

STATEMENT OF MICHAEL BURTON

METROPOLITAN SERVICE DISTRICT

527 SW HALL STREET

PORTLAND, OR 97201

TESTIMONY ON BI-STATE TASK FORCE BEFORE U.S. HOUSE OF REPRESENTATIVES
SUBCOMMITTEE ON SURFACE TRANSPORTATION

FEBRUARY 2, 1980

VANCOUVER CITY HALL

MY NAME IS MIKE BURTON AND I AM AN ELECTED COUNCILOR OF THE METROPOLITAN SERVICE DISTRICT (METRO), THE REGIONAL GOVERNMENT WHICH BEGAN SERVING THE PEOPLE OF THE PORTLAND, OREGON METROPOLITAN AREA ON JANUARY 1, 1979. DURING THE FIRST YEAR OF METRO'S OPERATION I SERVED AS CHAIRMAN OF THE COUNCIL.

ON SEPTEMBER 21, 1979, I APPEARED BEFORE A JOINT STATE OF WASHINGTON HOUSING AND SENATE TRANSPORTATION COMMITTEE TO TESTIFY ON THE SUBJECT OF YOUR HEARING. A COPY OF THAT TESTIMONY HAS BEEN PROVIDED TO YOUR STAFF FOR INCLUSION IN THIS RECORD. AT THAT TIME MY RECOMMENDATION WAS TO CALL UPON THE GOVERNORS OF THE STATES OF WASHINGTON AND OREGON TO CREATE A BI-STATE POLICY TASK FORCE TO ADDRESS POSSIBLE SOLUTIONS

TO THE TRANSPORTATION PROBLEMS WITHIN THE I-5 CORRIDOR. THOSE RECOMMENDATIONS WERE SUPPORTED BY THE OREGON DEPARTMENT OF TRANSPORTATION, THE CITY OF PORTLAND AND OTHERS APPEARING AT THAT SEPTEMBER 21 HEARING. COPIES OF THE TESTIMONY OF THE CITY OF PORTLAND, ^{Multnomah County} AND OREGON DEPARTMENT OF TRANSPORTATION HAVE ALSO BEEN PROVIDED TO BECOME PART OF THE RECORD OF THIS HEARING.

I AM PLEASED TO REPORT TO YOU THAT THOSE RECOMMENDATIONS HAVE BEEN FAVORABLY RECEIVED BY BOTH GOVERNOR ATIYEH AND GOVERNOR RAY. FURTHERMORE, THE PROPOSAL HAS BEEN SUPPORTED BY CLARK COUNTY AND THE REGIONAL PLANNING COUNCIL WHICH SERVES THE CLARK COUNTY AREA.

A STAFF GROUP HAS BEEN MEETING TO SOLIDIFY A PROPOSED WORK PROGRAM AND SCOPE OF TASKS AND HAS REACHED AGREEMENT ON DEFINING A SPECIFIC CHARGE TO THE TASK FORCE. THAT CHARGE IS AS FOLLOWS:

TO ANALYZE THE NATURE AND CAUSES OF CORRIDOR TRANSPORTATION PROBLEMS. THE ANALYSIS WILL CONSIDER THE RELATIONSHIP BETWEEN TRANSPORTATION, LAND USE, AIR QUALITY AND ENERGY CONSIDERATIONS.

TO DEVELOP POLICY RECOMMENDATIONS REGARDING (1) THE ADEQUACY OF CURRENTLY PROGRAMMED HIGHWAY AND TRANSIT PROJECTS IN THE CORRIDOR TO SOLVE THE PROBLEMS AS THEY HAVE BEEN IDENTIFIED AND (2) THE DEVELOPMENT OF AN ACCEPTABLE PROGRAM FOR MULTI-MODAL PROJECT IMPLEMENTATION.

TO DEVELOP TECHNICAL AND INSTITUTIONAL RECOMMENDATIONS WHICH ACHIEVE THE FINANCING NECESSARY TO IMPLEMENT THE RECOMMENDED PROGRAM OF IMPROVEMENTS.

TO DEVELOP A CONSENSUS AS TO THE INSTITUTIONAL MECHANISMS NECESSARY FOR THE ELECTED AND APPOINTED OFFICIALS OF THE TWO STATES TO APPROPRIATELY ADDRESS THE CORRIDOR TRANSPORTATION PROBLEMS.

IT IS OUR HOPE THAT THE GOVERNORS WILL ACT QUICKLY ON THE APPOINTMENT OF THE TASK FORCE SO THAT THIS UNDERTAKING MAY BEAR FRUIT VERY SHORTLY. IT IS INTERESTING TO NOTE THAT THE LEGISLATIVE ACTION TAKEN BY THE WASHINGTON STATE LEGISLATURE UNDER SECTION 2(1) 1979, OMNIBUS TRANSPORTATION STUDY BILL, WILL COORDINATE BEAUTIFULLY WITH THIS UNDERTAKING. THE LINKAGE WITH THE BI-STATE TASK FORCE, AND THE STATE OF WASHINGTON'S EFFORTS TO GAIN CONSENSUS ON NEEDED TRANSPORTATION IMPROVEMENTS IN THE I-5 CORRIDOR WILL PRODUCE COORDINATED DECISIONS ON SOLVING THE PROBLEMS SHARED BY BOTH STATES.

I APPRECIATE THE OPPORTUNITY TO TESTIFY BEFORE YOU AND ASK YOUR ENDORSEMENT OF THE BI-STATE TASK FORCE APPROACH RECOMMENDED BY LOCAL JURISDICTIONS FROM BOTH THE WASHINGTON AND OREGON PORTIONS OF THIS METROPOLITAN AREA.