Executive Committee

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Date: September 25, 2026
9:00 am – 11:00 am

IndyGo Board Room
1501 W. Washington Street
Indianapolis, IN 46222

MEETING AGENDA

1. Welcome & Introductions	Chair	3 min.

ITEMS FOR APPROVAL

2. Minutes from July 24, 2026	Chair	1 min.
3. Acceptance of Financial Report a) Income Statement b) Balance Sheet c) Memo	Sean Northup	10 min.
4. Acceptance of IMPO Audit a) Financial Statement b) Compliance Report c) Resolution 2026-EXEC-016	Anna Gremling	5 min.
5. IMPO Financial Resolutions a) Memo b) Kimley Horn – Arlington Ave c) Consolidated City of Indianapolis/Marion County Lease d) Eco Interactive e) Resolution 2026-EXEC-014	Anna Gremling	10 min.
6. READI Resolutions a) Memo b) Town of Plainfield (Echo Park) c) City of Indianapolis (Town & Terrace) d) Resolution 2026-EXEC-017	Anna Gremling	15 min.
7. IMPO 2027 Budget a) Memo b) Resolution 2026-EXEC-015	Sean Northup	10 min.
8. IMPO Bylaws a) Memo b) Resolution 2026-IMPO-013	Anna Gremling	5 min.

STATUS UPDATES

9. IMPO Federal Certification Report	Anna Gremling	

OTHER ITEMS OF BUSINESS

10. Adjournment	Chair	

Indianapolis Metropolitan Planning Organization Membership List

Updated: May 10, 2026

Local Public Agency	Executive Committee	Role	Term Start	Term End	Appointing Authority
City of Greenwood	Mayor Mark Myers	Chair	2/11/2025	2/17/2027	IMPO Policy Committee
		Proxy			Mayor Mark Myers
City of Indianapolis	Todd Wilson	Member	2/21/2024	2/18/2026	IMPO Policy Committee
	Nathan Sheets	*Proxy*			Mayor Joe Hogsett
City of Franklin	Mayor Steve Barnett	Vice Chair	2/11/2025	2/17/2027	IMPO Policy Committee
		Proxy			Mayor Steve Barnett
Town of Avon	Ryan Cannon	Member	2/21/2026	2/18/2028	IMPO Policy Committee
	Steve Moore	*Proxy*			Avon Town Council
City of Beech Grove	James Coffman	Member	2/21/2026	2/18/2028	IMPO Policy Committee
		Proxy			Mayor James Coffman
Hamilton County	Mark Heirbrandt	Member	2/21/2026	2/18/2028	IMPO Policy Committee
	Brad Davis	*Proxy*			Hamilton County Commissioners
Town of Plainfield	Andrew Klinger	Member	2/11/2025	2/17/2027	IMPO Policy Committee
	Natasha Jenson-Matta	*Proxy*			Plainfield Town Council
Hendricks County	Eric Wathen	Member	2/11/2025	2/17/2027	IMPO Policy Committee
	Tim Dombrosky	*Proxy*			Hendricks County Commissioners
IndyGo	Jennifer Pyrz	Member	2/21/2026	2/18/2028	IMPO Policy Committee
	Ryan Wilhite	*Proxy*	2/21/2026	2/18/2028	IndyGo Board of Directors

Indianapolis Metropolitan Planning Organization
Executive Committees Meeting Minutes
July 24, 2026
9:00 a.m.
Hornet Park Community Center 5245 Hornet Ave, Beech Grove, IN 46107

Executive Committee Members

✓= Present (blank) = Absent

✓	City of Indianapolis	Todd Wilson		Town of Avon	Ryan Cannon
✓	City of Greenwood	Mark Myers	✓	City of Franklin	Steve Barnett
✓	City of Beech Grove	James Coffman		Town of Plainfield	Andrew Klinger
	Hamilton County	Mark Heirbrandt	✓	IndyGo	Jennifer Pyrz
✓	Hendricks County	Eric Wathen		Proxy- Indianapolis	Nathan Sheets
	Proxy-Hamilton	Brad Davis		Proxy-IndyGo	Ryan Wilhite
	Proxy-Hendricks	Tim Dombrowski	✓	Proxy-Town of Plainfield	Natasha Jenson-Matta

Others Present

Anna Gremling – Indianapolis MPO	Sean Northup – Indianapolis MPO
Jennifer Krull – Indianapolis MPO	Joseph Garrity – MORPC
Jenn Sloan – Fourth Economy	

1. ***Welcome***

Mayor Myers called the meeting to order at 9:03 am and asked members to introduce themselves.

ITEMS FOR APPROVAL

2. ***Minutes from May 25, 2026, EXECUTIVE Committee Meeting***

Mayor Myers took the vote to approve the meeting minutes. A corrective action was requested. Natasha Jenson-Matta abstained in May from approving the April minutes.

Member	Result	Member	Result	Member	Result
City of Indianapolis	Approve	Hendricks County	Approve	City of Greenwood	Approve
City of Beech Grove	Approve	IndyGo	Approve	Town of Plainfield	Approve
City of Franklin	Approve				

Todd Wilson moved to approve the meeting minutes.
Steve Barnett seconded the motion. A voice vote was conducted.
Minutes from May 25, 2026, approved.
MOTION PASSES

3. ***Acceptance of Financial Report***

Sean Northup reviewed the income statement, balance sheet, and the financial memo. It was notated that the 2027 local match dues have been sent to all Policy and Technical Committee members. There has been over $800k in interest earned on FFE investments for January – June 2026. The IMPO has been reimbursed from INDOT for 2026 PL funding through May 2026. The topic moved over to expenses. Q1 and Q2 spent 40% of IMPO's 2026 PL purchases. The READI regions are 92.6% disbursed. The 2026 FFE has spent 27.8% of funding to LPAs.

Mark Myers took the vote to accept the financial report.

Member	Result	Member	Result	Member	Result
City of Indianapolis	Approve	Hendricks County	Approve	City of Greenwood	Approve
City of Beech Grove	Approve	IndyGo	Approve	Town of Plainfield	Approve
City of Franklin	Approve				

Eric Wathen moved to approve the financial report.
Steve Barnett seconded the motion. A voice vote was conducted
Financial report approved
MOTION PASSES.

4. ***IMPO FINANCIAL CONTRACT***

Anna Gremling introduced the IMPO financial contract for approval. The contract discussed was an amendment with HNTB Corporation. This second amendment is for additional scope and cost estimate reviews associated with the IMPO's Call for Projects for state fiscal years 2030 and 2031. The cost of the second amendment is $25,000.

Member	Result
City of Indianapolis	Approve
City of Beech Grove	Approve
City of Franklin	Approve

Member	Result
Hendricks County	Approve
IndyGo	Approve

Member	Result
City of Greenwood	Approve
Town of Plainfield	Approve

Todd Wilson moved to approve Resolution 2026-EXEC-010.
Steve Barnett seconded the motion. A voice vote was conducted.
Resolution 2026-EXEC-010 approved.
MOTION PASSES.

5. ***READI RESOLUTION***

Anna Gremling introduced the READI information for the resolution. The vendor Hannum, Wagle & Cline Engineering is currently under contract. This is the third amendment to authorize $95,415 in additional funds to create a READI 1 summary report with updated photos on 49 projects (excluding 180 in color and 180 Makeover Projects). The Indiana Economic Development Corporation (IEDC) has approved using some of these funds to review White River region projects.

Member	Result
City of Indianapolis	Approve
City of Beech Grove	Approve
City of Franklin	Approve

Member	Result
Hendricks County	Approve
IndyGo	Approve

Member	Result
City of Greenwood	Approve
Town of Plainfield	Approve

Steve Barnett moved to approve Resolution 2026-EXEC-012.
James Coffman seconded the motion. A voice vote was conducted.
Resolution 2026-EXEC-012 approved.
MOTION PASSES.

6. ***Title VI***

Anna Gremling discussed the 2026 Title VI Policy updates. The IMPO, who is a recipient of federal funds, must conform to Title VI of the Civil Rights Act of 1964 and all related statutes, regulations, and directives, which provide that no person shall be excluded from participation in denied benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the IMPO. The updated Title VI Coordinator contact is Laura Drascic.

Member	Result
City of Indianapolis	Approve
City of Beech Grove	Approve
City of Franklin	Approve

Member	Result
Hendricks County	Approve
IndyGo	Approve

Member	Result
City of Greenwood	Approve
Town of Plainfield	Approve

Todd Wilson moved to approve Resolution 2026-EXEC-011.
Jennifer Pyrz seconded the motion. A voice vote was conducted.
Resolution 2026-EXEC-011 approved.
MOTION PASSES.

STATUS UPDATES

7. ***Strategic Plan***

Joseph Garrity provided information about Mid-Ohio Regional Commission (MORPC) Housings. This included populations trends, housing demand and supply, and reasons Central Ohio has underbuilt housing. He discussed a Leaders Listen survey series which they currently implement. Finally, MORPC's regional housing strategy, zoning, home weatherization program, and development supports were presented.

Anna Gremling noted that the IMPO Strategic Plan is underdevelopment. During the development of the 2018 Strategic Plan, it was very clear the IMPO needed to codify itself, separate from the City of Indianapolis, and expand into planning areas beyond transportation: land use, housing, economic development, and resiliency. While transportation continues to core function of the IMPO, there appears to be a need for the IMPO to provide additional resources to members. **Sean Northup** led a Prioritization Exercise with a survey and brief discussion about the role of the IMPO and the themes that IMPO staff should focus on. Committee members gave feedback as various points on the different tasks with thoughts and opinions.

OTHER ITEMS OF BUSINESS

8. ***Federal Exchange Agreement/Call for Projects for FY30 and FY31***
Anna Gremling reminded the committee of the upcoming call for projects is August 31st.

9. ***IMPO Federal Certification Report***
Anna updated the committee the Federal Certification Report has not been released yet but was expected this week.

10. ***Adjournment***

Steve Barnett moved to adjourn the July 24, 2026, Executive Committee meeting at 10:54 am.
James Coffman seconded the motion. A voice call was conducted.
The July 24, 2026, Executive Committee meeting was adjourned.
MOTION PASSES.

Memo

To: **IMPO Exec Committee**

From: Kristyn Sanchez

Date: September 10, 2026

Re: Financial Statements

Revenue

- Reimbursed from INDOT for 2026 PL through July 2026.
- 2027 local match dues have been sent to Policy & Technical Committee members. Due by February 2027.
- The IMPO received 75% of its SFY 2027 annual allocation in Federal Funds Exchange dollars from INDOT on September 4th.

Expenses

- 44.7% YTD spent of the IMPO's 2026 PL purchase order.
- Final reallocations of READI 1.0 funds are being made.

Indianapolis Metropolitan Planning Organization
Income Statement
From Jan 2026 to Sep 2026

Financial Row	2025 FFE Amount	2025 PL Amount	2025 PL 2.5% S&A Amount	2026 FFE Amount	2026 PL Amount	2027 FFE Amount	2027 PL Amount	EPA Amount	READI - 180 Alliance Amount	READI - 70-40 Amount	SS4A Amount	Total Amount
Ordinary Income/Expense												
Income												
4000 - Revenue from												
4010 - Federal grants	$0.00	$641,932.09	$0.01	$0.00	$1,703,425.36	$0.00	$0.00	$9,874.12	$0.00	$0.00	$445,135.70	$2,800,367.28
4030 - Local government grants	$206,007.60	$0.00	$0.00	$58,280.60	$98,166.60	$0.00	$0.00	$0.00	$2,792,668.54	$613,012.66	$0.00	$3,768,136.00
Total - 4000 - Revenue from	**$206,007.60**	**$641,932.09**	**$0.01**	**$58,280.60**	**$1,801,591.96**	**$0.00**	**$0.00**	**$9,874.12**	**$2,792,668.54**	**$613,012.66**	**$445,135.70**	**$6,568,503.28**
5000 - Revenue local match	$0.00	$0.00	$0.00	$15,943,936.00	$85,900.00	$39,953,532.00	$0.00	$0.00	$0.00	$0.00	$0.00	$55,983,368.00
5100 - Revenue from membership dues	$0.00	$0.00	$0.00	$0.00	$10,000.00	$0.00	$895,998.38	$0.00	$0.00	$0.00	$0.00	$905,998.38
5200 - Revenue from investments												
5210 - Interest on Excess	$19,483.37	$0.00	$0.00	$65,695.83	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$85,179.20
5220 - FFE Bond Interest	$844,669.38	$0.00	$0.00	$693,328.97	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,537,998.35
Total - 5200 - Revenue from investments	**$864,152.75**	**$0.00**	**$0.00**	**$759,024.80**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$1,623,177.55**
Total - Income	**$1,070,160.35**	**$641,932.09**	**$0.01**	**$16,761,241.40**	**$1,897,491.96**	**$39,953,532.00**	**$895,998.38**	**$9,874.12**	**$2,792,668.54**	**$613,012.66**	**$445,135.70**	**$65,081,047.21**
Gross Profit	**$1,070,160.35**	**$641,932.09**	**$0.01**	**$16,761,241.40**	**$1,897,491.96**	**$39,953,532.00**	**$895,998.38**	**$9,874.12**	**$2,792,668.54**	**$613,012.66**	**$445,135.70**	**$65,081,047.21**
Expense												
6000 - Expenses	$0.00	$0.08	$0.00	$0.00	$0.13	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.21
7200 - Salaries & related expenses												
7210 - Regular Salaries & wages	$0.00	$130,690.73	$0.00	$0.00	$560,394.31	$0.00	$0.00	$5,285.58	$7,012.54	$4,257.50	$28,726.93	$736,367.59
7212 - Other Pay	$0.00	$266.09	$0.00	$0.00	$989.04	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,255.13
7214 - Benefit leave pay	$0.00	$56,997.57	$0.00	$0.00	$101,825.35	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$158,822.92
7218 - Disability insurance	$0.00	$1,070.54	$0.00	$0.00	$4,545.42	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,615.96
7220 - PERF hybrid	$0.00	$16,573.44	$0.00	$0.00	$52,697.57	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$69,271.01
7221 - My Choice	$0.00	$4,328.01	$0.00	$0.00	$14,127.33	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$18,455.34
7222 - Millie Morgan	$0.00	$562.34	$0.00	$0.00	$2,561.59	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,123.93
7230 - Health insurance	$0.00	$23,779.89	$0.00	$0.00	$104,201.78	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$127,981.67
7234 - Life insurance	$0.00	$159.58	$0.00	$0.00	$678.40	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$837.98
7242 - HSA contribution	$0.00	$2,500.00	$0.00	$0.00	$3,062.50	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$5,562.50
7244 - Admin fee & stop loss	$0.00	$240.00	$0.00	$0.00	$240.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$480.00
7250 - Social security	$0.00	$12,026.73	$0.00	$0.00	$40,694.91	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$52,721.64
7252 - Medicare ER	$0.00	$2,812.69	$0.00	$0.00	$9,517.35	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$12,330.04
7256 - SUTA	$0.00	$680.57	$0.00	$0.00	$419.57	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,100.14
Total - 7200 - Salaries & related expenses	**$0.00**	**$252,688.18**	**$0.00**	**$0.00**	**$895,955.12**	**$0.00**	**$0.00**	**$5,285.58**	**$7,012.54**	**$4,257.50**	**$28,726.93**	**$1,193,925.85**
7500 - Contract service expenses												
7520 - Legal fees	$0.00	$7,048.04	$0.00	$0.00	$12,221.26	$0.00	$0.00	$0.00	$2,239.62	$0.00	$0.00	$21,508.92
7580 - Public Notices	$0.00	$199.68	$0.00	$0.00	$394.32	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$594.00
Total - 7500 - Contract service expenses	**$0.00**	**$7,247.72**	**$0.00**	**$0.00**	**$12,615.58**	**$0.00**	**$0.00**	**$0.00**	**$2,239.62**	**$0.00**	**$0.00**	**$22,102.92**
8000 - Contractual consulting services	$0.00	$273,539.66	$0.00	$0.00	$993,494.05	$0.00	$0.00	$0.00	$2,327,324.85	$273,354.06	$407,643.15	$4,275,355.77
8100 - Nonpersonnel expenses												
8110 - Office Supplies	$0.00	$1,569.54	$0.00	$0.00	$4,635.05	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,204.59
8111 - Food & Beverage	$0.00	$300.16	$0.00	$0.00	$1,256.88	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,557.04
8115 - Miscellaneous Expense	$0.00	$350.00	$0.00	$0.00	($60.62)	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$289.38
8120 - Contractual data services	$0.00	($7,508.81)	$0.00	$0.00	$152,570.22	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$145,061.41
8130 - Telephone & cell phone	$0.00	$1,300.00	$0.00	$0.00	$9,145.63	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$10,445.63
8140 - Postage & shipping	$0.00	$0.00	$0.00	$0.00	$30.39	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$30.39
8170 - Printing & copying	$0.00	$455.00	$0.00	$0.00	$1,872.83	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$2,327.83
8180 - Books, subscriptions, references	$0.00	$89.94	$0.00	$0.00	$14,073.47	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$14,163.41
Total - 8100 - Nonpersonnel expenses	**$0.00**	**($3,444.17)**	**$0.00**	**$0.00**	**$183,523.85**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$180,079.68**
8200 - Facility & equipment expenses												

Indianapolis Metropolitan Planning Organization
Income Statement
From Jan 2026 to Sep 2026

Financial Row	2025 FFE Amount	2025 PL Amount	2025 PL 2.5% S&A Amount	2026 FFE Amount	2026 PL Amount	2027 FFE Amount	2027 PL Amount	EPA Amount	READI - 180 Alliance Amount	READI - 70-40 Amount	SS4A Amount	Total Amount
8210 - Rent and other occupancy expense	$0.00	$31,932.50	$0.00	$0.00	$35,432.97	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$67,365.47
8220 - Parking garage expense	$0.00	$850.00	$0.00	$0.00	$2,890.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$3,740.00
8260 - Equipment rental & maintenance	$0.00	$198.40	$0.00	$0.00	$100.82	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$299.22
8265 - Capital Assets	$0.00	$1,453.47	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,453.47
8270 - Depreciation expense	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$8,937.20
Total - 8200 - Facility & equipment expenses	**$0.00**	**$34,434.37**	**$0.00**	**$0.00**	**$38,423.79**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$81,795.36**
8300 - Travel expenses (lodging transportation and per diem)												
8310 - Mileage	$0.00	$10.15	$0.00	$0.00	$1,702.47	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$1,712.62
8320 - Registration fees	$0.00	$920.75	$0.00	$0.00	$6,599.59	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$7,520.34
8399 - Travel expenses - other	$0.00	($815.24)	$0.00	$0.00	$14,787.10	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$13,971.86
Total - 8300 - Travel expenses (lodging transp	**$0.00**	**$115.66**	**$0.00**	**$0.00**	**$23,089.16**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$23,204.82**
8400 - Federal Funds Exchange	$25,330,619.76	$0.00	$0.00	$7,014,673.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$32,345,292.76
Total - Expense	**$25,330,619.76**	**$564,581.50**	**$0.00**	**$7,014,673.00**	**$2,147,101.68**	**$0.00**	**$0.00**	**$5,285.58**	**$2,336,577.01**	**$277,611.56**	**$436,370.08**	**$38,121,757.37**
Net Ordinary Income	**($24,260,459.41)**	**$77,350.59**	**$0.01**	**$9,746,568.40**	**($249,609.72)**	**$39,953,532.00**	**$895,998.38**	**$4,588.54**	**$456,091.53**	**$335,401.10**	**$8,765.62**	**$26,959,289.84**
Other Income and Expenses												
Other Expense												
8500 - Other expenses												
8520 - Insurance - non-employee related	$0.00	$0.00	$0.00	$0.00	$19,647.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$19,647.00
8530 - Membership dues - organization	$0.00	$2,000.00	$0.00	$0.00	$12,575.75	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$14,575.75
8560 - Outside computer services (IT)	$0.00	$23,417.24	$0.00	$0.00	$36,711.35	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$60,128.59
8570 - Advertising expenses	$0.00	$280.97	$0.00	$0.00	$735.01	$0.00	$0.00	$67.00	$0.00	$0.00	$0.00	$1,082.98
8590 - Software licenses	$0.00	$89,717.28	$0.00	$0.00	$39,041.56	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$128,758.84
8598 - Sponsorships	$0.00	$0.00	$0.00	$0.00	$6,250.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$6,250.00
8599 - Other expenses - other	$0.00	$51.19	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$51.19
Total - 8500 - Other expenses	**$0.00**	**$115,466.68**	**$0.00**	**$0.00**	**$114,960.67**	**$0.00**	**$0.00**	**$67.00**	**$0.00**	**$0.00**	**$0.00**	**$230,494.35**
Total - Other Expense	**$0.00**	**$115,466.68**	**$0.00**	**$0.00**	**$114,960.67**	**$0.00**	**$0.00**	**$67.00**	**$0.00**	**$0.00**	**$0.00**	**$230,494.35**
Net Other Income	**$0.00**	**($115,466.68)**	**$0.00**	**$0.00**	**($114,960.67)**	**$0.00**	**$0.00**	**($67.00)**	**$0.00**	**$0.00**	**$0.00**	**($230,494.35)**
Net Income	**($24,260,459.41)**	**($38,116.09)**	**$0.01**	**$9,746,568.40**	**($364,570.39)**	**$39,953,532.00**	**$895,998.38**	**$4,521.54**	**$456,091.53**	**$335,401.10**	**$8,765.62**	**$26,728,795.49**

Indianapolis Metropolitan Planning Organization

Indy MPO : MPO

Balance Sheet

End of Sep 2026

Financial Row	Amount
ASSETS	
Current Assets	
Bank	
1000 - Cash	
1010 - Checking Account	$1,634,188.71
1012 - Federal Funds Exchange	$57,119,012.96
Total - 1000 - Cash	$58,753,201.67
Total Bank	$58,753,201.67
Accounts Receivable	
1100 - Accounts Receivable	
1110 - Accounts receivable/Member receivable	$836,265.15
Total - 1100 - Accounts Receivable	$836,265.15
1120 - Receivables - Matching Funds	$2,592.00
Total Accounts Receivable	$838,857.15
Other Current Asset	
1400 - Other assets	
1410 - Prepaid expenses	$1,941.33
Total - 1400 - Other assets	$1,941.33
1500 - Investments	
1510 - Federal Funds Exchange	$31,083,668.83
Total - 1500 - Investments	$31,083,668.83
Total Other Current Asset	$31,085,610.16
Total Current Assets	$90,677,668.98
Fixed Assets	
1600 - Fixed operating assets	
1620 - Furniture, fixtures, & equip	$89,067.58
Total - 1600 - Fixed operating assets	$89,067.58
1700 - Accum deprec - fixed operating assets	
1745 - Accum deprec - furn,fix,equip	($109,468.57)
Total - 1700 - Accum deprec - fixed operating assets	($109,468.57)
Total Fixed Assets	($20,400.99)
Total ASSETS	$90,657,267.99
Liabilities & Equity	
Current Liabilities	
Accounts Payable	
2000 - Accounts Payable	
2010 - Accounts payable	$367,430.94
Total - 2000 - Accounts Payable	$367,430.94
Total Accounts Payable	$367,430.94
Other Current Liability	
2100 - Accrued liabilities	
2110 - Accrued payroll	($2,287.60)
2131 - Federal withholding	($0.01)
2138 - Disability insurance withholding	($978.23)
2140 - MyChoice withholding	($236.58)
2142 - Dental insurance withholding	($791.92)
2144 - Life insurance withholding	$381.43
2145 - HSA contribution withholding	$1,500.05
2146 - Dependent Care FSA Withholding	$2,965.26
2148 - SUTA withholding	($351.03)
2149 - Millie Morgan withholding	($27.75)
Total - 2100 - Accrued liabilities	$173.62
Total Other Current Liability	$173.62
Total Current Liabilities	$367,604.56

Financial Row	Amount
Equity	
Retained Earnings	$63,747,264.55
Net Income	$26,542,398.88
Total Equity	$90,289,663.43
Total Liabilities & Equity	$90,657,267.99

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
Marion County, Indiana

FINANCIAL STATEMENT
December 31, 2025

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
Marion County, Indiana

FINANCIAL STATEMENT
December 31, 2025

CONTENTS

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF OFFICIALS (Unaudited)
December 31, 2025

Office	Official	Term
Executive Director	Anna Gremling	01-01-25 to 12-31-25
Board President	Mark Myers	01-01-25 to 12-31-25

INDEPENDENT AUDITOR'S REPORT

Those Charged with Governance
Indianapolis Metropolitan Planning Organization
Marion County, Indiana

Report on the Audit of the Financial Statement

Opinions

We have audited the accompanying statement of receipts, disbursements, and cash and investment balances of the Indianapolis Metropolitan Planning Organization (the Unit) as of and for the year ended December 31, 2025, and the related notes to the financial statement.

Unmodified Opinion on Regulatory Basis of Accounting

In our opinion, the financial statement referred to above present fairly, in all material respects, the cash and investment balances of the Unit as of December 31, 2025, and its cash receipts and disbursements for the year then ended in accordance with the financial reporting provisions of the Indiana State Board of Accounts described in Note 1.

Adverse Opinion on U.S. Generally Accepted Accounting Principles

In our opinion, because of the significance of the matter discussed in the Basis for Adverse Opinion on U.S. Generally Accepted Accounting Principles paragraph, the financial statement referred to below does not present fairly, in accordance with accounting principles generally accepted in the United States of America, the financial position of the Unit as of December 31, 2025, or changes in net position or cash flows thereof for the year then ended.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statement section of our report. We are required to be independent of the Unit, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Basis for Adverse Opinion on U.S. Generally Accepted Accounting Principles

As discussed in Note 1 to the financial statement, the Unit prepares its financial statement on the prescribed basis of accounting that demonstrates compliance with the reporting requirements established by the Indiana State Board of Accounts as allowed by state statute (IC 5-11-1-6), which is a basis of accounting other than accounting principles generally accepted in the United States of America.

The effects on the financial statement of the variances between the regulatory basis of accounting described in Note 1 and accounting principles generally accepted in the United States of America, although not reasonably determinable, are presumed to be material and pervasive.

(Continued)

Responsibilities of Management for the Financial Statement

Management is responsible for the preparation and fair presentation of the financial statement in accordance with the financial reporting provisions of the Indiana State Board of Accounts as allowed by state statute (IC 5-11-1-6) as described in Note 1, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the financial statement that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibilities for the Audit of the Financial Statement

Our objectives are to obtain reasonable assurance about whether the financial statement as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statement.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statement, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statement.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Unit's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statement.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Unit's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Supplementary Information

Our audit was conducted for the purpose of forming an opinion on the financial statement that collectively comprise the Unit's financial statement. The accompanying Schedule of Expenditures of Federal Awards as required by Title 2 *U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* is presented for purposes of additional analysis and is not a required part of the financial statement.

The Schedule of Expenditures of Federal Awards is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statement. The information has been subjected to the auditing procedures applied in the audit of the financial statement and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statement or to the financial statement themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule of Expenditures of Federal Awards is fairly stated, in all material respects, in relation to the financial statement as a whole.

(Continued)

Other Information

Management is responsible for the other information included with the financial statement. The other information comprises the Schedule of Officials, Other Information Schedules, and State Reporting Information, but does not include the financial statement and our auditor's report thereon. Our opinion on the financial statement does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the financial statement, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the financial statement, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated August xx, 2026 on our consideration of the Unit's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Unit's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Unit's internal control over financial reporting and compliance.

Crowe LLP

Indianapolis, Indiana
August xx, 2026

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
STATEMENT OF RECEIPTS, DISBURSEMENTS, AND CASH AND
INVESTMENT BALANCES - REGULATORY BASIS
For the Year Ended December 31, 2025

Fund	Cash and Investments 01-01-25	Receipts	Disbursements	Cash and Investments 12-31-25
Local Match	$ 1,331,606	$ 1,225,687	$ 1,155,015	$ 1,402,278
PL	(181,329)	3,467,379	3,681,872	(395,822)
READI - 180 Alliance	727,439	5,935,926	6,645,959	17,406
READI - 70/40	13,579	1,469,934	1,485,329	(1,816)
EPA	(6,848)	38,162	62,263	(30,949)
FFE	51,341,788	47,624,655	36,115,770	62,850,673
SS4A	-	-	155,548	(155,548)
Totals	$ 53,226,235	$ 59,761,743	$ 49,301,756	$ 63,686,222

See Independent Auditor's Report and notes to the financial statement.

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Reporting Entity: The Indianapolis Metropolitan Planning Organization (the Unit) was established under the laws of the State of Indiana. The Unit operates under an appointed governing board. The Unit is the designated MPO for Central Indiana. The Indianapolis MPO plans and programs federal transportation funds for highways, transit, non-motorized transportation, and other means of moving people and goods in the 8-county, Central Indiana region. Prior to June 1, 2020, the Unit was a department of the City of Indianapolis, Indiana. On June 1, 2020, the Unit became an independent organization.

The accompanying financial statement presents the financial information for the Unit.

Basis of Accounting: The financial statement is reported on a regulatory basis of accounting prescribed by the Indiana State Board of Accounts in accordance with state statute (IC 5-11-1-6), which is a comprehensive basis of accounting other than accounting principles generally accepted in the United States of America. The basis of accounting involves the reporting of only cash and investments and the changes therein resulting from cash inflows (receipts) and cash outflows (disbursements) reported in the period in which they occurred. The basis of accounting also requires presentation of certain information as Required Supplementary Information or as Other Information.

The regulatory basis of accounting differs from accounting principles generally accepted in the United States of America (GAAP), in that receipts are recognized when received in cash, rather than when earned, and disbursements are recognized when paid, rather than when a liability is incurred. The regulatory basis also allows for all investments to be stated at cost, while GAAP requires fair value for qualifying investments.

Cash and Investments: Investments are stated at cost. Any changes in fair value of the investments are reported as receipts in the year of the sale of the investment.

Receipts: Receipts are presented in the aggregate on the face of the financial statement. The aggregate receipts include the following sources:

Intergovernmental receipts. Amounts received from other governments in the form of operating grants, entitlements, or payments in lieu of taxes. Examples of intergovernmental receipts include, but are not limited to, the following: federal grants, state grants, cigarette tax distributions received from the state, motor vehicle highway distributions received from the state, local road and street distributions received from the state, financial institution tax received from the state, auto excise surtax received from the state, commercial vehicle excise tax received from the state, major moves distributions received from the state, and riverboat receipts received from the county.

Other receipts. Amounts received from various sources which can include, but are not limited to the following: net proceeds from borrowings; interfund loan activity; transfers authorized by statute, ordinance, resolution or court order; internal service receipts; and fiduciary receipts.

Disbursements: Disbursements are presented in the aggregate on the face of the financial statement. The aggregate disbursements include the following uses:

Personal services. Amounts disbursed for salaries, wages, and related employee benefits provided for all persons employed. In those Units where sick leave, vacation leave, overtime compensation, and other such benefits are appropriated separately, such payments would also be included.

Supplies. Amounts disbursed for articles and commodities that are entirely consumed and materially altered when used and/or show rapid depreciation after use for a short period of time. Examples of supplies include office supplies, operating supplies, and repair and maintenance supplies.

(Continued)

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Other services and charges. Amounts disbursed for services including, but not limited to, the following: professional services, communication and transportation, printing and advertising, insurance, utility services, repairs and maintenance, and rental charges.

Capital outlay. Amounts disbursed for land, infrastructure, buildings, improvements, and machinery and equipment having an appreciable and calculable period of usefulness.

Other disbursements. Amounts disbursed for various purposes including, but not limited to the following: interfund loan payments, loans made to other funds, internal service disbursements, lease agreements, and transfers out that are authorized by statute, ordinance, resolution, or court order.

Interfund Transfers: The Unit may, from time to time, make transfers from one fund to another. These transfers, if any, are included as a part of the receipts and disbursements of the affected funds and as a part of total receipts and disbursements. The transfers are used for cash flow purposes as provided by various statutory provisions.

Fund Accounting: Separate funds are established, maintained, and reported by the Unit. Each fund is used to account for amounts received from and used for specific sources and uses as determined by various regulations. Restrictions on some funds are set by statute while other funds are internally restricted by the Unit. The amounts accounted for in a specific fund may only be available for use for certain, legally restricted purposes. Additionally, some funds are used to account for assets held by the Unit in a trustee capacity as an agent of individuals, private organizations, other funds, or other governmental units and, therefore, the funds cannot be used for any expenditures of the Unit itself.

NOTE 2 - DEPOSITS AND INVESTMENTS

Deposits, made in accordance with state statute (IC 5-13), with financial institutions in the State of Indiana, at year end, should be entirely insured by the Federal Depository Insurance Corporation or by the Indiana Public Deposit Insurance Fund (PDIF). This includes any deposit accounts issued or offered by a qualifying financial institution.

State statutes authorize the Unit to invest in securities including, but not limited to, the following: federal government securities, repurchase agreements, and certain money market mutual funds. Certain other statutory restrictions apply to all investments made by local governmental units. Given the limited investment parameters applicable under state statute, certain risks, such as credit, custodial, concentration, and interest rate are not deemed significant.

The Unit held cash deposits with financial institutions that maintained FDIC and PDIF coverages, as applicable. The Unit held investments totaling $62,266,356 as of December 31, 2025. The investments consisted entirely of U.S treasury securities.

NOTE 3 - RISK MANAGEMENT

The Unit may be exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions and natural disasters. These risks can be mitigated through the purchase of insurance, establishment of a self-insurance fund, and/or participation in a risk pool. The purchase of insurance transfers the risk to an independent third-party. The establishment of a self-insurance fund allows the Unit to set aside money for claim settlements. The self-insurance fund would be included in the financial statement. The purpose of participation in a risk pool is to provide a medium for the funding and administration of the risks. The Unit has purchased insurance to address the risks described above.

(Continued)

NOTE 4 - PENSION PLAN

Public Employees' Retirement Fund

Plan Description

The Indiana Public Employees' Retirement Fund (PERF) is a defined benefit pension plan. PERF is an agent multiple-employer public employee retirement system, which provides retirement benefits to plan members and beneficiaries. All full-time employees are eligible to participate in this defined benefit plan. State statutes (IC 5-10.2 and 5-10.3) govern, through the Indiana Public Retirement System (INPRS) Board, most requirements of the system, and give the Unit authority to contribute to the plan. The PERF retirement benefit consists of the pension provided by employer contributions plus an annuity provided by the member's annuity savings account. The annuity savings account consists of members' contributions, set by state statute at 3 percent of compensation, plus the interest credited to the member's account. The employer may elect to make the contributions on behalf of the member.

INPRS administers the plan and issues a publicly available financial report that includes financial statements and required supplementary information for the plan as a whole and for its participants. That report may be obtained by contacting:

Indiana Public Retirement System
1 North Capital Street, Suite 001
Indianapolis, IN 46204
Ph. (888) 526-1687

Funding Policy and Annual Pension Cost

The contribution requirements of the plan members for PERF are established by the Board of Trustees of INPRS. The Unit made contributions to the PERF plan during the period ended under audit. The contribution rate was 11.2% for the period ended December 31, 2025.

NOTE 5 - CASH BALANCE DEFICITS

The financial statements contains the PL, READI-70/40, EPA, and SS4A funds with deficits in cash of $584,135 that existed at December 31, 2025. The funds are entirely funded by reimbursable grants, and the deficits existed due to the timing of the reimbursement occurring after December 31, 2025 for expenses incurred before year-end. The Unit received payment on all amounts owed after year-end.

NOTE 6 - READI FUNDING

The Unit is the fiscal agent for two READI agreements. One agreement is for $19,400,000 with the West Central Indiana Economic Development entity for the 180 Alliance region. The second agreement is for $4,850,000 with the Hancock County Economic Development Council for the 70-40 Mt Comfort Corridor region. Each partner has a grant agreement with the Indiana Economic Development Corporation (IEDC) and an agreement with the Unit to act as the fiscal agent. As the fiscal agent, the funding received is restricted for the purposes outlined in the agreements with the IEDC.

(Continued)

NOTE 7 - FFE PROGRAM

The Unit signed a federal funds exchange agreement (FFE) with the Indiana Department of Transportation (INDOT) in 2020. The agreement calls for the Unit to exchange their construction related federal funding for state funding from INDOT. The Unit will receive 90% of state funding in exchange for their federal funding. The Unit received $45,846,846 from INDOT in 2025. The Unit will receive annual payments through the FFE program through June 30, 2029 when the agreement ends. The funding is restricted for construction projects.

FFE fund capital outlay disbursements primarily represent payments to local governments for transportation infrastructure projects administered by the Unit. The resulting infrastructure is owned by participating local governments or other governmental entities and is therefore not included in the Unit's Schedule of Capital Assets.

OTHER INFORMATION (Unaudited)

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
COMBINING SCHEDULE OF RECEIPTS, DISBURSEMENTS, AND CASH AND
INVESTMENT BALANCES - REGULATORY BASIS
For the Year Ended December 31, 2025

	Local Match	PL	READI - 180 Alliance	READI - 70/40	EPA	FFE	SS4A	Totals
Cash and investments - beginning	$ 1,331,606	$ (181,329)	$ 727,439	$ 13,579	$ (6,848)	$ 51,341,788	$ -	$ 53,226,235
Receipts:								
Intergovernmental receipts	1,225,687	3,467,379	5,935,926	1,469,934	38,162	45,846,846	-	57,983,934
Other receipts	-	-	-	-	-	1,777,809	-	1,777,809
Total receipts	1,225,687	3,467,379	5,935,926	1,469,934	38,162	47,624,655	-	59,761,743
Disbursements:								
Personal services	372,826	1,488,196	-	-	-	-	-	1,861,022
Supplies	2,465	17,801	-	-	-	-	-	20,266
Other services and charges	699,380	2,166,826	6,645,959	1,485,329	62,263	-	155,548	11,215,305
Capital outlay	80,344	9,049	-	-	-	36,115,770	-	36,205,163
Other disbursements	-	-	-	-	-	-	-	-
Total disbursements	1,155,015	3,681,872	6,645,959	1,485,329	62,263	36,115,770	155,548	49,301,756
Excess (deficiency) of receipts over (under) disbursements	70,672	(214,493)	(710,033)	(15,395)	(24,101)	11,508,885	(155,548)	10,459,987
Cash and investments - ending	$ 1,402,278	$ (395,822)	$ 17,406	$ (1,816)	$ (30,949)	$ 62,850,673	$ (155,548)	$ 63,686,222

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF PAYABLES AND RECEIVABLES
December 31, 2025

Government or Enterprise	Accounts Payable	Accounts Receivable
Governmental activities	$ 76,430	$ 1,392,539

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF LEASES AND DEBT
December 31, 2025

Lessor	Purpose	Annual Lease Payment	Lease Beginning Date	Lease Ending Date
Governmental activities:				
City of Indianapolis	Office Space	$ 63,065	1/1/2026	12/31/2026
Total of annual lease payments		$ 63,065		

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF CAPITAL ASSETS
December 31, 2025

Capital assets are reported at actual or estimated historical cost based on appraisals or deflated current replacement cost. Contributed or donated assets are reported at estimated fair value at the time received.

	Ending Balance
Governmental activities:	
Machinery, equipment and vehicles	$ 77,753
Total capital assets	$ 77,753

The reports presented herein were prepared in addition to another official report prepared for the Unit as listed below:

Indiana State Board of Accounts Compliance Examination of the Indianapolis Metropolitan Planning Organization.

The above report contains the results of the compliance examination as required by the Indiana State Board of Accounts' *Accounting and Uniform Compliance Guidelines Manual For Special Districts.*

SUPPLEMENTARY INFORMATION

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
Year Ended December 31, 2025

Federal Grantor Agency Cluster Title/Program Title/Project Title	Pass-Through Entity or Direct Grant	Assistance Listing Number	Pass-Through Entity (or Other) Identifying Number	Total Federal Awards Expended	Pass-Through to Subrecipient
Department of Transportation					
Highway Planning and Construction					
Transportation Planning 23-24	Indiana Department of Transportation	20.205	A249-23-G230033	$ 1,259,595	$ -
Transportation Planning 25-26		20.205	A249-25-ON240164	2,207,784	-
Total – Department of Transportation				3,467,379	-
Environmental Protection Agency					
Climate Pollution Reduction Grants	Central Indiana Regional Development Authority	66.046	00E-03473	38,162	-
Total – Environmental Protection Agency				38,162	-
Total federal awards expended				$ 3,505,541	$ -

See accompanying notes to the schedule of expenditure of federal awards.

NOTE 1 - BASIS OF PRESENTATION

The accompanying schedule of expenditures of federal awards (the "Schedule") includes the federal award activity of Indianapolis Metropolitan Planning Organization (the Unit) under programs of the federal government for the year ended December 31, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Unit, it is not intended to and does not present the receipts, disbursements, and cash and investment balances – regulatory basis of the Unit.

Expenditures reported on the Schedule are reported on the cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. When federal grants are received on a reimbursement basis, the federal awards are considered expensed when the reimbursement is received.

NOTE 2 - INDIRECT COST RATE

The Unit has elected not to use the de minimis indirect cost rate as allowed under the Uniform Guidance.

INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENT PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Those Charged with Governance
Indianapolis Metropolitan Planning Organization
Marion County, Indiana

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statement of the Indianapolis Metropolitan Planning Organization (the Unit), which comprise the statement of receipts, disbursements, and cash and investment balances of the Unit as of and for the year ended December 31, 2025 and the related notes to the financial statement, which collectively comprise the Unit's basic financial statement, and have issued our report thereon dated August xx, 2026.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statement, we considered the Unit's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statement, but not for the purpose of expressing an opinion on the effectiveness of the Unit's internal control. Accordingly, we do not express an opinion on the effectiveness of the Unit's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the Unit's financial statement will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Unit's financial statement is free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statement. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

(Continued)

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Unit's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Unit's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Crowe LLP

Indianapolis, Indiana
August xx, 2026

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR MAJOR FEDERAL PROGRAM;
REPORT ON INTERNAL CONTROL OVER COMPLIANCE

Those Charged with Governance
Indianapolis Metropolitan Planning Organization
Marion County, Indiana

Report on Compliance for Major Federal Program

Opinion on Major Federal Program

We have audited the Indianapolis Metropolitan Planning Organization (the Unit) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Unit's major federal program for the year ended December 31, 2025. The Unit's major federal program is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Unit complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on of its major federal program for the year ended December 31, 2025.

Basis for Opinion on Major Federal Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Unit and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the major federal program. Our audit does not provide a legal determination of the Unit's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Unit's federal programs.

(Continued)

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Unit's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Unit's compliance with the requirements of the major federal program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.

- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Unit's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

- obtain an understanding of Unit's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Unit's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control Over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

(Continued)

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Crowe LLP

Indianapolis, Indiana
August xx, 2026

Section I – Summary of Auditor's Results

Financial statement

Type of auditor's report issued:	Adverse as to GAAP, Unmodified as to regulatory basis			
Internal control over financial reporting:				
Material weakness(es) identified?	______	Yes	X	No
Significant deficiencies identified not considered to be material weaknesses?	______	Yes	X	None Reported
Noncompliance material to financial statement noted?	______	Yes	X	No

Federal Awards

Internal control over major programs:				
Material weakness(es) identified?	______	Yes	X	No
Significant deficiencies identified not considered to be material weaknesses?	______	Yes	X	None Reported
Type of auditor's report issued on compliance for major programs:	Unmodified			
Any audit findings disclosed that are required to be reported in accordance with 2CFR 200.516(a)?	______	Yes	X	No

Identification of major programs:

Assistance Listing Number	Name of Federal Program or Cluster
20.205	Highway Planning and Construction

Dollar threshold used to distinguish between Type A and Type B programs: $ 1,000,000

Auditee qualified as low-risk auditee?	______	Yes	X	No

Section II – Financial Statement Findings

None.

Section III – Federal Award Findings and Questioned Costs

None.

COMPLIANCE EXAMINATION OF
INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Marion County, Indiana
January 1, 2025 through December 31, 2025

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

Marion County, Indiana
January 1, 2025 through December 31, 2025

CONTENTS

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION
SCHEDULE OF OFFICIALS
January 1, 2025 through December 31, 2025

Office	Official	Term
Executive Director	Anna Gremling	01-01-25 to 12-31-25
Board President	Mark Myers	01-01-25 to 12-31-25

INDEPENDENT ACCOUNTANT'S REPORT

To the Indiana State Board of Accounts and
Indianapolis Metropolitan Planning Organization

We have examined Indianapolis Metropolitan Planning Organization's ("Unit") compliance with the Indiana State Board of Accounts' *Accounting and Uniform Compliance Guidelines Manual For Special Districts* during the period of January 1, 2025 through December 31, 2025. Management of the Unit is responsible for the Unit's compliance with the specified requirements. Our responsibility is to express an opinion on the Unit's compliance with the specified requirements based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. Those standards require that we plan and perform the examination to obtain reasonable assurance about whether the Unit complied, in all material respects, with the specified requirements referenced above. An examination involves performing procedures to obtain evidence about whether the Unit complied with the specified requirements. The nature, timing, and extent of the procedures selected depend on our judgment, including an assessment of the risks of material noncompliance, whether due to fraud or error. We believe that the evidence we obtained is sufficient and appropriate to provide a reasonable basis for our opinion.

We are required to be independent and to meet our other ethical responsibilities in accordance with relevant ethical requirements relating to the engagement.

Our examination does not provide a legal determination on the Unit's compliance with specified requirements.

In our opinion, the Unit complied, in all material respects, with the aforementioned requirements during the period of January 1, 2025 through December 31, 2025.

Crowe LLP

Indianapolis, Indiana
August xx, 2026

The contents of this report were discussed on August xx, 2026 with Kristyn Sanchez, Senior Financial Analyst, Anna Gremling, Executive Director, and Andy Cook, Board Chairman.

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION

EXECUTIVE COMMITTEE

Resolution Number 2026-EXEC-016

A RESOLUTION to approve the findings from the January 1 – December 31, 2025 Indianapolis Metropolitan Planning Organization Audit.

WHEREAS, the Indianapolis MPO is designated with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area (MPA); and

WHEREAS, the IMPO Executive Committee ("Executive Committee") is the oversight body for the IMPO, other than for transportation-related funding activities of the IMPO under applicable U.S. Department of Transportation regulations; and

WHEREAS, Indiana Code 5-11-1-28 states the Indianapolis MPO, as a Special District, is subject to an annual internal single audit by the State Board of Accounts; and

WHEREAS, the State Board of Accounts assigned Crowe, LLP, an independent audit firm, to perform the 2025 audit;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Committee approves the findings from Crowe, LLP regarding the January 1 – December 31, 2025 Audit of the Indianapolis MPO.

The above and foregoing resolution was adopted this_____ day of _____________, 2026 by the IMPO Executive Committee.

____

Chair, Indianapolis MPO Executive Committee

____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Memo

To: Executive Board

From: IMPO

Date: September 25, 2026

Re: Resolution Bundle 2026 -EXEC-014

Resolution Bundle 2026- EXEC-014 includes the following resolutions, which enable the Executive Director to enter into agreements with vendors for products and services as described:

A. Kimley-Horn and Associates, Inc. – Arlington Avenue

a. An agreement for a study that evaluates transportation safety, accessibility, transit operations, and corridor connectivity and will develop conceptual recommendations.
b. RFP Process
c. Total Cost: $125,000.00 ($100,000 / 80% federal funding and $25,000 / 20% local match provided by the City of Indianapolis).
d. Term extends to 12/31/27.

B. Consolidated City of Indianapolis/Marion County - Lease

a. An agreement to continue leasing office space at the City and County building for IMPO offices.
b. Sole Source
c. Total Cost: $62,466.89 ($49,973.51/80% federal funding and $12,493.38/ 20% local match provided by IMPO membership fees).
d. Term extends to 12/31/27.

C. Eco Interactive - MiTIP renewal, multi-year

a. An agreement to renew the Transportation Improvement Program Software as a Service for MITIP.
b. Special Purchase
c. Total Cost; $329,827.00 ($263,861.60/80% federal funding and $65,965.40 /20% local match provided by IMPO membership fees).
d. Term extends to 12/31/29

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING CERTAIN ACTIONS

Resolution Number 2026-EXEC-014

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Executive Committee ("Executive Committee"), a committee of the IMPO, is the overseeing body for the IMPO, other than for transportation-related funding activities of the IMPO under applicable U.S. Department of Transportation regulations; and

WHEREAS, it is the desire of the Executive Committee to authorize and approve certain actions as further set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Executive Committee of the IMPO as follows:

SECTION 1: That the Executive Director is approved and authorized to negotiate and enter into the contracts and agreements listed in Exhibit A attached hereto and incorporated by reference.

SECTION 2: That any prior action taken by the Executive Director or any staff necessary in connection with the item or items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 3: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to take any and all action necessary and to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Executive Committee of the IMPO.

SECTION 4: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Executive Committee of the Indianapolis Metropolitan Planning Organization on September 25, 2026.

____

Chair, Indianapolis MPO Executive Committee

____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT A

CONTRACTS AND ENGAGEMENTS

KIMLEY-HORN AND ASSOCIATES, INC – ARLINGTON AVE

To negotiate and execute an agreement with Kimley-Horn and Associates for a study to evaluate transportation safety, accessibility, transit operations, and corridor connectivity to develop conceptual recommendations that improve safety for multi-modal road users while advancing regional transportation goals. Amount not to exceed $125,000.00 utilizing 80% federal funds provided by the IMPO ($100,000) and 20% local funds provided by the City of Indianapolis ($25,000). The agreement extends to December 31, 2027.

CONSOLIDATED CITY OF INDIANAPOLIS/MARION COUNTY - LEASE

To negotiate and execute an agreement to renew the lease of office space in the City and County Building for Indianapolis Metropolitan Planning Organization offices. Amount not to exceed $62,466.89 utilizing 80% federal funds provided by the IMPO ($49,973.51) and 20% local funds provided by local match member dues ($12,493.38). The agreement extends to December 31, 2027.

ECO INTERACTIVE

To negotiate and execute an agreement to renew the 3-year MiTIP, the Transportation Improvement Program Software as a service. Amount not to exceed $329,827.00 utilizing 80% federal funds provided by the IMPO ($263,861.60) and 20% local funds provided by local match member dues ($65,965.40). The agreement extends to December 31, 2029.

Memo

To: Executive Board

From: IMPO

Date: September 25, 2026

Re: READI Resolution Bundle 2026 -EXEC-017

READI Resolution Bundle 2026-EXEC-017 includes the following, which enables the Executive Director to amend and implement the READI agreements as described:

A. Town of Plainfield – Echo Hollow Park Amendment 1

- Requested Action: Authorize $62,203.20 in additional funds to be allocated to the first amendment for excavation work. The original READI allocation was $275,941.50. The total is not to exceed $338,144.80. The larger Echo Hollow Nature Park project originally allocated READI 2.0 funds through CIRDA. When other READI 1.0 projects did not spend down their allotment of funds, this project was allocated $275,941.50 in additional unused READI 1.0 funds in the 180 Alliance region. These READI 1.0 funds were specifically used to support the construction of Orly Road, trail, and bridge. This roadway is intended to support circulation within the Echo Hollow Nature Park. All spending to be completed in 2026.

B. City of Indianapolis – Far Eastside Redevelopment Project Amendment 1

- Requested Action: Authorize $60,928.16 in additional funds to be allocated to the first amendment for demolition costs. The original project did not cover all demolition costs expended by the city. The original project had a READI allocation of $1,000,000.00. The total is not to exceed $1,060,928.16. The initial contract was for the Far Eastside of Indianapolis the City acquired 8 buildings near 42nd St & Post Road. This is the former Towne and Terrace Apartments. The City's goal is to encourage redevelopment activity in this area and to create 'shovel ready' sites for future development. All spending to be completed in 2026.

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION AMENDING CERTAIN ACTIONS REGARDING THE REGIONAL ECONOMIC ACCELERATION AND DEVELOPMENT INITIATIVE PROGRAM

Resolution Number 2026-EXEC-017

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is established under IC 36-7-7.7 *et seq.* with the purpose to institute and maintain a comprehensive planning and programming process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Executive Committee ("Executive Committee"), a committee of the IMPO, is the overseeing body for the IMPO, other than for transportation-related funding activities of the IMPO under applicable U.S. Department of Transportation regulations; and

WHEREAS, pursuant to Resolution Number 2023-Exec-013, the IMPO has received a grant (the "Grant") under the State of Indiana's Regional Economic Acceleration and Development Initiative ("READI") from the Indiana Economic Development Corporation which was memorialized in a Grant Agreement; and

WHEREAS, the Grant funds used for READI program by the State of Indiana are pass through federal monies granted from Coronavirus State and Local Fiscal Recovery Funds, a part of the American Rescue Plan Act, which will be distributed and used both inside and outside of the Planning Area; and

WHEREAS, the IMPO has previously entered into a Memorandum of Understanding with the members of the 180 Alliance, which memorialized and otherwise documented the 180 Alliance's agreement for the IMPO to serve as 180 Alliance's fiscal agent and grantee responsible for receiving and administering the READI Grant dollars for the READI program; and

WHEREAS, the IMPO desires to select certain subrecipients and vendors to provide certain services relating to the Grant; and

WHEREAS, pursuant to Resolution Number 2023-Exec-013, the Executive Committee authorized the Executive Director or any staff necessary to select vendors and subrecipients and enter into Subrecipient Agreements and Vendor Agreements; and

WHEREAS, it is the desire of the Executive Committee to authorize and approve certain actions as further set forth in this Resolution; and

WHEREAS, Resolution 2023 EXEC-013 was approved by Executive Committee of the IMPO on May 19, 2023, the READI 180 unused funds be reallocated to the Echo Hollow Nature Park in Plainfield and the Indianapolis Far Eastside Redevelopment Project and the amendment of additional funds for administrative needs provided by HWC for READI projects.

NOW THEREFORE, BE IT FURTHER RESOLVED, by the Executive Committee of the IMPO as follows:

SECTION 1: That Resolution 2023-EXEC-013 approved by the Executive Committee of the IMPO on May 19, 2023, is hereby amended.

SECTION 2: This resolution shall be effective immediately upon passage.

*****

PASSED by the Executive Committee of the Indianapolis Metropolitan Planning Organization this 25th day of September 2026.

____
Chair, Indianapolis MPO Executive Committee

____
Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

EXHIBIT

CONTRACTS AND AGREEMENTS

A. Town of Plainfield Project - Echo Hollow Park ($62,203.20) Amendment 1

- **Requested Action:** Authorize $62,203.20 in additional funds to be allocated to the first amendment for excavation work. The original READI allocation was $275,941.50. The total with this amendment is not to exceed $338,144.80. The larger Echo Hollow Nature Park project originally allocated READI 2.0 funds through CIRDA. When other READI 1.0 projects did not spend down their allotment of funds, this project was allocated $275,941.50 in additional unused READI 1.0 funds in the 180 Alliance region. These READI 1.0 funds were specifically used to support the construction of Orly Road, trail, and bridge. This roadway is intended to support circulation within the Echo Hollow Nature Park. All spending to be completed in 2026.

B. City of Indianapolis – Far Eastside Redevelopment Project ($60,928.16) Amendment 1

Requested Action: Authorize $60,928.16 in additional funds to be allocated to the first amendment for demolition costs. The original project did not cover all demolition costs expended by the city. The original project had a READI allocation of $1,000,000.00. The total is not to exceed $1,060,928.16. The initial contract was for the Far Eastside of Indianapolis the City acquired 8 buildings near 42nd St & Post Road. This is the former Towne and Terrace Apartments. The City's goal is to encourage redevelopment activity in this area and to create 'shovel ready' sites for future development. All spending to be completed in 2026.

Memo

To: IMPO Executive Committee

From: Sean Northup, Deputy Director, IMPO
Anna Gremling, Executive Director, IMPO

Date: September 3, 2026

Re: 2027 Budget

The Indianapolis Metropolitan Planning Organization (IMPO) develops an annual Unified Planning Work Program (UPWP) identifying the agency's federally funded planning activities and associated budget for the coming calendar year. The proposed 2027 UPWP continues the IMPO's core transportation-planning responsibilities while advancing several major regional planning, data, safety, mobility, land-use, and organizational initiatives.

The proposed 2027 planning budget includes three major categories:

Personnel	$1,878,762
Administrative Costs	$592,529
Contracts	$2,495,932
Total	$4,967,223

The nearly $5 million of revenue comes from new 2027 planning funds, 2026 funds carried forward for ongoing projects, local match from member dues, and an anticipated EDA grant with partner match.

Major Planning Initiatives

The 2027 UPWP includes substantial work on the next major update to the Metropolitan Transportation Plan, an update to the Transportation Improvement Program (including the on-call engineering cost review contract), Congestion Management Process updates, and continued implementation and maintenance of the Complete Streets Policy. The IMPO will also complete the regional Active Transportation Plan, update resiliency scoring used in the Metropolitan Transportation Plan, and continue regional centers planning.

Data, Modeling, and Performance Analysis

The IMPO will continue investing in the data and analytical tools needed to support regional decision-making. Major activities include an IndyGo onboard survey, mobile-device travel data, integrated transportation modeling systems and database management, travel-demand model maintenance, transportation performance-measure reporting, market-segment reporting, and annual transportation safety reporting. The program also includes continued dashboard development and maintenance, a regional zoning atlas, and analysis of the potential impacts of tolling.

Safety and Mobility
The 2027 UPWP continues implementation of the Central Indiana Safety Action Plan through Vision Zero tools, policy tracking, crash-data analysis, and an updated annual safety report. The IMPO will also continue regional passenger-rail coordination through federal Corridor Identification and Development Program grants to INDOT and Louisville, provide transit education and mobility grants, and support regional greenways coordination and initiatives.

Land Use, Housing, and Economic Development
The IMPO will continue integrating transportation planning with regional land-use and housing needs. Activities include an update to the Comprehensive Economic Development Strategy, updating and consolidating the region's transit-oriented development plans, providing TOD planning and education, supporting the Regional Planning Roundtable, and communicating the findings of the Maximizing the Value of Land initiative. The program also includes one corridor planning project funded through the IMPO's local planning assistance program and continued coordination with regional economic-development partners.

Public Engagement and Organizational Capacity
The 2027 UPWP includes an update to the Public Involvement Plan to reflect comments from Certification Review, improved engagement documentation, continued development of the IMPO's stakeholder relationship-management system, and implementation of the SERV Committee pilot. The IMPO will also conduct an accessibility review of its digital communications, maintain translation and public-noticing services, and continue website and communications support. Internally, the IMPO will begin implementing its new strategic plan, continue human-resources and legal support, provide staff training, and maintain the technology, software, and administrative systems necessary to deliver the work program. Management will also complete succession planning and recruitment work to backfill anticipated openings in one or more key mid-level leadership positions.

If you have any questions, feel free to call Sean at 317.327.5149 or email at sean.northup@indympo.gov

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING THE 2027 IMPO BUDGET

Resolution Number 2026-EXEC-015

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Executive Committee ("Executive Committee"), a committee of the IMPO, is the overseeing body for the IMPO, other than for transportation-related funding activities of the IMPO under applicable U.S. Department of Transportation regulations; and

WHEREAS, the Transportation Policy Committee has approved the 2027 Unified Planning Work Program (UPWP) and authorized the IMPO to enter into a grant agreement with the Indiana Department of Transportation (INDOT); and

WHEREAS, the IMPO has entered into a Federal Exchange agreement with INDOT, which will significantly increase the amount of project funding flowing through the IMPO; and

WHEREAS, it is the desire of the Executive Committee to authorize and approve the 2027 IMPO budget as further set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Executive Committee of the IMPO as follows:

SECTION 1: Approve and adopt the Indianapolis Metropolitan Planning Organization's 2027 budget and authorize the Executive Director to negotiate and enter into the contracts and engagements necessary to implement the budget in <u>Exhibit A</u> attached hereto and incorporated by reference.

SECTION 2: That any prior action taken by the Executive Director or any staff necessary in connection with the item or items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 3: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to take any and all action necessary and to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Executive Committee of the IMPO.

SECTION 4: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Executive Committee of the Indianapolis Metropolitan Planning Organization this 25th day of September, 2026.

____
Chair, Indianapolis MPO Executive Committee

____
Anna M. Gremling
Indianapolis MPO Executive Director

4843-4174-0739v2

EXHIBIT A

2027 Budget

Indianapolis Metropolitan Planning Organization (IMPO)
Annual Budget for Period: January 1, 2027 - December 31, 2027 (active through sooner of 12/31/2030 or spend-down)
Prepared by S. Northup, IMPO Deputy Director, 9/3/2026

	100	200	300	400	500	600	700	800	900		
	Planning Administration	Data and GIS	Programming	LR Transportation Plan & Air Quality & Freight	Multi Model (Transit & Active Transportation)	Other Planning Initiatives & Studies	Economic Development	Housing	Water & Environment	Total	
REVENUE											
Grant Revenue											
2027 PL + 5303	$1,412,352	$784,867	$400,392	$556,047	$65,815	$104,520	$0	$0	$0	$3,323,993	
2026 PL +5303	$14,400	$88,000	$160,000	$96,000	$41,600	$0	$0	$0	$0	$400,000	
2027 PL 100% Safety Set-Aside (2.5% of CPG)	$0	$0	$0	$0	$85,231	$0	$0	$0	$0	$85,231	
HSIP										$0	
STBG										$0	
CMAQ										$0	
Federal Exchange										$0	
Other Non-MPO Grants	$0	$0	$0	$0	$0	$100,000	$0	$0	$0	$100,000	
Total Grant Revenue	$1,426,752	$872,867	$560,392	$652,047	$192,646	$204,520	$0	$0	$0	$3,909,224	
Matching Revenue											
2027 PL + 5303	$353,089	$196,217	$100,098	$139,012	$16,454	$26,130	$0	$0	$0	$830,999	
2026 PL +5303	$3,600	$22,000	$40,000	$24,000	$10,400	$0	$0	$0	$0	$100,000	
HSIP										$0	
STBG										$0	
CMAQ										$0	
Other Local Funds	$65,000	$12,000	$0	$0	$0	$50,000	$0	$0	$0	$127,000	
Total Match Revenue	$421,689	$230,217	$140,098	$163,012	$26,854	$76,130	$0	$0	$0	$1,057,999	
Total Revenue	**$1,848,441**	**$1,103,084**	**$700,490**	**$815,059**	**$219,500**	**$280,650**	**$0**	**$0**	**$0**	**$4,967,223**	
Salaries & Benefits											
	100	**200**	**300**	**400**	**500**	**600**	**700**	**800**	**900**	***TOTAL***	
7210 Salaries & wage expenses	$562,385	$269,781	$73,867	$254,323	$0	$34,047	$0	$0	$0	$1,194,402	
72## Benefits expenses	$322,231	$154,577	$42,324	$145,720	$0	$19,508	$0	$0	$0	$684,360	
Total Salaries & Benefits	$884,615	$424,357	$116,190	$400,043	$0	$53,555	$0	$0	$0	$1,878,762	40%
Revenue less Salaries & Benefits	**$963,826**	**$678,726**	**$584,300**	**$415,016**	**$219,500**	**$227,094**	**$0**	**$0**	**$0**	**$3,088,462**	
Administrative Expenses											
	100	**200**	**300**	**400**	**500**	**600**	**700**	**800**	**900**	***TOTAL***	
7500 Contract service expenses	$34,500	$0	$0	$0	$0	$0	$0	$0	$0	$34,500	
8100 Nonpersonnel expenses	$39,000	$0	$0	$0	$0	$0	$0	$0	$0	$39,000	
8200 Facility & equipment expenses	$88,229	$0	$0	$0	$0	$0	$0	$0	$0	$88,229	
8300 Travel expenses (lodging transportation and per diem)	$69,000	$0	$0	$0	$0	$0	$0	$0	$0	$69,000	
8500 Other expenses	$361,800	$0	$0	$0	$0	$0	$0	$0	$0	$361,800	
Total Administrative expenses	$592,529	$0	$0	$0	$0	$0	$0	$0	$0	$592,529	13%
Revenue less Salaries and Benefits and Administrative Expenses	**$371,296**	**$678,726**	**$584,300**	**$415,016**	**$219,500**	**$227,094**	**$0**	**$0**	**$0**	**$2,495,932**	
Consulting Budget											
	100	**200**	**300**	**400**	**500**	**600**	**700**	**800**	**900**	***TOTAL***	
Pass-Through (i.e. IndyGo, KnoZone, CIRTA, IEDC, EDA)	$65,000	$12,000	$0	$0	$0	$50,000	$0	$0	$0	$127,000	3%
Federal Exchange (STBG, TAP, CMAQ/Carbon Reduction, HSIP)			$0								
8000 Consulting - Grant	$245,037	$533,381	$467,440	$332,013	$175,600	$141,675	$0	$0	$0	$1,895,146	
8000 Consulting - Match	$61,259	$133,345	$116,860	$83,003	$43,900	$35,419	$0	$0	$0	$473,786	
Total Consulting Project Expenses (Consulting Budget)	**$306,296**	**$666,726**	**$584,300**	**$415,016**	**$219,500**	**$177,094**	**$0**	**$0**	**$0**	**$2,368,932**	48%
Net Income/(Loss)	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	

Memo

To: **IMPO Exec Committee**

From: Annie Dixon

Date: September 25, 2026

Re: Proposed Bylaws Changes

Proposed changes to the bylaws have been distributed 30 days prior to the meeting to the Executive Committee (voting committee) and the Policy Committee (as a courtesy) per Article VI. These changes have been necessitated by the enacted 2025 House Act 1131, which designated Cumberland to be classified as an excluded city starting January 1, 2027. Additional light changes have been incorporated to these bylaws updates as summarized below.

Proposed Changes:

Section 3.02 Membership (d)(i)(B)
- Moves the Town of Cumberland from the Town category to the Excluded Cities category per the 2025 legislative change to designate Cumberland as an excluded city starting January 1, 2027
- Starting in calendar year 2027, Cumberland will be eligible to run and vote for the Excluded City seat on IMPO's Executive Committee

Section 3.02 Membership (m)
- Allows proxies to be designated via email to anyone at IMPO
- previously limited to Executive Director or informational account

Appendix A
- Updates the map of IMPO's Metropolitan Planning Area (MPA)

Appendix B
- Adds the City of Lebanon to the list of Jurisdictions within the MPA

If you have any questions, feel free to call me at 317.627.5646 or email me at Annie.Dixon@indympo.gov

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING AMENDMENTS TO BYLAWS

Resolution Number 2026-EXEC-013

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Executive Committee ("Executive Committee"), a committee of the IMPO, is the overseeing body for the IMPO, other than for transportation-related funding activities of the IMPO under applicable U.S. Department of Transportation regulations; and

WHEREAS, as of June 1, 2020 the independent organization separate and apart from the City of Indianapolis to be known as the Indianapolis Metropolitan Planning Organization (the "IMPO") was established, and the members, committees, Executive Director and staff of the prior Indianapolis Metropolitan Planning Organization were transferred to the IMPO and were thereafter charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Planning Area of the IMPO (the "Planning Area"); and

WHEREAS, the Indianapolis Metropolitan Planning Organization adopted its bylaws (the "Bylaws") at its joint Transportation Policy Committee, Transportation Technical Committee, and Executive Committee on June 1, 2020 upon establishing itself as the IMPO; and

WHEREAS, the Transportation Policy Committee, Transportation Technical Committee, and Executive Committee have examined and determined appropriate amendments to the Bylaws and received a copy of these changes more than 30 days prior to approval; and

WHEREAS, the Executive Committee is granted the authority to amend the Bylaws; and

WHEREAS, amendments made by the Executive Committee to the Executive Committee Bylaws articles do not constitute amendments to any addendums attached to the Bylaws; and

WHEREAS, all Executive Committee articles, Policy Committee Addendums, and appendices as approved by each Committee granted the power to approve such amendments shall constitute the Bylaws of the Indianapolis Metropolitan Planning Organization; and

WHEREAS, it is the desire of the Executive Committee to authorize and approve certain actions as further set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Executive Committee of the IMPO as follows:

SECTION 1: That the Bylaws articles attached hereto and incorporated herein by reference as Exhibit A are hereby authorized, adopted, ratified and confirmed in all respects as the Bylaws of the IMPO Executive Committee until such time as further amended or superseded.

SECTION 2: That any prior action taken by the Executive Director or any staff necessary in connection with the item or items approved herein is hereby ratified and adopted as actions on behalf of the IMPO.

SECTION 3: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to take any and all action necessary and to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Executive Committee of the IMPO.

SECTION 4: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Executive Committee of the Indianapolis Metropolitan Planning Organization this 25th day of September, 2026.

____

____

Mark W. Myers
Chair, Indianapolis MPO Executive Committee

____

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

Indianapolis Metropolitan Planning Organization

Bylaws

Amended & Effective

September 25, 2026

~~July 26, 2024~~

A RESOLUTION OF THE EXECUTIVE COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING AMENDMENTS TO BYLAWS

Resolution Number 2024-EXEC-009

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Executive Committee ("Executive Committee"), a committee of the IMPO, is the overseeing body for the IMPO, other than for transportation-related funding activities of the IMPO under applicable U.S. Department of Transportation regulations; and

WHEREAS, as of June 1, 2020 the independent organization separate and apart from the City of Indianapolis to be known as the Indianapolis Metropolitan Planning Organization (the "IMPO") was established, and the members, committees, Executive Director and staff of the prior Indianapolis Metropolitan Planning Organization were transferred to the IMPO and were thereafter charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Planning Area of the IMPO (the "Planning Area"); and

WHEREAS, the Indianapolis Metropolitan Planning Organization adopted its bylaws (the "Bylaws") at its joint Transportation Policy Committee, Transportation Technical Committee, and Executive Committee on June 1, 2020 upon establishing itself as the IMPO; and

WHEREAS, the Transportation Policy Committee, Transportation Technical Committee, and Executive Committee have examined and determined appropriate amendments to the Bylaws and received a copy of these changes more than 30 days prior to approval; and

WHEREAS, the Executive Committee is granted the authority to amend the Bylaws; and

WHEREAS, amendments made by the Executive Committee to the Executive Committee Bylaws articles do not constitute amendments to any addendums attached to the Bylaws; and

WHEREAS, all Executive Committee articles, Policy Committee Addendums, and appendices as approved by each Committee granted the power to approve such amendments shall constitute the Bylaws of the Indianapolis Metropolitan Planning Organization; and

WHEREAS, it is the desire of the Executive Committee to authorize and approve certain actions as further set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Executive Committee of the IMPO as follows:

Updated signed resolution to be added

SECTION 1: That the Bylaws articles attached hereto and incorporated herein by reference as Exhibit A are hereby authorized, adopted, ratified and confirmed in all respects as the Bylaws of the IMPO Executive Committee until such time as further amended or superseded.

SECTION 2: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to take all actions necessary to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 3: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Executive Committee of the Indianapolis Metropolitan Planning Organization this 26th day of July, 2024.

Updated signed resolution to be added

Chair, Indianapolis IMPO Executive Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

4843-4174-0739v2

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A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION APPROVING AMENDMENTS TO ADDENDUM #1 TRANSPORTATION POLICY COMMITTEE BYLAWS

Resolution Number 23-IMPO-009

WHEREAS, the Indianapolis Metropolitan Planning Organization (the "IMPO") is charged with the responsibility of providing for the continuing, cooperative and comprehensive transportation planning process for the Indianapolis Metropolitan Planning Area ("Planning Area"); and

WHEREAS, the IMPO Transportation Policy Committee ("Policy Committee"), a committee of the IMPO, is the approval body for all transportation-related activities of the IMPO for the Planning Area under applicable U.S. Department of Transportation regulations; and

WHEREAS, the Indianapolis Metropolitan Planning Organization adopted its bylaws (the "Bylaws") at its joint Transportation Policy Committee, Transportation Technical Committee, and Executive Committee on June 1, 2020 upon establishing itself as the IMPO; and

WHEREAS, the Transportation Policy Committee, Transportation Technical Committee, and Executive Committee have received a copy of these changes more than 30 days prior to approval; and

WHEREAS, the Transportation Policy Committee is granted the authority to amend the Bylaws of Addendum #1 with protocol set in Section TPC 5.01 through 5.04; and

WHEREAS, amendments made by the Transportation Policy Committee to Addendum #1 Bylaws do not constitute amendments to any other addendums or Executive Committee Bylaws articles; and

WHEREAS, all Executive Committee articles, Policy Committee Addendums, and appendices as approved by each Committee granted the power to approve such amendments shall constitute the Bylaws of the Indianapolis Metropolitan Planning Organization; and

WHEREAS, it is the desire of the Policy Committee to authorize and approve certain actions as further set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, by the Transportation Policy Committee of the IMPO as follows:

SECTION 1: That the Addendum #1 Bylaws attached hereto and incorporated herein by reference as Exhibit A are hereby authorized, adopted, ratified and confirmed in all respects as the Addendum #1 Bylaws of the IMPO Transportation Policy Committee until such time as further amended or superseded.

SECTION 2: That any officer, including but not limited to the Executive Director of the IMPO, and each of them, is authorized and empowered to execute all agreements, instruments and other documents, in such form and as each of such officer(s) considers necessary or desirable to effectuate the foregoing resolutions and to carry out the purposes thereof; the taking of any such action and execution of any such agreement, instrument or document to be conclusive evidence of the due authorization thereof by the Transportation Policy Committee of the IMPO.

SECTION 3: This Resolution shall be effective immediately upon its passage.

* * * * *

PASSED by the Transportation Policy Committee of the Indianapolis Metropolitan Planning Organization this 7th day of June, 2023

Presiding Chair, Indianapolis MPO Transportation Policy Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

PREAMBLE

Indiana law established the Indianapolis Metropolitan Planning Organization (Indianapolis MPO) pursuant to IC 36-7-7.7, and effective June 1, 2020 as amended and effective June 23, 2023, the Indianapolis MPO will operate as an independent organization to conduct planning and coordination of transportation, economic development, and other regional issues for any planning area, as may be specifically defined. After June 1, 2020, any reference to the MPO or the IRTC in Indiana Code, federal documentation or otherwise, shall mean the Indianapolis MPO. In addition, certain Policy Committees of the Indianapolis MPO may be designated the official federally recognized committee to satisfy legislative requirements (i.e. Transportation Policy Committee as federally-designated MPO).

ARTICLE I. STRUCTURE

Section 1.01 Committees with Official Designations.

(a) The Transportation Policy Committee of the Indianapolis MPO shall act as the federally-designated MPO for the Indianapolis Metropolitan Planning Area (MPA) for federal law purposes.

Section 1.02 Indianapolis MPO: Membership, Committees and Staff.

The Indianapolis MPO is a regional planning organization in Central Indiana that is comprised of one or more Policy Committees tasked with planning activities in particular subject areas as well as an Executive Committee staffed by all Policy Committees as described further below.

(a) The Indianapolis MPO shall initially have a Transportation Policy Committee, but other Policy Committees may be created in the future.

(i) The Transportation Policy Committee is hereby created and whose bylaws are attached in Addendum #1. The Transportation Policy Committee is the body that reviews and approves all federal transportation- related activities of the Indianapolis MPO. These activities include the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (formerly Long-Range Transportation Plan-LRTP). The Members of the Transportation Policy Committee and each Member's Official Representative (as defined below) is shown on Appendix B of Addendum #1.

(ii) The Transportation Technical Committee is hereby created and is described in detail in Addendum #1 and shall be made up of technical experts to provide advisory recommendations to the Transportation Policy Committee, particularly in areas that are technical in nature.

(iii) Other Policy Committees for other non-transportation subject areas may be established in the future with approval of the Executive Committee, and such new Policy Committees of the Indianapolis MPO shall be governed by a new addendum to these Bylaws to address the details of such area and new Policy Committee.

(iv) All Policy Committees shall have a Chair and a Vice-Chair. The Chair of each Policy Committee shall be elected by its Members from those nominated by the receipt of the highest number of votes. After the Chair is elected, nominations for Vice-Chair shall be taken and the individual with the highest number of votes shall be the Vice-Chair.

(v) All other Policy Committees of the Indianapolis MPO shall have the powers identified in a separate Addendum to these Bylaws approved by majority vote of such Policy Committee at the time such additional Policy Committee is formed. The provisions of Article IV shall not apply for any new Policy Committees to adopt such an Addendum to these Bylaws and only the applicable Policy Committee may amend any addendum hereto.

(b) The Executive Committee shall be an ad hoc committee made up of representatives elected by the various Policy Committees within the Indianapolis MPO. The Executive Committee provides guidance to the Indianapolis MPO Executive Director and staff on operational items and reviews and makes recommendations for items to be presented to and referred by the various Policy Committees. The Executive Committee is responsible for approving operational items. The Executive Committee is not responsible for the selection of projects or the distribution of funding or any other task specifically granted to a Policy Committee hereof.

(c) Upon a vacancy in the position of Executive Director, the Executive Committee shall develop a job description (which shall be reviewed by the Policy Committees), and the Executive Committee shall oversee the solicitation of interested candidates and interview candidates for Executive Director. The Executive Committee may request Indianapolis MPO staff to be present in candidate interviews, except where a conflict of interest would arise. The Executive Committee would then recommend an individual to serve in that role for the Indianapolis MPO. After the Executive Committee recommends an individual for Executive Director, all Policy Committees must approve such individual by a majority vote. The Executive Director is authorized to hire staff as needed to fulfill the duties of the Indianapolis MPO.

(d) The Executive Director of the Indianapolis MPO shall be terminated by votes of a majority of all members of the Executive Committee and a majority of all members of each Policy Committee.

(e) Indianapolis MPO staff is responsible for carrying out the planning responsibilities for each Policy Committee in conjunction with its partners and to fulfill all other duties of the Indianapolis MPO.

ARTICLE II GENERAL PROVISIONS OF INDIANAPOLIS MPO

Section 2.01 Applicability of Article.

The provisions of this Article II shall apply to the Executive Committee and all Policy and Technical committees thereof, unless different provisions are provided for any particular committee in an addendum to these Bylaws.

Section 2.02 Meetings and Agenda.

(a) Executive Committee meetings are held monthly.

(b) Meeting schedules of all Policy Committees are detailed in each respective addendum attached to these Bylaws.

(c) Special meetings of any committee may be called by the Chair, the Executive Director, or at the request of the majority of Members of any such committee. Whenever possible, at least seven (7) calendar days' notice shall be given.

(d) The Executive Committee may host an Executive Session in accordance with IC 5-14-1.5-6.1 (see Article III Section 3.03).

(e) Whenever possible, meeting agendas for all committees will be distributed at least one week prior to the meetings. Items on the agenda originate from the Indianapolis MPO staff and pertain to pertinent items of business that the committee should consider. Items may also be placed on the agenda of any meeting at the request of any Chair, Executive Committee member, or Committee Member.

(f) The Indianapolis MPO and all Policy and Technical committees shall conduct their business in compliance with the State of Indiana's Open Door Law (IC 5-14-1.5), Indiana's Access to Public Records Act (IC 5-14-3), and the Indianapolis MPO's Public Involvement Plan.

Section 2.03 Robert's Rules.

In all matters not otherwise provided for by statute or these Bylaws, the most recent edition of Robert's Rules of Order, as interpreted by the Committee's presiding officer, shall govern the conduct and procedures of meetings of the Executive Committee and all Policy and Technical committee meetings.

Article III EXECUTIVE COMMITTEE

Section 3.01 Purpose.

(a) The Executive Committee reviews requested actions, policies, and procedures prior to their introduction to the various Policy and Technical Committees. It also provides guidance to Indianapolis MPO staff on certain operational items that may be time-sensitive and require meeting and/or approval sooner than the next Policy Committee meetings.

Section 3.02 Membership.

(a) The Executive Committee of the Indianapolis MPO shall consist of between nine (9) and twelve (12) members who shall be elected by the various Policy Committees of the Indianapolis MPO. As of June 1, 2020, the Executive Committee shall have nine (9) members and they shall be made up of the same members as the prior Administrative Committee of the prior MPO until new members can be elected in 2021.

(b) As of June 1, 2020, the Chair and Vice-Chair of the Transportation Policy Committee will be the Chair and Vice-Chair of the Executive Committee. The remaining members of the Executive Committee will be made up of one representative of the City of Indianapolis, largest transit provider, and at least one (1) member from each other municipal class (excluded cities, county, town, and city).

(i) The Chair and Vice-Chair of each Policy Committee shall be automatically added to the Executive Committee.

(c) The number of Executive Committee members may be changed from time to time by the automatic addition of the Chair and Vice-Chair of any other Policy Committee created by the Executive Committee for any non-transportation area of planning or by vote of the Executive Committee. Article IV of these Bylaws shall not apply for automatic additions to the Executive Committee. Notwithstanding the automatic addition of members on the Executive Committee described above, if at any time the Indianapolis MPO otherwise acts to increase the number of members of the Executive Committee, the Indianapolis MPO must amend these Bylaws in accordance with Article IV and must fill those new seats by the Transportation Policy Committee and any other relevant Policy Committee electing individuals at large to fill those seats, by simple majority vote at the next regular meeting of the various Policy Committees at which a quorum exists. With the exception of the initial members of the Executive Committee, who shall serve the term set forth in the table below, each member of the Executive

Committee shall serve a two-year term or until his or her successor is appointed and qualified.

(d) Members of the Executive Committee shall be determined as follows:

(i) The Executive Committee is comprised of at least a nine (9) members, with at least one representative from the following classes:

A. Largest City by population in the Urban Area (UA).

B. Excluded Cities or Towns (Beech Grove, Cumberland, Lawrence, Southport, Speedway).

C. County.

D. Town.

E. City.

F. Largest Transit Provider.

G. Up to three (3) At Large Members elected by all members of the Transportation Policy Committee.

(ii) The Chair and Vice-Chair shall satisfy the requirement for a representative for the class in which their LPA qualifies. For instance, if the Chair represents a Town, then that municipal class under Article I Section 3.02 (d)(i)(D) above is satisfied.

(e) The terms of the members of the Executive Committee shall be staggered so that approximately one-half of the members of the Executive Committee have a term that ends at the end of an even numbered year and one half have a term that ends at the end of an odd numbered year. For example, the City and three (3) At-Large members' terms end at the conclusion of the calendar year 2030 with new members elected at the first Policy Committee meeting in 2031. The terms of office of the Executive Committee members are as follows:

Initial Members	Year of Term Expiration
1. City	Even years
2. At-Large	Even years
3. At-Large	Even years
4. At-Large	Even years

Commented [DA1]: Addition of Cumberland per HB 1131

5. Town	Odd years
6. Excluded City	Odd years
7. County	Odd years
8. Transit	Odd years
9. Largest City	Odd years

(i) Executive committee members shall serve until new members can be elected.

(ii) The Executive Committee Chair and Vice-Chair terms shall be no less than two (2) years.

(iii) In the event that an officer resigns from such position before the end of the 2-year term or is otherwise no longer representing that LPA, a vote for a replacement officer or officers shall be held at the next TPC meeting.

(f) A quorum for the Executive Committee is at least fifty percent (50%) of the entire Executive Committee at the time action is taken. So long as a quorum is present, a majority vote is required to take action. For example, if there are nine (9) members of the Executive Committee when the vote is taken, then five (5) members constitute a quorum and three (3) members can pass a motion. If there are twelve (12) members of the Executive Committee when the vote is taken, then six (6) members constitute a quorum and four (4) members can take action. No action can occur unless a quorum is present.

(g) The Chair and Vice-Chair of the Transportation Policy Committee shall be the Chair and Vice-Chair of the Executive Committee. In the absence of the Chair at an Executive Committee meeting, the Vice-Chair will serve as the Chair or may elect to have the members present at that meeting to elect a Chair to preside at that meeting. The Chair of the Executive Committee shall be an elected official. The Vice-Chair may serve as chair in the Chair's absence, regardless of whether the Vice-Chair is an elected official.

(h) Reserved.

(i) Nominees will be given an opportunity to speak, if so desired. Nominees shall be voted upon immediately.

(j) Voting for the Executive Committee/Officers may be done by voice, paper ballots or electronic voting; no absentee voting is permitted.

(k) Executive Committee members, except for the Chair, Vice-Chair and At-Large Members, are elected by majority vote of the eligible voting

Members, however, if no one receives a majority vote, the candidates with the highest number of votes of present eligible voting Transportation Policy Committee members of their class (see Section 3.02(d)(i)) is elected. In the event of a tie vote, the Indianapolis MPO Executive Director shall cast the deciding vote.

(l) Any Transportation Policy Committee representative not holding a position, may run for one of the three (3) At- Large seats. Another election is held for the three (3) At- Large positions. All eligible voting Members participate in the At-Large position election. The three (3) representatives with the most votes are elected to the At-Large positions. In the event of a tie vote, the Indianapolis MPO Executive Director shall cast the deciding vote.

(i) Additional elections may be held if either the Chair or Vice-Chair or any Executive Committee member cannot carry out his/her/their duties for the remainder of the appointed term. This election should occur at the next Transportation Policy Committee meeting after the Chair/Vice-Chair resigns and shall be selected from any eligible Transportation Policy Committee member that fits the municipal class (City, Town, etc.) of the departing officer or Executive Committee member. At the same or next regularly-scheduled Transportation Policy Committee meeting, an election for the vacant officer seat will commence after the municipal class seat(s) are elected. In the event notification of a vacancy happens in October or later, the position shall remain vacant for the remainder of the year and shall be filled during the normal Executive Committee elections.

(m) Executive Committee members may appoint a Proxy who will serve in the representative's absence. To appoint a Proxy, the name of the Proxy must be submitted in writing (e-mail or letter) to the Indianapolis MPO. ~~Executive Director or informational email account (Info@IndyMPO.org).~~ It is the Executive Committee member's responsibility to notify the Indianapolis MPO of the appointment of a Proxy. Failure to notify the Indianapolis MPO of the appointment of a Proxy may impact voting privileges. A member of the Executive Committee may appoint more than one Proxy, but every Proxy must be a paid employee, board member, or elected official from the same organization, agency, or institution. In instances where neither the Executive Committee member nor the appointed Proxy can attend, another individual may be selected as a Proxy, conditional on the Proxy definitions outlined in this Section. The Executive Committee member must notify the Indianapolis MPO in writing (e-mail or letter) prior to the meeting when such an event arises. The communication should note the Proxy, including their contact information. The Proxies will remain in effect until such time as the Executive Committee member notifies the Indianapolis MPO in writing (e-mails or letter) of any new Proxies.

(i) Executive Committee members are not required to designate proxies and may withdraw an existing proxy without designating a new one. As noted above, failure to designate a proxy may affect voting privileges.

(ii) All Policy Committee Proxies are assumed to be Proxies for Executive Committee members.

Section 3.03 Powers.

(a) The Executive Committee shall have the following powers:

(i) Review and advise on personnel, hiring and training needs and issues of the Indianapolis MPO staff.

(ii) Review and approve overall MPO operational budget, however, the Executive Committee cannot modify activities or amounts relating to the Unified Planning Work Program (UPWP).

a. Review and approve contracts in excess of amount determined by the Executive Committee , leases relating to real property, health benefits, retirement benefits, information technology agreements; and serve as the financial committee.

(iii) Interview, recommend candidates for hire, determine raises, conduct performance reviews of the Executive Director, and vote on termination of the Executive Director.

(iv) Review and advise on issues pertaining to the organizational structure of the Indianapolis MPO.

(v) Establish additional Policy Committees for subject areas, ad hoc committees, or task forces as appropriate.

(vi) Amend these Bylaws in accordance with Article IV of these Bylaws.

(vii) Conduct an executive session in accordance with IC 5-14-1.5-6.1.

a. Executive sessions will comply with the Hybrid Meeting Policies as identified in Appendix A.

i. The Executive Committee shall comply with all required noticing, including notice sent to members of all policy committees.

ARTICLE IV. AMENDMENTS TO BYLAWS

Section 4.01 Notice.

Each eligible voting Member of the Executive Committee must receive written notice of any proposed amendment to the body of these Bylaws (but not changes to any Addendum hereto, which shall be revised solely on the vote of the Policy Committee to which such Addendum applies in accordance with the requirements of such Policy Committee) at least thirty (30) days prior to the meeting at which the amendment is to be considered by the Executive Committee. A copy of all proposed amendments to the body of these Bylaws will be sent to all Policy Committees as a courtesy, and any amendment to an Addendum hereto made by any Policy Committee should be immediately transmitted to the Executive Committee as a courtesy.

Updates to the Hybrid Meeting Policies and Indianapolis MPO Boards and Committees appendices of the bylaws adopted by resolution by the Executive Committee shall be automatically incorporated and shall be effective immediately without further action to amend the bylaws.

Section 4.02 Required Votes to Amend the Bylaws.

Amendments to the body of these Bylaws shall require the affirmative vote of at least one-half of all members of the Executive Committee, provided there is a quorum present at the meetings where the vote is taken.

EN20825.Public-20825 4847-0073-5440v1

Appendix A: Hybrid Meeting Policies

Procedures for Hybrid IMPO Committee Meetings
V7.12.2021

Introduction

The Emergency Meeting Policies (now Hybrid Meeting Policies) were developed to allow partial in-person/electronic participation in meetings by members should there be an emergency. The Emergency Meeting Policies were approved by the IMPO Executive Committee on May 21, 2021 and the Transportation Policy Committee and Transportation Technical Committee on June 2, 2021 in a joint bundle with the In-Person Policies, which were protocols to mitigate the risk of COVID-19 at IMPO committee meetings.

Indiana Code 5-14 et seq. allows agencies subject to Open Door law (Indiana Code 5-14-1.5-1) to conduct committee meetings using a partial in-person and electronic format that complies with an adopted policy document. This policy document applies to all Indianapolis MPO committees and may be amended by the Executive Committee for all IMPO committees.

Any amendments to these policies adopted by the IMPO Executive Committee will be effective immediately for all IMPO committees.

Hybrid Meeting Policies

All IMPO committee meetings (Executive Committee, Transportation Policy Committee, and Transportation Technical Committee) may conduct a meeting in accordance with these policies. Unless otherwise stated, all Transportation Technical Committee and Transportation Policy Committee meetings will be conducted fully in-person. These hybrid meeting policies will be applied to Transportation Policy and Technical committee meetings at IMPO leadership discretion.

IMPO and its committees will comply with all legislative requirements for conducting meetings including but not limited to:

- At least 50% of voting members must be physically present at the meeting.
- Members participating electronically will be seen and heard.
- If one or more member is participating electronically, all votes must be roll call votes.
- Members participating electronically and in-person will have the ability to interact.
- Members may participate electronically in no more than 2 consecutive meetings remotely (a "set of meetings") and must be present in person at the 3rd consecutive meeting (See Table 1 example) unless such remote attendance is due to military service, illness or other medical condition, death of a relative, or an emergency involving actual or threatened injury to persons or property.
- Members may not attend more than 50% of the meetings in a calendar year remotely unless such remote attendance is due to military service, illness or other medical condition, death of a relative, or an emergency involving actual or threatened injury to persons or property.
- Meeting minutes will include names of participants and how each member participated in the meeting.
- During introductions, members will state how they are participating in the meeting (electronically or in-person).

- Members of the public will be able to simultaneously observe and attend the meeting unless the meeting is being held in executive session.
- **When the committee is considering and passing a budget, establishing or increasing a fee for a contract, or making adjustments to member dues, <u>all members</u> must participate in person. Members participating electronically when the committee is considering or passing such actions will be considered members of the public and are not counted for purposes of quorum and may not vote.**

<u>Table 1: Example Sets of Meetings</u>

	July (completed)	Aug. (completed)	**Sept. (upcoming)**
Member 1	In-person	In-person	**Eligible for electronic participation**
Member 2	In-person	Remote	**Eligible for electronic participation**
Member 3	Remote participation	Remote participation	**Must participate in-person**
Member 4	Remote	Absent	**Eligible for electronic participation***

- *if member participates in September meeting remotely/electronically, the member must attend the next meeting in-person as they have completed a set of meetings (2) remotely

There are 39 voting members on the Transportation Policy Committee and Transportation Technical Committee. At least twenty voting members must be present in-person to satisfy the legislative requirements. If IMPO plans to conduct a Transportation Policy Committee or Transportation Technical Committee meeting using the hybrid policies, IMPO staff will alert all members via email.

Executive Committee has a total of nine members. Since the total number of Executive Committee members is nine, at least five members attending in-person satisfies the legislative requirements (50% of members must be physically present at the meeting). Since five members satisfies the legislative requirements, constitutes quorum according to the bylaws, and can take formal action, five members will be required to attend all meetings in person.

IMPO staff will track how members attend meetings and which members are eligible or ineligible to attend meetings electronically based on the requirements outlined above.

Locally-Declared Emergency

Per Indiana Code 5-14-1.5-3.7, an emergency issued by the governor (IC 10-14-3-12) or the executive of a local political subdivision (10-14-3-29) **allows <u>all members</u> to attend committee meetings virtually until the emergency is terminated.**

An IMPO committee meeting occurring during an emergency will meet the following requirements:

- A quorum of members will be present electronically, in-person, or a combination of the two.

- All votes will be roll call votes.
- Members of the public will be able to simultaneously observe and attend the meeting.
- Meeting minutes will detail who was present and how members and the public attended the meeting (virtually or in person) and who was absent.

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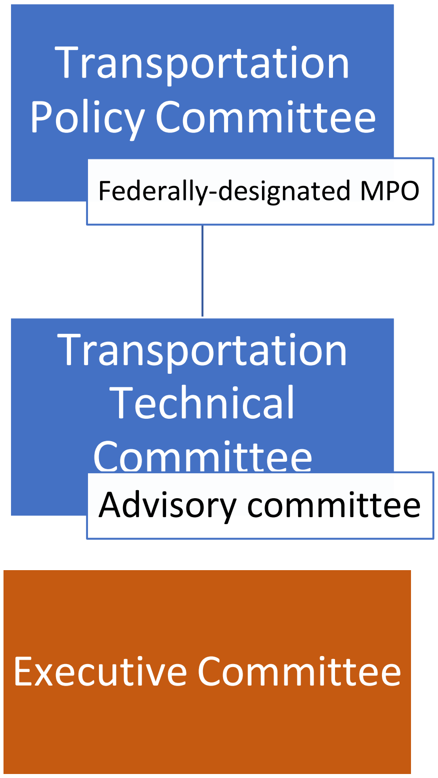
Appendix B: Indianapolis MPO Boards and Committees

The Indianapolis MPO has several boards and committees guiding the direction of the organization. Below is an organization chart for the various boards and committees.



Addendum # 1 Transportation Policy Committee Bylaws

Section TPC 1.01 Establishment.

Per the body of the Bylaws to which this Addendum is attached, the Transportation Policy Committee (TPC) is the federally-designated MPO for the Indianapolis Urbanized Area (UZA) and addresses and approves, among other things, the transportation-related plans.

Section TPC 1.02. Metropolitan Planning Area.

The Indianapolis UZA and Metropolitan Planning Area (MPA) establishes the planning boundaries of the federal MPO as shown in Appendix A attached to this Addendum. The Members of the TPC include various entities within the MPA. The current Members of the TPC are shown in Appendix B, as updated from time to time. Whenever the Decennial Census is updated, the new MPA UAB Map from the most recent Decennial Census shall be attached to this Addendum and shall determine the potential members of the TPC.

Section TPC 1.03 Participation of Local Public Agencies.

All local public agencies (LPAs) within the MPA are invited to be members of the TPC of the Indianapolis MPO and participate in the transportation planning processes. Section TPC 2.05 provides more details on joining the TPC of the Indianapolis MPO.

Section TPC 2.01 Meetings

Meetings of the Transportation Policy and Technical Committees will be held bi-monthly, in the months of February, April, June, August, October, and December (or otherwise as deemed appropriate for the efficient conduct of business). An annual joint Policy and Technical Committee meeting may be held in June and December of each year. Committee Chairs may cancel regular scheduled meetings should there be insufficient business on the Committee's tentative agenda (which is prepared by the Indianapolis MPO staff in conjunction with the Chair).

Section TPC 2.02 Transportation Policy Committee Membership and Local Match.

(a) Those LPAs that choose to participate in the Transportation Policy Committee can become Member agencies. A list of participating Members can be found on the Indianapolis MPO website.

(b) Membership on the TPC provides each participating LPA access to transportation dollars, any licensed data products or information provided therefrom, as applicable, Indianapolis MPO planning support, and any planning funds that may become available for transportation planning to the Indianapolis MPO.

(c) Each LPA that is a Member of the TPC shall pay their share of operational expenses as members to the TPC. The combined local match share provides the match to federal planning funds received from the Federal Highway Administration and Federal Transit Administration, via the Indiana Department of Transportation, and any other grants that require local match. Each member LPA must commit to the provision of the local match for the duration of their membership in the TPC of the Indianapolis MPO.

- Local match for transportation planning funding is determined annually by the TPC. The local match share is determined by calculating the LPA's share of the MPA population (based on the latest decennial census or other agreed to source by the TPC) and multiplying it by the local match required for that year's federal transportation planning authorizations, plus any additional non-federally eligible expenses. Transit members will be charged a flat annual fee for dues as determined by the TPC.
- Local match dues shall be no less than $2,000 for a county or $500 for a municipality (city, town, excluded city) per year.

(d) No later than the June TPC meeting, Indianapolis MPO staff will provide the amount of local match dues (approved by the TPC) owed by each Member.

(e) Local Match Dues are due at the first meeting of the TPC the following year.

(f) If an LPA on the TPC does not pay their local match by the specified date or ceases to pay, the MPO portion of any active project may be cancelled, the project and any other programmed future projects may be removed from the Transportation Improvement Program (TIP) for the Indianapolis MPA, and the LPA will be required to complete the project with local funding. The LPA will also be ineligible to apply for any Indianapolis MPO funds through the Indianapolis MPO's Call for Projects process. If awarded Indianapolis MPO funds have been transferred to the LPA, the LPA will be required to repay the funds to the Indianapolis MPO per the signed IMPO-LPA Grant Agreement. The LPA will also surrender voting privileges on all Indianapolis MPO Transportation committees and all other benefits outlined in this Addendum or otherwise deemed surrendered by the Indianapolis MPO.

Section TPC 2.03 Transportation Policy Committee; Eligible Voting Members.

(a) Those LPAs, CIRTA, and IndyGo that pay their share of local match for the TPC are considered eligible voting Members. For details on local match, see Section TPC 2.02.

(b) The following partner agencies are also represented as eligible voting Members of the Transportation Policy and Transportation Technical Committees:

- Indianapolis Airport Authority (IAA)
- Indiana Department of Transportation (INDOT)
- Ports of Indiana

Section TPC 2.04 Transportation Policy Committee; Non-Voting Members.

(a) Non-voting members, also known as advisory members, serve an important role. The following agencies are considered non-voting members for both the Transportation Policy and Transportation Technical Committees:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Environmental Protection Agency (EPA)
- Indiana Department of Environmental Management (IDEM)
- Local Public Agencies that choose not to pay local match

(b) Other non-voting members are also included in the membership of the Transportation Technical Committee only:

(i) Representatives from the adjacent metropolitan planning organizations that coordinate regional planning processes. This includes the Columbus Area Metropolitan Planning Organization (CAMPO) and the Madison County Council of Governments (MCCOG).

(ii) Representative from an organization that represents freight interests in the central Indiana region.

Section TPC 2.05 Joining the Transportation Policy Committee.

(a) An LPA within the current MPA may join or rejoin the TPC of the Indianapolis MPO at any point in time. For LPAs not previously in the MPA but made eligible in a revised MPA, see Section TPC 2.05(c).

(b) As a requirement of an LPA joining or rejoining the TPC, an LPA must pay the following: the number of years absent from the TPC (but no more than three (3) years), multiplied by its current local match dues for the current fiscal year.

(c) Notwithstanding (a) and (b) above, following approved changes to the urbanized area and/or MPA, LPAs added to, but previously not in, the MPA are invited to join the TPC of the Indianapolis MPO. The TPC shall extend the new LPA an invitation to join its committee; the invitation will coincide with the final approval of the new MPA boundary. The LPA is given two (2) years from the initial invitation to join the TPC. After this time, the LPA must join pursuant to (a) and (b) of this section.

Section TPC 2.06 Leaving the Transportation Policy Committee.

(a) An LPA receiving funds from the Indianapolis MPO may not opt out of its Membership with the TPC.

(b) An LPA may otherwise opt out of its Membership with the TPC. The Indianapolis MPO requires that the highest legislative body of the LPA and the Official Representative provide written notification of the LPA's decision to leave the TPC. Such notice terminating membership shall be given no later than the first TPC meeting in any given calendar year.

(c) For the purpose of creating a balanced budget and fairness to other LPAs, the departing LPA is required to continue paying local match for a period of time determined by when the notice of termination is received by the Indianapolis MPO.

(i) If the LPA delivers its termination letter after the first TPC meeting of the year, it will be required to pay the current year and for an additional two years. For example: LPA A decides it no longer wishes to participate in the TPC. LPA A turns in its written membership termination letter after the first TPC meeting of any calendar year. The LPA is responsible for the current year and the two following years.

(ii) If the LPA A turns its termination letter in no later than the first TPC meeting of any calendar year, it is responsible for payment for the current year and the year after.

Section TPC 3.01 Transportation Policy Committee and Technical Committee Official Representative, Proxies, and Notification.

(a) Policy and Technical Committee Official Representative.

(i) LPAs shall notify the Indianapolis MPO staff in writing of their Official Representatives for all Policy and Technical Committees. Representatives on the TPC must be elected officials, paid employees, or board members of the LPA they represent.

(ii) In the event that the LPA does not designate its Official Representative, the following applies:

A. Transportation Policy Committee – The highest elected official of the LPA (mayor, president of town council, president of board of county commissioners) shall be deemed the Official Representative on the TPC until a notice of a different designated representative is received from the LPA.

B. Technical Committee – The LPA's head engineer (if any) shall be deemed the Official Representative on the Technical Committee until notice of a different designated representative is received from the LPA.

(iii) The names of the Official Representatives for each committee shall be available on the Indianapolis MPO website. Chairs and Vice-Chairs of the TPC shall also be noted.

(iv) Partner agencies shall also notify the Indianapolis MPO staff in writing of their Official Representatives. Such Representatives shall be designated by the highest official of the agency.

(b) Transportation Policy Committee and Technical Committee Proxy.

(i) LPA's may appoint a Proxy to the Transportation Policy and Technical Committees who will serve in the Official Representative's absence. To appoint a Proxy, the name of the Proxy must be submitted in writing (email or letter) to Indianapolis MPO Executive Director or informational email account (Info@IndyMPO.gov~~org~~).It is the LPA's responsibility to notify the Indianapolis MPO of the appointment of a Proxy. Failure to notify the Indianapolis MPO of the appointment of a Proxy may impact voting privileges. An LPA may appoint more than one Proxy, but every Proxy must meet the requirements set forth below:

A. For the TPC, the Proxy shall be a paid employee, board member, or elected official from the same organization, agency, institution, or LPA.

B. For the Technical Committee, it is suggested, but not required, that the Proxy be a paid employee from the same organization, agency, institution, or LPA.

(ii) In instances where neither the Official Representative nor the appointed Proxy can attend, another individual may be selected as a Proxy, conditional on the Proxy definitions outlined in TPC 3.01(a)(ii) A and B. The LPA must notify the Indianapolis MPO in writing (e-mail or letter) prior to the meeting when such an event arises.

(iii) LPAs are not required to designate proxies, but failure to do so may impact voting privileges.

(iv) All Policy Committee Proxies are assumed to be Proxies for Executive Committee members.

(c) Notification to Indianapolis MPO of Policy and Technical Committee Representatives and Proxies.

(i) These appointments of the Official Representatives and Proxies for the above committees must be submitted in writing (e-mail or letter) to the Indianapolis MPO. The communication should note the Official Representative and Proxy of both committees, including their contact information.

(ii) These Official Representatives and Proxies will remain in effect until such time as the LPA notifies the Indianapolis MPO in writing (e-mails or letter) of any new Official Representatives or Proxies (as described above in TPC 3.01(b)(i) A and B).

Section TPC 3.02 Quorum, Committee Voting Eligibility, Procedures, and Official Approval.

(a) All eligible voting Members (the Official Representative or their qualified Proxy) are permitted to vote. Non-voting Members and unauthorized Proxies are not permitted to vote. LPAs are responsible for notifying and keeping records up to date with the Indianapolis MPO.

(b) Each eligible voting Member is entitled to one (1) vote. No eligible voting Member may vote twice.

(c) Any Member may call for a vote on any agenda item and, if it is seconded, a vote may be taken on the agenda item.

(d) A Member may withdraw from voting on an issue by verbally abstaining prior to or during the vote.

(e) Unless otherwise stated in this Addendum, actions of the TPC are approved by a majority vote of present eligible voting Members, as long as a quorum is present. A quorum of the TPC shall be fifteen (15) of its members.

Section TPC 3.03 Planning Agreements.

(a) The TPC of the Indianapolis MPO agrees to conform to the policies agreed upon in the Memorandum of Agreement (MOA) by and between the Indianapolis MPO, the Indiana Department of Transportation (INDOT), and the Indianapolis Public Transportation Corporation (d/b/a IndyGo). This document is attached for reference as Appendix C.

(b) The TPC also agrees to conform to the policies agreed-upon in the Planning Activities Agreement with the Madison County Council of Governments (MCCOG) and the Columbus Area Metropolitan Planning Organization (CAMPO). This document is attached for reference as Appendix D.

Section TPC 3.04 Transportation Policy Committee Officers (Chair and Vice-Chair).

(a) Prior to the first meeting of the TPC in any given year in which an officer shall be elected, the Indianapolis MPO Executive Director will ask for nominations for officers as outlined below.

(b) The TPC shall have a Chair and a Vice-Chair. The Chair shall be elected by its Members from those nominated by the receipt of the highest number of votes. After the Chair is elected, nominations for Vice-Chair shall be taken and the individual with the highest number of votes shall be the Vice-Chair.

(c) In the event the Chair cannot attend a meeting, the Vice-Chair shall perform the Chair's duties himself/herself or, if the Vice-Chair prefers, another member may be elected by majority vote to perform chairperson duties for that meeting. If neither the Chair nor Vice-

Chair are in attendance those present at the meeting may elect a Chair to preside at that meeting.

(d) The Chair of the TPC shall be an elected official. The Vice-Chair may serve as chair in the Chair’s absence regardless of whether the Vice-Chair is an elected official.

(e) The term of office for Chair and Vice-Chair of the TPC shall be two (2) years. In the event that an officer resigns from such position before the end of the 2-year term or is otherwise no longer on the TPC representing that LPA, a vote for a replacement officer or officers shall be held at the next TPC meeting in the same manner as described above (see Article III, Section 3.02(l)(i) above).

(f) The Chair is tasked with maintaining order, upholding the Bylaws, and facilitating discussion of the TPC.

<u>Section TPC 4.01 Powers of the Transportation Policy Committee.</u>

The TPC shall have the following powers:

(i) Approve all federally-required transportation planning documents, including, but not limited to:

(1) Unified Planning Work Program (UPWP),
(2) Indianapolis Regional Transportation Improvement Program (TIP), and
(3) Metropolitan Transportation Plan

(ii) Oversees expenditures of transportation dollars, as outlined in federal and state laws.

(iii) Approve dues amounts for members and transit agencies in accordance with Section TPC 2.02 (e).

(iv) Establish special transportation committees or task forces as appropriate.

(v) Approval of Executive Committee-recommended candidate to fill vacant Executive Director position (See Article I Section 1.02 (c))

(vi) Vote to terminate and existing Executive Director. (See Article I Section 1.02 (d) for required Executive Committee vote).

(vii) Establish a Technical committee or any other committee deemed necessary or desirable to complete transportation activities.

(viii) Conduct an executive session in accordance with IC 5-14-1.5-6.1.

(1) The Transportation Policy Committee shall comply with all required noticing,

including notice sent to members of the Executive Committee.

(ix) Amend this Addendum #1 in accordance with Section TPC 5.

Section TPC 5.01 Amendments to this Addendum.

The TPC may amend these Bylaws according to the following protocol.

Section TPC 5.02 Notice.

Each eligible voting Member of the TPC must receive written notice of the proposed amendment at least thirty (30) days prior to the meeting at which the amendment is to be considered by the TPC. The Executive Committee will receive a copy of any amendments made to this Addendum.

Updates to the Map of MPA, List of Jurisdictions within the MPA, Planning Agreement between INDOT/IndyGo/IMPO, and MPO Planning Agreement between 3 MPOs appendices of the TPC bylaws adopted by resolution by the TPC shall be automatically incorporated and shall be effective immediately.

Section TPC 5.03 Required Votes to Amend the Bylaws.

Amendments to this Addendum #1 shall require the affirmative vote of at least one-half of all members of the TPC.

Section TPC 5.04 Applicability of Amendments

Approved amendments to this Addendum #1 constitute a change to only Addendum #1. No amendments to this Addendum constitute changes to the Bylaws of the Indianapolis MPO or any other addendums thereto.

Transportation Technical Committee

Section TTC 6.01 Purpose.

As technical experts, the Transportation Technical Committee is intended to provide advisory recommendations to the TPC, particularly on items that are more technical in nature.

Section TTC 6.02 Powers.

The Transportation Technical Committee shall have the following powers:

(a) Recommendations for approval of and amendments to planning documents to the TPC.

(b) Establish special committees or task forces as appropriate.

(c) Offers technical guidance regarding the allocation of transportation dollars.

(d) All powers outlined in any appendix material to this Addendum.

Section TTC 6.03 Technical Committee Members.

Each LPA shall appoint an Official Representative and Proxy to serve on the Transportation Technical Committee. Representatives and proxies should have technical expertise. The Transportation Technical Committee shall also include non- voting members as described in Section TPC 2.04 above.

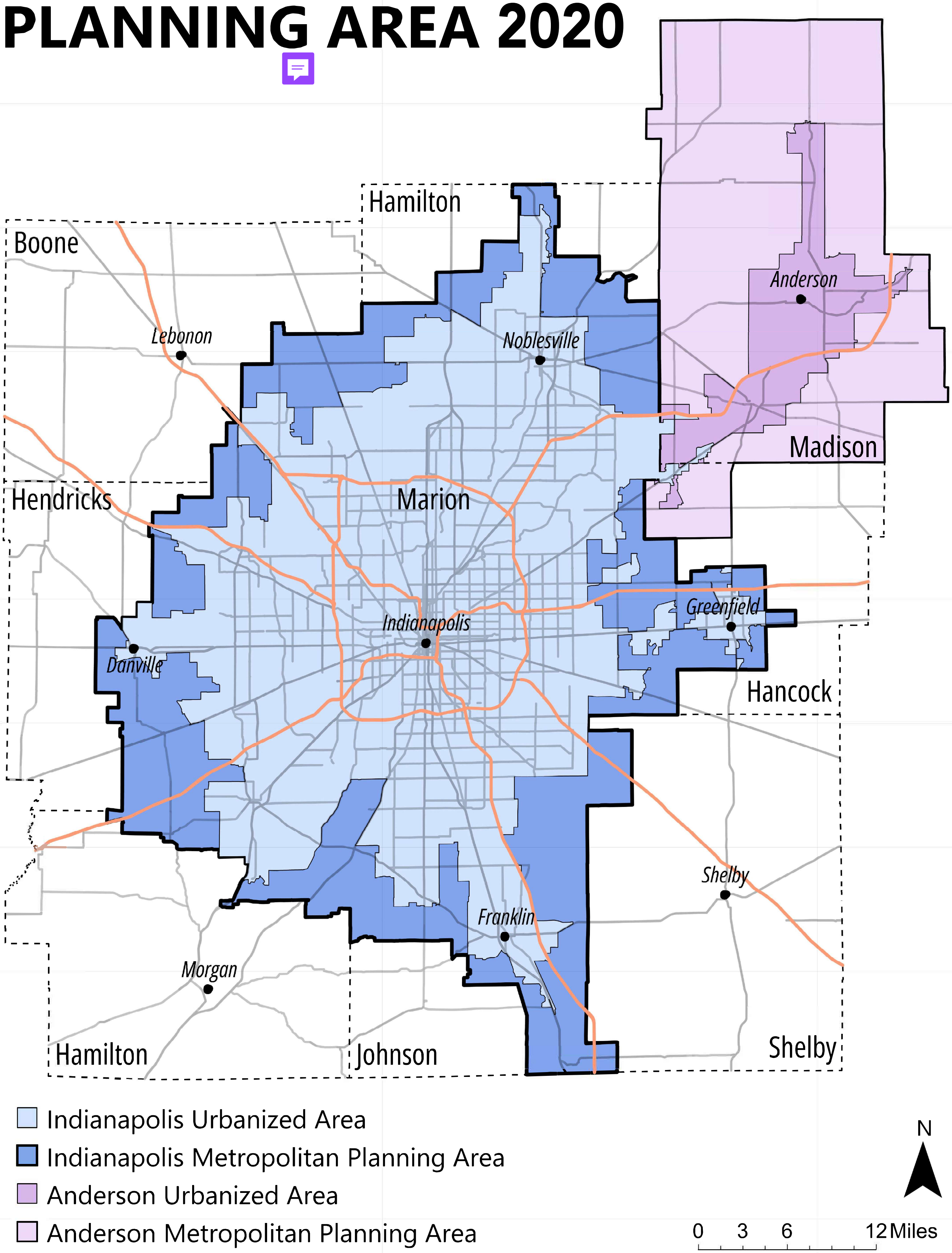
Section TTC 6.04 Technical Committee Officers.

The Chair for the Transportation Technical Committee is the Indianapolis MPO Executive Director unless such committee chooses to elect a member as its Chair. This role is charged with maintaining meeting order, upholding the Bylaws, and facilitating discussion where appropriate.

Section TTC 6.05 Quorum.

The quorum for the Transportation Technical Committee is fifteen (15) eligible voting Members. No action on an agenda item may be taken unless a quorum is present. Technical Committee votes are advisory and only provide recommendations to the TPC.

INDIANAPOLIS METROPOLITAN PLANNING AREA 2020



Appendix B: List of Jurisdictions within the MPA

1. Town of Arcadia
2. Town of Atlanta
3. Town of Avon
4. Town of Bargersville
5. City of Beech Grove
6. Town of Bethany
7. Boone County
8. Town of Brooklyn
9. Town of Brownsburg
10. City of Carmel
11. Town of Cicero
12. Town of Cumberland
13. Town of Danville
14. Town of Edinburgh
15. Town of Fishers
16. City of Franklin
17. City of Greenwood
18. Hamilton County
19. Hancock County
20. Hendricks County
21. City of Indianapolis

22. Johnson County

~~22.~~23. City of Lebanon

~~23.~~24. Town of McCordsville

~~24.~~25. Town of Mooresville

~~25.~~26. Morgan County

~~26.~~27. Town of New Palestine

~~27.~~28. Town of New Whiteland

~~28.~~29. City of Noblesville

~~29.~~30. Town of Pittsboro

~~30.~~31. Town of Plainfield

~~31.~~32. Shelby County

~~32.~~33. City of Southport

~~33.~~34. Town of Speedway

~~34.~~35. Town of Spring Lake

~~35.~~36. City of Westfield

~~36.~~37. Town of Whiteland

~~37.~~38. Town of Whitestown

~~38.~~39. Town of Zionsville

Included Cities/Towns (Marion County, UniGov)

1. Meridian Hills
2. Williams Creek
3. North Crows Nest
4. Crows Nest
5. Rocky Ripple
6. Wynnedale
7. Homecroft
8. Clermont
9. Warren Park
10. Spring Hill

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Appendix C: Planning Agreement between MPO/INDOT/IndyGo.

MEMORANDUM OF AGREEMENT
BY AND BETWEEN
INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION, INDIANA DEPARTMENT OF TRANSPORTATION, AND INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

This Memorandum of Agreement is made by and between Indianapolis Metropolitan Planning Organization (hereinafter referred to as IMPO), Indiana Department of Transportation (hereinafter referred to as INDOT), and Indianapolis Public Transportation Corporation (hereinafter referred to as IndyGo).

WHEREAS, the most recent Federal Transportation Authorization Legislation requires the establishment of Metropolitan Planning Agreements between the state, the metropolitan planning organization, and public transportation operator(s) in accordance with 23 CFR § 450.314; and

WHEREAS, the metropolitan transportation planning process includes IMPO, INDOT, and IndyGo; and

WHEREAS, transportation planning incorporates a comprehensive, cooperative, and continuing process with relevant agencies including the Federal Highway Administration (FHWA) and the Federal Transit Authority (FTA); and

WHEREAS, IMPO is the designated MPO for the Indianapolis Metropolitan Planning Area (MPA); and

WHEREAS, the MPA boundary is determined by agreement between IMPO and the Governor of Indiana, referencing the latest U.S. Census Bureau's Decennial Census; and

WHEREAS, INDOT administers the statewide Tier II Transit Asset Management Plan, and is therefore the Tier II group plan leader; and

WHEREAS, IndyGo is the designated recipient for Section 5307 funding in the Indianapolis Urbanized Area; and

WHEREAS, the appropriate conformity consultation and determination procedures refer to the most recent version of the Indiana Air Quality Conformity Interagency Consultation Group Guidance and the most recent version of the Process and Procedures for the Coordination of Transportation and Transportation Related Air Quality Planning Including the Consultation and Determination of Transportation Conformity.

NOW THEREFORE IMPO, INDOT, and IndyGo mutually agree as follows:

RESPONSIBILITIES OF IMPO

METROPOLITAN TRANSPORTATION PLAN (MTP)

1. IMPO shall develop a Metropolitan Transportation Plan (MTP), in accordance with the requirements of 23 CFR § 450.324, that addresses the planning factors from the most recent federal transportation authorization bill.

2. IMPO shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the MTP.

3. IMPO shall develop the MTP in consultation with the other parties in this agreement at minimum once every 5 years.

4. IMPO develops the financial plan for the MTP that demonstrates the fiscal constraint with respect to available and projected sources of revenue.

5. IMPO is responsible for developing and maintaining a travel demand forecasting model for the MPA. IMPO will share the results of Travel Demand Forecasting with INDOT and IndyGo as requested.

6. MTP amendments and administrative modifications follow the procedures outlined by IMPO's procedures and Public Participation Plan in place at the time of amendment.

7. IMPO shall include documentation of an approved Congestion Management Process (CMP) as specified in 23 CFR § 450.322. The CMP identifies regionally significant projects for major updates to the MTP. Requests to amend the MTP must comply with the CMP.

8. IMPO shall follow the appropriate conformity consultation and determination procedures to ensure compliance with conformity requirements.

9. The IMPO Policy Board/Committee approves the MTP and its periodic updates.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

10. IMPO shall develop a Transportation Improvement Program (TIP), in accordance with 23 CFR § 450.326, that addresses planning regulations from the most recent federal transportation authorization bill.

11. IMPO shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the TIP.

12. IMPO develops the TIP in cooperation with INDOT, FHWA, FTA, IndyGo, and other agency partners in accordance with the agreed-upon schedule for the INDOT Statewide Transportation Improvement Program (STIP).

13. The TIP shall reflect the investment priorities established in the current MTP, cover a period of no less than 4 years.

14. IMPO will develop the financial plan for the TIP that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs.

15. The TIP shall include all federal aid funding projects as well as regionally significant projects, regardless of funding source, within the MPA. Federal funds, other than Metropolitan Planning (PL) dollars, identified for transportation planning activities in the UPWP, must be included in the TIP.

16. IMPO TIP is approved by the Governor of Indiana and incorporated into the STIP which is approved by FHWA and FTA.

17. IMPO will provide and maintain the MiTIP public access portal as well as the website that services TIP amendments and administrative modifications.

18. IMPO will process TIP amendments and administrative modifications via IMPO's online MITIP system in accordance with applicable IMPO TIP amendment and administrative modification procedures as well as INDOT's amendment/modification procedures.

19. The Annual Listing of Obligated Projects (ALOP) will adhere to the process outlined in 23 CFR § 450.334 and as referenced in the most recent version of the INDOT, MPO, & RPO Cooperative Procedures Manual.

UNIFIED PLANNING WORK PROGRAM (UPWP)

20. IMPO will prepare a Unified Planning Work Program (UPWP), in accordance with 23 CFR § 450.308, that addresses the Federal Planning Emphasis Areas (PEAs) identified by FHWA and FTA.

21. IMPO shall follow the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual for the development of the UPWP.

22. IMPO will prepare a Unified Planning Work Program (UPWP) in cooperation and consultation with INDOT, FHWA, FTA and IndyGo.

23. IMPO will prepare a UPWP for the fiscal year that will take effect beginning on January 1st and will provide the draft UPWP to INDOT Technical Planning & Programming.

24. IMPO will submit a final UPWP to INDOT Technical Planning & Programming in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.

25. IMPO will submit invoices on a timely basis, following the most recent version of the INDOT, MPO, & RPO Cooperative Procedures Manual.

26. IMPO will submit a Cost Allocation Plan (CAP) in accordance with 2 CFR § 200.416 and the most recent version of the INDOT, MPO, & RPO Planning Cooperative Procedures Manual.

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

27. IMPO shares data and information with INDOT and IndyGo to assist with the development of performance targets.

28. IMPO may review and provide comments on proposed INDOT or IndyGo performance targets prior to final adoption.

29. IMPO shall provide documentation to INDOT that either supports the statewide performance targets as established by INDOT or provides an alternate set of performance targets.

    a) In the case that IMPO chooses to adopt the statewide performance targets as established by the INDOT, the expected documentation is a resolution or meeting minutes by the IMPO Policy Board/Committee.

    b) In the case that IMPO chooses to adopt an alternate set of performance targets, the expected documentation is a description of the procedure used to set alternate performance targets as well as a resolution or meeting minutes by the IMPO Policy Board/Committee. IMPO will be responsible for reporting the two-year and four-year performance targets within the federal reporting system for the MPA.

30. IMPO includes information outlined in 23 CFR § 450.324 (f) (3-4) in any MTP amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.326 (d).

31. Reporting of targets and performance measures by IMPO shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

PUBLIC PARTICIPATION & INVOLVEMENT

32. IMPO will maintain a Public Participation Plan that is adopted by the IMPO Policy Board/Committee. The Public Participation Plan will include coordination with the INDOT public participation process.

33. IMPO shall follow the Public Participation Plan throughout the planning process, including, but not limited to the development of the MTP and the TIP.

34. IMPO's TIP participation process will serve to meet the public participation requirements of IndyGo and the Central Indiana Regional Transportation Authority's (CIRTA).

35. IMPO will comply with all appropriate federal assurances, civil rights, and DBE requirements, Title VI guidance, ADA requirements, and procurement activities guidelines.

36. IMPO shall comply with the required provisions of Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21.

TRANSIT PLANNING

37. IMPO will sponsor and participate on committees related to the provision and coordination of transit and para-transit services.

38. IMPO will serve as the lead for the development of the Coordinated Public Transit Human Services Transportation Plan.

RESPONSIBILITIES OF INDOT

INDOT Technical Planning & Programming provides Planning Liaisons to coordinate with IMPO. INDOT Planning Liaisons regularly attend IMPO Technical Board/Committee meetings and IMPO Policy Board/Committee meetings. The INDOT District Capital Program Manager will attend IMPO Technical Board/Committee meetings and have voting representation for INDOT. INDOT District Deputy Commissioners will attend IMPO Policy Board/Committee meetings and have voting representation for INDOT.

MTP & TIP

1. INDOT works cooperatively with IMPO to implement the August 2020 Programmatic Federal Funds Exchange Agreement.

2. INDOT develops the Statewide Long-Range Transportation Plan (LRTP) in congruence with IMPO's MTP.

3. INDOT will coordinate with IMPO on MTP development and INDOT LRTP development.

4. INDOT will coordinate with IMPO in the development of IMPO's TIP and the development INDOT's STIP.

5. INDOT will develop planned improvement needs on state jurisdictional highways for the development of IMPO's TIP and INDOT's STIP.

6. INDOT will provide MTP and TIP amendment requests to IMPO according to the applicable schedule. All MTP and TIP amendment requests will be submitted via MiTIP.

7. INDOT will provide IMPO with estimates of available federal and state funding in a timely manner for the development of the financial plans demonstrating the fiscal constraint of IMPO's MTP and TIP. Should funding information be delayed for any reason, IMPO may flat-line funding based on past information.

8. INDOT will develop the STIP in congruence with IMPO's transportation planning process and incorporate IMPO's approved TIP by reference or amendment in its entirety.

9. INDOT will provide timely lists of INDOT projects within the MPA. Project information includes DES #, clear project description, total project cost, state and federal share, federal funding program or source, and letting date or fiscal year. Per the 2022 IMPO Certification Report, project information must ensure the minimum project descriptive information for DOT initiated projects.

10. INDOT will provide timely lists of INDOT projects within the Transportation Conformity Area but outside of the MPA. Project information will include DES #, project description, total project cost, state and federal share, federal funding program or source, and letting date or fiscal year. Per the 2022 IMPO Certification Report, project information must ensure the minimum project descriptive information for DOT initiated projects.

11. INDOT will develop a Statewide Transportation Improvement Program (STIP) that includes the review and written approval of IMPO's TIP in a timely manner.

12. INDOT will provide a list of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year. The list of projects will be sorted specifically to include only projects within the MPA. Project information will include DES #, county, sponsor, district, route, project description, work type, phase, fund type, federal obligation amount, advanced construction amount, if any total obligation and obligation date. Per the 2022 IMPO Certification Report, project information must ensure the minimum project descriptive information for DOT initiated projects. This will support IMPO in developing the Annual List of Obligated Projects (ALOP).

13. INDOT will collect and share transportation system information with IMPO to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics.

UNIFIED PLANNING WORK PROGRAM (UPWP)

14. INDOT Technical Planning & Programming will assign a planning liaison to participate in transportation planning activities related to the UPWP such as review of the document, preparation of contracts following its approval, review of billings submitted by IMPO, etc.) and to assist with coordination of the PEAs identified by FHWA and FTA.

15. INDOT shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State, in consultation with the MPOs, and approved by the FHWA.

16. INDOT Technical Planning & Programming will review and provide approval of the UPWP in a timely manner and begin development of the required contracts and purchase orders. INDOT will strive for a timely notice-to-proceed, a signed contract and a purchase order.

17. INDOT Technical Planning & Programming will review progress reports through the Planning Liaison and initiate the reimbursement of invoices pursuant to applicable Federal Regulations and Indiana Code 5-17-5, Public Purchases.

18. Properly submitted invoices shall be reviewed and processed for payment following the procedures as outlined by the Auditor of the State of Indiana.

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

19. INDOT will collect bridge and pavement condition data for the state asset management plan for the National Highway System (NHS). INDOT shall coordinate changes to the NHS with IMPO.

20. INDOT, as the Tier II transit provider group plan leader, will collect transit data and produce the Tier II Group Transit Asset Management Plan, to include all Tier II transit providers who elect not to create their own Transit Asset Management Plan.

21. INDOT will provide IMPO with the statewide performance data used in developing statewide targets. Updates of this data will include prior performance data.

22. INDOT will develop draft statewide performance targets in coordination with all Indiana MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication.

23. INDOT shall give all Indiana MPOs an opportunity to provide comments on statewide targets before final statewide targets are adopted.

24. INDOT performance targets will be reported to FHWA and FTA as applicable.

25. INDOT will include information outlined in 23 CFR § 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR § 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.

26. Reporting of targets and performance by INDOT shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

RESPONSIBILITIES OF INDYGO

METROPOLITAN TRANSPORTATION PLAN (MTP)

1. IndyGo will provide data, including financial planning information, upon request, and participate in the development of the MTP update.

2. IndyGo will provide copies of its Transportation Development Plan, as updated.

3. IndyGo will provide MTP amendment requests to IMPO according to the applicable schedule. All MTP amendment requests will be submitted via MiTIP.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

4. IndyGo will provide a Financial Capacity Analysis showing a 5-year Financial Plan as part of the TIP development process.

5. IndyGo will provide a 5-year capital project and operating plan (program of projects) for inclusion in the TIP to IMPO. The capital and operating plan will be updated annually and submitted with the Financial Capacity Analysis. This will be reviewed by the INDOT Transit Office within the Multimodal Division.

6. IndyGo will provide TIP amendment requests to IMPO according to the applicable schedule. All TIP amendment requests will be submitted via MiTIP.

7. IndyGo will provide a copy (PDF file preferred) to IMPO of each final grant request to FTA and provide a copy of each grant award acceptance.

8. IndyGo will provide on an annual basis, no later than 90 calendar days following the end of the program year, a list of transit projects for which funds under 23 U.S.C. or 49 U.S.C., Chapter 53 were obligated in the preceding program year.

UNIFIED PLANNING WORK PROGRAM (UPWP)

9. IndyGo will provide IMPO with details for any significant planning activities requiring the use of federal funds and/or planning document outlined in this agreement.

PERFORMANCE-BASED PLANNING & PROGRAMMING (PBPP)

10. IndyGo will annually update their Transit Asset Management Plan and performance targets.

11. IndyGo may share and request comments on proposed transit targets with INDOT and IMPO prior to adopting them.

12. IndyGo will provide IMPO with performance data used in developing targets, as requested.

13. As the designated recipient of federal transit funds, IndyGo will offer to complete a Group TAM for eligible subrecipients. If a Group TAMP is completed, IndyGo will share its performance data and targets with IMPO and INDOT.

14. IndyGo will share the public transit safety plan, any amendments, and its supporting documentation and data with INDOT and IMPO.

15. Reporting of targets and performance by IndyGo shall conform to 23 CFR § 490, 49 CFR § 625, and 49 CFR § 673.

PUBLIC PARTICIPATION & INVOLVEMENT

16. IndyGo will assist, as requested by IMPO, in any public meetings regarding transit.

17. IndyGo will coordinate with IMPO to ensure that the TIP participation process states it will serve to meet IndyGo's public participation requirements for the Program of Projects (POP).

TRANSIT PLANNING

18. IndyGo will provide a staff liaison to assist with transit planning efforts.

19. IndyGo will participate on the Executive Committee, IMPO Technical Board/Committee and IMPO Policy Board/Committee.

20. IndyGo will participate in the development of the Coordinated Public Transit Human Services Transportation Plan.

21. IndyGo will be responsible for its Capital Improvement Plan and its ADA Compliance Plan and other activities directly related to the operation of public transit services in IMPO's Urbanized Area.

22. IndyGo, as the designated recipient of federal transit funds, will be required to maintain all necessary records in support of the expenditure of funds where it is a direct recipient and oversight of expenditures of IndyGo's subrecipients. For all other monies, those direct recipients are responsible to maintain records and make them available to all necessary parties.

23. IndyGo is responsible for the local matching dollars for all funds for which it is a direct recipient. IndyGo is not responsible for the local matching dollars for its subrecipients.

24. IndyGo agrees that it will comply with all required federal objectives.

SIGNATORIES & AUTHORIZATION

IN WITNESS WHEREOF, the undersigned executive staff members of IMPO, INDOT, and IndyGo have authorized this Memorandum of Agreement on the dates indicated.

INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)

Lyndsay Quist ______________________ 3/20/2023 ______

Deputy Commissioner of Capital Program Management — Date

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO)

Anna Gremling ______________________ 2/22/23 ______

Executive Director — Date

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IndyGo)

Inez Evans ______________________ 2/23/2023 ______

President & CEO — Date

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (886)-849-1368
FAX: (317)-849-1368

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 23, 2018

The Honorable Mark Myers
Mayor, City Greenwood
Chair, Indianapolis Regional Transportation Council
300 S. Madison Ave
Greenwood, Indiana 46142

Subject: Re – designation of the Indianapolis Metropolitan Planning Organization

Dear Mayor Myers:

I understand that over the last eighteen months the Indianapolis Regional Transportation Council (IRTC), the governing body of the Indianapolis Metropolitan Planning Organization has completed a thorough review of their operations, regional competitiveness and future growth strategies of the organization resulting in the adoption of the Indianapolis Metropolitan Planning Organization Strategic Plan. As a result of this vote, I understand, the Policy committee of the IRTC requests re-designation of the Indianapolis Metropolitan Planning Organization.

Per your letter of August 28, 2018, I designate the Indianapolis Metropolitan Planning Organization as an independent organization as of June 1, 2020. This signifies that the Indianapolis Metropolitan Planning Organization would no longer be considered hosted by the City of Indianapolis Department of Metropolitan Development. Further, I understand from your letter that the IRTC Policy Committee, composed of elected and appointed officials from 36 local public agencies within the Indianapolis region, approved the re-designation on August 22, 2018 per Resolution 18-IMPO-014.

On behalf of the Governor, Eric Holcomb, per authorization granted in CFR 23 CFR 450.310, and in accordance with the request stated in your August 28, 2018 letter, I hereby approve the re-designation of the Indianapolis Metropolitan Planning Organization (IMPO)as an independent organization as of June 1, 2020, as the MPO for the Indianapolis Region of Central Indiana.

Sincerely,

Joe McGuinness
Commissioner

Appendix D: MPO Planning Agreement between 3 MPOs

Planning Boundary, Funding, and Planning Cooperation Memorandum of Understanding (MOU) between the Columbus Area Metropolitan Planning Organization (CAMPO), the Indianapolis Metropolitan Planning Organization (the IMPO), and the Madison County Council of Governments (MCCOG or its successor)

In furtherance with the spirit of mutually beneficial efforts supporting the federal "3C" planning process (cooperative, continuing, comprehensive) and a planning effort transcending sub-regional boundaries, this agreement will replace the March 2015 Agreement to ensure coordination between the three Central Indiana Metropolitan Planning Organizations (MPOs). These three MPOs - CAMPO, the IMPO, and MCCOG (or its successor) - have agreed that their planning activities be coordinated and carried out cooperatively. As part of this agreement, each MPO agrees to strive in its planning work to reflect consistency with best practices and broader Central Indiana goals for accessibility, air quality (including greenhouse gas emissions, or GHGs), equity, land use, safety, and multi-modal transportation. Areas of coordination, cooperation, and consultation between CAMPO, the IMPO, and MCCOG are enumerated below.

General

1. Each MPO will cooperate toward achieving general consistency of plans and air quality issues as they relate to projects with regional impact on Central Indiana.
2. Each MPO will cooperate, if they desire, in public participation efforts on regionally significant plans and projects in Central Indiana.
3. Each MPO will participate, if they desire, as ex-officio, non-voting members on each other's boards and committees, and in the transportation planning process, including involvement in regional corridor, subarea, major investment studies, management system development, and other studies and plans of significance to Central Indiana.
4. The MPOs agree to coordinate as necessary and update each agency on planning efforts and practices, planning products, and potential areas of cooperation to promote efforts that benefit the greater regional community and each MPO.

Planning Areas – the IMPO and MCCOG

1. The U.S. Department of Commerce, Bureau of the Census (Census Bureau) defines the boundaries of urban areas after each decennial census. These urban area boundaries are then used by the U.S. Department of Transportation to update federal transportation programming boundaries. The Federal Transit Administration (FTA) uses the official Urban Area boundary defined by the Census Bureau (UA-Census) without modifying its programming boundaries. The Federal Highway Administration (FHWA) allows for adjustments to the UA-Census for use in FHWA's urban transportation programs (UA-FHWA).
2. Certain land areas in Hancock and Madison Counties were defined as part of the Anderson Urban Area (then called the Urbanized Area) prior to 2010. Those same land areas were determined by the Census Bureau to be a part of the Indianapolis Urban Area after the

decennial Censuses of 2010 and 2020.

3. MCCOG has supported the transportation planning of the two jurisdictions responsible for those land areas, the towns of Fortville and Ingalls, since at least 2000. In 2011 and again in 2023, the councils of those jurisdictions voted to continue their relationship with MCCOG.
4. FHWA regulations allow for adjustments in the UA-Census to facilitate FHWA program execution. In response to the changes in the UA-Census in 2010, the IMPO and MCCOG agreed to adjust their UA boundaries for FHWA purposes to include those areas noted above in the adjusted UA-FHWA area for MCCOG. These adjustments were reflected in the 2010 UA-FHWA boundaries for both the IMPO and MCCOG, approved by the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) on 1/25/2013.
5. This MOU documents the agreement of both the IMPO and MCCOG to recommend that similar adjustments to the 2020 UA-Census to be reflected in the 2020 UA-FHWA. These adjustments result in small changes to the 2010 UA-FHWA in the areas discussed above. A list of the census blocks to be managed by the MCCOG under the terms of this agreement are listed in Exhibit E. The geographic area covered by these census blocks will be referred to as the mutually agreed designated area, herein after referred to as "the Designated Area."
6. The changes to the UA-FHWA discussed above are reflected in proposed changes to the boundaries of the respective Metropolitan Planning Area (MPA) boundaries of the IMPO and MCCOG (Exhibit A).

<u>Planning Areas – CAMPO and the IMPO</u>

1. Since at least 2000, a portion of the Columbus, Indiana, urban area located in Johnson and Shelby Counties, an area that includes the Town of Edinburgh, has been included in the IMPO MPA for the purposes of monitoring federal air quality conformity requirements in the Indianapolis metropolitan area.
2. CAMPO and the IMPO agree that any portions of the Columbus UA-Census that are located in Johnson and Shelby Counties will continue to be included in the IMPO MPA (Exhibit B) for air quality monitoring purposes but remain members of CAMPO for long-range planning and project funding.

<u>Funding</u>

The Federal Highway and Federal Transit Administrations provide urban federal transportation funding to each MPO based on the population living within each MPO's Census Bureau-defined 2020 UA-Census areas (i.e., Anderson, Columbus, and Indianapolis). Funding for each of the three MPOs will follow the INDOT/Local Sharing of Federal Formula Apportionments (Sharing Agreement) and distribution formulas mutually agreed to by the Indiana MPO Council, INDOT, and FHWA except as follows:

1. The IMPO will distribute funds to MCCOG from those allocated to the IMPO for the following formula funding programs: STBG, HSIP, CMAQ, TA, Section 164 Penalty, Carbon Reduction (CR), PROTECT. The links to descriptions of these programs are found at:

a. STBG: FHWA Surface Transportation Block Grant Program (STBG)
b. CMAQ: Congestion Mitigation and Air Quality Improvement (CMAQ) Program
c. HSIP: FHWA Highway Safety Improvement Program (HSIP)
d. TA: FHWA Transportation Alternatives (TA) Set-Aside Implementation Guidance
e. Section 164 Penalty: Penalty Transfer
f. Carbon Reduction (CR): Carbon Reduction
g. PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

(If the Sharing Agreement or a new funding source is provided by FHWA/FTA (USDOT) or INDOT, *an automatic review of the agreement would be required by the signing parties.)*

2. The amount of each fund distributed by INDOT to the IMPO is based on the funding amounts calculated after the exchange rate is applied to the IMPO's annual allocation per the Programmatic Federal Funds Exchange Agreement between INDOT and IMPO, dated August 26, 2020. The exchange rate per the 8/26/2020 agreement is 0.90. This rate may change subject to any future agreements or extensions of the Programmatic Federal Funds Exchange Agreement.
3. The portion of funds allocation to MCCOG by the IMPO will be at rate equal to the proportion of the Indianapolis UA-Census population that lived in the Designated Area in 2020 divided by the 2020 population of the entire Indianapolis UA-Census. That rate is 0.005774, or 0.5774% as of 4/5/2023 (Exhibit C). This calculation is based upon the initial funds identified in the INDOT/Local Sharing of Federal Formula Apportionments (Sharing Agreement) and has no bearing on any subsequent agreements regarding the Programmatic Federal Funds Exchange Agreement between INDOT and IMPO.
4. Projects undertaken using funds allocated by the IMPO to MCCOG and located in the Designated Area will be the responsibility of the MCCOG to plan and fund. This includes MCCOG's Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) documents.
5. Should MCCOG lose annual allocation funds (as specified in the INDOT end of FY MPO Summary Report) in a year where this MOU is in effect, the amount of funds lost will be subtracted from the subsequent year's total distribution from the IMPO to MCCOG and will remain in the IMPO's annual allocation distribution.
6. For the purpose of FHWA programming, no federal funds related to the Columbus UA-Census will be allocated to the IMPO. CAMPO and the IMPO agree to coordinate to ensure that projects taking place in the Indianapolis MPA will meet federal air quality conformity requirements.

Unified Planning Work Program

1. Each MPO will consult in the development of Unified Planning Work Programs (UPWP) and mutually agree to work collectively on planning projects where possible.
2. Share UPWP products.

Modeling

1. Each MPO will exchange modeling information, data, and models at appropriate levels of geography, attempting, where possible, to relate the data to the MPO's existing Traffic Analysis Zone systems.
2. Share socio-economic, Census, forecast, and survey data results.
3. Share trip tables and travel demand model assumptions.
4. Consult in the development of enhanced travel demand models.
5. Share model validation data, including MPA boundary traffic count data and traffic count data at the external boundaries of the other agencies' modeling area.
6. Share MOVES emission rate tables from MOVES 3 (or any updated version as directed by the EPA or FHWA) and technical cooperation with MCCOG to support and evaluate any eligible project for air quality benefits and any future needs for regional air quality conformity.

Metropolitan Transportation Plan

1. Consult in defining future scenarios, striving for general compatibility, including overall strategies and major project assumptions.
2. Develop alternative networks that include appropriate Central Indiana strategic connectors.
3. Acknowledge that the three agencies will not necessarily be at the same stage of plan development; at the same time, coordination will be tempered by each agency's planning process schedule.
4. The three agencies will strive to coordinate their plan amendment and update cycles concurrently. This coordination produces consistency and the best planning products for the greater region.

Other Related Planning Efforts

1. Consult in defining future scenarios, striving for general compatibility, including overall strategies and major project assumptions for roadway, bike and pedestrian, micromobility, transit, land use, and environmental planning efforts. This allows for greater regional connectivity that benefits the overall planning program area.
2. Develop alternative networks with appropriate Central Indiana strategic and statewide connectors.
3. Work together to develop regional land use, environmental, and transportation strategies that promote economic and workforce development, smart growth, housing and jobs balance, and improved quality of life for the greater regional area whenever possible.

Transportation Improvement Program

1. Consult as needed in the development of TIPs concerning Central Indiana regional issues.
2. Share information regarding proposed construction schedules of projects and their impacts across the MPA boundary lines within the Central Indiana nine-county area and Bartholomew County as needed.
3. Follow established procedures for coordinating approvals for TIP amendments as needed, specifically those involving air quality/transportation conformity, expansion projects, and

projects of regional significance. The established, *Indiana Air Quality Conformity Interagency Consultation Group Guidance Document* (September 2022) or subsequent document process shall be followed.

Safety, Performance Measures, Greenhouse Gas Reduction, Sustainability, Resiliency, and Energy

1. Consult and coordinate planning and data efforts for safety, such as Safety Action Plans, performance measures, greenhouse gas reduction, sustainability, resiliency, and energy.
2. Work together to develop common strategies to support the planning efforts enumerated above in #1 of this section.
3. Work together on potential grant opportunities, where appropriate and possible, to further planning and development opportunities for the greater regional area.

Air Quality State Implementation Plan Conformity

As of the date of this agreement, all counties in the 9-County Central Indiana Airshed are now in attainment for ozone under the National Ambient Air Quality Standards (NAAQS) Criteria Air Pollutants.

The federal government designated the 9-County Central Indiana area as a 1997 8-hour ozone attainment area on October 19, 2007. An existing maintenance agreement for the second 10-years of maintenance of that status was approved by the U.S. EPA and was effective January 13, 2020. Transportation projects and conditions in the 9-County Central Indiana Airshed are monitored by two of the MPOs participating in this agreement (the IMPO and MCCOG).

The CAMPO, the IMPO, and MCCOG agree to the following:

1. The MPOs will work in coordination with each other, FHWA, and the FTA to demonstrate Air Quality & Transportation Conformity for MTP and TIP updates and amendments.

2. The IMPO and MCCOG will adhere to the recently adopted Air Quality Protocol for Indiana and the *Indiana Air Quality Conformity Interagency Consultation Group Guidance Document* (September 2022) or subsequent document.

3. The IMPO and MCCOG will complete separate *Transportation Conformity Determination Reports* for the 1997 Ozone NAAQS.

4. The IMPO and MCCOG will continue active participation in Central Indiana Air Quality Advisory Group meetings.

5. The IMPO and MCCOG will continue their existing coordination in the development of mobile emissions estimates for the 9-County Central Indiana Airshed.

6. The IMPO will continue to perform applicable air quality conformity determinations for all portions of the CAMPO UA-Census located in Johnson and Shelby Counties.

7. Regardless of the federal air quality attainment status of the 9-County Central Indiana Airshed, and in consideration of health and quality of life of the residents of the region; CAMPO, the

IMPO, and MCCOG agree to plan, fund, and otherwise support projects and programs that improve regional air quality.

Because more than one MPO has authority within the 9-County Central Indiana Airshed, an agreement is required under federal Metropolitan Planning Rules (23 CFR 450.310g). This agreement fulfills that requirement. As federal or local conditions change, the planning activities may be modified and updated by mutual agreement of the MPOs in writing. Notification of any revised agreement will be made to INDOT and the Indiana Department of Environmental Management (IDEM).

TERMS OF THIS AGREEMENT

All sections of this agreement shall remain in effect until the U.S. Census Bureau releases the 2030 urbanized area boundaries. At that time, a mutual revised agreement can be developed and agreed upon in writing by all parties.

As federal or local conditions change, this MOU may be modified and updated by mutual agreement of the MPOs in writing. Notification of any revised MOU will be made to INDOT and FHWA.

Approval and Acceptance by:

Tom R. Finke

9/11/2023

Tom R. Finke, Policy Board Chair
Columbus Area Metropolitan Planning Organization (CAMPO)

Date

Anna M. Gremling

9/19/2023

Indianapolis Metropolitan Planning Organization (IMPO)

Date

9/18/2023

Madison County Council of Governments (MCCOG or its successor)

Date

EXHIBIT A

Proposed 2020 MPA and UA-FHWA Boundaries for MCCOG

as of April 27, 2023

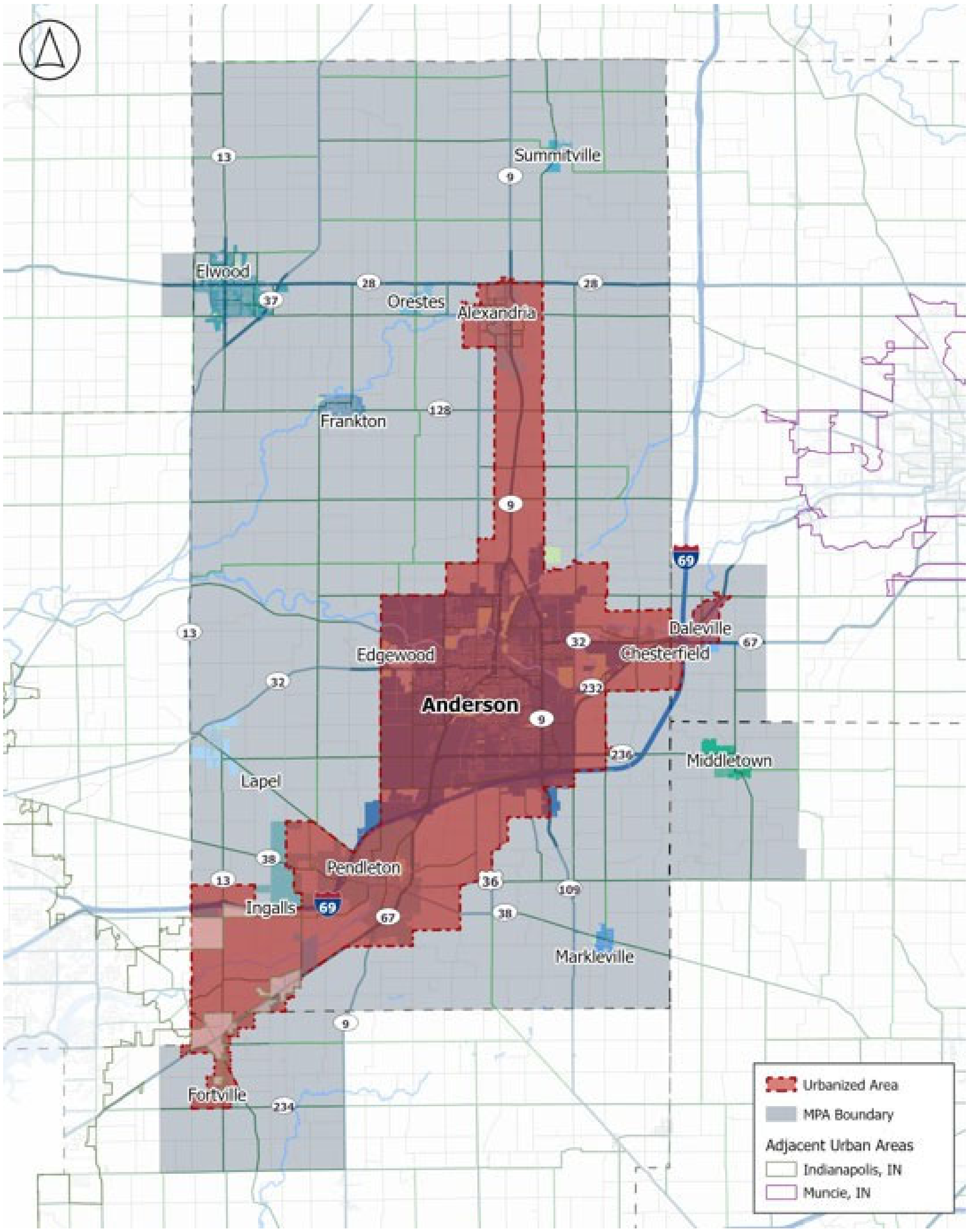
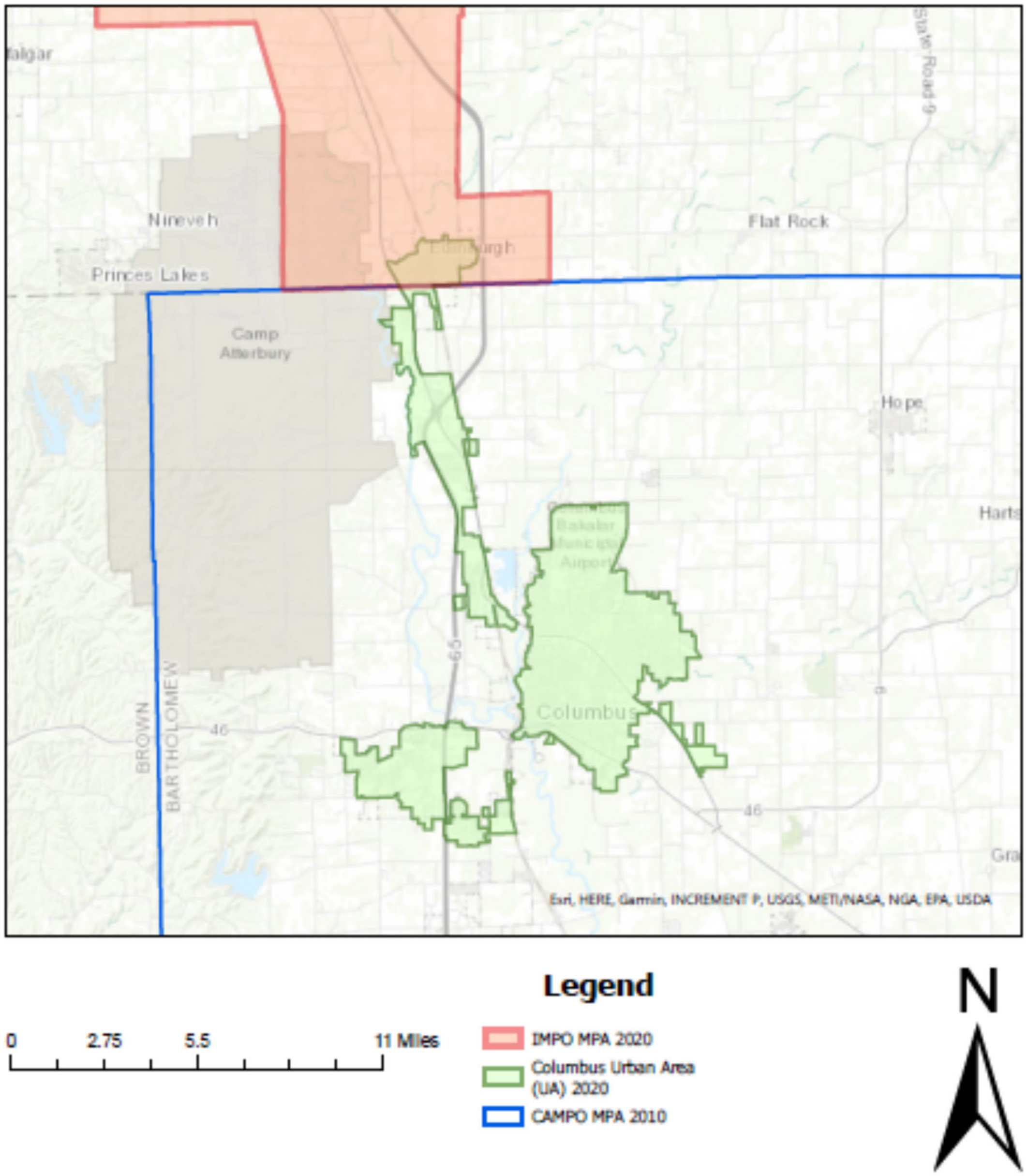
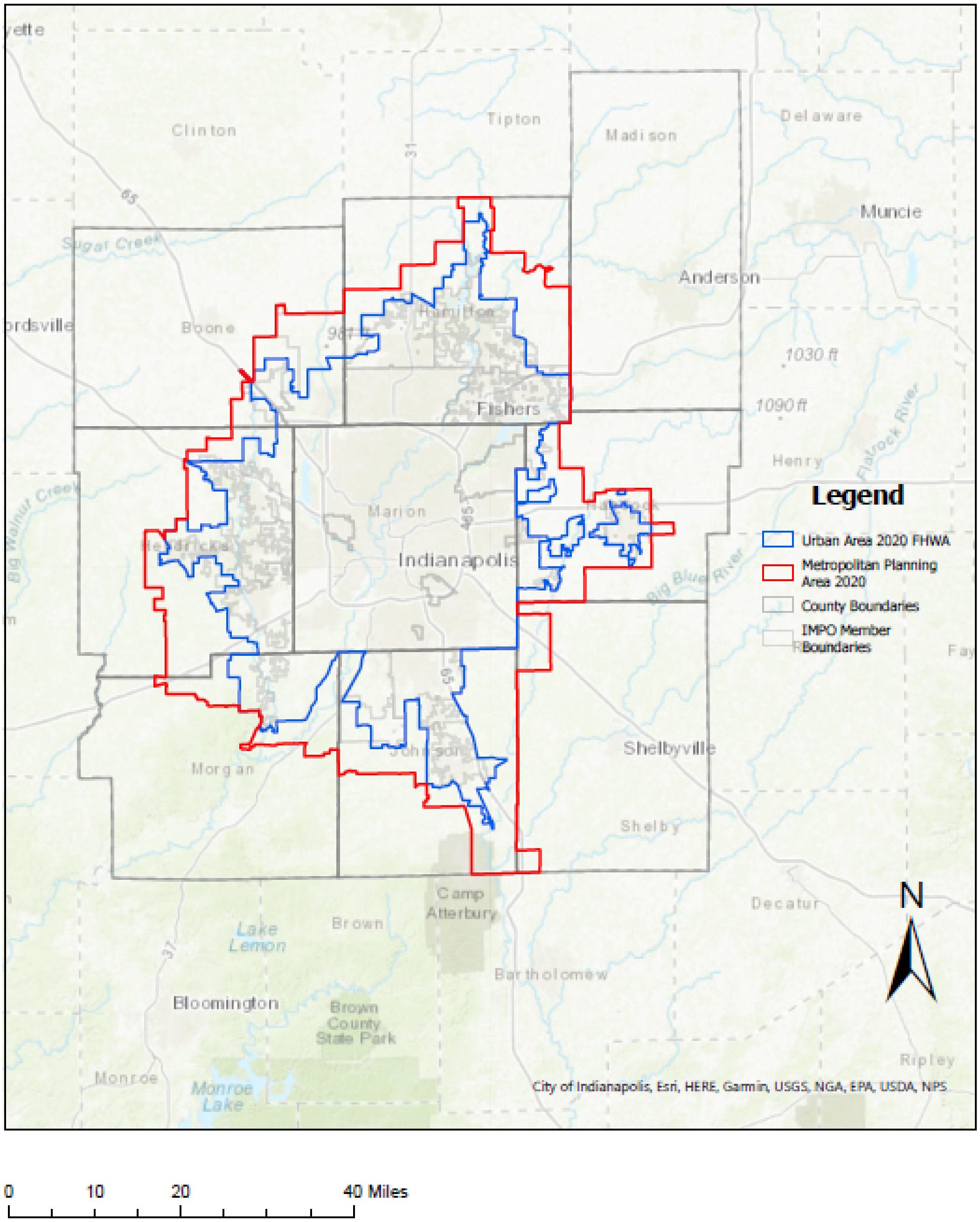


EXHIBIT B

IMPO 2020 Urban Area (UA-FHWA) and Metropolitan Planning Area (MPA) Boundaries

IMPO/CAMPO 2020 Metropolitan Planning Area (MPA) Boundaries





Legend
Urban Area 2020 FHWA
Metropolitan Planning Area 2020
County Boundaries
IMPO Member Boundaries
Clinton
Tipton
Madison
Delaware
Muncie
Anderson
Boone
Hamilton
Fishers
Henry
Marion
Indianapolis
Hendricks
Hancock
Shelbyville
Shelby
Morgan
Johnson
Camp Atterbury
Brown
Decatur
Bartholomew
Bloomington
Brown County State Park
Monroe
Monroe Lake
Lake Lemon
Ripley
City of Indianapolis, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
N
0 10 20 40 Miles

EXHIBIT C

Proportion of Indianapolis Urbanized Area Population to be Served by MCCOG

9,815 people live in the Indianapolis Urbanized Area (UA-Census) to be served by MCCOG. Table 1 shows the Population Breakdown numbers for the area. The population of the Indianapolis UA-Census increased from 1,487,483 in 2010 to 1,699,881 in 2020.

Table 1 Population Breakdown

	2010	2020
Indianapolis UA Population	1,487,483	1,699,881
Population of Indianapolis UA to be served by MCCOG	9,290	9,815
% of Total Indianapolis UA Population to be served by MCCOG	0.6245%	0.5774%

Fund Category	% of Allocated Funds
STBG Group 1	0.5774%
HSIP	0.5774%
CMAQ	0.5774%
TA	0.5774%
Section 164 Penalty	0.5774%
Carbon Reduction (CR)	0.5774%
PROTECT	0.5774%

Table 2 Annual UA Funds to Anderson from Indianapolis

*Funding amounts will vary per the annual allocation changes, but the funding amounts will not exceed the annual allocation percentage of 0.5774% for all funding categories listed above in Table 2, unless mutually agreed upon by amending this agreement.

**Funding amounts are calculated after the exchange rate is applied to the IMPO's annual allocation per the Programmatic Federal Funds Exchange Agreement between INDOT and IMPO, dated August 26, 2020 or future extensions and or subsequent Federal Funds Exchange agreements between INDOT and IMPO.

EXHIBIT D

Specific Indianapolis UA-Census Census Tracts to be Served by MCCOG

IMPO/MCCOG 2020 Metropolitan Planning Area (MPA)
Boundaries

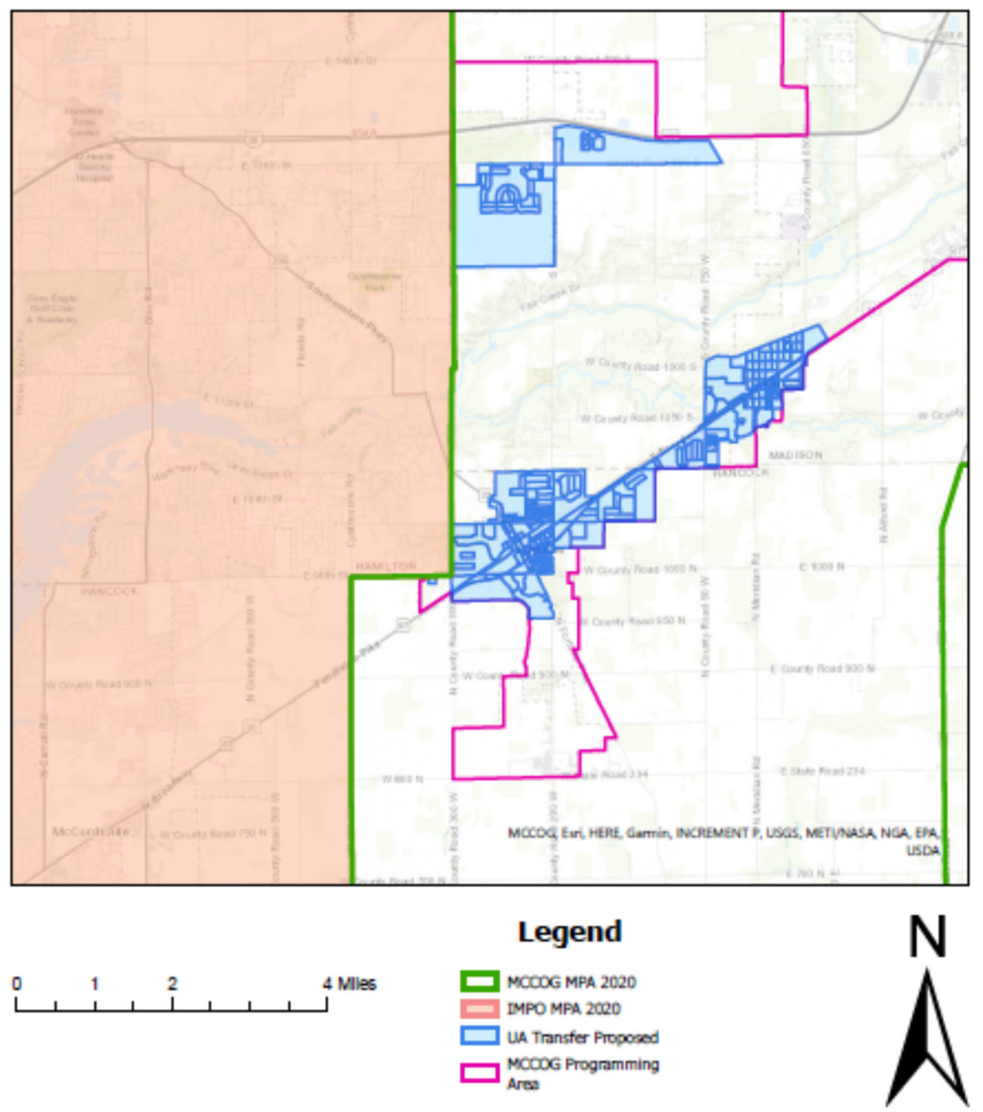


EXHIBIT E

A listing of all Census blocks to be transferred from the IMPO to MCCOG's planning area, totaling 9,815 residents and 3,898 housing units.

State	County (FIPS)	Census Tract (FIPS) 2020	Census Block (FIPS) 2020	GEOID (FIPS) 2020	Census Urban Area Designation	Population 2020	Housing Units 2020
18	059	410202	1028	180594102021028	41212	14	5
18	059	410202	3034	180594102023034	41212	26	17
18	095	011800	2082	180950118002082	41212	0	0
18	095	011800	2069	180950118002069	41212	26	5
18	059	410202	4010	180594102024010	41212	7	1
18	059	410202	3012	180594102023012	41212	15	3
18	059	410202	1007	180594102021007	41212	64	20
18	059	410202	1006	180594102021006	41212	117	41
18	095	011800	1012	180950118001012	41212	0	0
18	059	410202	2037	180594102022037	41212	7	4
18	095	011800	1013	180950118001013	41212	0	0
18	095	011800	2067	180950118002067	41212	3	3
18	059	410202	1011	180594102021011	41212	50	14
18	095	011800	2021	180950118002021	41212	103	45
18	095	011800	1016	180950118001016	41212	141	41
18	095	011800	3021	180950118003021	41212	94	31
18	095	011800	2013	180950118002013	41212	17	9
18	059	410202	3001	180594102023001	41212	19	8
18	059	410202	2002	180594102022002	41212	63	27
18	095	011800	3018	180950118003018	41212	105	29
18	095	011800	4004	180950118004004	41212	222	115
18	095	011800	2014	180950118002014	41212	13	4
18	059	410202	3038	180594102023038	41212	39	19
18	059	410202	3019	180594102023019	41212	15	9
18	059	410202	1031	180594102021031	41212	43	24
18	059	410202	1022	180594102021022	41212	17	8
18	059	410202	1004	180594102021004	41212	96	36
18	095	011800	2066	180950118002066	41212	10	4
18	059	410202	1010	180594102021010	41212	27	10
18	059	410202	1039	180594102021039	41212	8	4
18	059	410202	2015	180594102022015	41212	34	14
18	095	011800	3014	180950118003014	41212	48	19
18	059	410202	2005	180594102022005	41212	47	25
18	095	011800	3016	180950118003016	41212	86	27
18	095	011800	3017	180950118003017	41212	118	33
18	095	011800	2035	180950118002035	41212	9	3
18	095	011800	2070	180950118002070	41212	18	7
18	095	011800	2071	180950118002071	41212	17	7
18	059	410202	3020	180594102023020	41212	11	7
18	059	410202	1034	180594102021034	41212	16	4
18	059	410202	2003	180594102022003	41212	38	17
18	059	410202	3023	180594102023023	41212	26	10
18	095	011800	2053	180950118002053	41212	56	23
18	095	011800	2041	180950118002041	41212	12	6
18	059	410202	2032	180594102022032	41212	12	4
18	095	011800	2083	180950118002083	41212	0	0
18	059	410202	3007	180594102023007	41212	6	4
18	059	410202	1027	180594102021027	41212	12	5
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18	095	011800	2050	180950118002050	41212	6	6
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