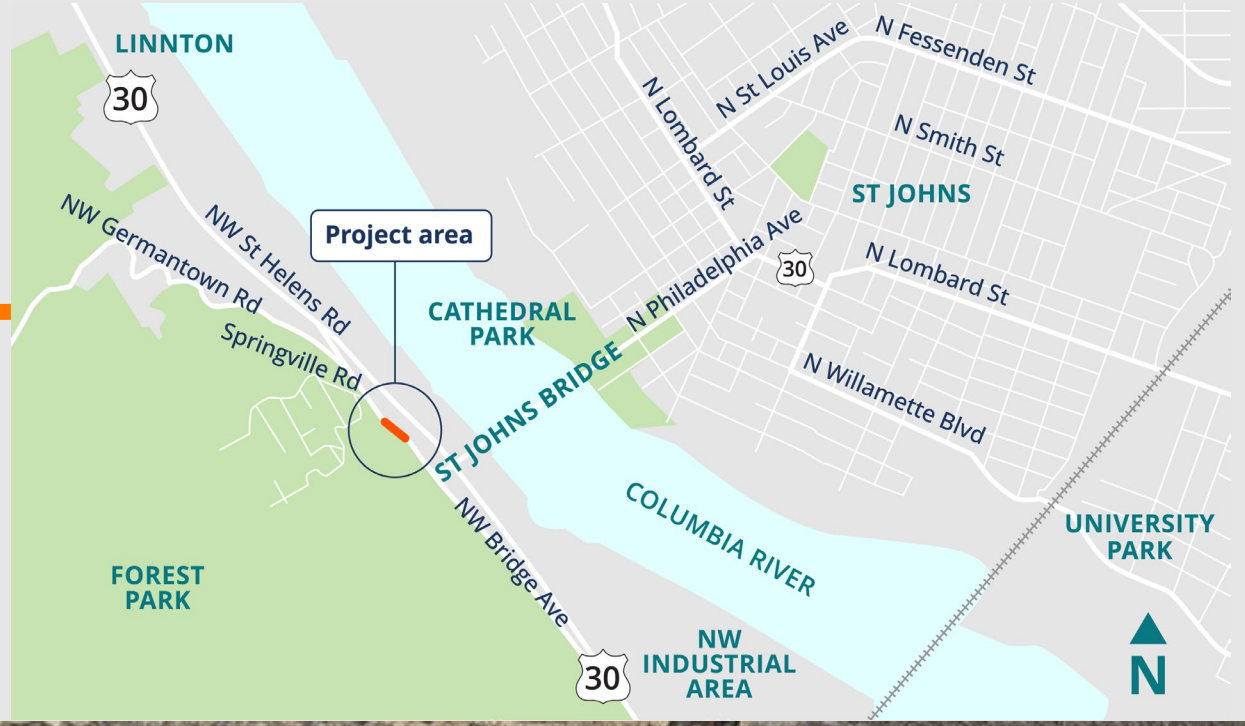
Restores the bridge on NW Bridge Ave. northwest of the St. Johns Bridge, connecting to U.S. 30. Crews will restore the concrete, replace the bridge deck, and repair the bridge joints, to ensure a smoother ride and extend the service life of the structure.

Impacts

- Up to 9 days and nights of a closure of NW Bridge Avenue between Germantown Rd. and the St. Johns Bridge.

Schedule

2026





ADA Ramps Improvements on U.S. 30 Bypass



Project Purpose

Brings approximately 240 ramps into ADA compliance on U.S. 30 Bypass in Portland, helping everybody who uses the sidewalks.

Impacts

- Temporary shoulder, lane and sidewalk closures.

Schedule

Summer 2026 to fall 2027



Willamette River Stormwater Improvements

Project Purpose

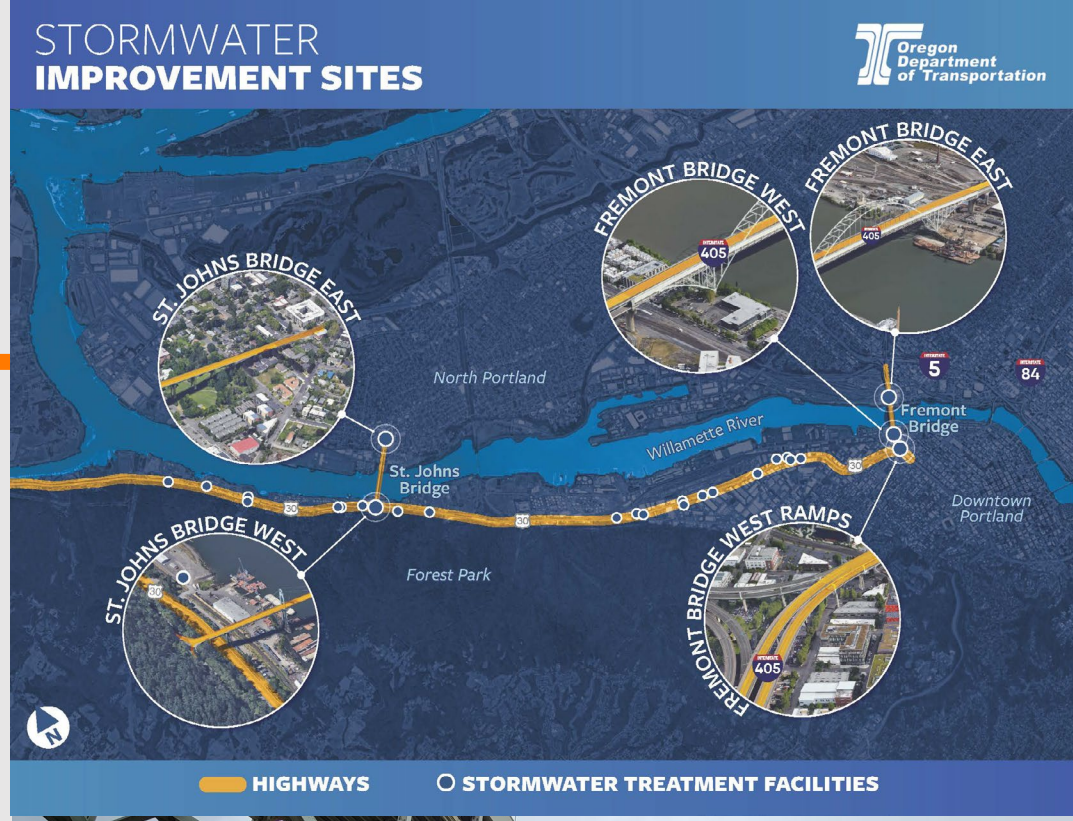
Improves environmental impact by building 15 stormwater treatment facilities to clean stormwater runoff from the Fremont Bridge (I-405), the St Johns Bridge (U.S. 30 BY) and U.S. 30 in NW Portland.

Impacts

Periodic nighttime noise from construction in some locations, lane closures, and temporary reductions in street parking

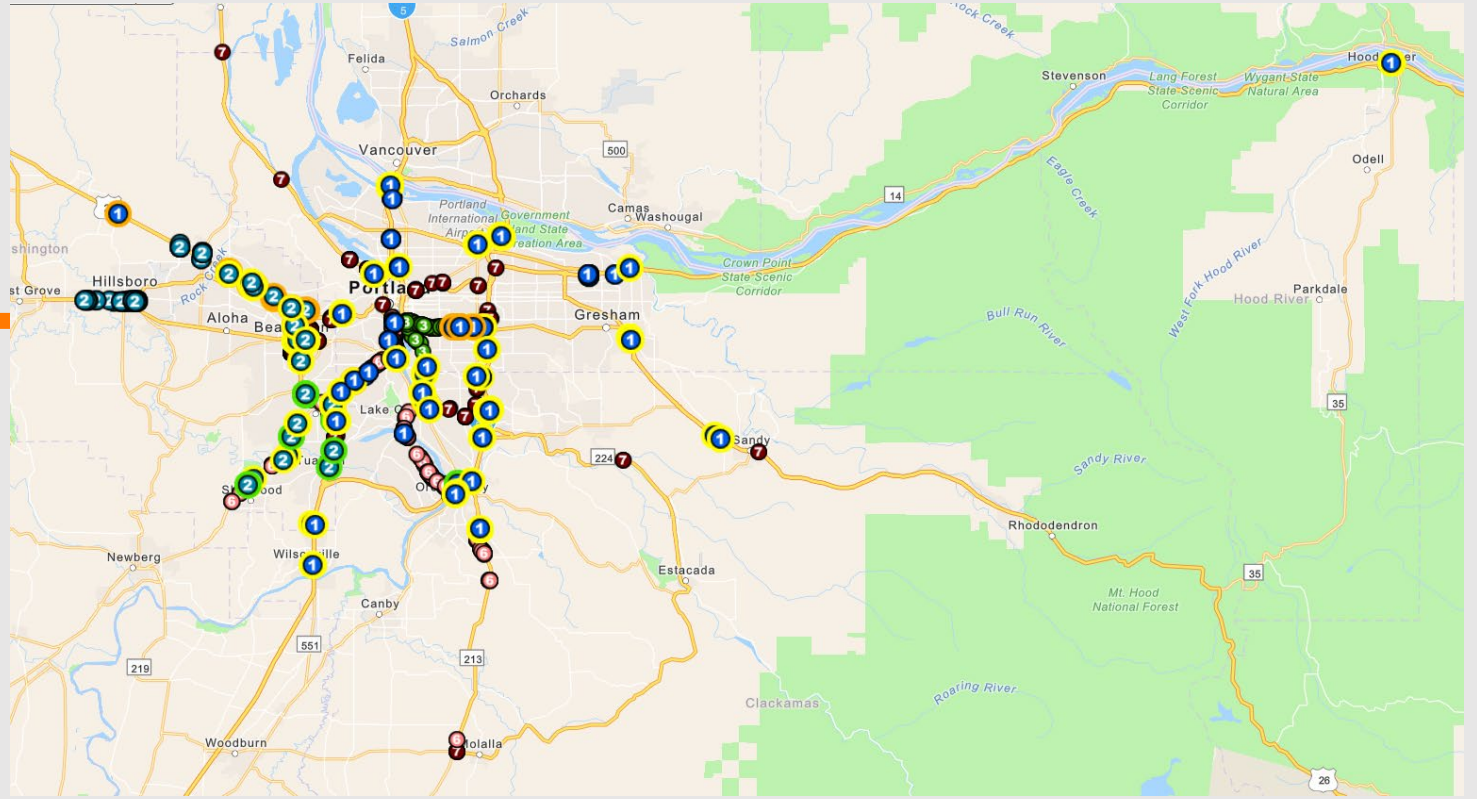
Schedule

2026-2028





Portland Metro ADA Ramps Improvement (phases 1, 2, 3, 6, 7)



Project Purpose

Upgrades over 1,400 ADA ramps bringing them into ADA-compliance throughout the Portland metro area helping everybody who uses the sidewalks.

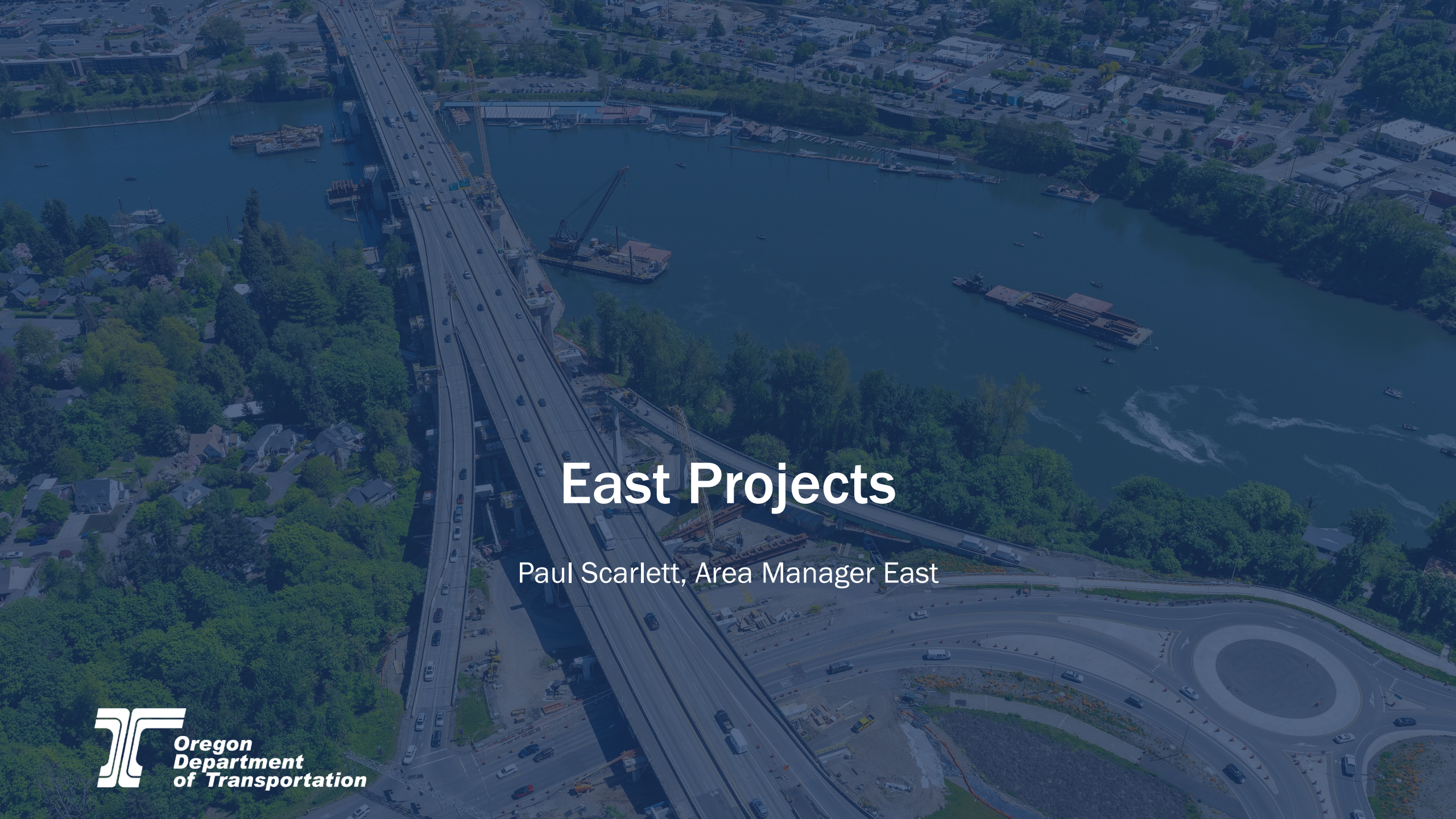
Impacts

- Temporary shoulder, lane and sidewalk closures.

Schedule

2025-2027 (for projects in construction in 2026)





East Projects

Paul Scarlett, Area Manager East

Oregon Department of Transportation

I-205: Columbia River – 82nd Ave. All Roads Transportation (ARTS)

Project Purpose

Reduce crashes at 26 I-205 ramp intersections by identifying the high-crash intersections and implementing proven, low-cost solutions such as new lighting, signals, crosswalks, signs and ramps that meet ADA requirements.



Impacts

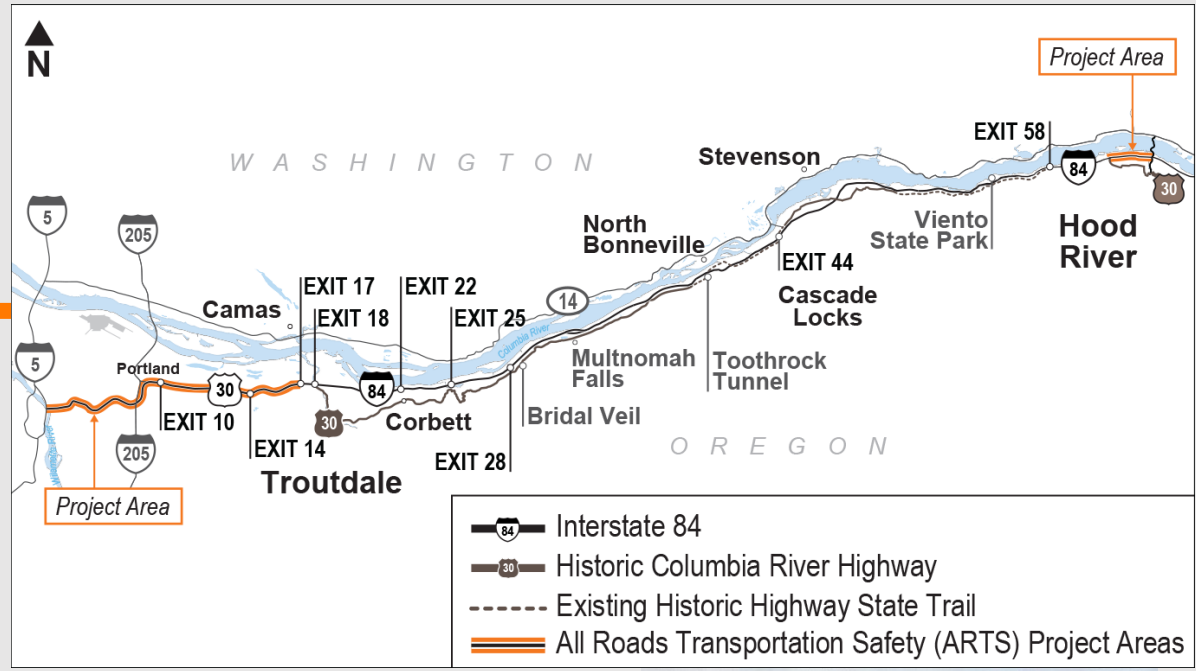
- Nighttime lane and shoulder closures.

Schedule

2026



I-84: I-5 to Hood River All Roads Transportation Safety (ARTS)



Project Purpose

Upgrades lights, signals, signs and trimming overgrown vegetation at multiple ramp interchanges along I-84 between I-5 and Hood River.

Impacts

- Periodic daytime and nighttime single lane, shoulder and ramp closures.

Schedule

Spring 2026 through fall 2026



I-84 Multi-Use Path: Jordan Road - Sandy River Delta



Project Purpose

Builds a new multi-use path parallel to Jordan Road from the pedestrian tunnel under I-84 to the Sandy River Delta, increasing safer connections for people who walk, bike or roll.

Impacts

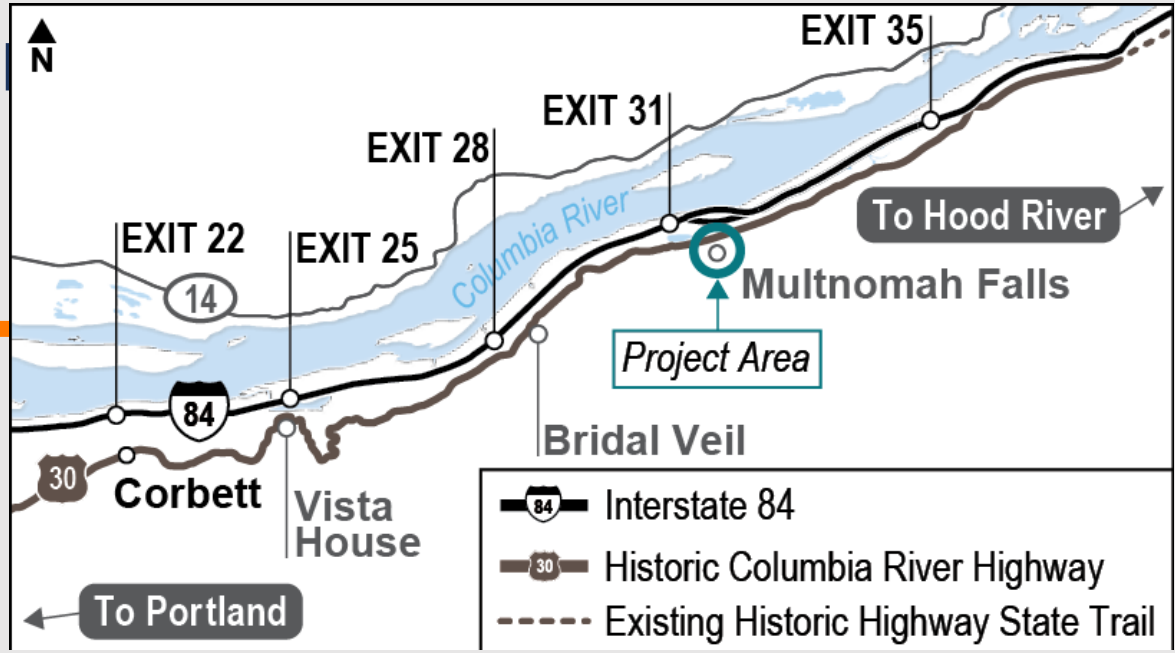
- Periodic daytime, nighttime single lane, shoulder and ramp closures.
- Periodic delays on I-84 westbound exit ramp at (Exit 18) with flagger control on Jordan Road.

Schedule

Spring 2026 through late summer 2026



U.S. 30 (Historic Columbia River Highway) Multnomah Falls Viaducts Repairs



Project Purpose

Repairs and restorations to the historic elevated roads east and west of the falls on the Historic Highway. The historic highway at the viaducts reopened on May 15 as we completed work on the east viaduct.

Impacts

- Periodic nighttime single lane closures with flaggers through summer for cleanup and finishing touches on the east viaduct.



Schedule

Fall 2024 to summer 2026 *(west viaduct repairs completed in May 2025)*

OR 99E Crossing at Glen Echo Road

Project Purpose

Installs a new crossing on OR 99E south of Glen Echo Avenue in Gladstone to improve safety. This location is in a long stretch of OR 99E without a crossing and lacks connectivity for pedestrians.

Impacts

- Lane and shoulder closures.

Schedule

2026





Portland Metro and surrounding areas signal upgrades

Project Purpose

Replaces and upgrades older signal heads, signal detection equipment, and signal corridor retiming to improve signal visibility and traffic flow.

Impacts

- Lane and shoulder closures on OR 99E.

Schedule

2026

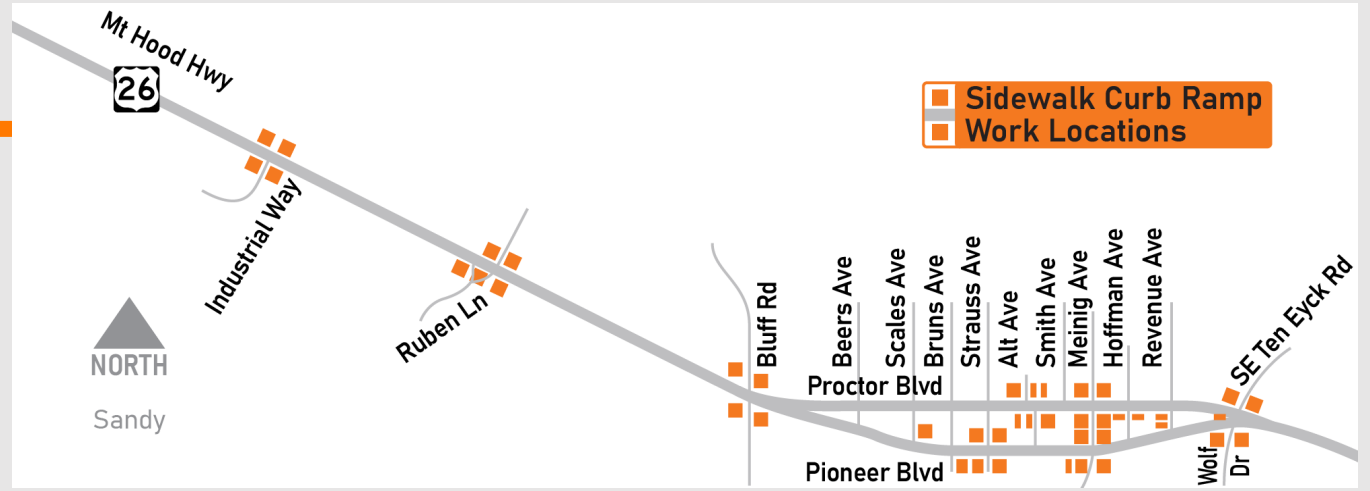




ADA Ramps Improvements (Sandy and Molalla)

Project Purpose

Brings 90 ramps into ADA compliance on U.S. 26 in Sandy and OR 211 in Molalla, helping everybody who uses the sidewalks.



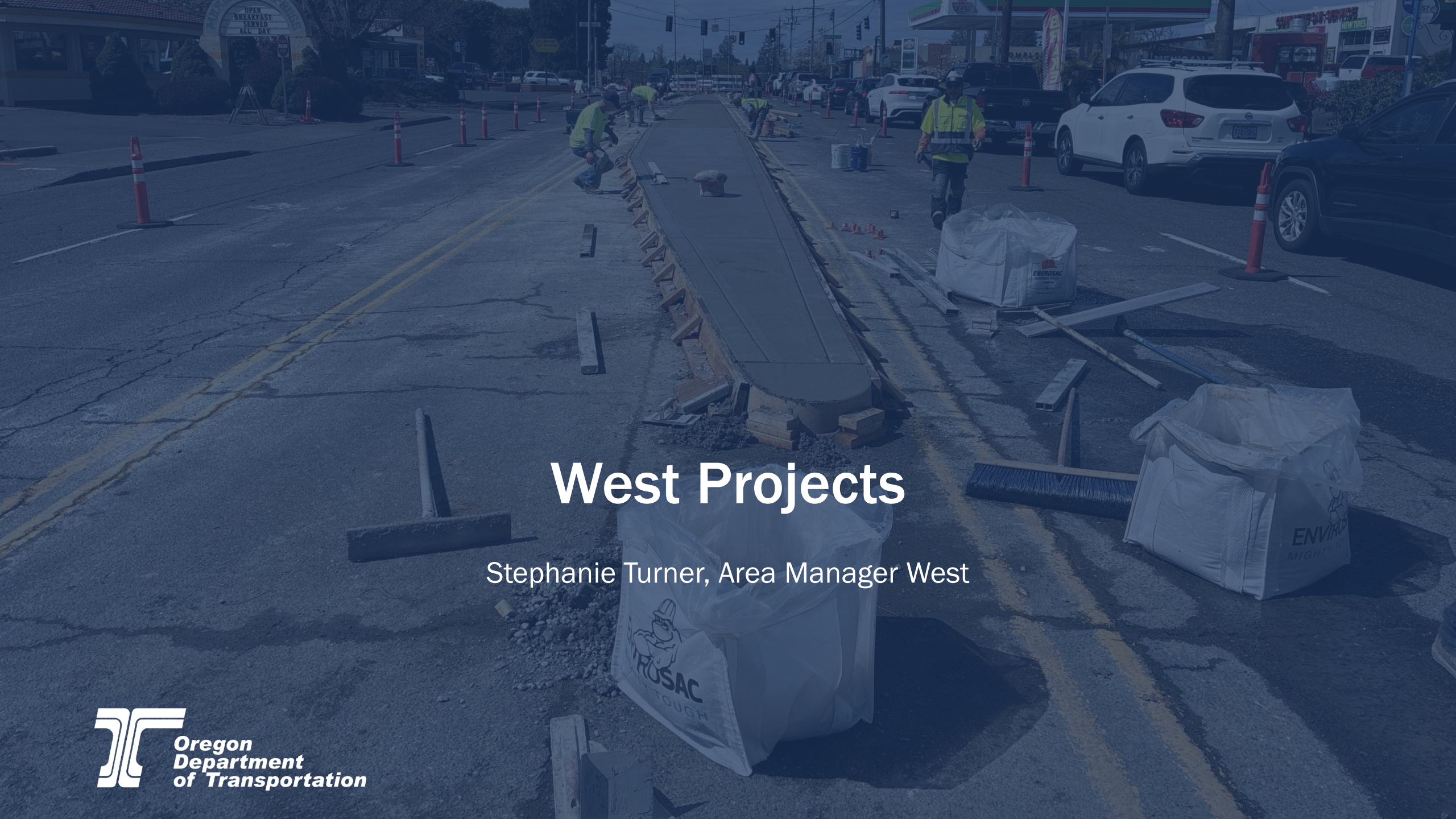
Impacts

- Temporary shoulder, lane and sidewalk closures.



Schedule

April 2026 to fall 2026



West Projects

Stephanie Turner, Area Manager West

Oregon Department of Transportation

OR 217 Landscaping Project

Project Purpose

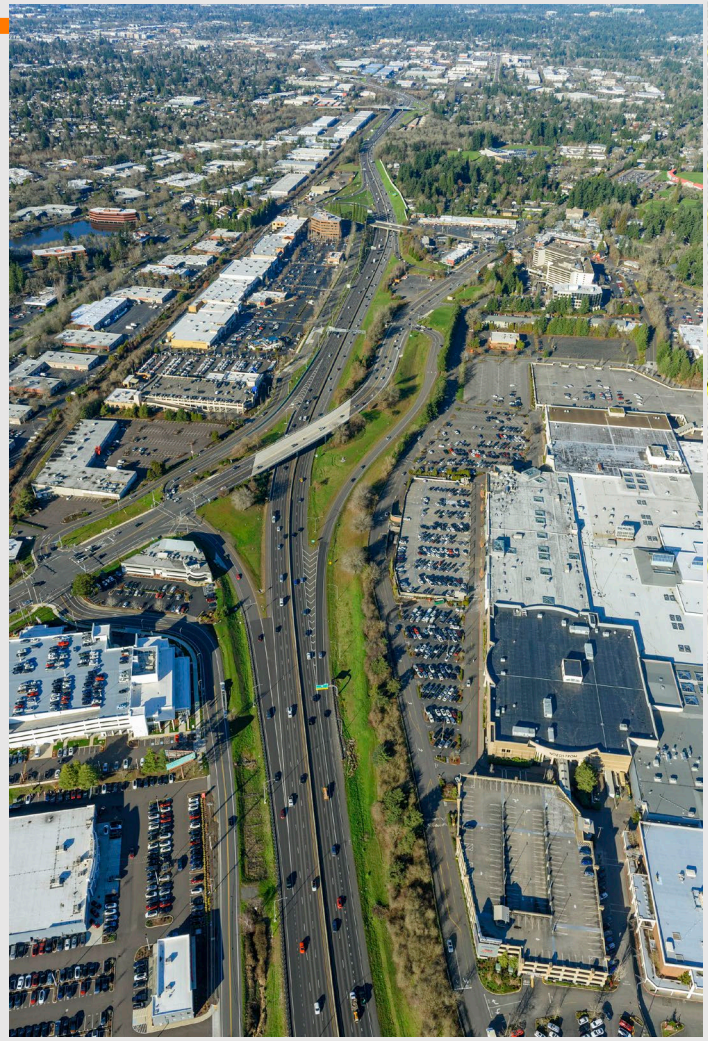
Installs approximately two acres of new landscaping in select areas adjacent to OR 217 between Allen Boulevard and OR 99W.

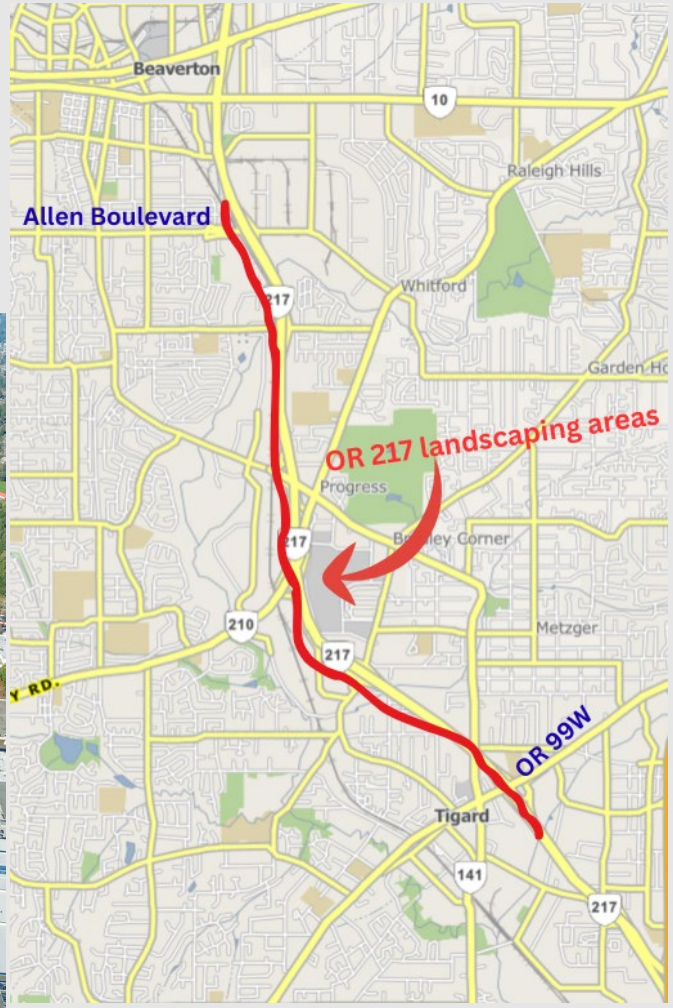
Impacts

- Shoulder closures on OR 217 with occasional nighttime lane closures.

Schedule

Summer through fall 2026.





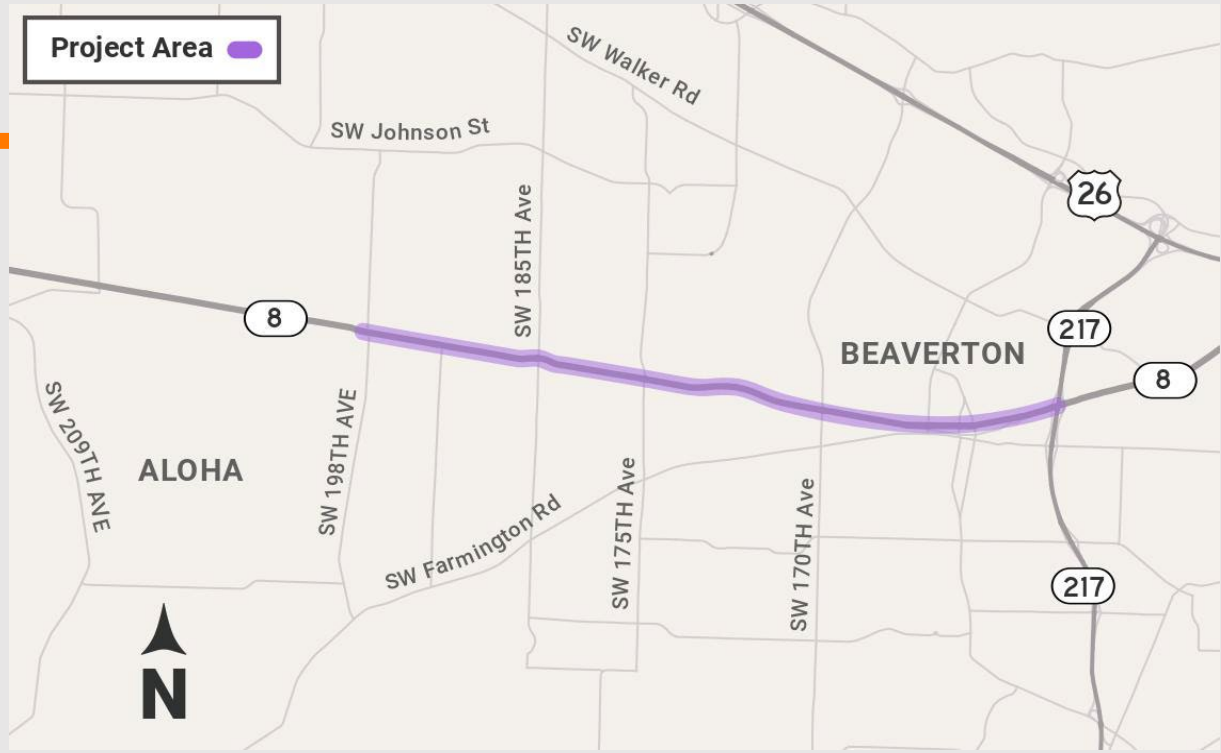
OR 8 Fiber Optic Cable

Project Purpose

Installs new overhead and underground fiber optic cable where gaps exist along OR 8 between SW 198th Avenue and OR 217. This cable is needed to operate traffic signals and traffic monitoring systems.

Impacts

- Short-term single lane, shoulder and bike lane closures in construction areas during the day and night.
- Periodic overnight road closures with traffic lights disabled at some intersections.
- Temporary sidewalk and crosswalk closures with ADA-compliant pedestrian detours.
- Short-term bus stop relocations.



Schedule

2024-2027

OR 8 Traffic and Pedestrian Improvements (Hillsboro and Forest Grove)

Project Purpose

Improves pedestrian and driver safety at three locations on OR 8 in Forest Grove and Hillsboro: a new crosswalk and RRFB at A&B Row in Forest Grove, new sidewalk on Baseline Street between SW Main Street and SW Dennis Avenue and new lighting on Oak Street at Armco Avenue in Hillsboro.







Impacts

- Intermittent shoulder, lane and sidewalk closures.
- Around-the-clock single lane closures on SW Baseline Street for up to 90 days.
- Around-the-clock closure of northbound SW Main Street between SW Oak Street and SW Baseline Street for up to 30 days.



Schedule

2026

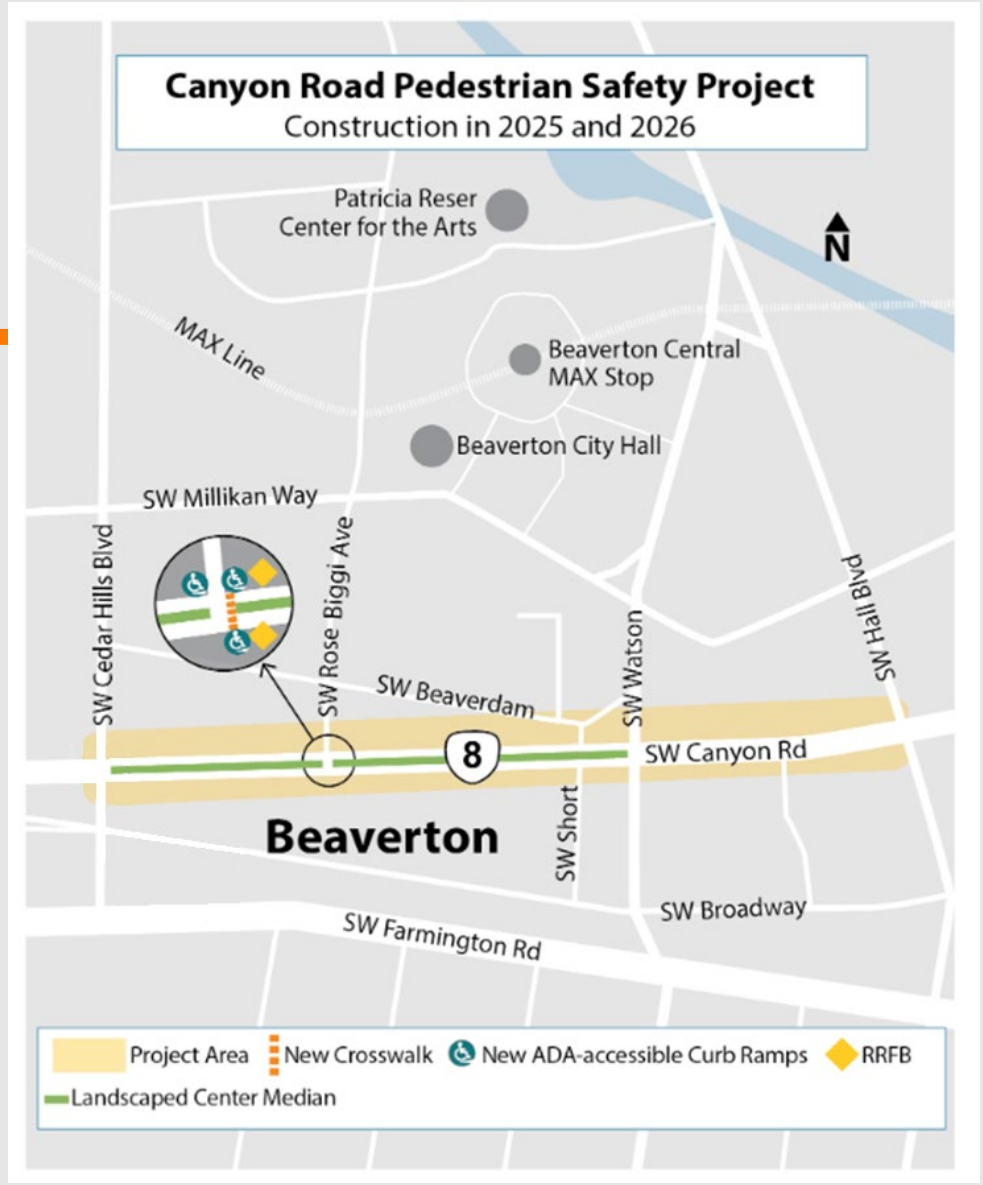
OR 8 Canyon Road Pedestrian Safety Project

Project Purpose

Improves pedestrian safety on SW Canyon Road (OR 8) from SW Hall Boulevard to SW Cedar Hills Boulevard in Central Beaverton in a partnership project with the City of Beaverton and Metro. The improvements will better connect neighborhoods, local businesses, sidewalks, bus stops and nearby destinations.

Impacts

- Short-term lane closures on Canyon Road and on side streets.
- Shoulder closures with detours for people who bike along the project area.
- Temporary sidewalk closures with ADA-accessible pedestrian detours.



Schedule

2026

OR 141: SW Fanno Creek Trail and SW Omara Street Pedestrian Safety Improvements

Project Purpose

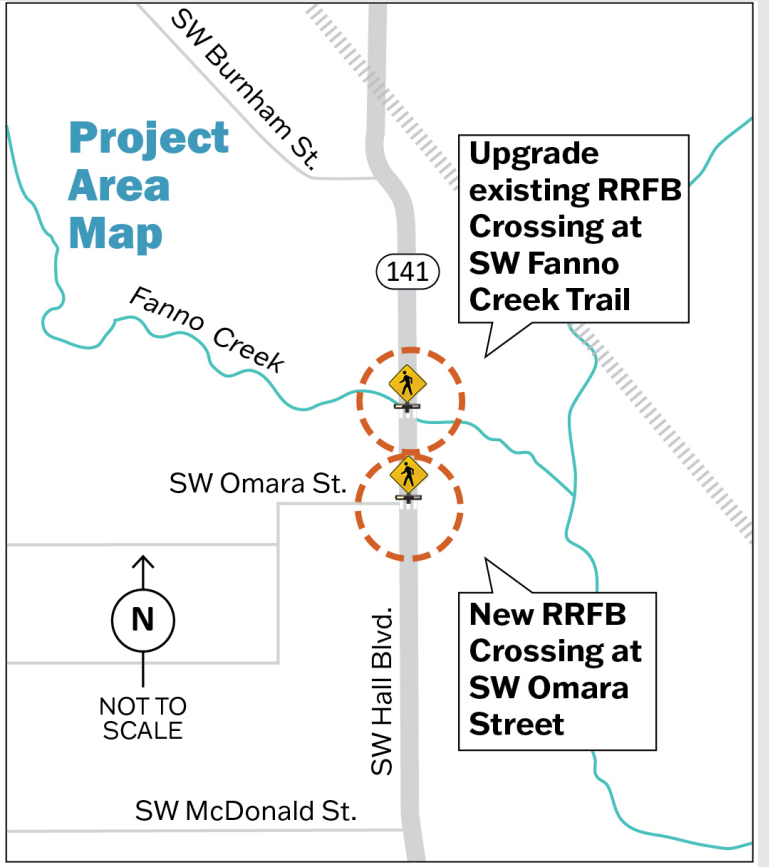
Improves pedestrian safety with a new Rectangular Rapid Flashing Beacon across SW Hall Boulevard at the unsignalized intersection of SW Omara Street and upgrades the existing pedestrian-activated crosswalk at SW Fanno Creek Trail in Tigard.

Impacts

- Daytime and nighttime single lane closures, temporary side street, sidewalk and crosswalk closures.
- Periodic lane closures with flaggers at night.
- Pedestrians will have access through and around work zones.

Schedule

Summer 2026 to early 2027





OR 127 Cornelius Pass Hwy U.S. 26 to U.S. 30 ITS Improvements

Project Purpose

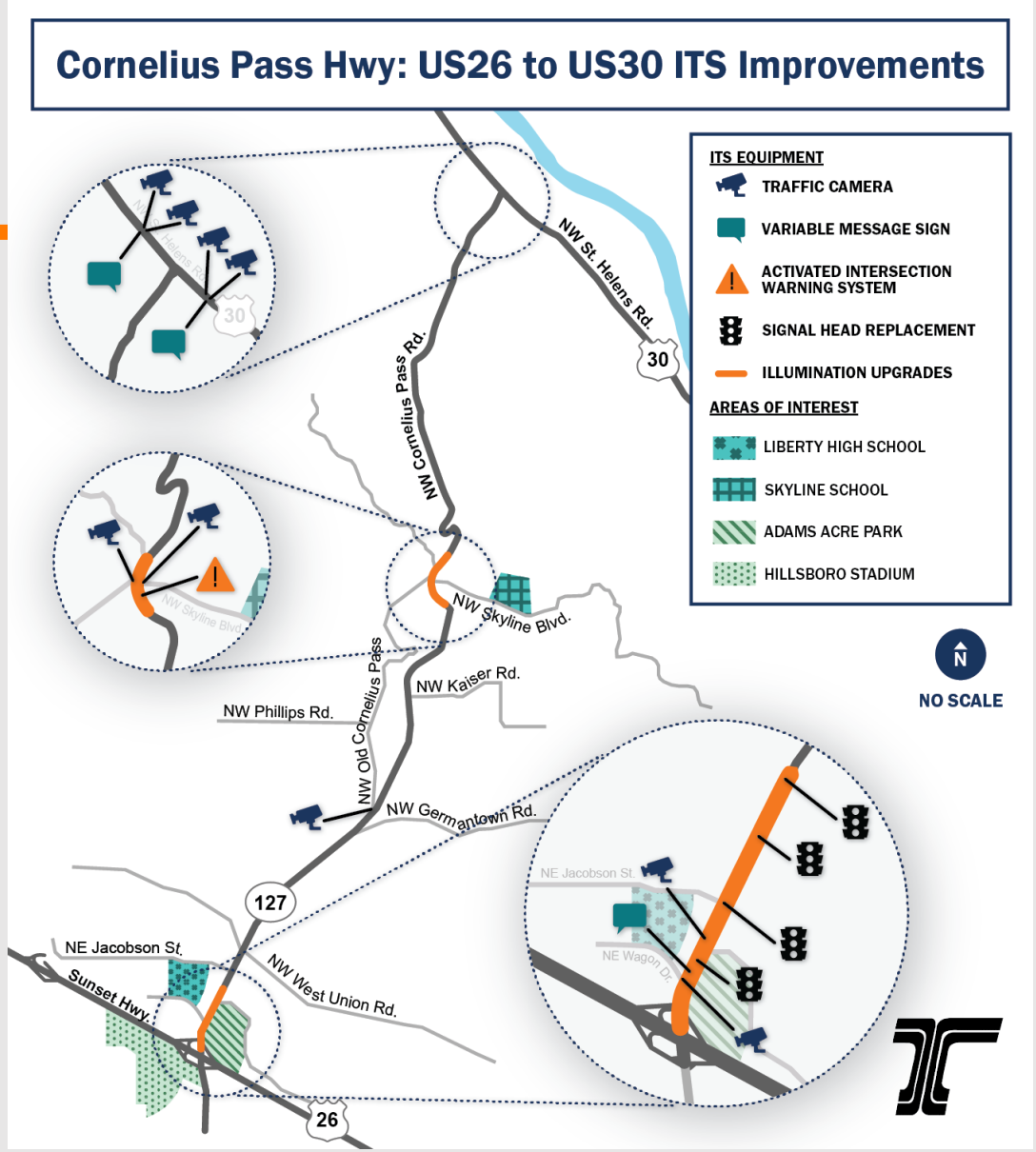
Upgrades to lighting, signal equipment, and signage, as well as new intelligent transportation system (ITS) devices to make the corridor safer and more efficient for travelers.

Impacts

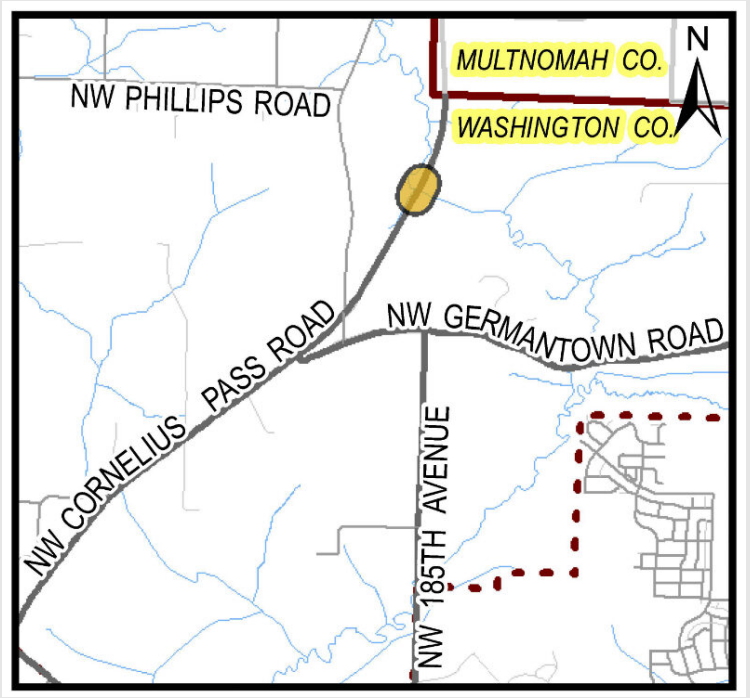
- Lane closures, flagging at night on Cornelius Pass between U.S. 26 and U.S. 30.

Schedule

2026



OR 127 Rock Creek Bridge Replacement



Project Purpose

Replaces the aging Rock Creek Bridge on Cornelius Pass Road, north of Germantown Road.

Impacts

- Intermittent daytime lane closures.
- Cornelius Pass Road closed in both directions at the bridge July 15 to Sept. 29.



Schedule

2026

Contact information

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For more information, please visit:
https:/tripcheck.com and ODOTconstructionPDX.com



Connect Oregon

Program Overview

June 1, 2026

Current Funding Cycle

Transportation projects eligible for funding

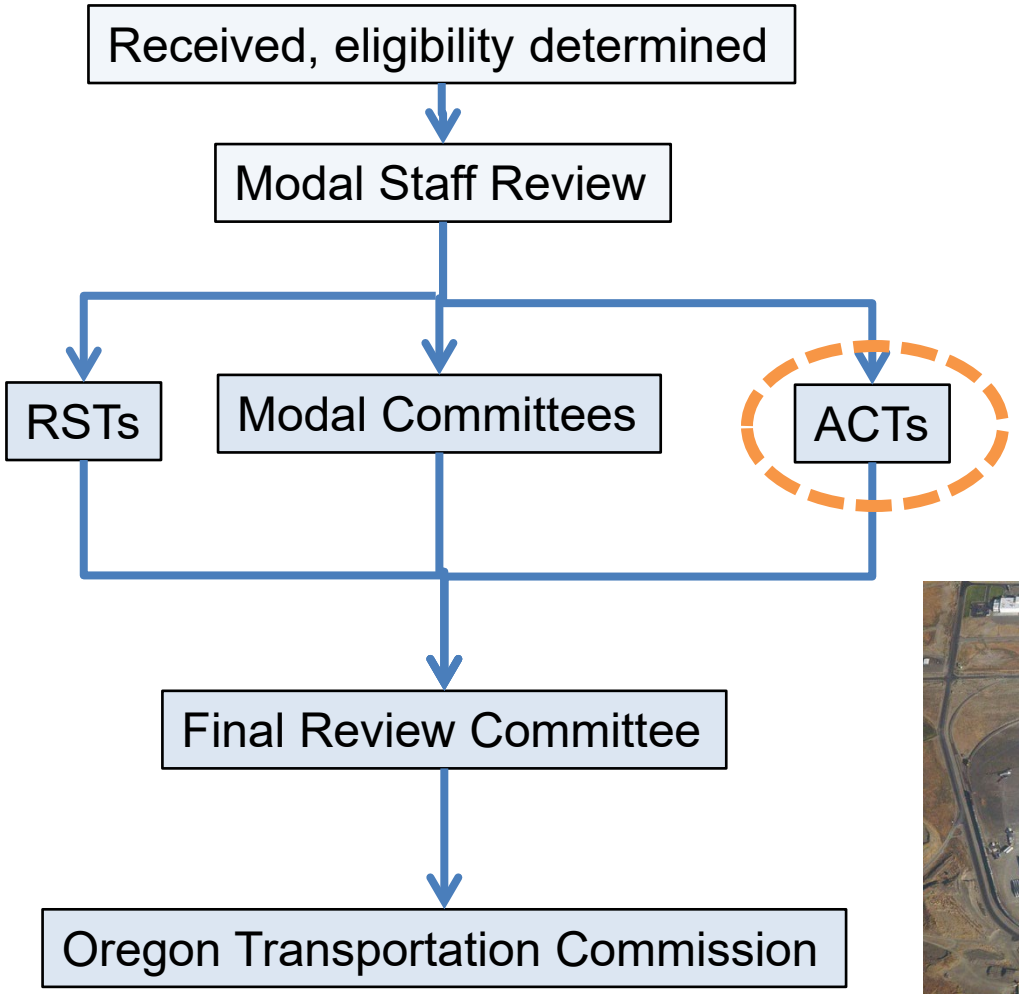
Rail, marine or aviation capital improvements

Projects chosen must show economic benefits to state; lower transportation costs

~$30 million available for funding due to ODOT budget rebalance

Applications submitted in March 2026

Review process



OTC anticipated to select projects in December 2026



Final Rankings for a Region

- ACTs are asked to submit their ranking priority, accounting for local knowledge as well as equity and climate considerations
- The ACTs rankings can deviate from staff scoring order
- Input from ACTs needed in August

Example below shows where a ranking differed from modal staff scoring:

PROJECT NAME	Total Statutory Consideration Score	Equity Consideration	Climate Consideration	Region Priority
Bend Air Traffic Control Tower (Design and Construction)	103	SP	SP	1
Lake County Rail Replacement	91	LP	LP	2
Klamath Northern Railway Track Replacement	62	NP	LP	3
Erickson Aero Tanker Expansion Project	76	SP	SP	4



Action: Confirm priority of projects in Region 1

Do you want to recommend these projects in the order scored?

Scoring table and info on each project will be provided

MODE	County	APPLICANT	PROJECT NAME	TOTAL PROJECT COST	CO GRANT FUNDS REQUESTED	Total Statutory Consider-ation Score	Equity Consider-ation	Climate Consider-ation
M	Mult	Port of Portland	Port of Portland Auto Carrier Expansion and Safety Project	$ 5,441,000	$ 3,591,000	90	LP	SP
M	Mult	Shaver Transportation Co	Oregon M-84 Grain Barge Expansion Project	$ 6,499,588	$ 2,924,815	85	LP	SP
M	Mult	Gunderson Marine & Iron	Gunderson Marine & Iron Pier Modernization Project	$11,000,000	$ 3,375,000	85	SP	SP
M	Mult	Anchorage Launch Services, LLC	Anchorage Launch OX Truckable Tractor Tug Acquisition	$ 3,000,000	$ 2,100,000	80	LP	SP
M	Mult	Diversified Marine, Inc	Diversified Marine Third Drydocking Berth	$ 3,574,952	$ 2,323,719	76	LP	LP
A	HR	Port of Hood River	Ken Jernstedt Airfield Terminal & Community Services Bldng	$ 8,891,996	$ 1,000,000	76	LP	LP
R	Mult	Oregon Rail Heritage Found.	OPR East Portland Branch Acquisition and Improvement	$ 3,655,636	$ 2,558,945	65	LP	LP
A	Mult	Vertical Aviation International	Portland Downtown Heliport (61L) Upgrade	$ 420,000	$ 294,000	45	LP	LP

Final Review Committee

- 1 representative from each Region with one alternate to serve on Final Review Committee
  - 9 total; 5 from Regions, 4 from Modal Committees (Aviation, Marine, Rail and Freight)
  - → **R1ACT will need to identify 1 rep and 1 alternate**

- Rankings from the Regions are blended with Modal Committee ranking – must be normalized first
  - E.g. Ranking 4 out of 12 is a higher ranking than 4 of 8.

- Final Review Committee to take inputs from all ACTs/committees, focus on the projects near the "cut line"

Draft 2026 Transportation Safety Action Plan

Mary McGowan, TSAP Project Manager
Walt McAllister, Safe Communities Program Manager

June 1, 2026

Oregon Department of Transportation

What is the TSAP?

The **Transportation Safety Action Plan** unifies transportation safety planning in Oregon for:

- All users
- On all roads
- Across all agencies & jurisdictions

The TSAP establishes the vision of **zero** deaths and life changing injuries on Oregon's transportation system.

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Key elements of the draft 2026 TSAP

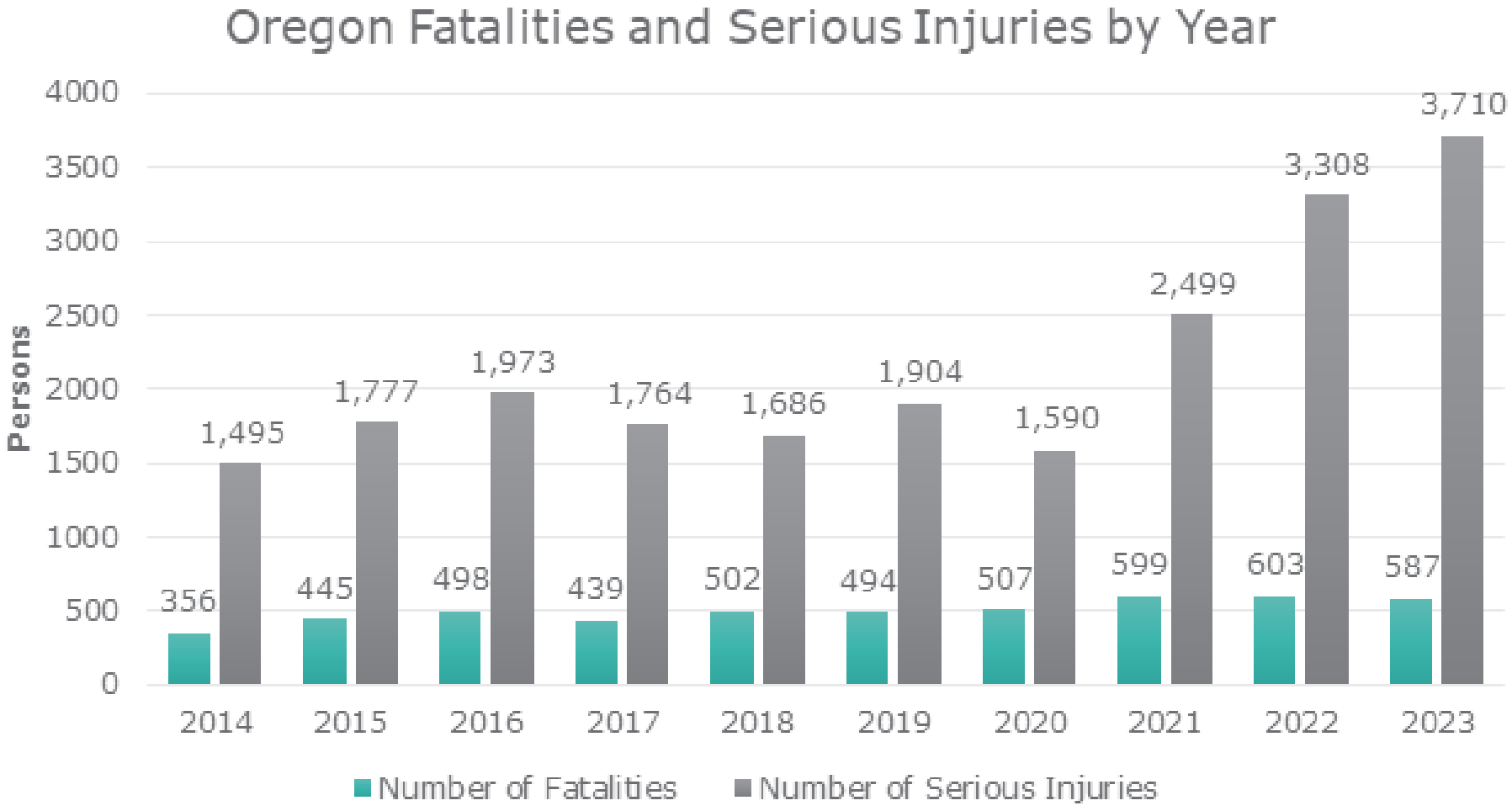
- Advances Oregon Transportation Plan policy direction — Safe System Approach
- Sets clear safety targets — 30% reduction of fatal and serious injuries by 2035, Zero by 2050
- Uses data to focus on the most important safety issues, making the total system safer for all
- Addresses main causes and behaviors that lead to fatal and serious injury crashes
- Identifies updated strategic actions to implement over the next 5-years, in alignment with other safety plans



Key Takeaways: What we Learned

Oregon Department of Transportation

What we learned from safety data: Trends by year



Data Methods:
Compare most recent data (2019-2023) to previous 5 years (2014-2018)

Statewide focus on trends – not location specific

<u>Take away:</u>
Overall number of crashes has gone down, but severity has increased

What we learned from safety data: Top contributing factors

Proportion of Fatal and Serious Injury (FSI) Crashes

2019-23

39%	38%	25%	24%	23%	14%	14%
Roadway Departure Crashes	Intersection Crashes	Speed-Related Crashes	Aging Drivers Involved Crashes (65+)	Alcohol and/or Other Drugs Involved Crashes	Young Drivers (15-20) Involved Crashes	Motorcycle Involved Crashes
# FSI Crashes	5,299	5,201	3,360	3,196	3,179	1,962	1,903

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What we learned from safety data: Top contributing factors

+44%
All FSI Crashes

Percent Increase in Number of FSI Crashes

2014-18 to 2019-23

	Distracted Driver Involved Crashes	Unrestrained Occupant Involved Crashes	Aging Drivers (65+) Involved Crashes	Medium and Heavy Truck Involved Crashes	Intersection Crashes	Alcohol and/or Other Drugs Involved Crashed	Speed-Related Crashes
	+116%	**+68%**	**+54%**	**+53%**	**+52%**	**+50%**	**+49%**
‘14-’18	806	900	2,082	527	3,413	2,121	2,251
’19-’23	1,737	1,513	3,196	805	5,201	3,179	3,360

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Draft 2026 TSAP Emphasis Areas

Top Tier

- Roadway Departure
- Intersections
- Speed-related
- Alcohol and/or Other Drugs

Second Tier

- Aging Drivers (65+)
- Pedestrians and Bicyclists
- Young Drivers (15-20)
- Unrestrained Occupants
- Distracted Drivers
- Medium and Heavy Trucks
- Motorcycles



Next Steps

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Project schedule and adoption timeline

- **June-July 2026**
  - Public review of draft TSAP: June 15th - July 31st
  - Public hearing: July 8th with the Oregon Transportation Safety Committee
- **August 2026**
  - Refinement of the draft TSAP to incorporate public comment and testimony
- **September 2021**
  - Endorse and recommend TSAP adoption by Oregon Transportation Safety Committee
- **October 2026**
  - Anticipated TSAP adoption by OTC
  - FHWA submittal
  - Begin TSAP implementation, monitoring and reporting



Discussion

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Discussion

- Questions or clarifications on the draft TSAP?

- What are the key safety topics and/or Emphasis Areas you think we should focus on for implementation?

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Opportunities to Stay Informed and Engaged

- Project Website at https://www.oregon.gov/odot/Safety/Pages/TSAP.aspx
- Receive e-mail newsletter
- Email comments/questions to safety@odot.Oregon.gov

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Oregon Transportation Safety Action Plan 2026 Update



The Oregon Department of Transportation is updating the Transportation Safety Action Plan to create a safer transportation system for everyone. This plan will guide decisions and investments to reduce crashes and eliminate traffic fatalities and serious injuries on Oregon roads.

Fatal and Serious Injury Crashes in Oregon



Oregon Safety Trends

Total crashes have declined since 2014, but crash severity has increased.

- Fatal and serious injury crashes rose 44% from 2014–2018 to 2019–2023, with notable increases involving speeding, impairment, distraction, unrestrained occupants, aging drivers, trucks, and intersections.
- Lane or roadway departures (39%) and intersections (38%) are the most common contributing factors in fatal and serious injury crashes.
- Speeding is a factor in 25% of fatal and serious injury crashes, and about one-third of those also involve impairment.
- Fatal and serious injury crashes are evenly split between state (49%) and local (51%) roads.
- Most fatal and serious injury crashes (62%) occur on arterial roads statewide.
- More crashes occur in urban areas (58%) than rural areas (42%), with roadway departure, impairment, and aging drivers common in both.

Read the full Crash Trend Analysis Report online.

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What We Heard

Input from safety partners and recent outreach informed the 2026 update to the plan, complementing the crash trend analysis. Several key safety issues emerged consistently:

Safety Vision: Zero fatalities and serious injuries is the shared and only acceptable goal for Oregon's transportation system.

Targeted Investment: Limited resources must be strategically invested in proven countermeasures that have high impact on crash reduction and are supported by effective implementation and ongoing monitoring.

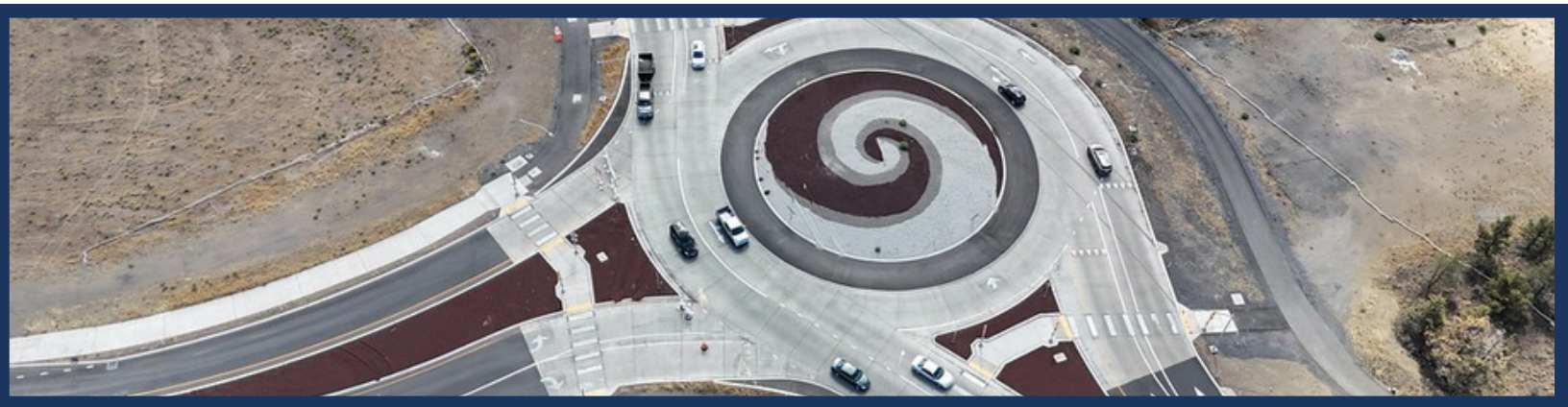
Enforcement Capacity: Limited staffing constrains traffic enforcement, heightening the need for solutions that address risky behaviors.

System Maintenance: Aging infrastructure and decreased funding amplify long-term safety risks.

Land Use and Safety: Coordinated land use and transportation planning improves safety by reducing speeds and trip lengths, supporting walking, biking, and transit, and separating travel modes to reduce exposure to high-risk behaviors.

Project Timeline

- Winter 2025: Project kick off
- Spring 2025-2026: Prepare plan, data analysis, action selection
- Summer 2026: Partner draft reviews
- Fall 2026: Adoption



Additional Information

For more information visit the project website and State of the System.

Sign up to receive the project update newsletter for the latest information.

Contact

Email your questions or comments to: safety@odot.oregon.gov

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1

R1ACT 2026-27 Work Plan Development

Oregon Department of Transportation

Work Plan Updates

- Context and Process
- Workplan Components
- Key considerations
- Discussion

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Context for the Work Plan request

- OTC's ACT Formation and Operation policy requires each ACT to prepare a work plan every two years
- The intent of the Work Plan is to look forward and identify key interest areas, priorities, and meeting topics
- Current R1ACT work plan was adopted in February 2024 and meant to cover 2024 and 2025
- ODOT has provided an updated workplan template for 2026-27 that includes sample language and some required topics/actions

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Proposed Process to Adoption

June 2026: Topic introduction and general discussion to inform priorities, goals, and meeting topics

August 2026: Review of draft workplan created based on June input, discussion and vote to adopt

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Workplan Components

The workplan template asks ACTs to document:

- ❑ Areas of interest and priorities
  - Goals and initiatives – *relate to the interest areas/priorities*
    - ✓ Meeting topic plan – to achieve goals

ACTs also need to evaluate current membership and establish membership goals

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Interest areas / Priorities

Recommend a focus on 1 or 2 broad topics

Examples: improving economic vitality, decreasing crashes, supporting climate change actions, improving public transportation connections, etc.

Have a transportation nexus and the ACT should be able to contribute or influence

Current work plan interest areas:

- Funding and investment priorities
- Region scale transportation vision

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Goals and Initiatives

The goals need to relate to the priorities

- Include specific details on desired outcomes and strategies (how the ACT will engage in, advance, inform, or learn, etc.)

Current workplan goals:

- Review and consider transportation funding and explore additional funding sources
- Highlight transportation priorities throughout Region 1
- Identify ACT-level transportation policy priorities
- Advocate for safety within Region 1
- Address climate change

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Meeting topics

Meeting plan with dates/timing and discussion topics

- Topics need to relate to the ACT's goals
- Pre-populated with required topics: Capital Investment Plan, Connect Oregon, Oregon Highway Plan, etc.
- Leave flexibility to address emerging issues

Current workplan has topics assigned to timeframes, and a list of additional meeting topics that relate to the R1ACT's goals

Can cover 2 or 3 topics per meeting. Capacity for 10-15 topics total.

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Required topics in 2026

June and August 2026:

- Workplan update
- STIF application review
- Connect Oregon review
- Transportation Safety Action Plan
- Oregon Rail Plan

October and December 2026:

- Draft CIP review
- Oregon Highway Plan engagement
- Charter/Bylaws update



Key Considerations

- Agendas thru October largely pre-set
- ODOT staff's role is to identify presenters for required and desired topics and arrange ACT meetings as scheduled
- We hear requests for fewer presentations and more discussion time
- The work plan is not set in stone. It mainly provides guidance to ensure agendas support the interests of the ACT

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Discussion Questions for the ACT

1) Do you have the same interest areas for 2026-27?

2) What are your top 2 goals through the end of 2027?

3) What topics in the current work plan are priorities to carry over into the updated work plan?

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