



Meeting minutes

Meeting: **Transportation Policy Alternatives Committee (TPAC)**

Date/time: Friday, Nov. 2, 2018 | 9:30 a.m. to 12 p.m.

Place: Metro Regional Center, Council chamber

Members Attending

Tom Kloster, Chair
Karen Buehrig
Chris Deffebach
Lynda David
Nancy Kraushaar
Katherine Kelly
Don Odermott
Jeff Owen
Mandy Putney
Phil Healy
Rachael Tupica
Tyler Bullen
Glenn Koehrsen
Emily Lai
Beverly Drottar

Affiliate

Metro
Clackamas County
Washington County
SW Washington Regional Transportation Council
City of Wilsonville and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
Oregon Department of Transportation
Port of Portland
Federal Highway Administration
Community Representative
Community Representative
Community Representative
Community Representative

Alternates Attending

Jessica Berry
Eric Hesse
Dayna Webb
Jon Makler
Jason Gibbens

Affiliate

Multnomah County
City of Portland
City of Oregon City and Cities of Clackamas County
Oregon Department of Transportation
Washington State Department of Transportation

Members Excused

Joanna Valencia
Mark Lear
Cory Ann Wind
Carley Francis
Alfred McQuarters
Maria Hernandez

Affiliate

Multnomah County
City of Portland
Oregon Department of Environmental Quality
Washington State Department of Transportation
Community Representative
Community Representative

Guests Attending

Ranfis Giannettino Villatoro
Kate Freitg

Affiliate

BlueGreen Alliance
Oregon Department of Transportation

Metro Staff Attending

Ted Leybold, Project & Resource Dev. Manager Kim Ellis, Principal Transportation Planner
Jamie Snook, Principal Transportation Planner Ken Lobeck, Funding Programs Lead

Tim Collins, Senior Transportation Planner Eliot Rose, Senior Technology Planner
Grace Cho, Associate Transportation Planner Caleb Winter, Senior Transportation Planner
Daniel Kaempff, Principal Transportation Planner Marie Miller, TPAC Recorder

1. Call to Order, Declaration of a Quorum and Introductions

Chairman Tom Kloster called the meeting to order at 9:30 a.m. A quorum was called and introductions were made.

2. Comments From the Chair and Committee Members

- **State Transportation Improvement Program (STIP) Update** (Jon Makler)

Mr. Makler reported on project scoping taking place with the 150% list. All cost estimates are estimated to be completed by January 1, 2019. Meetings with senior managers and programmers are scheduled during January to work on bringing the list to 100% by the end of January. Appreciation was given to local jurisdictions for their help with project scoping. Asked if the remainder of the project scoping scheduled could be provided to staff and TPAC, Mr. Makler agreed and would forward this out.

Mr. Makler announced the recruitment position held by Lidwein Rahman at ODOT was now posted. Ms. Rahman is retiring Feb. 1, 2019, but will remain as part-time personnel. Applications for this position will be accepted until Dec. 3, 2018. Encouragement was given to forward this information.

- Eric Hesse announced that the City of Portland was among 20 recipients of the American Cities Climate Challenge by Bloomberg Philanthropies. As a Climate Challenge winner, Portland will be accepted into a two-year acceleration program with powerful new resources and access to cutting-edge support to help them meet – or beat – their near-term carbon reduction goals. Portland plans to use support from the Climate Challenge to reduce climate pollution in transportation and promote renewable energy use throughout the city, working to manage congestion by eliminating any growth in single-occupant vehicle trips in the Central City and expanding incentives that make it easier for all Portlanders to walk, bike or take public transport instead of drive. In working with Bloomberg Philanthropies and partners, Portland will additionally establish two community-based renewable energy projects.
- **MAP-21/FAST Act Performance Targets Update** (Kim Ellis)
Ms. Ellis provided an update on the MAP-21 FAST Act performance targets. Safety targets outlined in the spring have been ruled compliant, CMAQ targets meet ODOT requirements, system reliability safety measures with Freight are being worked on with ODOT, and C-Tran and SMART are currently being worked on for estimated targets. Data reviews to refine targets in 2019 will provide baseline targets for Metro and the region toward adoption per Federal requirement. When questioned about the work program timeline, Ms. Ellis reported that estimated start for performance targets listed in Chapter 8 of the RTP would begin in spring 2019. Further reports on progress would be provided to TPAC during the year.
- **Regional Transportation Options (RTO) Update** (Dan Kaempff)
Mr. Kaempff announced that upcoming RTO grant allocations are being prepared with application materials and a handbook. There are six funding categories, including Safe Routes to School, identified in the Travel Options Strategy for a variety of projects and programs.

Information on the grant process and new handbook will be available Nov. 13 and placed on the website. This grant 2019-21 cycle includes \$6.6 million funding available to agencies, jurisdictions and nonprofits. Questions on the program and grant process can be directed to Mr. Kaempff.

- Chairman Kloster recognized the retirement of Nancy Kraushaar from the City of Wilsonville at the end of this year. Ms. Kraushaar thanked the members of TPAC and staff. While she'll miss working and relationships developed with colleagues, she looks forward to creating a bucket list of fun things to do, and then making a 5-year plan for them, financially constrained debatable. TPAC members spoke of Ms. Kraushaar's technical details, dedication to service, and helpfulness on coordination with projects and positive attitude. Her service to this region will be missed.

3. Public Communications on Agenda Items - none

4. Consideration of TPAC Minutes from October 5, 2018

MOTION: To approve the minutes from October 5, 2018 as presented.

Moved: Jon Makler

Seconded: Nancy Kraushaar

ACTION: Motion passed unanimously.

5. MTIP Formal Amendment Resolution 18-4943

Ken Lobeck provided an overview of MTIP formal amendment resolution 18-4943, for the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving 14 projects impacting Metro, ODOT, Portland, SMART, and TriMet.

Project #1 **19289** Metro Transportation System Management & Operations (TSMO) Program 2018

SPLIT PROJECT:

This Project Grouping bucket contains approved TSMO/ITS projects from Metro's RFFA allocations which are conceptual and require scoping, costing, and delivery development. Once fully budgeted and scoped, the approved project is split off from the TSMO bucket and programmed as a stand-alone project. Through this formal amendment, the new 2020 TSMO Strategy planning effort is being split off from Key 19289 as a stand-alone project in the MTIP and STIP.

Project #2 Key # TBD **NEW** Metro **2020 TSMO Strategy Planning Update**

ADD NEW SPLIT PROJECT:

This formal amendment splits the scoped and budgeted approved 2020 TSMO Strategy Update off from the existing TSMO Project Grouping in Key 19289 to be a stand-alone project in the MTIP. The TSMO Strategy Update will support the development of required TSMO/ITS strategies, financial needs, and priorities to prioritize and implement future TSMO/ITS projects in the region.

Project #3 **19283** Metro Regional MPO Planning (2018)

CANCELED PROJECT:

Project is a duplicate to Key 21271. Key 21271 became the official approved project for all Metro SFY 2019 planning funds (STP, PL, and 5303). Key 19283 was not deleted from the MTIP when 21271 was added to the MTIP. This a correction to MTIP. The project has been deleted from the STIP.

Project #4 **19786** ODOT I-205: Stafford Rd to OR99E **I-205: I-5 to OR213**

LIMITS/SCOPE CHANGE:

The project limits are adjusted to reflect the Cost-to-Complete Report to be I-5 to OR213 now. Package C planned improvements focusing on Active Transportation Management (ATM) are added to the Construction phase. A Utility Relocation phase and specialized Phase are also added through this amendment. Remaining construction phase improvements identified in Packages A & B will be added later when funding is secured as separate construction phase projects.

Project #5 **19918** ODOT OR217/OR224: Bridge Rail Retrofit **Region 1: Bridge Screening and Rail Retrofit**

COMBINED/SCOPE:

Key 21019 (also this amendment bundle) and Key 19918 share overlapping locations and scope of work activities. As a result, Key 21019 is being combined into Key 19918 allowing better fund leveraging and to produce a single construction contract. Additional bridges are added to the scope of work as well resulting in both a combined project with a scope change.

Project #6 **21019** ODOT Region 1: Bridge Screening Project

COMBINED PROJECT:

The construction phase funding is combined into Key 19918 as described above in Key 19918.

Project #7 **20824** TriMet Community Job Connectors (2019)

COMBINED/CANCELED PROJECT:

The approval of HB2017 provides state funds for the implementation of TriMet's future Community Job Connector Shuttles. As a result, their original plan of using federal FTA 5307 funds is no longer required. The federal funds and match are being combined back into their original Preventative Maintenance source where they were split off to support the Community Job Connector projects. Rather than establish placeholder annual projects, future Community Job Connector projects will be added to the MTIP and STIP when the funding is confirmed secured and the project is ready to be implemented.

Project #8 **20821** TriMet TriMet Bus and Rail Preventive Maintenance (2019)

COMBINED PROJECT:

\$887,400 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20824 and added to this project in support of TriMet annual preventative maintenance needs.

Project #9 **20825** TriMet Community Job Connectors (2020)

COMBINED/CANCELED PROJECT:

The federal FTA Section 5307 funds committed to this project as with the FY 2019 Community Job Connector project is being deprogrammed and transferred back to its parent project in Key 20822. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the projects will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.

Project #10 **20822** TriMet Bus and Rail Preventive Maintenance (2020)

COMBINED PROJECT:

\$1,160,148 in federal FTA Section 5307 & applicable required local matching funds are transferred from Key 20825 and added to this project in support of TriMet annual preventative maintenance needs.

Project #11 **20826** TriMet Community Job Connectors (2021)

COMBINED/CANCELED PROJECT:

The federal FTA Section 5307 funds committed to this project as with the FY 2020 Community Job Connector project is being deprogrammed and transferred back to its parent project in Key 20823. Approved HB2017 funds will now be used to support the Community Job Connector projects. Rather than use a placeholder, the project will be programmed in the MTIP and STIP once funding is secured and the project is ready to be implemented.

Project #12 **20823** TriMet TriMet Bus and Rail Preventive Maintenance (2021)

COMBINED PROJECT:

\$1,438,351 in federal FTA Section 5307 and applicable required local matching funds are transferred from Key 20826 and added to this project in support of TriMet annual preventative maintenance needs.

Project #13 **18316** ODOT **Portland** Regional ITS Communications Infrastructure (ODOT)

SW Barbur Blvd: SW Caruthers St – SW Capitol Hwy

LEAD & SCOPE CHANGE:

Refinement of the project scope has been completed with Portland now being the lead agency. The updated scope and lead agency changes are now shown in the project through this amendment. This project will provide preliminary, advanced and final PS&E for the Installation of two (2) CCTV cameras, moving one (1) CCTV camera to a different location, and Installing 288 count Fiber Optic cable along Barbur Boulevard.

Project #14 **18316 SW Barbur Blvd: SW Caruthers St – SW Capitol Hwy**

Scope and Lead Agency Change:

ODOT original lead agency to implement various ITS communication improvements. Project experienced problems in developing an adequate scope of activities. Portland refined and completed the proposed scope of work. Scope changes are significant and require a formal amendment to complete the lead agency and scope change. No change in funding.

Staff Modified Recommendation for TPAC:

1. Approve the modification of the I-205 project, Key 19786, to now include a new split project, Key 21400, consisting of the Utility Relocation and Construction phases for Package C – ATM improvement as part of the November 2018 Formal MTIP Amendment in Resolution 18-4943
2. Approve the addition of Key 18316, SW Barbur Blvd: SW Caruthers St - SW Capitol Hwy as part of the November 2018 Formal MTIP Amendment in Resolution 18-4943
3. Provide approval recommendation of Resolution 18-4943 to JPACT which includes 14 projects for Metro, ODOT, Portland, SMART and TriMet
4. Direct staff to make all necessary corrections to:
 - Draft Resolution 18-4943
 - Exhibit A to 18-4943
 - Public Notification Tables
 - Staff Report
 - Attachment 1 to the Staff Report

Comments from the committee:

- Chris Deffebach asked for clarification on the community job connector projects as correct with TriMet as lead agency and where 2019 funding for the projects would be covered. TriMet agreed to check on funding sources confirmed for 2019 prior to the JPACT presentation and motion. Included with the clarification on funding from TriMet is contingency from OTC approval. This was asked to be included in the motion by Chairman Kloster. A request to check tables with the third year of funding listed correctly for 2021.
- Karen Buehrig asked about possible project name change on Project #4: ODOT I-205: Stafford Rd to OR99E I-205: I-5 to OR213. Would changes be required to the notifications? Mr. Lobeck reported this was not necessary. The added extension to the project will keep the current programming intact.

MOTION: To approve Resolution 18-4943, as modified with 14 projects identified impacting Metro, ODOT, Portland, SMART and TriMet as a formal amendment to the 2018 MTIP. Included with this motion is TriMet confirmation on funding with modifications made, if needed, prior to JPACT approval. Staff will make all necessary corrections to materials to reflect approved changes.

Moved: Chris Deffebach

Seconded: Don Odermott

ACTION: Motion passed unanimously.

6. Regional Transportation System Management & Operations (TSMO) Data Communications Infrastructure Needs

Kate Freitag, TransPort Chair and Caleb Winter, Metro Transportation System Management & Operations (TSMO) Program Manager provided an overview of the TSMO Data Communications Infrastructure Needs with a planned fiber network build out to over 80 miles costing \$24 million. Collaboration with regional partners will be needed to achieve this goal. Data communications purposes were to share camera feed with operation centers, share software and hardware to manage signalized intersections, partner with C-Tran to use Hop Fastpass regionally, archive data for calibrating models and expand use for sensors.

The committee was provided with the Communications Plan for the Portland Metro Region that identifies regional and local priorities. Since the report was presented in 2016, additional data plans that often build on needs and sometimes overlap arterials have been identified. Examples of this multi-modal integrated corridors and regional enhanced transit corridors. What data communications means to ETC is that it will enable the next generation transit signal priority, a major tool in the toolbox for restoring reliability for transit riders.

Examples of data communications being built along with ITS projects include the Barbur ITS Fiber Installation project that will last through construction of the future SW Corridor light-rail project aiding mitigations during construction and increasing safety. Another example is the TSMO-funded ITS project on NE Columbia Blvd. This project provides for a key freight route making it safer and efficient by improving operations with traffic monitoring cameras, travel time monitoring stations, truck priority intersections, bike detection locations, and new traffic signal controllers with expanded capabilities to support Advance Traffic Signal Performance Measures.

The advantages of fiber optics over copper wiring were given. Effects on using wireless as an option was reported as having ongoing costs to public agencies to rely on these data plans with the wait period for 5G wireless. The reasons why the plan to build this fiber optics communication system is:

- Publicly owned right-of-way
- Save money
- More secure
- We make transportation operation decisions where we have data infrastructure

The committee was asked to help by keeping aware of the region's Communications Master Plan, considerations how this may fit with future projects, possible building on regional legacy of sharing through the Cooperative Telecommunications Infrastructure Committee (CTIC), working with the Intelligent Transportation Systems Network, and Investment Strategy.

In summary, the big picture is that work to future-proof our region and TSMO program investments are helping us for reliable data communications. We'll be better prepared to meet demands from smart city and smart region applications and also to work in a safer, more efficient way with connected and eventually automated vehicles. We make that investment lighter on everyone through coordination at TransPort.

Comments from the committee:

- Chairman Kloster asked what part on public safety was significantly part of the network funding. Mr. Winter confirmed that increased safety measures with the fiber optics system helped reduce redundancy to costs, but the data system is extending to schools and emergency centers as well.
- Glenn Koehrsen asked if instance exist when fiber may not be needed due to long distance coverage. Opportunities exist when fiber substitutes will handle communication needs and are looked at for the best investment and purpose of the project.
- Tyler Bullen how partners were working together with their different systems. Ms. Freitag explained that the public agencies and local jurisdictions worked together in cases of outages and usages now. They are examining the opportunities with costs involved for the best economical plan with available public funds. Some of the issues faced are better reliability with deeper density areas, but more interference from more users. The build out plan will likely involve mixed technology that depends on funding and availability of resources and needs.
- Rachael Tupica asked what considerations are made with quickly changing technologies. Mr. Winter reported that types of investments are studied that will provide long-lasting operational capabilities. The 5G options provided added abilities, but fiber connections provide public agency secure capabilities and absorb changes to planned networks.
- Don Odermott commented on public/private partnerships where development is happening. There appears to be a lack of planned conduit or access boxes installed in these areas, and while development is planned and reviewed, no feedback to incorporate fiber connections in these areas. It was suggested that a more forward-thinking outlook to develop with fiber optics be included.
- Nancy Kraushaar asked what the priority connections on the map referred to. Mr. Winter referenced the possible partnership with agencies or upgrade in this area. Ms. Freitag added the points on the map that showed road intersections that could hold potential for interconnections. Ms. Kraushaar welcomed seeing the fiber connections that originated from a Clackamas County grant reflected on the map.
- Jessica Berry commented on the map where it appeared some roads in Multnomah County were identified without fiber connections planned. Was this something that came out of CTIP? Also, on page 5, Multnomah County is not represented on CTIP. It was noted that Gresham

performs the signal connections. Ms. Berry pointed out opportunities on several road sections where fiber optics could be planned with future capital projects.

- Chris Deffebach noted that Highway 26 was also a priority but appeared not to be moving forward as the Barbur project. Ms. Freitag acknowledged the Highway 26 project was being scoped with opportunity for fiber installations, but may not have full funding at this time. Asked what the connections were between county areas outside Metro boundaries for planning and funding, Ms. Freitag reported that TransPort was Metro focused, but integrated with ODOT as Region 1 in leveraging priorities and planning.
- Eric Hesse commented on future demands on the system with data exchanged. Mr. Winter reported on the increased strands of fiber being added to communication lines. Mr. Odermott asked if this would challenge conduit size capabilities and if this was being developed into plans. Mr. Winter commented on the conversations addressing this still to be determined.
- Glenn Koehrsen asked if there was access to private fiber connections. Mr. Winter confirmed there are certain public/private partnerships available, but in other instances parallel lines are needed.
- Jessica Berry asked if this was a final plan, or how input was being sought. Mr. Winter reported that the strategy plan was provided to TPAC for thoughts on implementation, and would continue to be reported as part of their subcommittee to TPAC on these issues.

7. PILOT Grant Program Update

Eliot Rose presented an update on letters of interest received through the Partnerships and Innovative Learning Opportunities in Transportation (PILOT) program. The PILOT Basics include:

- Total funding available: \$150,000 (1-6 projects)
- Amount applicants are allowed to request: \$25,000-\$150,000
- Eligible applicants: Teams consisting of public agencies, non-profits, and/or private companies
- Grant period: Two years, from July 2019 through June 2021

The PILOT launch event had 100 attendances with 32 letters of interest received. The 32 lead agencies from letters of interest were represented by 14 private companies, 10 non-profit organizations, and 8 public agencies. Partners in each of the categories showed strong support for innovation; combining the deployment of new technologies and services, and finding new ways to advance the public interest.

The presentation showed project outcomes the program aims to achieve: Improved connections to transit, New shared/active options, Equitable access, Better travel information and incentives, Evaluation and tracking, and open-ended results. Technologies named the projects are testing include: Ridesharing, Car-share, Dock less, Trip planning, Travel data, AVs, EVs, and Micro transit.

Some take-away from the program so far:

- There's a lot of interest in this work
- Interest is evenly distributed across the public, private and non-profit sectors
- Almost half of the letters of interest were focused on information
- There is significant interest in testing new options and providing equitable access
- Improving connections to transit may require a more comprehensive approach

The program time was provided. Feedback and suggested partnerships would be given on letters of interest. Applications for grants would be open December 2, 2018, and close January 18, 2019, during which technical assistance would be offered. Grant awards would be announced March, 2019 with

project implementation beginning July 2019. For more information on the PILOT grants this is available at www.oregonmetro.gov/pilotgrants

Comments from the committee:

- Emily Lai commented on the letters of interest being straightforward in approach. Questions were raised on how the formal application ask equity progress with the project, how equity would be approached with the organization and project proposed, how equity would be advanced through the project, and if Metro's Equity Strategy and Policies be specifically called out in the process. Mr. Rose agreed there would be multiple ways to the approach including the organizations' team, the application project and grant draft review the selection committee applies to integrate equity throughout.
- Jeff Owen asked if there was a plan, when applications are due, for letter of interest submitters open to share conversation with similar project topic, to exchange ideas and form partnerships. Mr. Rose commented on directing coordination with projects in the "matchmaking" phase of the grants and is available to support coordination for partnerships.

8. TPAC Work Program Review

Chairman Kloster led a discussion on ideas for future TPAC agenda items and scheduling for 2019 meeting dates and times. It was announced that the December 7, 2018 TPAC meeting had been cancelled, but the January 11, 2019 meeting was confirmed. The committee reviewed the TPAC work program draft for 2019 and was encouraged to send additions to the "parking lot" section for further consideration. Examples are County agencies and non-profits providing updates on their activities, and the Mobility Policy issues.

Comments from the committee:

- Jon Makler commented on forwarding from Chapter 8 of the RTP to UPWP, expectations from conversations held earlier in the year would be helpful. Issues that could use more discussion time are congestion pricing, mobility policy and jurisdictional transfer. Chairman Kloster added that the UPWP certification review was scheduled in late January. TPAC would receive a draft copy for the January 11, 2019 TPAC meeting.
- Jessica Berry asked for clarification on December meeting schedules. There would be no TPAC meeting in Dec., no MTAC meeting in Dec., but the combined TPAC/MTAC workshop is scheduled for Dec. 5, 2018. It was asked for consideration moving the workshop from the first Wednesday each month to a later date in 2019, which is being arranged currently for 3rd Wednesdays.
- Kim Ellis asked the Counties share their calendars for TAC meetings in 2019 to avoid conflicts with the Metro committee schedules.
- Chris Deffebach questioned while more time early on for UPWP projects not given seeing that implications of the RTP Chapter 8. Chairman Kloster clarified Metro's role with Chapter 8 directed by Department and Council. Issues mentioned need to be addressed early in 2019 and are included in the TPAC work program. Support for UPWP project discussion and regional focus is encouraged at the certification review and TPAC meetings, with more time pledged for these conversations. Rachael Tupica encouraged discussion to clarify and define as much as possible prior to the certification review for less confusion with different versions presented as final.
- Jon Makler commented on budget decisions and gravity with three large projects (Jurisdictional Transfer, Mobility Policy and Congestion Pricing) in the UPWP that adequately answer project

implications. Chairman Kloster reported on budget capacity discussed with the UPWP drafts, but advising that Metro has final word on the budget. It is planned to have Margi Bradway included in discussions and each of the three large project topics given their own work program times through TPAC.

- Glenn Koehrsen commented on some large topics appearing to drive Metro's schedule while missing some parts of RTP Chapter 8 to move the region forward. Importance for each must be given.
- Emily Lai commented on not hearing new topics added to the parking lot work program, but reviewed for further discussion. TPAC would benefit from an equity strategy to better develop the committee as a whole. In addition, the history of community representatives at TPAC and their goals/expectations with regular communications was given for future TPAC agenda items.

Tyler Bullen and Glenn Koehrsen were congratulated on completing their 2-year terms as TPAC community representatives and have both reapplied.

9. Adjourn

There being no further business, meeting was adjourned by Chair Kloster at 12 p.m.

Respectfully submitted



Marie Miller
TPAC Recorder

Attachments to the Public Record, TPAC meeting, November 2, 2018

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	11/2/2018	11/2/2018 TPAC Agenda	110218T-01
2	TPAC Work Program	10/30/2018	2018 TPAC Work Program	110218T-02
3	Meeting Minutes	10/5/2018	Draft meeting minutes from TPAC, Oct. 5, 2018	110218T-03
4	Resolution 18-4943	11/05/2018	Resolution 18-4943: For the purpose of adding or amending existing projects to the 2018-21 Metropolitan Transportation Improvement Program involving twelve projects impacting Metro, ODOT, SMART, and TriMet	110218T-04
5	Exhibit A to Resolution 18-4943	11/05/2018	Exhibit A to Resolution 18-4943; 2018-21 MTIP	110218T-05
6	Memo: Staff Report to Resolution 18-4943	10/25/2018	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: November 2018 MTIP Formal Amendment plus Approval Request of Resolution 18-4943	110218T-06
7	Attachment 1 to Resolution 18-4943	10/25/2018	Attachment 1 to the November 2018 MTIP Formal Amendment Staff Report- Project Location Maps	110218T-07
8	Attachment 2 to Resolution 18-4943	9/10/2018	Attachment 2 to Resolution 18-4943. OTC Staff Report Letter, Key19786	110218T-08
9	Memo: Additional project inclusion request; 18-4943	10/30/2018	TO: TPAC and Interested Parties From: Ken Lobeck, Funding Programs Lead RE: Nov. 2018 MTIP Formal Amendment/Resolution 18-4843 – Additional Project Inclusion Request	110218T-09
10	Report	December 2016	Communications Plan for the Portland Metro Region	110218T-10
11	Map Handout	N/A	Fiber Communications Infrastructure	110218T-11
12	Presentation	November 2, 2018	November 2018 Formal MTIP Amendment & Approval Request of Resolution 18-4943	110218T-12
13	Presentation	November 2, 2018	TSMO Data Communications Infrastructure Needs	110218T-13
14	Presentation	November 2, 2018	PILOT: Letter of Interest Review	110218T-14