DRAFT NWACT August 2026 Meeting Minutes

Date: Thursday, August 13, 2026 **Time:** 1:00 pm – 3:00 pm

Location: Location: Port of Tillamook Bay Officer's Mess Hall 6825 Officier's Row Tillamook, OR 97141

*Members bolded were in attendance

ODOT

Region 2 ODOT Area Manager ***Bill Jablonski***

Region 2 ODOT District Manager ***Mark Buffington***

Region 2 Senior Planner ***Caroline Crisp***

Office Coordinator ***Ben Griffith***

Clatsop County	
Commission (v)	Mark Kujala
Commission (a)	**Terry Hendryx**
Large City (v)	**Elisabeth Adams**
Large City (a)	Cindy Moore
Small City (v)	**Steve Wright**
Small City (a)	
Citizen-at-Large	**Kathy Kleczek**
Citizen-at-Large	**John Nygaard**
Columbia County	
Commission (v)	**Casey Garrett**
Commission (a)	**Michael Russell**
Large City (v)	
Large City (a)	Dave Sukau
Small City (v)	Bob Brajcich
Small City (a)	Scott Jorgenson
Citizen-at-Large	**Rosemary Lohrke**
Citizen-at-Large	Betsy Johnson
Tillamook County	
Commission (v)	**Paul Fournier**
Commission (a)	**Chris Laity**
Large City (v)	**Sean Lewis**
Large City (a)	
Small City (v)	**Liane Welch**
Small City (a)	**David McCall**
Citizen-at-Large	**Patrick McHugh**
Washington County	
Commission (v)	Jerry Willey
Commission (a)	**Stacy Shetler**
Large City (v)	
Large City (a)	
Small City (v)	**Marsha Kirk**
Small City (a)	Jolynn Becker
Citizen-at-Large	
Citizen-at-Large	
Transit Districts	
Columbia Co (v)	Chris Wheatley
Columbia Co (a)	
Clatsop Co (v)	Penny York
Clatsop County (a)	**David Carr**
Tillamook Co (a)	**Brian Vitulli**
Ports	
Port of Astoria (a)	**Will Isom**
Port of Columbia Co (v)	**Nancy Ward**
Port of Columbia Co (a)	**Sean Clark**
Port of Tillamook Bay (v)	**Michele Bradley**
Port of Garibaldi (a)	Mike Saindon

Others in attendance or online: **Andy Hasenkamp** **Matt Mumford, Port of Tillamook Bay commissioner**

Don Odermott

Jeff Harrington

Arla Miller, ODOT

Sarah Lu Heath, Col-Pac
Matt McGrath
Adam Nielsen
Jessica Mcdonald
Michael Duncan
Elliot Levin

Mark Bernard
Gail Hendrickson
Melyssa Graeper
Juan Delgado
Esther Moberg
Shane Jensen
Jacyn Normine, Valley Veterinary Vet Clinic

Dustin Galbraith, Valley Veterinary Vet Clinic
Kelly Degroso, Valley Veterinary Vet Clinic
Dusky McAlister, Valley Veterinary Vet Clinic
John Boren

Item 1 — Welcome and Introductions

- Chair Casey Garrett called the meeting to order at 1:00 p.m.
- Introductions were completed by attendees participating in person and online.
- The meeting was recorded.

Item 2 — NWACT Minutes and Updates

Approval of June 2026 Minutes

- The Commission reviewed the June 11, 2026 NWACT meeting minutes.
- A motion was made and seconded to approve the June meeting minutes. The motion carried.
- David McCall noted that the anticipated Measure 120 debrief was not included on the August agenda. He also noted that draft materials for the charter, work plan, and transportation safety plan had not yet been circulated.
- Bill Jablonski stated that the Measure 120 debrief would be deferred because of the full agenda. He noted that staff would identify a future opportunity to address the deferred items.

Public Comment

- Public comment was limited to five minutes per speaker.
- **Sarah Lu**, Columbia Pacific Economic Development District, commented on the Uniontown road-diet project in Astoria. She noted that roadway restriping, a pedestrian island, and a turn lane have been installed. She raised concerns that the pedestrian island restricts westbound left-turn access to destinations including the Bank of Astoria/Worthington Building area, future Oregon Film Museum site, courthouse, and post office. She reported that vehicles are stopping in the travel lane to make turns in front of the island and asked ODOT to reconsider the configuration. Bill Jablonski stated that he would continue discussions with City staff.
- **Dustin Galbraith** of Valley Veterinary Clinic, joined by Kelly DeGroso and community member Dusty McAllister, commented on safety concerns at the US 30 driveway access serving Valley Veterinary Clinic. Galbraith stated that increased traffic and the absence of a turn lane create a safety concern when vehicles stop to turn, and he cited crashes and fatalities in the area. The clinic reported meeting with ODOT to

request a turn lane, increasing signage and visibility, and pursuing participation in the Adopt-A-Highway program. The clinic requested additional improvements to reduce the risk of future crashes.

- Bill Jablonski stated that ODOT has met with Valley Veterinary Clinic representatives and that the matter remains under discussion. He noted that Oregon Administrative Rule/Division 51 access-management requirements are part of the consideration.
- A written public comment from **Dusty McAllister** was received for the record regarding the US 30 driveway access near Milepost 51. McAllister requested that NWACT place a safety and engineering review of the location on a future agenda. The letter described the commenter's understanding of crash history at the location, including serious crashes between 2015 and 2024, and requested consideration of a right-in/right-out access configuration as a lower-cost alternative to constructing a left-turn lane.

Capital Improvement Program Special Meeting

- Bill Jablonski discussed the Capital Improvement Program (CIP) project-selection process. Draft project selections for the Northwest area were expected to be presented to the Oregon Transportation Commission on September 15, 2026.
- Members discussed holding a special meeting to review the selections before they become public and before Oregon Transportation Commission consideration.
- Kathy Kleczek supported holding a meeting before the Oregon Transportation Commission meeting.
- Members agreed that a virtual special meeting would be appropriate if it was most convenient for the group.
- Staff will distribute a scheduling poll to all members to identify a meeting date during the last week of August or first week of September.

Regular Meeting Schedule

- Members discussed potential conflicts between NWACT meeting dates, Columbia Pacific Economic Development District meetings, and Oregon Transportation Commission meetings.
- Staff proposed returning NWACT to an alternating-month schedule beginning in November 2026, with regular meetings in November, January, March, May, July, and September. Special meetings may be scheduled as needed.
- A motion was made and seconded to begin the alternating-month meeting schedule in November 2026. The motion carried.

Tillamook County Transportation Update

- Chris Laity, Tillamook County Public Works Director, provided an update on storm-recovery and transportation projects.
- The December 2023 storm event reduced Sand Lake Road, north of Pacific City, to one lane. ODOT has assumed design responsibility, and the project is anticipated to be advertised for bid in the fall, with construction expected the following spring to restore two lanes.
- Storm events in December 2023 and December 2024 affected the Big Trout Bridge. Tillamook County reported that the project is not eligible for FEMA or Federal Highway funding. The County is pursuing acquisition of the two properties on the far side of the bridge, with one deed signed and the second

acquisition in process. The County plans to remove the bridge in the fall to prevent it from washing downstream and causing additional impacts.

- Tillamook County reported that bridge replacement or an alternate alignment would each cost approximately $6 million. Acquiring the properties and removing the bridge is estimated at approximately $1.8 million. County staff explained that the river has shifted repeatedly, making a long-term bridge replacement difficult and potentially subject to future damage.
- The temporary 110-foot bridge at Big Trout Bridge was designed for 25 tons and is limited to emergency and light-service use. The County will evaluate whether retaining the bridge is cost-effective or whether the contractor should retain it after removal.
- The December 2025 storm event resulted in approximately $9.8 million in damage. Wilson River Road, Blue East-West Road, and Trask River Road were among the affected facilities. Wilson River Road lost a shoulder and was reduced to one lane with signal control. Trask River Road experienced a slide that removed two lanes. ODOT and Federal Highway coordination is underway for the affected projects.
- The County reported that a washout in north county has been stabilized with a culvert and will advance through design, with bridge construction anticipated in summer 2027.
- Kansas Creek was identified as FEMA-eligible. The project was moving through FEMA review and was anticipated to be advertised for bid within approximately two months, with construction anticipated in 2026.
- Tillamook County completed a cooperative agreement with the U.S. Forest Service for road work. County crews completed paving work, and the Forest Service completed asphalt work, with costs shared equally.
- The County reported receiving a Federal Highway aquatic-organism-passage award. Four bridge projects are in design, and staff continues to pursue additional aquatic-organism-passage projects.
- Staff noted that Tillamook County has replaced 21 bridges during the past nine years, using storm-recovery resources and other funding sources. Staff described the County as functioning, in effect, as a “bridge department” because of the number of bridge projects underway.

Tillamook County Transit District Update

- Brian Vitulli, General Manager of Tillamook County Transportation District, provided an update on transit initiatives and projects.
- Vitulli reported that he was elected President of the Oregon Transit Association in January and is serving on the Governor’s transit subgroup as part of the Governor’s transportation-vision effort. The subgroup is examining sustainable long-term transit funding, current conditions and needs, funding scenarios and trade-offs, and potential recommendations for the broader transportation workgroup.
- The District is one of five agencies participating in the Northwest Oregon Transit Alliance, also known as Northwest Connector. The alliance coordinates services and schedules to improve car-free travel between the Willamette Valley and the coast.
- Northwest Connector is updating its website, with a revised and more user-friendly site anticipated to launch in January 2027.
- Vitulli reported that the District restored full service on January 2, 2026, after operating on a reduced schedule since spring 2024 because of driver shortages. The District is again providing seven-day service from approximately 5:00 a.m. to 9:30 p.m. and is seeing positive ridership results.
- The District purchased two lightly used trolley-replica buses previously used by Pierce Transit. The buses had low mileage and have been used for special events and parades. New camera systems were expected shortly, after which the buses were anticipated to enter regular service by late August or early September.

- The District received six new Category B buses for service to Portland, Manzanita, Cannon Beach, and Lincoln City. The buses are being delivered as gasoline vehicles and will be converted to bi-fuel vehicles using propane conversion kits. Two new heavy-duty trolley-replica buses are also expected later in 2026.
- The District is advancing bus-stop improvement projects in Pacific City, Hebo, and Waldport. The projects include shelters, bicycle racks, and solar lighting. Final design was nearing completion, and the District anticipated preparing a construction package with the goal of completing installation by the end of 2026.
- The District made key hires in its non-emergency medical transportation brokerage, which provides transportation for Medicaid and Oregon Health Plan-eligible riders in Tillamook, Columbia, and Clatsop counties.
- The District received bus-stop infrastructure for the US 101 Garibaldi Improvement Project. ODOT previously constructed six bus pullouts in Garibaldi. The project will add shelters at the two larger pads and benches, solar lighting, signage, and bicycle racks at the other four locations. The next step is to procure installation services.

Item 3 — Connect Oregon 10 Presentations, Ranking, and Next Steps

Connect Oregon Process

- Caroline Crisp introduced the Connect Oregon 10 presentation and voting process.
- John Boren, ODOT Freight Program Manager, reviewed the application evaluation process. Applications are reviewed for eligibility and scored using statutory criteria, including economic and transportation benefits, system connectivity, efficiency, project viability, readiness for construction, local match, and anticipated useful life.
- Boren stated that the Oregon Transportation Commission's strategic action plan includes climate and equity considerations that may be used to help differentiate closely ranked projects.
- Kathy Kleczek asked whether an applicant's past grant performance should be considered. Boren stated that successful delivery of past projects may be considered as part of readiness for construction, while noting that the program should remain open to a range of competitive applicants.
- Boren reported that the Connect Oregon 10 statewide funding pool is approximately $30 million, compared with approximately $45–46 million in each of the prior two cycles. There is no minimum funding distribution by transportation mode or geographic region.

Port of Columbia County — Pipe Bridge Extension Project

- The Port of Columbia County presented its Connect Oregon 10 application for the **Pipe Bridge Extension Project** at Port Westward/Beaver Dock.
- The total project cost is approximately $10.15 million, with approximately $7.65 million, or 75 percent, supported by private tenants.
- The project would address seismic vulnerabilities at Berth 1, relocate pipelines away from river traffic, and support future dock-modernization work.
- Port Westward was described as one of Oregon's five deep-water ports. Beaver Dock is a self-scouring facility with sufficient depth for vessels to load to the maximum Columbia River navigation-channel draft.

The presenter stated that the deeper draft supports larger cargo loads and more efficient marine freight movement.

- The presenter noted that the downstream approach to Beaver Dock partially collapsed after being struck by a gravel barge in November 2023. The product line did not rupture or spill.
- A replacement pipe bridge was constructed in 2024. The proposed project would complete an approximately 1,100-foot extension between the new pipe bridge and Berth 1, add related infrastructure, and remove the existing pipe bridge.
- The project was presented as necessary for seismic resilience, protection of critical product lines, modernization of Beaver Dock, and compliance with applicable seismic-resiliency requirements.

City of Warrenton — Commercial E Dock Replacement

- The City of Warrenton presented its application to replace the Commercial E Dock.
- The Commercial E Dock was described as one of the few lower Columbia River facilities where commercial vessels can offload catch for area seafood processors.
- The facility supports more than 100 fishing crew members and is associated with millions of pounds of seafood landed each year. The application included 33 letters of support from dock users, seafood processors, trades, contractors, and other community stakeholders.
- The City reported that the dock has exceeded its service life and, despite years of repairs, requires replacement within approximately five years.
- The City stated that approximately 22 home-ported vessels use the dock and that the dock handles an estimated 40–50 million pounds of seafood annually, excluding transient-vessel activity.
- The City has already funded engineering and permitting, replaced piles, and planned to replace the dock's electrical service. Permitting and engineering were expected to be complete by the end of September, positioning the project to proceed to construction upon receipt of funding.
- The Commercial E Dock contributes approximately 30 percent of the marina's annual revenue.

Port of Astoria — Pier 2 West Rehabilitation

- The Port of Astoria presented its application for the **Pier 2 West Rehabilitation Project**.
- Pier 2 West is an approximately 900-foot by 65-foot dock supporting fish-processing operations for two major seafood processors in the Astoria area.
- The project was presented as supporting established, non-speculative economic activity and protecting a critical marine-industrial facility.
- The Commission discussed the importance of reviewing applications and using the approved materials as the basis for its consideration.

Pacific Seafood — Warrenton Facility Improvements

- Pacific Seafood presented a project involving marine-facility improvements in Warrenton.
- The facility supplies ice and fuel to approximately 70 fishing vessels and supports approximately 350 employees at the plant.

- The applicant emphasized the facility's role in commercial fishing, the local economy, community services, and emergency-response capability. The presenter stated that vessel operators would need to travel to Astoria for fuel and related services if the facility were unavailable.
- The requested funding amount was approximately $2 million.

Ranking and Next Steps

- NWACT members discussed the Connect Oregon 10 applications, scoring information, and ranking process.
- Staff will compile and forward NWACT's recommendations in accordance with the Connect Oregon process.

Item 4 — STIF Discretionary Intercommunity Applications

- Arla Miller presented Statewide Transportation Improvement Fund Discretionary Intercommunity applications.
- David Carr, Executive Director of Sunset Empire Transportation District, presented two applications.
- The first application requested **$48,000 in grant funding**, with a **$12,000 local match**, for a total project cost of **$60,000** to replace two non-revenue vehicles:
    - A maintenance/shop truck to replace a 1991 Nissan pickup with approximately 276,000 miles. The requested grant amount for the truck was **$32,000**.
    - An administrative support vehicle to replace a 2002 Chevrolet sedan with approximately 185,000 miles. The requested grant amount for the sedan was **$16,000**.
- Carr stated that the replacement maintenance truck would be safer, more reliable, more fuel-efficient, and better suited for field work, including servicing bus stops and shelters, responding to vehicle breakdowns, and supporting maintenance activities.
- Carr stated that the replacement administrative vehicle would support staff travel to outreach activities, seniors and people with disabilities, and community events. The District sought a safer, more reliable, more fuel-efficient vehicle and stated that a District vehicle would reduce reliance on employees' personal vehicles for work travel.
- The second application requested funding for **eight revenue-vehicle replacements**, estimated at approximately **$200,000 per vehicle**, or approximately **$1.6 million total**.
- Carr explained that Sunset Empire Transportation District operates a fleet of approximately 20 buses. The District replaced four vehicles during the prior year, but many remaining buses are at or beyond their useful life, including refurbished 2002 and 2003 Gillig buses.
- The requested vehicles would be standard 26-foot cutaway buses with two wheelchair positions. The District plans to use them flexibly for fixed-route service, Dial-A-Ride, paratransit, and potential microtransit service.
- Carr stated that the eight replacement buses would match the four recently acquired vehicles. Standardizing the fleet would improve maintenance efficiency, simplify parts inventory, support consistent driver training, make vehicles more recognizable to the public, and provide greater operational flexibility. The District intends to retain larger 35-foot Gillig buses for its core US 101 route between Astoria and Seaside.

Marie Mills Center Application

- Brian Vitulli presented information on behalf of the Marie Mills Center, whose Executive Director, Cindy Green, was unable to attend.

- Marie Mills Center is a Tillamook nonprofit organization that provides training and support for individuals with intellectual and developmental disabilities.
- The Center requested funding for one larger paratransit-type van. The request was stated to be less than $200,000.

Tillamook County Transportation District Application

- Brian Vitulli presented Tillamook County Transportation District's **Priority Vehicle Replacement and Right-Sizing Project**.
- The total project cost is **$1.4 million**, with a requested STIF Discretionary grant amount of **$1,120,000**.
- The project would purchase:
    - Two heavy-duty, Category A low-floor buses to replace two smaller low-floor cutaway buses that are beyond their useful life and have become maintenance-intensive.
    - Two smaller Dial-A-Ride vans to replace aging vehicles.
- The proposed Category A buses would be approximately 30-foot diesel buses with about 30 seats and two wheelchair positions. Vitulli stated that the buses have an anticipated useful life of approximately 12 years or 500,000 miles, compared with the existing cutaway buses' approximately seven-year or 200,000-mile useful life.
- The Dial-A-Ride vans would be approximately 20-foot bi-fuel vehicles using gasoline and propane. They would have approximately eight to ten passenger seats and three wheelchair positions.
- Vitulli stated that the heavier-duty buses are better suited to local roadway and environmental conditions and would provide a longer service life than the buses being replaced.

Conflict Disclosures and Vote

- Kathy Kleczek disclosed a potential perceived conflict of interest related to the Sunset Empire Transportation District application because she serves on the Sunset Empire Transportation District Board.
- Penny York disclosed a potential conflict of interest related to the Sunset Empire Transportation District application because she serves on the Sunset Empire Transportation District Board.
- Kathy Kleczek and Penny York abstained from the vote.
- Sean Lewis voted **nay**. He clarified that his vote was not opposition to the projects themselves. He stated that he supported the projects but did not support the process used to bring the applications forward and did not believe NWACT should encourage that process.
- All other voting members voted **yes**.
- The motion to support the STIF Discretionary Intercommunity applications carried.

Item 5 — NWACT Business and Member Updates

- Members were invited to provide brief updates on transportation projects, grant requests, relevant closures, construction work, and other transportation matters.
- No additional detailed member updates were recorded in the materials provided.

Upcoming Meetings

- Staff will distribute a poll to schedule a virtual special NWACT meeting in late August or early September to review CIP project selections before the September 15, 2026 Oregon Transportation Commission meeting.
- The October 2026 meeting date conflicts with an Oregon Transportation Commission meeting in Astoria. NWACT members will be invited to attend the Oregon Transportation Commission meeting.
- The next regular NWACT meeting is anticipated for November 2026.
- Beginning in November 2026, NWACT will meet every other month, with special meetings convened as needed.

Adjournment

- The meeting adjourned at approximately 3:00 p.m.