

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING  
CRITERIA FOR THE MSD RESERVE  
OF INTERSTATE TRANSFER FUNDS

) Resolution No. 79-68  
)  
) Introduced by the  
) Joint Policy Advisory  
Committee on Transportation

WHEREAS, The CRAG Board of Directors in Resolution BD 781213, established a MSD Regional Reserve Account, a \$20 million reserve of Federal Interstate Transfer funds (as of September 30, 1978) to fund regional transit and highway improvement projects outside of the City of Portland; and

WHEREAS, The MSD Council in Resolution No. 79-48 established a study process and a schedule for establishing priorities for the MSD Regional Reserve Account; and

WHEREAS, The MSD Council in Resolution No. 79-54 established a number of criteria for establishing problem priorities and evaluating proposed projects; now, therefore,

BE IT RESOLVED,

1. That the MSD Council hereby amends the criteria in Resolution No. 79-54 to include those outlined in Exhibit "A" for use in the MSD Regional Reserve Planning Process.

ADOPTED by the Council of the Metropolitan Service District this 26th day of July, 1979.

  
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Presiding Officer

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Additional Criteria To Be Used In The MSD  
Regional Reserve Planning Process

1. Transportation improvements which increase the efficiency of existing and committed residential areas will be emphasized.
2. Prior to the actual allocation of funds to specific projects, local jurisdictions will submit an implementation schedule for each project which will be related to the federal time frame for the use of Interstate Transfer funds. Also, a funding schedule relating to local match funds will be submitted.
3. Transportation improvements will be emphasized where the sponsoring local jurisdiction has demonstrated a commitment to protect the mobility of those facilities through roadway design standards, control of adjacent land use, access controls and other such measures.
4. Transportation improvements which provide an alternative to the single occupant automobile trip will be emphasized.
5. Special consideration will be given to local jurisdictions which are financing road improvements through local revenue sources.
6. Special consideration will be given to local jurisdictions which can demonstrate that local developers contribute to the financing of roadway improvements.

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