



Date: Tuesday, April 28, 2026

Time: 2:00 p.m.

Join In-Person

Location: Lewis Conference Room
 RVCOG, 155 N 1st Street,
 Central Point
Transit: Served by RVTD Route #40
Contact: RVCOG: 541-423-1375
Website: www.rvmppo.org

Or via Zoom

Meeting ID: 846 2782 3341
Phone #: +1 346 248 7799
Zoom Link:
<https://us06web.zoom.us/j/84627823341>

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. 48-HOURS ADVANCE NOTICE IS PREFERABLE AND WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS.

-
- | | |
|---|--------------|
| 1. Call to Order / Introductions / Review Agenda | Chair |
|---|--------------|

Consent Agenda

- | | |
|------------------------------------|--------------|
| 2. Review / Approve Minutes | Chair |
|------------------------------------|--------------|

Attachment: [#1 RVMPO Policy Meeting Draft Minutes 03/24/2026](#)

Public Hearing
Chair will read the public hearing procedures

- | | |
|---|----------------------|
| 3. 2026-2027 Unified Planning Work Program | Ryan MacLaren |
|---|----------------------|

Background: The Unified Planning Work Program (UPWP) is a plan developed annually by the RVMPO to describe its proposed work activities for the fiscal year, beginning July 1st. The program describes how RVMPO uses federal, state and local planning funds to fulfill federal and state metropolitan planning requirements.

Website Link: [#2 Draft 2026-2027 UPWP](#)
[#3 Staff Memo: UPWP](#)

Action Requested: Approval of the 2026-2027 UPWP



4. Amendment to the 2024-2027 Transportation Improvement Program **Ryan Maclaren**

Background: The Policy Committee is being asked to consider amendments to the 2024–2027 Transportation Improvement Program (TIP) to include the following project(s):

A. Adjust Project in TIP: West Pine St Reconstruction (*KN21017*)

The 21-day public comment period and public hearing was advertised on or before Wednesday April 1, 2026, in the *Rogue Valley Times*, and information is currently available on the RVMPO website.

Attachments: [#4 TIP Amendment Memo](#)
[#5 PCR for KN21017](#)

Action Requested: Approval of the TIP Amendment

Action Items

5. Table Rock Road SS4A Grant Application – Letter of Support **Medford Staff**

Background: Medford Public Works is working to apply for \$10M toward construction of the Table Rock Road Improvement Project, Merriman to I-5. This was approved by Council last week. The project will upgrade Table Rock Road to the City’s Minor Arterial standard including two travel lanes, a center-turn lane, separated bike lanes, sidewalks, streetlights, etc. Attached is concept design and a sample letter of support

Attachments: [#Letter of Support & Table Rock Concept Design](#)

Action Requested: Approval of the letter of support

Discussion Items

6. 2027-2030 TIP and AQCD **Dan Moore**

Background: Every three years the RVMPO is required to develop the next Transportation Improvement Program (TIP). This TIP has been developed in coordination with the local member governments and with ODOT. As a requirement of the Clean Air Act Amendments of 1990, the RVMPO is also required to ensure that any new TIP or RTP conforms with the air quality budget as set forth by the State Implementation Plan (SIP) to monitor PM10. The RVMPO does this through the Air Quality Conformity Determination (AQCD).

Both documents are linked below for Policy Committee’s review and will be brought back for approval in May.



Website Link: [#6 Draft 2027-2030 TIP](#)
[#7 Draft 2027-2030 TIP AQCD](#)
[#8 TIP Open House](#)

7. Support Letters for the BASICS Act H.R. 7437 **Ryan Maclaren**

Background: The *BASICS (Bridges And Safety Infrastructure for Community Success) Act* ([H.R. 7437](#)) updates federal transportation programs to reflect how infrastructure actually works on the ground. It directs funding to where people travel, where projects are ready, and where safety outcomes matter most.

The Policy Committee is being asked to review, comment and recommend that the Policy Committee Chair forward the letters to our Congressional delegation.

Attachments: [#9 Letters of Support](#)
[#10 Additional Resources](#)

8. Public Comment **Chair**

Regular Updates

9. RVMPO Update **Ryan MacLaren**

10. Other Business / Local Business **Chair**

Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.

11. Adjournment **Chair**

Scheduled Meetings		
RVMPO TAC	May 13, 2026	1:30 p.m.
RVMPO PAC	May 19, 2026	5:30 p.m.
RVMPO Policy Meeting	May 26, 2026	2:00 p.m.

All meetings are available in-person and online via Zoom unless otherwise noted.



Date: Tuesday, March 24, 2026

Voting Members	Organization	Phone Number
Dylan Bloom	Ashland	488-6002
Mike Quilty, Vice Chair	Central Point	621-4853
Nick Card, Chair	Medford	778-0227
Daniel Collay	Talent	535-1566
Randy Sparacino	Jackson County	774-6117
Elijah Oberlander	ODOT	774-6353
Tonia Moro, Vice Chair	RVTD	973-2063

Alternate Members	Organization	Phone Number
Scott Fleury	Ashland	
Paige West	RVTD	

Staff	Organization	Phone Number
Kelsey Sharp	RVCOG	423-1375
Yazeed Alrashdi	RVCOG	423-1378
Dan Moore	RVCOG	423-1393

Interested Parties	Organization
Thomas Guevara	ODOT
Mike Montero	RVMPO PAC

RVMPO Policy Minutes – Tuesday, March 24, 2026

[Agenda Packet](#)

[Meeting Audio](#)

1. Call to Order at 2:00 p.m. / Introductions / Review Agenda 00:00 – 00:40

Quorum: Six jurisdictions represented.

Consent Agenda

2. Review / Approve Minutes 00:40 – 01:11

00:50 Mike Quilty moved to approve the February 24, 2026, RVMPO Policy Committee Meeting Minutes as presented. Seconded by Elijah Oberlander.

No further discussion.

Motion passed by voice vote. Yes: Scott Fleury, Mike Quilty, Nick Card, Daniel Collay, Randy Sparacino, Elijah Oberlander, and Tonia Moro. No: None.



Public Hearing

3. Amendment to the 2024-2027 Transportation Improvement Program 01:11 – 05:02

Chair Nick Card opened the public hearing.

No comments received.

Chair Nick Card closed the public hearing.

03:47 Mike Quilty moved to approve the 2024-2027 TIP amendment as presented.

Seconded by Randy Sparacino.

No further discussion.

Motion passed by roll call vote. Yes: Scott Fleury, Mike Quilty, Nick Card, Daniel Collay, Randy Sparacino, Elijah Oberlander, and Tonia Moro. No: None.

Action Items

4. Ride the Rogue Sponsorship 05:02 – 08:13

07:17 Mike Quilty moved to approve the RVMPO sponsoring Ride the Rogue at the Gold Level in the amount of \$3000. Seconded by Tonia Moro.

Motion passed by roll call vote. Yes: Dylan Bloom, Mike Quilty, Nick Card, Daniel Collay, Randy Sparacino, Elijah Oberlander, and Tonia Moro. No: None.

5. RVACT Voting and Alternate Members 08:13 – 13:15

11:35 Tonia Moro nominated Daniel Collay as primary voting member for the Rogue Valley Area Commission on Transportation (RVACT), and to bring this item to the TAC for an alternate voting member.

No further discussion.

Motion passed by voice vote. Yes: Dylan Bloom, Mike Quilty, Nick Card, Daniel Collay, Randy Sparacino, Elijah Oberlander, and Tonia Moro. No: None.

Discussion Items

6. 2026-2027 Unified Planning Work Program DRAFT 13:15 – 14:28

7. Public Comment 14:28 – 14:40

No comments provided.

Regular Updates

8. MPO Planning Update 14:40 – 16:36

Updates from Dan Moore regarding the 2027-2030 TIP and AQCD timelines,



9. Other Business / Local Business 16:36 – 19:18

Updates from ODOT

10. Adjournment

2:19 p.m.

Scheduled Meetings		
RVMPO TAC	April 8, 2026	1:30 p.m.
RVMPO PAC	April 21, 2026	5:30 p.m.
RVMPO Policy Meeting	April 28, 2026	2:00 p.m.

DRAFT



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: April 13, 2026
TO: RVMPO Public Advisory Council
FROM: Ryan MacLaren, Planning Program Director
SUBJECT: RVMPO 2026-2027 UPWP

The following is a brief summary of what has changed between the 25-26 UPWP and the 26-27 UPWP.

Funding

25-26 UPWP	26-27 UPWP
PL - \$408,615.94 2024 PL Savings - \$398,555.20 OMPOC Return - \$31,000 2.5% Set Aside – \$10,584.41 2.5% Savings - \$12,174.61	PL - \$408,559.64 2025 PL Savings – 257,590.23 2.5% Set Aside - \$10,580.85
FTA 5303 - \$146,988.93 FTA Savings - \$126,656.14	FTA 5303 - \$147,720.40 FTA Savings - \$241,061.08
Match Obligation - \$58,578.86	Match Obligation - \$67,878.52
Total Budget - \$1,134,575.23	Total Budget - \$1,065,512.20

- Task 1.1 has been reduced since we have a clearer federal understanding of which projects will move forward.
- Task 1.3 has been increased for more public engagement.
- Task 2.1 has been reduced slightly since we adopted the 27-30 TIP this year but also has a buffer since we don't know how ODOT's new CIP process will work.
- Task 2.2 has been reduced since we do not need to run MOVES model this year.
- Task 3.2 has been reduced since the RTP was adopted last year.
- Task 4.1 & 4.2 have been increased since we begin the Title VI plan this year.
- Task 5.1 has more detail on how we are assisting RVTD this year.
- Other than that fund movement dates have changed to reflect the 26-27 fiscal year.
- Overall, the 26-27 budget is \$69,063.03 less than the 25-26 budget.



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DATE: April 1, 2026
 TO: RVMPO Public Advisory Council
 FROM: Ryan MacLaren, Planning Program Director
 SUBJECT: TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2024-2027 Transportation Improvement Program.

A press release for the 21-day public comment period and public hearing was sent on or before April 1st to the Rogue Valley Times and information is currently available on the RVMPO website. RVMPO TAC has recommended approval of the amendment(s) listed. Information on the projects is enumerated, below:

A. Adjust Project in TIP: West Pine St Reconstruction (KN21017)

Description: Increase the Right of Way phase by \$275,000 and the Construction phase by \$7,125,000. The additional funding will come from the CMAQ program, with the required local match provided by the City of Central Point. This increase is to fully fund the project.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources
							\$	Source	\$	Source		\$	Source	
Central Point														
West Pine St Reconstruction	Add sidewalk, curb & gutter, bike lanes, 2 travel lanes and a central lane for vehicles from both directions to wait and make left turns.	n/a	Exempt (40 CFR § 93.126 Table 2) -			Planning					\$ -			\$ -
				21027	2024	Design	\$ 1,345,950	CMAQ/STBG	\$ 154,050	Local	\$ 1,500,000			\$ 1,500,000
				21027	2026	Land Purchase	\$ 717,840	CMAQ	\$ 82,160	Local	\$ 800,000			\$ 800,000
						Utility Relocate					\$ -			\$ -
				21017	2027	Construction	\$ 7,740,348	CMAQ/STBG	\$ 885,918	Local	\$ 8,626,266	\$ 2,498,734	Local	\$ 11,125,000
				21017	2026	Other	\$ 8,973	STBG	\$ 1,027	Local	\$ 10,000			\$ 10,000
		Total FFY24-27			\$ 9,813,111		\$ 1,123,155		\$ 10,936,266	\$ 2,498,734		\$ 13,435,000		

PROJECT CHANGE REQUEST (PCR)

Effective 11/1/2023, replaces all other PCR forms per project delivery bulletin PDB-05

Click the yellow "i" buttons to see guidance for that topic. Click the orange "i" button to hide the guidance. Narrative text fields will expand as you type.

Purpose i

Project Details

PROJECT NAME (AS INDICATED IN THE STIP) West Pine St. Reconstruction		STIP KEY 21017	IGA NUMBER 33019	PCR NUMBER 2	BRIDGE NUMBER/S
RECIPIENT AGENCY (APPLICANT/S, LPA) Central Point		DELIVERY AGENCY (IF DIFFERENT THAN ODOT AND APPLICANT) ODOT			
RECIPIENT AGENCY ADDRESS (LPA) 140 S. Third Street		DELIVERY AGENCY ADDRESS 100 Antelope Rd			
CITY, STATE, ZIP (LPA) Central Point, OR 97502		CITY, STATE, ZIP White City, OR 97503-1674			
RECIPIENT AGENCY EMAIL (LPA) Matt.samitore@centralpointoregon.gov		PHONE (LPA)	DELIVERY AGENCY CONTACT NAME AND EMAIL Dan Roberts		PHONE 5417746383
ODOT REGION 3	MPO? Yes	CERTIFIED AGENCY? No	ODOT FACILITY? No		

Funding i

Select funding program from drop-down menu. Add another row by clicking the "+" button. A maximum of 13 rows may be added. Only use describe field if selecting "OTHER" to describe funding program.

ROW	FUNDING PROGRAMS	DESCRIBE	
1	Congestion Mitigation and Air Quality Program (CMAQ)		+
2	Surface Transportation Block Grant (STBG)		+ -

Type of Change (select all that apply) i

- | | | | |
|---|---|--|--|
| Scope
<input type="checkbox"/> Reduce Scope
<input type="checkbox"/> Expand Scope
<input type="checkbox"/> Change scope
<input type="checkbox"/> Other | Schedule
<input type="checkbox"/> Delay a Milestone > 90 days
<input type="checkbox"/> Delay the STIP year (slip)
<input type="checkbox"/> Advance a milestone or STIP year
<input type="checkbox"/> Other | Budget
<input checked="" type="checkbox"/> Cost Increase
<input type="checkbox"/> Cost Decrease
<input checked="" type="checkbox"/> Changes in fund plan
<input type="checkbox"/> Other | Other
<input type="checkbox"/> Add project or phase
<input type="checkbox"/> Remove project or phase
<input type="checkbox"/> Combine or split project
<input type="checkbox"/> Other |
|---|---|--|--|

DESCRIBE

Change Justification and Details

Text fields below will expand as you type.

Scope i

Cross section has not changed, however during design it has been discovered that both structure in the project footprint will need to be replaced with new structures.

Schedule i

N/A

Budget i

DAP level found ROW estimate \$800,000 for primary temporary files

DAP estimate for Construction has increased to \$11,125,000 - this **does not** include a \$1,700,000 Design Contingency.

Please note that additional funding from MPO is being captured with this PCR

STIP



Does the STIP or MTIP need to be amended per the ODOT/FTA/FHWA STIP amendment matrix?... Yes* No

Does the IGA need to be amended?* Yes No

* If yes, revised estimates will be required and detailed documentation should be attached to this request.

Project Budget Table



1. Expended To Date	2. Phase	3. Current FFY*	4. Proposed FFY	5. Current Phase Total Estimate	6. Budget Adjustment (+/-)	7. Proposed Phase Total Estimate
\$622,049.00	Preliminary Engineering (PE)	2024		\$1,500,000.00	\$0.00	\$1,500,000.00
\$0.00	Right-of-Way (RW)	2026		\$525,000.00	\$275,000.00	\$800,000.00
\$0.00	Construction (CN)	2027		\$4,000,000.00	\$7,125,000.00	11,125,000
\$0.00	Other (OT)	2026	2027	\$10,000.00		\$10,000.00

*Federal Fiscal Year (FFY) is from Oct.1 to Sept. 30 of each year. From Oct.1 forward, the FFY is the following calendar year.

Approvals



LOCAL AGENCY REPRESENTATIVE NAME Matt Samitore, City of Central Point	SIGNATURE Matt Samitore <small>Digitally signed by Matt Samitore Date: 2026.03.26 08:32:33 -07'00'</small>	DATE 3/26/26
FUNDING PROGRAM MANAGER Hope Derrickson, Funding Manager	SIGNATURE Hope Derrickson <small>Digitally signed by Hope Derrickson Date: 2026.03.30 12:09:54 -07'00'</small>	DATE 3/30/2026
ODOT PROJECT MANAGER Justin Shoemaker, Project Manager	SIGNATURE SHOEMAKER Justin D <small>Digitally signed by SHOEMAKER Justin D Date: 2026.03.30 12:15:30 -07'00'</small>	DATE 3/30/2026
OTHER APPROVER Ryan MacLaren, RVMPO	SIGNATURE D. Ryan MacLaren <small>Digitally signed by D. Ryan MacLaren Date: 2026.03.26 11:28:58 -07'00'</small>	DATE 3/26/2026

Additional Information

Since this project will be delivered in-house ODOT, project will not address the STIP and IGA amendments until DAP estimates.

Attachments (check if attached)

- Maps
- Cost estimate
- Other: Cost Estimate output



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April 28, 2026

The Honorable Sean P. Duffy Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Duffy:

I am writing on behalf of the Rogue Valley Metropolitan Planning Organization (RVMPO) in support of the City of Medford's application to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program for the Medford Table Rock Safety, Accessibility and Fatality Elimination (MTR SAFE) Project.

The MTR SAFE Project addresses major safety concerns on a critical north-south route in Medford. Between 2014 and 2023, Table Rock Road experienced 117 total crashes, averaging nearly 12 crashes per year. During this same period, there has been 1 fatality and 80 injury crashes, reflecting operational and design deficiencies, including frequent turning conflicts and limited separation between travel modes. The corridor also carries substantial daily traffic volumes, approximately 14,000 vehicles per day, including a large amount of freight vehicles. Combined with substandard pedestrian and bicycle facilities, these conditions create heightened risk for all roadway users.

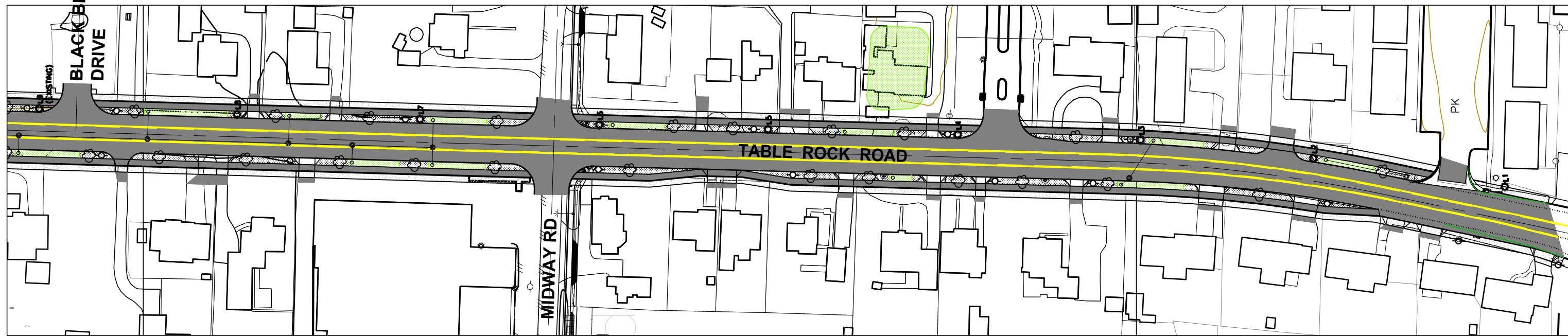
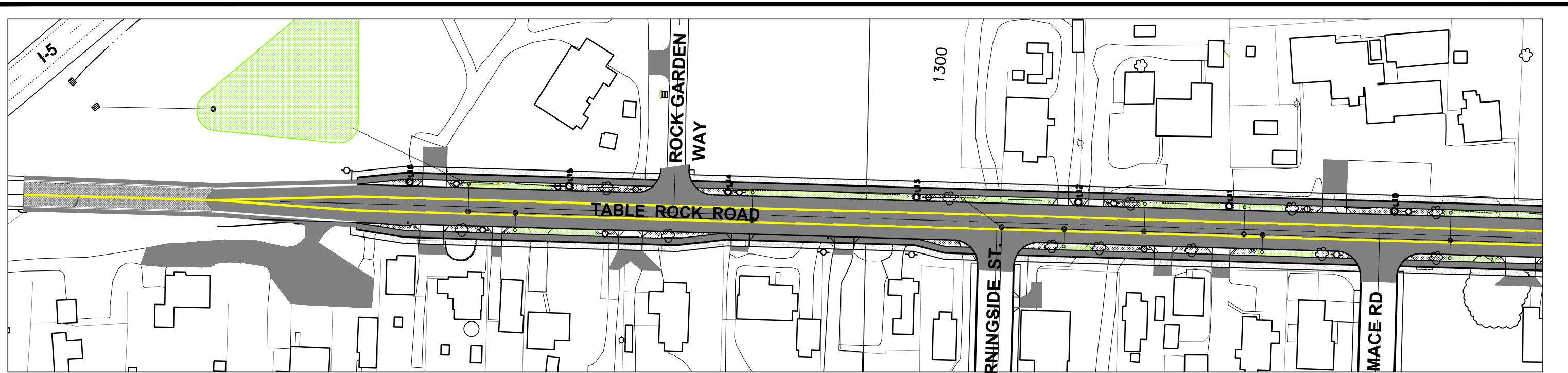
MTR SAFE Project implements a comprehensive set of proven safety countermeasures consistent with SS4A priorities. Improvements include construction of continuous sidewalks and separated bicycle lanes, installation of a center turn lane to reduce conflict points, consolidation of driveways where possible, street lighting, and stormwater infrastructure. Together, these elements will reduce exposure to vehicle conflicts, improve visibility, and create a more predictable and safer roadway environment for all users.

In addition to safety benefits, MTR SAFE advances community-wide access and multimodal connectivity. The corridor serves neighborhoods with higher concentrations of low-income and underserved populations and provides access to key destinations including schools, transit service, community facilities, and commercial areas. The Project will close existing gaps in the pedestrian and bicycle network and improve connections to transit, expanding safe and reliable transportation options for residents. Finally, the City of Medford has demonstrated a strong commitment to advancing this Project. Prior funding has already supported preliminary engineering and right-of-way work, positioning the Project to move efficiently into final design and construction. This level of readiness ensures that federal investment can translate into near-term safety improvements.

Thank you for your consideration.

Sincerely,

Nick Card
Chair, RVMPO Policy Committee

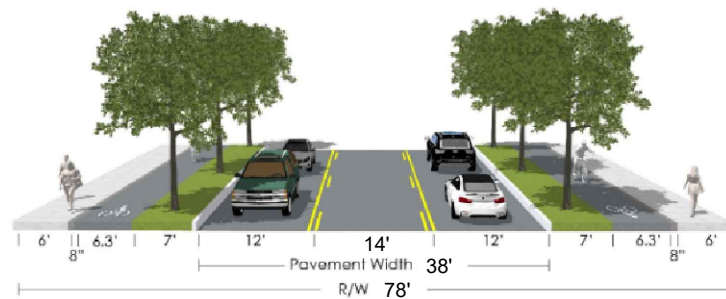


GRAPHIC SCALE



(IN FEET)

1 inch = 100 ft.



Minor Arterial Standard Cross Section

CITY OF MEDFORD - ENGINEERING DEPARTMENT

**Table Rock Road
Merriman Road to Interstate 5
Exhibit**

DRAWN BY:	KHM	DATE	5/2025
CHECKED BY:		DATE	
APPROVED:		DATE	
REVIEWED CITY TRANSPORTATION MANAGER		DATE	
REVIEWED BY CITY ENGINEER		DATE	
APPROVED BY ORDINANCE NO.		DATE	

PROJECT NO.
TBD

SHEET NO.
N/A



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April 1, 2026

The Honorable Cliff Bentz, Congressman 2nd District
U.S. House of Representatives
1239 Longworth House Office Building
Washington, DC 20515

Dear Congressman Bentz,

On behalf of the Rogue Valley Metropolitan Planning Organization (RVMPO), I urge you to support and co-sponsor H.R.7437, the BASICS (Bridges And Safety Infrastructure for Community Success) Act, introduced by Representatives McDonald Rivet and Bresnahan.

The RVMPO helps direct federal transportation funding to the urbanized area in Jackson County, the cities of Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, and Eagle Point, the Rogue Valley Transportation District (RVTD), and the Oregon Department of Transportation (ODOT), to improve safety, reduce congestion, and support economic growth for over 184,000 residents within the RVMPO planning area. What the BASICS Act does:

- Strengthens regional planning and uses federal dollars wisely. Created by Congress, Metropolitan Planning Organizations (MPOs) are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funding so MPOs can meet growing federal requirements and deliver stronger plans and better project selection that reflects long-term community needs.
- Delivers regional priorities faster. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- Ensures transparency and collaboration. Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency by reinforcing collaboration across federal, state, regional, and local partners to ensure that local voices are heard and transportation investments reflect what communities in the Rogue Valley need most.
- Focuses on road safety. With nearly 100 roadway deaths each day, the BASICS Act increases and protects funding for the Highway Safety Improvement Program (HSIP). It also ensures that 25 percent of HSIP funds are delivered through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All program.
- Invests in repairing locally owned bridges. Counties own 38 percent of U.S. bridges. The BASICS Act ensures bridge funding reflects this reality by directing resources proportionally to locally owned bridges in each state. This means more support for repairing the worst-condition bridges in our communities.

The BASICS Act is supported by the Local Officials in Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the National Association of Regional Councils (NARC), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), and the U.S. Conference of Mayors (USCM). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping federal transportation policy.

There is nothing more basic than local roads and bridges. By supporting the BASICS Act, you will help ensure that cities, counties, and Metropolitan Planning Organizations, including the RVMPO, have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies and serve our residents every single day.

I ask you to reach out to the cosponsors of this bill, Representatives McDonald Rivet and Bresnahan to discuss how you can help support the BASICS Act in the next federal surface transportation reauthorization.

Sincerely,

Nick Card
Chair, RVMPO Policy Committee



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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation*

April 1, 2026

The Honorable Jeff Merkley, Senator
U.S. Senate
313 Hart Senate Office Building
Washington, DC 20510

Dear Senator Merkley,

On behalf of the Rogue Valley Metropolitan Planning Organization (RVMPO), I urge you to support and co-sponsor H.R.7437, the BASICS (Bridges And Safety Infrastructure for Community Success) Act, introduced by Representatives McDonald Rivet and Bresnahan.

The RVMPO helps direct federal transportation funding to the urbanized area in Jackson County, the cities of Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, and Eagle Point, the Rogue Valley Transportation District (RVTD), and the Oregon Department of Transportation (ODOT), to improve safety, reduce congestion, and support economic growth for over 184,000 residents within the RVMPO planning area. What the BASICS Act does:

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- Focuses on road safety. With nearly 100 roadway deaths each day, the BASICS Act increases and protects funding for the Highway Safety Improvement Program (HSIP). It also ensures that 25

percent of HSIP funds are delivered through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All program.

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The BASICS Act is supported by the Local Officials in Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the National Association of Regional Councils (NARC), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), and the U.S. Conference of Mayors (USCM). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping federal transportation policy.

There is nothing more basic than local roads and bridges. By supporting the BASICS Act, you will help ensure that cities, counties, and Metropolitan Planning Organizations, including the RVMPO, have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies and serve our residents every single day.

I ask you to reach out to the cosponsors of this bill, Representatives McDonald Rivet and Bresnahan to discuss how you can introduce a bipartisan Senate companion bill. Thank you for your leadership and consideration. Strengthening regional planning and empowering local decision-makers is essential to creating a safer, more connected, and economically prosperous future.

Sincerely,

Nick Card
Chair, RVMPO Policy Committee



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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

April 1, 2026

The Honorable Ron Wyden, Senator
U.S. Senate
221 Dirksen Senate Office Building
Washington, DC 20510

Dear Senator Wyden,

On behalf of the Rogue Valley Metropolitan Planning Organization (RVMPO), I urge you to support and co-sponsor H.R.7437, the BASICS (Bridges And Safety Infrastructure for Community Success) Act, introduced by Representatives McDonald Rivet and Bresnahan.

The RVMPO helps direct federal transportation funding to the urbanized area in Jackson County, the cities of Ashland, Talent, Phoenix, Jacksonville, Medford, Central Point, and Eagle Point, the Rogue Valley Transportation District (RVTD), and the Oregon Department of Transportation (ODOT), to improve safety, reduce congestion, and support economic growth for over 184,000 residents within the RVMPO planning area. What the BASICS Act does:

- Strengthens regional planning and uses federal dollars wisely. Created by Congress, Metropolitan Planning Organizations (MPOs) are responsible for developing fiscally constrained Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act increases Metropolitan Planning (PL) funding so MPOs can meet growing federal requirements and deliver stronger plans and better project selection that reflects long-term community needs.
- Delivers regional priorities faster. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- Ensures transparency and collaboration. Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency by reinforcing collaboration across federal, state, regional, and local partners to ensure that local voices are heard and transportation investments reflect what communities in the Rogue Valley need most.
- Focuses on road safety. With nearly 100 roadway deaths each day, the BASICS Act increases and protects funding for the Highway Safety Improvement Program (HSIP). It also ensures that 25

percent of HSIP funds are delivered through MPOs for proven safety projects that build on the success of the Safe Streets and Roads for All program.

- Invests in repairing locally owned bridges. Counties own 38 percent of U.S. bridges. The BASICS Act ensures bridge funding reflects this reality by directing resources proportionally to locally owned bridges in each state. This means more support for repairing the worst-condition bridges in our communities.

The BASICS Act is supported by the Local Officials in Transportation (LOT) Coalition, representing more than 25,000 counties, cities, towns, MPOs, regional councils, and economic development organizations. Coalition members include the National Association of Regional Councils (NARC), the Association of Metropolitan Planning Organizations (AMPO), the National Association of Development Organizations (NADO), the National Association of Counties (NACo), the National League of Cities (NLC), and the U.S. Conference of Mayors (USCM). This broad coalition reflects the nationwide recognition that local and regional governments must have a stronger voice and better tools in shaping federal transportation policy.

There is nothing more basic than local roads and bridges. By supporting the BASICS Act, you will help ensure that cities, counties, and Metropolitan Planning Organizations, including the RVMPO, have the resources they need to deliver transportation systems that connect our neighborhoods, support our local economies and serve our residents every single day.

I ask you to reach out to the cosponsors of this bill, Representatives McDonald Rivet and Bresnahan to discuss how you can introduce a bipartisan Senate companion bill. Thank you for your leadership and consideration. Strengthening regional planning and empowering local decision-makers is essential to creating a safer, more connected, and economically prosperous future.

Sincerely,

Nick Card
Chair, RVMPO Policy Committee

BASICS Act (HR 7437) Additional Resources

Click any of the links below to learn more about the ***Bridges And Safety Infrastructure for Community Success Act***

- ✓ Introduction to the BASICS Act

<https://storymaps.arcgis.com/stories/e4ce2c88c9c84cb3b674fd06aed5e8d6>

- ✓ BASICS Act One Pager Overview

https://ampo.org/wp-content/uploads/2026/01/BASICS-Leg-One-Pager_2026_2.10.25.pdf

- ✓ BASICS Act Section by Section

<https://ampo.org/wp-content/uploads/2026/01/BASICS-Section-by-Section-2.10.2026.pdf>

- ✓ BASICS Act Bill Text

<https://ampo.org/wp-content/uploads/2026/01/Bill-Text-BASICS-Act.pdf>