Indianapolis Metropolitan Planning Organization

Bylaws

Amended & Effective

September 25, 2026 - Executive Committee

June 7, 2023 - Policy Committee

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~~ Ryan Wilhite
Chair, Indianapolis MPO Executive Committee

Anna M. Gremling, Executive Director
Indianapolis Metropolitan Planning Organization

4843-4174-0739v2

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

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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

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. 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.

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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, all members 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.**

Table 1: Example Sets of Meetings

	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 all members to attend committee meetings virtually until the emergency is terminated.**

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

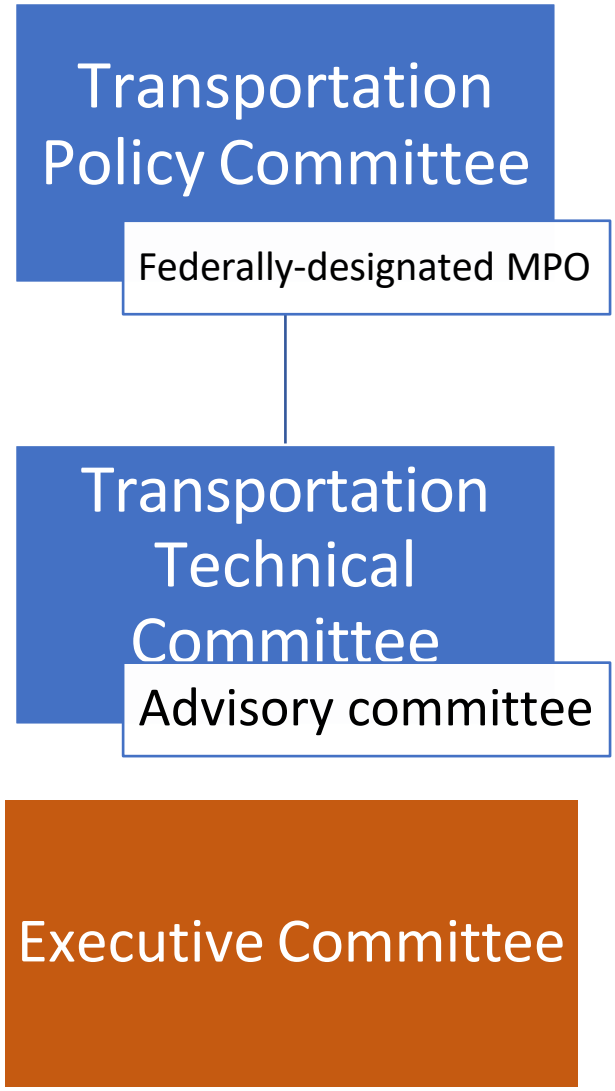
- A quorum of members will be present electronically, in-person, or a combination of the two.

- 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).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.

Section TPC 4.01 Powers of the Transportation Policy Committee.

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.

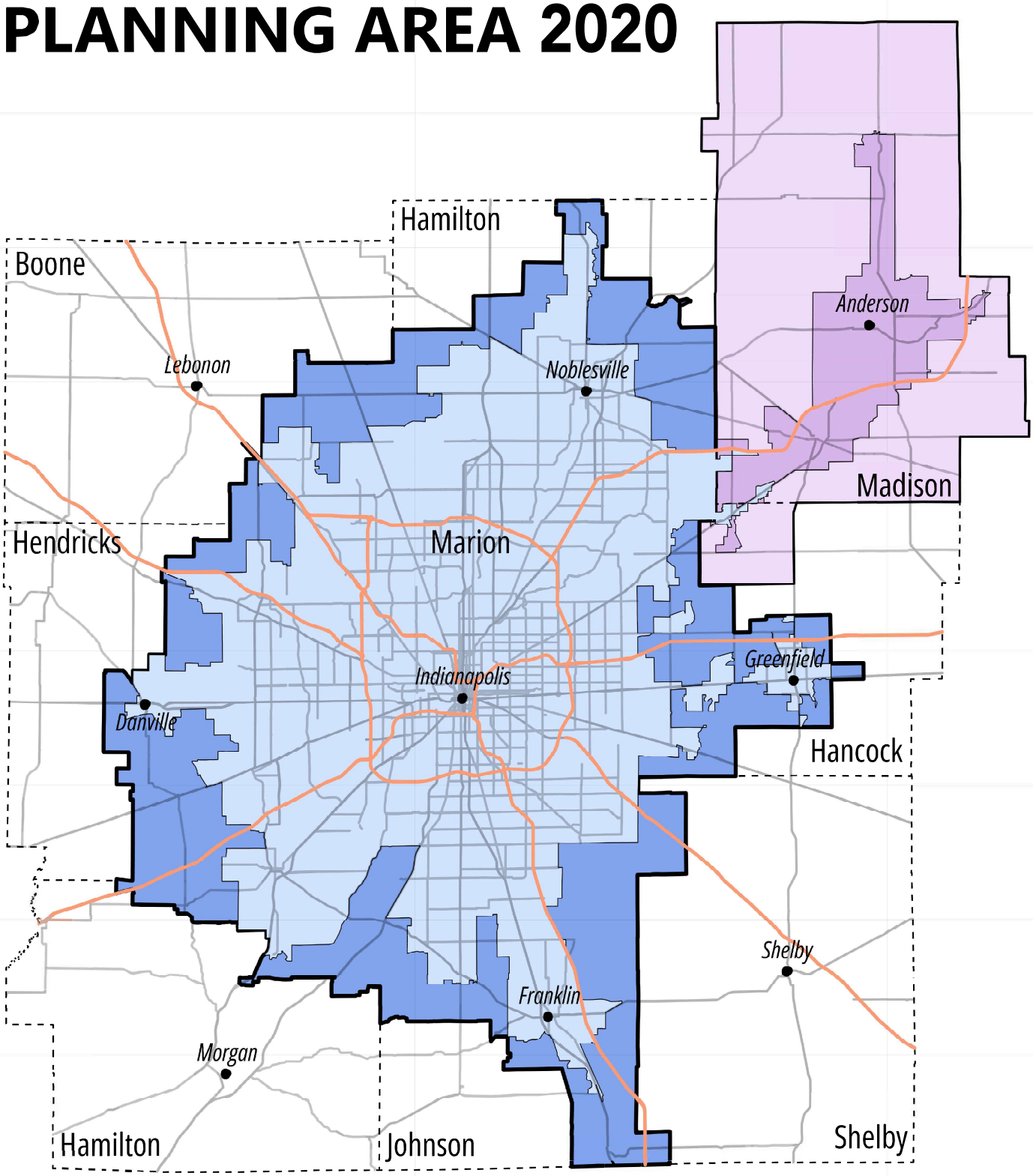
Section TTC 6.04 Technical Committee Officers.

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
23. City of Lebanon
24. Town of McCordsville
25. Town of Mooresville
26. Morgan County
27. Town of New Palestine
28. Town of New Whiteland
29. City of Noblesville
30. Town of Pittsboro
31. Town of Plainfield
32. Shelby County
33. City of Southport
34. Town of Speedway
35. Town of Spring Lake
36. City of Westfield
37. Town of Whiteland
38. Town of Whitestown
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

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)

Deputy Commissioner of Capital Program Management — Date: 3/20/2023

INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (IMPO)

Anna Gremling — Date: 2/22/23

Executive Director — Date

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IndyGo)

Inez Evans — Date: 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).

Planning Areas – CAMPO and the IMPO

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.

Funding

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

Madison County Council of Governments (MCCOG or its successor) — 9/18/2023 — Date

EXHIBIT A

Proposed 2020 MPA and UA-FHWA Boundaries for MCCOG

as of April 27, 2023

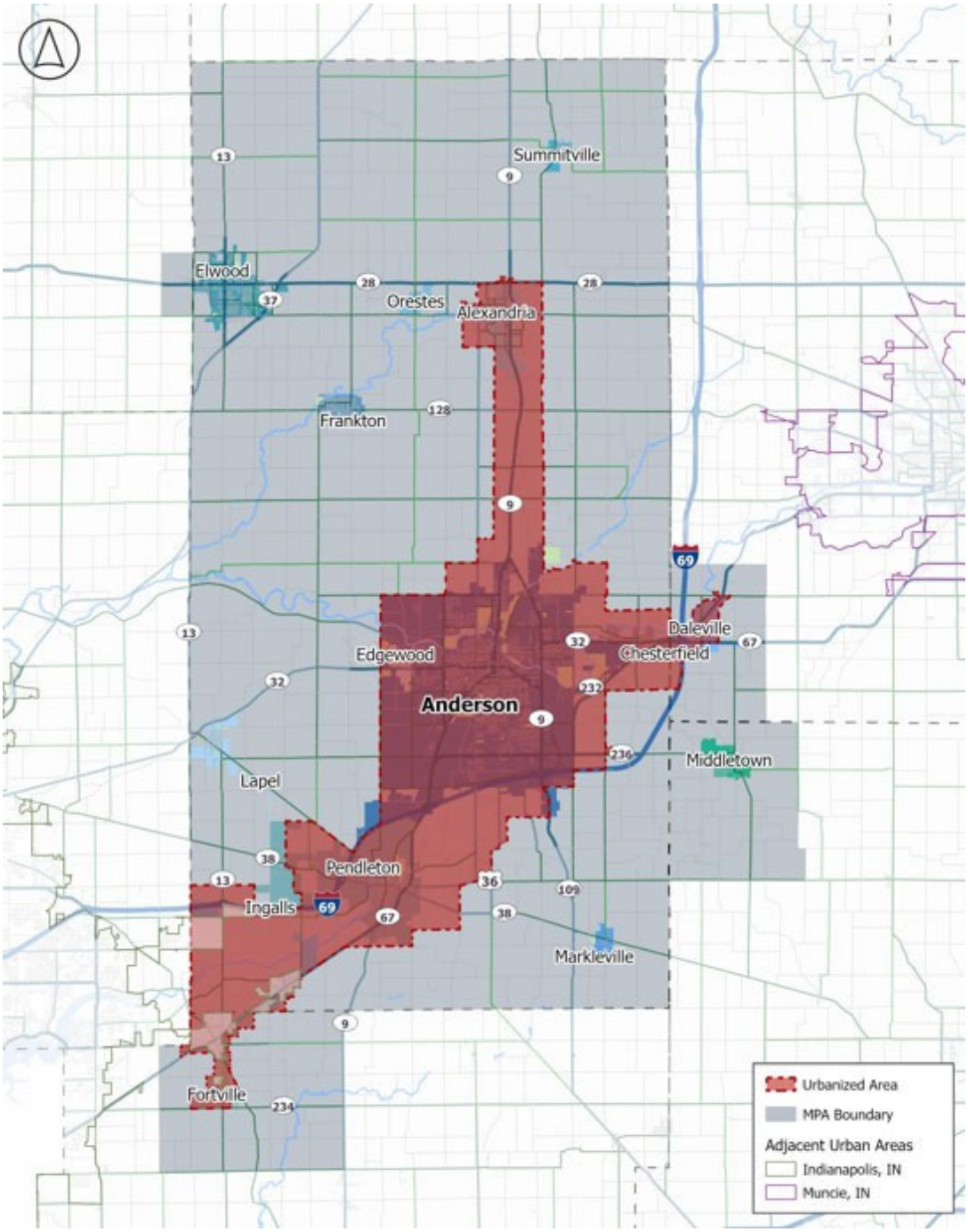
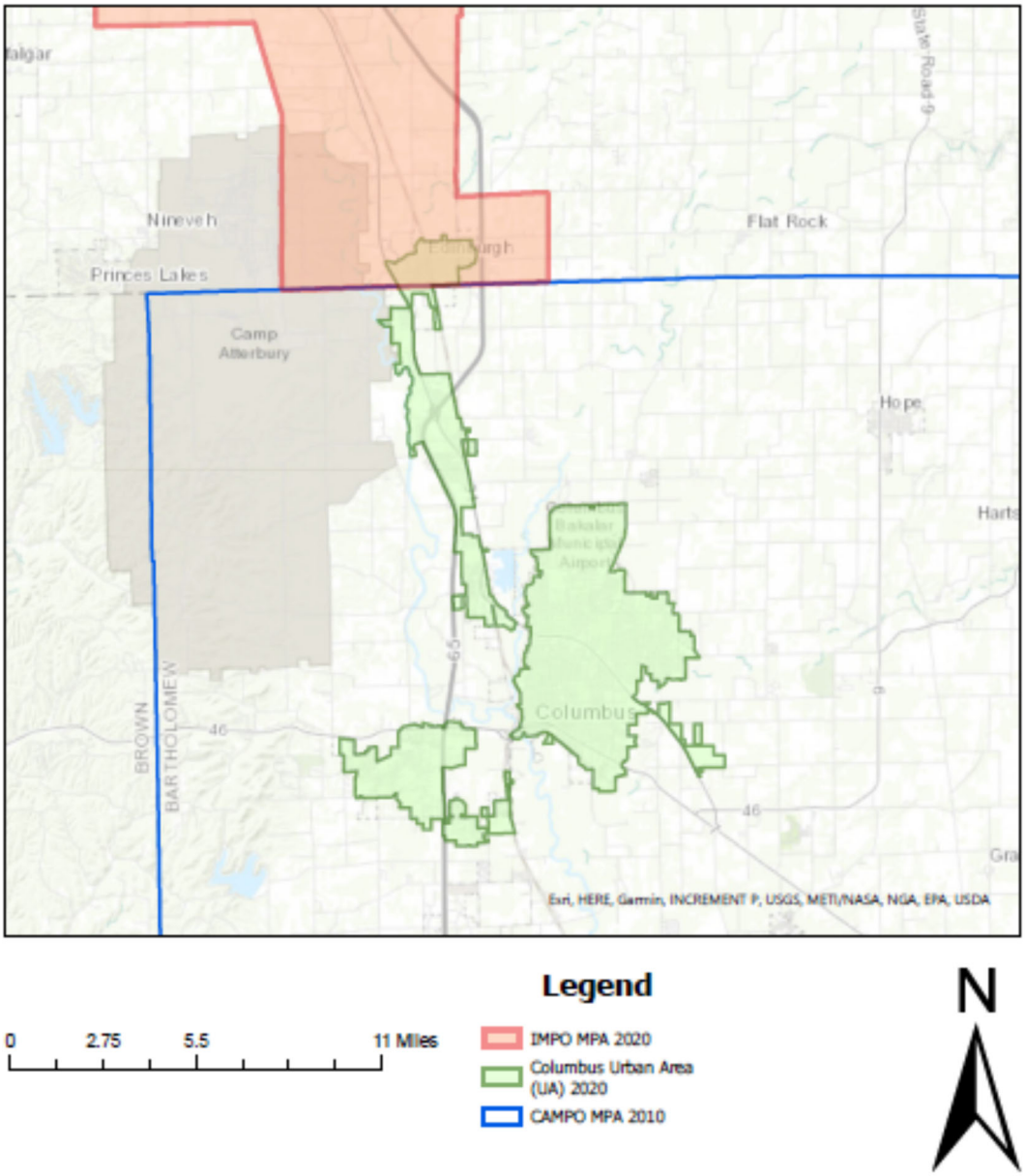


EXHIBIT B

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

IMPO/CAMPO 2020 Metropolitan Planning Area (MPA) Boundaries



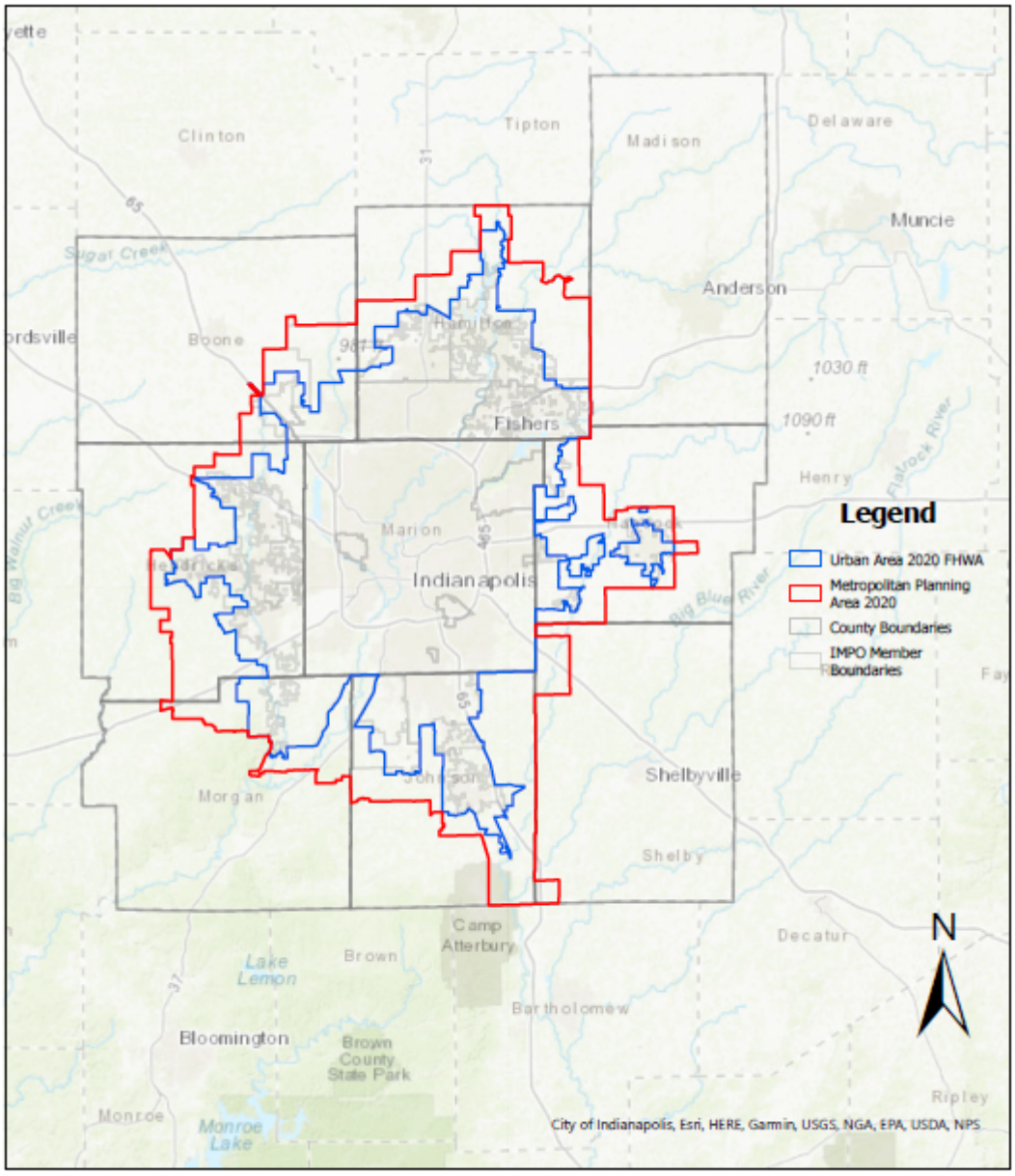

Clinton
Tipton
Madison
Delaware
Muncie
Anderson
Boone
Hamilton
Fishers
1030 ft
1090 ft
Henry
Marion
Indianapolis
Legend
Urban Area 2020 FHWA
Metropolitan Planning Area 2020
County Boundaries
IMPO Member Boundaries
Morgan
Johnson
Shelbyville
Shelby
Decatur
Camp Atterbury
Brown
Lake Lemon
Bartholomew
Bloomington
Brown County State Park
Monroe
Monroe Lake
Ripley
N
City of Indianapolis, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
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

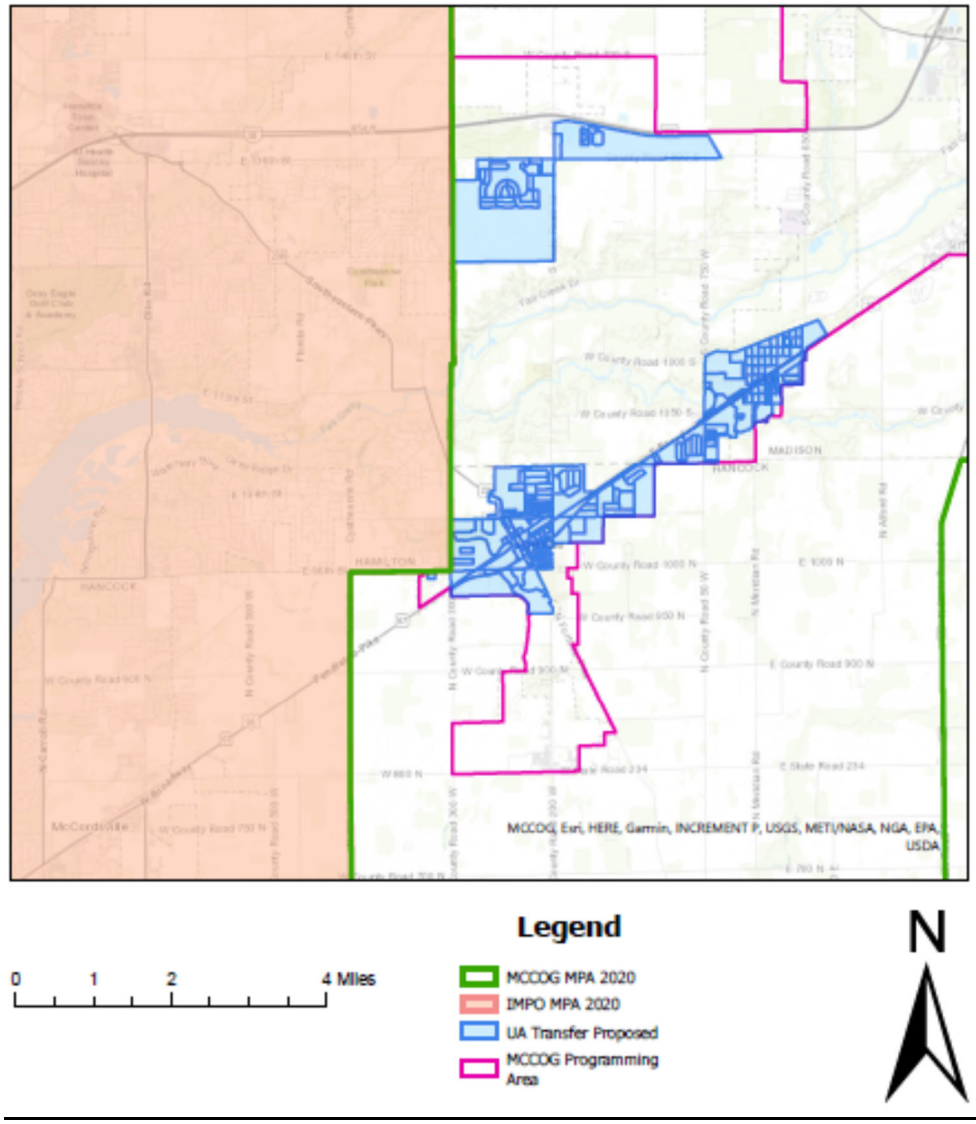


EXHIBIT E

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
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18	059	410202	3031	180594102023031	41212	7	4
18	059	410202	1014	180594102021014	41212	14	1
18	095	011800	2049	180950118002049	41212	24	9

18	095	011800	2050	180950118002050	41212	6	6
18	059	410202	1040	180594102021040	41212	24	7
18	059	410202	2029	180594102022029	41212	12	5
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18	095	011800	4005	180950118004005	41212	20	8
18	095	011800	2032	180950118002032	41212	8	7
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18	059	410202	4018	180594102024018	41212	2	2
18	095	011800	2042	180950118002042	41212	19	7
18	059	410202	2034	180594102022034	41212	13	11
18	059	410202	3042	180594102023042	41212	8	6
18	059	410202	3028	180594102023028	41212	12	4
18	059	410202	3036	180594102023036	41212	32	15
18	095	011800	2028	180950118002028	41212	0	0
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18	059	410202	3011	180594102023011	41212	42	22
18	059	410202	1003	180594102021003	41212	94	30
18	059	410202	3009	180594102023009	41212	33	8
18	095	011800	1019	180950118001019	41212	81	28
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18	095	011800	2033	180950118002033	41212	19	12
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18	059	410202	1041	180594102021041	41212	15	5
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18	059	410202	2036	180594102022036	41212	15	8
18	059	410202	2027	180594102022027	41212	89	68
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18	095	011800	3008	180950118003008	41212	468	166
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