

NWACT February 2026 Meeting Minutes

Date: Thursday, February 12 , 2026

Time: 1:00 pm – 3:00 pm

Location: Banks Fire Station, Building #13 NW Main St, Banks, OR 97106

*Members bolded were in attendance

ODOT

Region 2 ODOT Area Manager

Region 2 ODOT District Manager

Region 2 Senior Planner

Office Coordinator

Bill Jablonski

Mark Buffington

Caroline Crisp

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)

Small City (a)

Citizen-at-Large

Liane Welch

David McCall

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) Guillermo Romero

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:
Don Odermott, consultant
representing city of Banks
Gail Henrikson, Clatsop County
Kelly Smith

Matt Mumford, Port of
Tillamook Bay commissioner
Arla Miller, ODOT
Charles Sterns, Washington
County
Sarah Lu Heath, Col-Pac

Rodney Linz
Dan McFarling
Will Chappell
Douglas Mays

1. Welcome and Introductions (1:00 pm) – Presenter: Commissioner Garrett

Summary and Discussion

- Commissioner Garrett opened the meeting at 1:05pm and noted that the session was being recorded.
- Participants introduced themselves in person, followed by introductions from online attendees.

2. NWACT Minutes/Updates (1:15 pm)

OR 6 – How the Highway Got Put Back Together (Mark Buffington / Don Odermott / ODOT)

- Mark described emergency repair work where the roadway subsided roughly 20 feet and crews brought in substantial quantities of rock to restore the grade.
- The repair cost was approximately 1.3 million dollars to rebuild about 500 feet on one side of the highway, illustrating the high cost of even short highway segments.
- Mark noted ongoing emergency declarations to remove toll booths on bridge, with upcoming nighttime closures; there is some public concern about the bridge’s historic status.
- Night closures will affect local residents, though emergency vehicles will still be allowed to cross at night.
- Don asked whether ODOT has a long-term solution for OR 6 beyond emergency repairs; Mark and Bill referenced a prior study and “Package F,” which would address 18 priority unstable slopes between mileposts 31 and 35 at an estimated cost of 38–49 million dollars.
- Bill reported meeting with Chris Laity to discuss proactive strategies for maintaining access in case OR 6 is lost over time.

Caroline’s Planning Updates

Tillamook County TSP

- *This project is a comprehensive update to the Tillamook County Transportation System Plan, establishing long-term transportation priorities, policies, and investment strategies.*
- We will be hosting a series of online open houses from March through April.

- These virtual events will invite stakeholder and public feedback on locations and potential treatments to include in the TSP.

US 101 Flooding Study – Circle Creek

- *This study evaluates recurring flooding impacts along US 101 near Circle Creek and identifies data-driven solutions to improve system resiliency and reliability.*
- Bathometers are installed and collecting data in the water and have captured measurements during the recent king tide flooding event.
- Currently monitoring tidal and flood data for technical analysis.

St. Helens to Scappoose Refinement Plan

- *This refinement plan evaluates transportation improvements and long-term corridor strategies between St. Helens and Scappoose in coordination with local partners.*
- Kickoff meeting completed.
- ODOT, County, and City staff are currently reviewing deliverables including:
 - TM1 (Goals)
 - TM2 (Existing Conditions)
 - PIP (Outreach Plan & Website)
- Betsy Johnson voiced that money would be better spent to the Banks fire station signal on US26 instead of a Community Path bike/ped project.

Rockaway Beach Path

- *This project advanced planning and design for a multi-use path improving connectivity and safety in Rockaway Beach.*
- Caroline is initiating project closeout for this planning and design project now.

Connect Oregon 2026

- The **Connect Oregon program** is a long-standing state grant initiative established to invest in **non-highway transportation infrastructure**, including aviation, rail, and marine projects statewide.
- The **2026 competitive grant cycle** is currently open. Applications are being accepted **January 7 through February 27, 2026**, with approximately **\$75 million available** in statewide funding for eligible capital infrastructure projects.
- **Eligible applicants** include public entities, private organizations, and nonprofits proposing projects that build or improve aviation, marine, or rail facilities and services.
- Funding can support **capital infrastructure** and related improvements (e.g., runway or dock upgrades, rail track improvements, infrastructure modernization), but **cannot be used for highway road maintenance or operations**.

- Once the application window closes, ODOT and review committees will evaluate and rank proposals. A final recommended project list will be forwarded to the **Oregon Transportation Commission** for approval later in 2026.
- Since its creation in 2005, the program has supported **over 240 transportation projects** across Oregon, leveraging state funds to support expanded infrastructure.

Washington County Transportation Update (Stacy Shelter)

- Stacy and staff reported on multiple Washington County projects:
- Hwy 47/Main Street–Banks Road intersection.
- Hwy 47/Fern Hill Road intersection.
- Turk Road Bridge over Dairy Creek – rural bridge replacement in final design.
- Dairy Creek Bridge (Bridge 1366) replacement – construction anticipated for summer 2027.
- NW Glencoe Road/NW West Union Road intersection – project moving toward a signalized intersection; a roundabout is not feasible in the available space; construction planned for early 2028.
- Upcoming operations projects include culvert replacements on 331st Avenue, Holly Hill Road, and Tongue Lane; the Tongue Lane culvert replacement will require a full road closure.
- Stringtown Road Bridge replacement is planned to go to construction in 2027.
- Vadis Road reconstruction is anticipated for construction in summer 2026; the county was able to take this project back from ODOT.
- In response to Liane’s question about funding, Stacy explained that many county projects are funded with county property tax revenue originating from a permanent tax rate established in the late 1980s with approximately 70% voter support, now part of the county’s general fund.

Banks Hornshuh Station Access Update (Don Odermott / Fire Chief coordination)

- Don reported that the first 50–60 lots in a nearby development are under construction.
- For the Banks Hornshuh fire station, ODOT and the district have agreed on an access-style beacon to improve emergency access, and discussion continues on responsibilities for maintenance and construction.
- The total project cost is about 338,000 dollars; the team is seeking 173,000 dollars in additional funding.
- Betsy asked where the 173,000 dollars will come from; Don noted that people will testify in support of funding embedded in a state house bill.
- Betsy commented that the fire signal is more important than the bike/pedestrian path for St. Helens and Scappoose.

3. Informing the Capital Investment Plan (CIP), Continued (1:45 pm) –

Presenter: Bill Jablonski

- Bill recapped December discussions with ODOT staff on aligning NWACT’s priorities with the Capital Investment Plan (CIP) and the Statewide Transportation Improvement Program (STIP).
- Historically, ODOT has used the STIP to scope and prioritize projects based on data-driven decisions, programming them with the expectation of funding within about four years.
- Due to rising construction costs for materials like oil and steel, ODOT has recently reduced project scopes and the number of projects delivered.
- The CIP is intended to identify 3–5 priority projects per area and to improve real-time cost estimating before construction, allowing better management of the statewide STIP portfolio.

- Bill asked NWACT to help develop criteria for future investments, highlighting themes of stewardship, safety, mobility, accessibility, sustainability and climate, and equity.
- The current timeline:
 - February–early May: identify and refine project lists.
 - April: assemble preferred project lists for NWACT.
- Heat maps generated by ODOT were shown as tools for cities and counties to identify corridors and locations needing investment; desired attributes for projects include reasonableness, urgency, regional/statewide benefits, and alignment with Oregon Transportation Commission priorities.
- Example corridors discussed included US 101 through Tillamook, US 101 in Astoria and Warrenton, US 30 in East Astoria, Scappoose, and St. Helens, and OR 6 near Tillamook.
- Bill noted that many items in the current work plan are planning studies that position projects for future funding.
- Bill cited Astoria’s road diet as an example where a Transportation System Plan concept, supported by the city, led directly to project construction.
- Don suggested Washington County may need to pursue a safety study as a precursor to project requests.
- Bill stressed that needs exceed available funding (for example on OR 6), and that each area, including cities, should identify its top one or two priorities, recognizing that competition for funds will be intense and data-driven.
- Caroline encouraged members to pair strong data with compelling narratives, especially where there are compounding needs; Bill reiterated the importance of clearly addressing the criteria.

Actions

- NWACT members to identify 1–3 top priority projects per jurisdiction, along with supporting data and narratives, by early May.
- Staff to circulate investment criteria, heat maps, and timelines, and to prepare for an April discussion to finalize lists. ODOT staff are available to help counties with their top 3-5 projects for the April NWACT meeting.

4. 2027–2030 Draft STIP Overview (2:30 pm) – Presenter: Bill Jablonski

Discussion

- Bill described the STIP as Oregon’s four-year, financially constrained program allocating state and federal project dollars across roads, bridges, public transportation, and bike/pedestrian facilities.
- For 2027–2030, STIP funding is constrained due to flat state highway revenues, completion of HB 2017 named projects, increased operating and maintenance needs, and rising construction costs.
- Capital program funding in the STIP includes federal and state dollars for construction on state and local roads, as well as public and active transportation programs; FTA funding is also incorporated.
- Routine maintenance and operations work handled by staff like Mark is not programmed in the STIP and is funded separately.
- Bill summarized major shifts under the draft 2027–2030 STIP:
 - Approximately 40% reduction in Fix-It funding.
 - Doubling of ADA curb ramp program funding to meet legal obligations and settlement deadlines.
 - Elimination of Enhance Highway and mass transit discretionary categories and reductions to some programs such as elderly and disabled transportation.
 - Even with these changes, only about 70 million dollars remains unallocated for programs like Great Streets statewide.

- David asked about leveraging funds to support projects while upgrading ADA ramps; there is a firm legal deadline for ADA compliance.
- Members discussed recent ADA projects, including completion of a project around Rainier and rural roundabouts with multiple ADA ramps; Jerry Willey expressed concern that some rural ADA installations may appear excessive given current use.
- Stacy emphasized that ADA requirements are rooted in civil rights law and apply to both ODOT and counties; Washington County is using its ADA plan to prioritize investments to make better use of public dollars.
- Bill outlined projected outcomes of the 2027–2030 STIP:
 - Only interstate paving in this timeframe, with other facilities deferred.
 - More bridges will be load-rated rather than fully rehabilitated.
 - Inability to address many gaps in pedestrian and bicycling networks.
 - Significant reductions in asset maintenance and preservation across modes.
- The draft 2027–2030 STIP includes:
 - 76 new “design-only” projects statewide in 2027, with 24 more expected to be programmed in 2028–2030.
 - About 787 total projects statewide in the program, with approximately 120 projects within the NWACT area.
- The NWACT area currently has only two new design-only projects identified: a rumble strip project from Warrenton to OR 26 and a culvert project on OR 202, both slated to begin in 2027.
- Don asked who selects the projects; Bill said most selection is strongly data-driven but also includes a political component.
- Bill noted that the STIP is being revised now, and NWACT will have opportunities to review “permanent” projects moving forward.
- Upcoming STIP-related public involvement events include one current public comment opportunity and three in-person open houses in March (Tillamook County March 5, Clatsop County March 9, and Columbia County March 11).

Actions

- NWACT members to encourage participation in STIP public comment and open houses in Tillamook, Clatsop, and Columbia counties.
- Staff to prepare NWACT feedback on the draft STIP, emphasizing fix-it and safety needs, ADA compliance, and regional equity.

5. NWACT Business / Member Updates (2:45 pm) – All Members

- Members provided 2–3 minute updates on transportation projects, funding, and emergency issues.
- Sean Lewis asked about using Emergency Shelter Program (ESP) or related resources to address homeless camps; Mark responded and also fielded questions about restriping on OR 6.
- Matt Mumford reported on efforts related to blimp hangars, noting he will return with cost estimates to request county support and inviting donations to support the work.
- Chris Laity reported that the road department has sustained 6–9 million dollars in damage, while Tillamook County receives only about 3 million dollars in highway funds; flood damage on the Trask River is driving urgent repair work and illustrates the challenge of limited county funding.
- Michele Bradley reported that the Department of Aviation granted funding for fuel systems at the airport.

- Michael Russell noted that Wasco County created a joint operations group that brings experts from multiple entities together to coordinate during emergency events; the first meeting in January included Columbia, Washington, and Clatsop counties and appears to be a good opportunity for regional coordination.

Adjournment time: 2:57pm