



City Manager's Office

625 Center Street | Oregon City OR 97045

Ph (503) 657-0891

February 13, 2026

Oregon Joint Committee on Ways and Means
Subcommittee on Capital Construction
Oregon State Legislature
900 Court Street NE
Salem, OR 97301

RE: HB 5701 – Capital Funding Request for Hwy 213/Beavercreek Intersection

Co-Chairs Girod and Nosse, Members of the Committee:

Oregon City is requesting funding support in SB 5701 for a regionally significant, housing-enabling transportation investment that improves safety and reduces congestion at the Highway 213 & Beavercreek Road intersection—a key chokepoint on a corridor used daily by residents traveling between rural and unincorporated areas and the Portland metro region.

Our request is straightforward: \$4 million in state funding toward a \$6 million project, with the City providing a \$2 million match.

This project will improve safety and reduce AM-peak congestion by converting the westbound right turn from yield to free-flow and adding a dedicated acceleration lane on northbound Hwy 213 to improve merging and reduce queue spillback.

Most importantly, it removes an infrastructure constraint on housing: there are approximately 190 acres of buildable land in the immediate vicinity, with the potential to produce 1,500+ units, and that growth is estimated to add about 11,500 daily trips to this location if unaddressed.

Because this intersection is already operating under an ODOT Alternative Mobility Target, this is a practical, targeted fix that improves operations where the system is already strained—supporting planned housing growth while protecting neighborhood livability and maintaining reliable access to jobs, services, education, and healthcare across the region. I've attached a one-page primer with details and graphics.

Oregon City respectfully requests our project to be included in SB 5701 for funding allocation.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tony Konkol".

Tony Konkol
City Manager



Highway 213 & Beavercreek Road

Congestion Management & Safety – Housing-enabling Infrastructure

Total Project Cost \$6 M

Funding Request \$4 M

City Match \$2 M

The Project:

This is a targeted congestion management project addressing critical AM-peak capacity and safety issues at a key regional intersection serving Beavercreek Road and Hwy 213 – converting the westbound right turn from yield to free-flow, and adding a dedicated acceleration lane on northbound Hwy 213 to improve merging operations and reduce queuing spillback. Because the intersection is already under an **Alternative Mobility Target** with ODOT, this project is a practical, targeted way to improve safety and operations while supporting planned housing growth where the system is already strained.

Why Fund it Now?

This intersection is becoming a **growth constraint** in a rapidly developing area. Without improvements, increasing demand will continue to produce **long queues, unreliable travel times, and higher crash exposure**, and will intensify neighborhood cut-through impacts. Without a resolution to the issue, the intersection will constrain development.

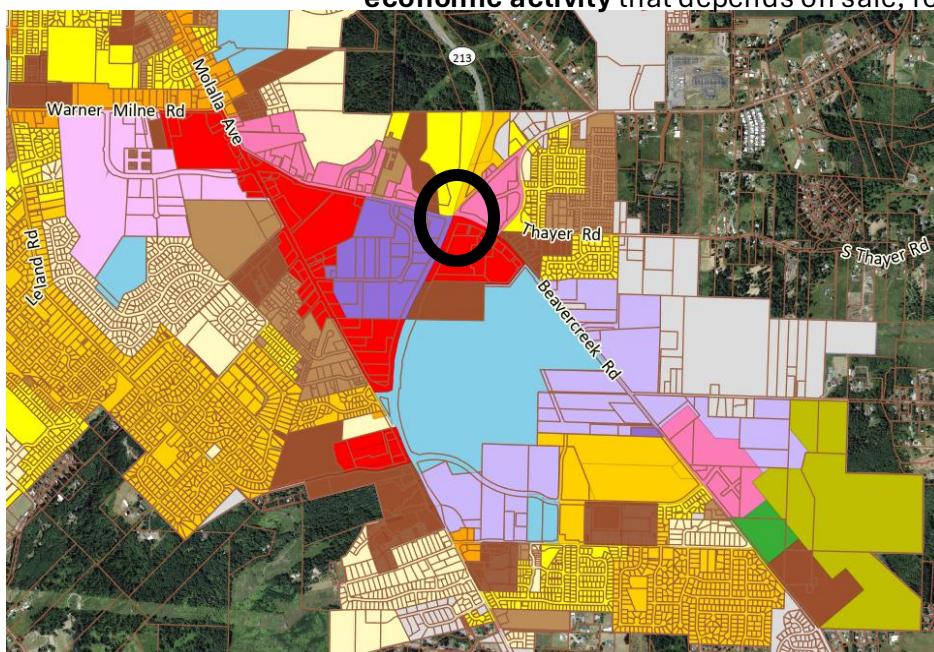
Housing Impact: Removes an Infrastructure Bottleneck

These improvements directly support Oregon's housing goals by ensuring transportation deficiencies do not constrain development:

- **Housing capacity enabled:** Approximately **1,500 projected units** on residential and mixed-use land within the immediate vicinity directly feed this intersection.
- **Growth-related demand:** The projected housing development is estimated to generate approximately **11,500 vehicle trips per day**, materially affecting operations at this location if unaddressed.

Regional Significance:

Beyond Oregon City, this project strengthens a corridor used daily by residents of **rural and unincorporated communities** traveling to **jobs, education, healthcare, and services** throughout the Portland metro area—supporting **regional mobility and economic activity** that depends on safe, reliable connectivity.



Support Housing Production

Approximately 190 acres of buildable land with 1,500+ units of possible production

Could add 11,500 daily trips to the intersection



Highway 213 & Beavercreek Road

Congestion Management & Safety – Housing-enabling Infrastructure

The Problem:

During AM peak travel times, constrained turning and merging operations create:

- Long queues with spillback that reduces throughput and increases crash risk
- Unreliable travel times and upstream backups
- Increased cut-through behavior on neighborhood streets
- A growing mismatch between capacity and demand as development occurs

This intersection is already operating under an **Alternative Mobility Target** through ODOT authorization, reflecting existing congestion and constrained operations. With additional residential and mixed-use development planned in the immediate area, the intersection must be addressed now to **relieve current deficiencies** and ensure growth occurs in an **organized, safe, and reliable** manner. Without this investment, the problem will create a transportation bottleneck that can constrain housing delivery.

Why is the Capital Funding Request the Right Tool?

The City request funding decisions to reflect **long-lived infrastructure value**, not only near-term economic forecasts. This project is a durable investment that:

- **Unlocks housing production** by removing a known transportation constraint, and
- Supports broader **economic growth and regional access** by improving a key route serving commercial areas, community college trips, and daily travel between southern county areas and the Portland metro region.

How this Supports Housing Production:

The intersection's current Alternative Mobility Target status underscores that it is already operating under constrained conditions; addressing it now will correct existing deficiencies and **provide a stable foundation for planned residential and mixed-use development**. By improving operations at this intersection, Oregon City can accommodate planned housing growth while:

- Protecting neighborhood livability (less cut-through and spillover delay), and
- Maintaining reliable access to employment and services as trips increase.

