Indianapolis Metropolitan Planning Organization

&

Indianapolis Regional Transportation Council

Bylaws

Approved
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Effective
January 1, 2016
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Preamble

Federal legislation requires the establishment of a Metropolitan Planning Organization (MPO) in urban areas where the population exceeds 50,000 people for the purpose of conducting a cooperative, comprehensive and continuing transportation planning process.

Article I. Structure

Section 1.01 Official Designation

(a) The City of Indianapolis Department of Metropolitan Development (DMD) is the designated MPO for the Indianapolis Metropolitan Planning Area. The Indianapolis Metropolitan Planning Organization is a division within the DMD.

Section 1.02 Indianapolis Regional Transportation Council (IRTC)

(a) The Indianapolis Regional Transportation Council (IRTC) is comprised of elected and appointed representatives of the local public agencies, public transit providers, and other partner agencies within the Indianapolis Metropolitan Planning Area.

(b) The IRTC is governed by a Policy Committee, and also has a Technical Committee and an Administrative Committee.

(c) The IRTC Policy Committee is the body that reviews and approves all transportation-related activities of the MPO. These include the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP).

Section 1.03 Metropolitan Planning Organization Staff

(a) MPO staff is responsible for carrying out the federal transportation planning process in conjunction with its partners. The City of Indianapolis is the hosting body for the MPO staff. As such, MPO staff is City of Indianapolis employees.

Article II. Urbanized Area Boundary and Metropolitan Planning Area

(a) Per the 2010 Decennial Census, the Indianapolis Urbanized Area and Metropolitan Planning Area (MPA) includes all of Marion County and portions of Boone, Hamilton, Hancock, Hendricks, Johnson, Morgan and Shelby counties as shown in Appendix A.

Article III. IRTC Participation and Membership

Section 3.01 Participation of Local Public Agencies
(a) All local public agencies (LPAs) within the MPA are invited to participate in the MPO planning process. See Section 3.05 for more details on joining the MPO.

(b) The list of LPAs within the MPA is shown in Appendix B.

Section 3.02 IRTC Membership and Local Match

(a) Those LPAs that choose to participate can become member agencies.

(b) Membership provides each participating LPA access to federal transportation dollars, any licensed data products, MPO planning support, and any surplus planning funds that may become available to the MPO.

(c) Each LPA shall pay their share of the federal planning funds local match as membership to the IRTC. 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. Each member LPA must commit to the provision of the local match for the duration of their membership in the MPO.

(d) Local match is determined annually by the IRTC Policy Committee. 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 Policy Committee) and multiplying it by the local match required for that year’s federal planning authorizations.

(e) At the second quarter Policy Committee meeting, MPO staff will provide an account of local match dues (approved by the Policy Committee). This local match amount is due by the following first quarter IRTC Policy Committee meeting.

(f) A list of participating members can be found on the MPO website.

(g) If an LPA does not pay their local match by the specified date or ceases to pay while receiving federal funds for a project, the federal portion of the project will be cancelled, the project will be removed from the Transportation Improvement Program (TIP) for the Indianapolis region, and the LPA will be required to complete the project with local funding. The LPA will also surrender voting privileges on all IRTC Committees and all other benefits outlined in Section 3.02 (b).

Section 3.03 Eligible Voting Members

(a) Those LPAs that pay their share of local match are considered eligible voting members. For details on local match, see Section 3.02.

(b) The following partner agencies are represented as voting members of the IRTC Policy and Technical Committees:

- Indianapolis Public Transportation Corporation (dba IndyGo)
- Central Indiana Regional Transportation Authority (CIRTA)
• Indianapolis Airport Authority (IAA)
• Indiana Department of Transportation (INDOT)
• Ports of Indiana

Section 3.04 Non-Voting Members

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

• Federal Highway Administration (FHWA)
• Federal Transit Administration (FTA)
• Environmental Protection Agency (EPA)
• Indiana Department of Environmental Management (IDEM)
• Indianapolis Metropolitan Development Commission (MDC)
• Local Public Agencies that choose not to pay local match

(b) Other non-voting members are also included in the membership of the 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 3.05 Joining the MPO

(a) A LPA within the MPA may join or rejoin the MPO at any point in time. For LPAs not previously in the MPA, see Section 3.05 (c).

(b) As a requirement of an LPA joining or rejoining the MPO, an LPA must pay the following: the number of years absent from the MPO, up to three years, multiplied by its current local match dues.

(c) Following approved changes to the urbanized area and/or Metropolitan Planning Area (MPA), LPAs previously not in the MPA are invited to join the MPO. The IRTC Policy Committee extends the invitation to join the MPA; the invitation coincides with the final approval of the new MPA boundary. The LPA is given two (2) years from the initial invitation to join the MPO. After this time, the LPA falls under (a) and (b) of this section.
Section 3.06 Leaving the MPO

(a) A LPA may opt out of its membership with the MPO unless it is receiving federal funds from the MPO. The MPO requires that the highest legislative body of the LPA and the Official Representative provide written notification of LPA’s decision to leave MPO membership to the MPO no later than the first quarter IRTC Policy Committee Meeting.

(b) For the purpose of creating a balanced budget and fairness to other LPAs, the departing LPA is required to continue paying local match for two years after its written membership termination. If the LPA turns in its termination letter after the first quarter IRTC Policy Committee, it will be required to pay for the following two years. For example: LPA A decides it no longer wishes to participate in the MPO. The LPA turns in its written membership termination letter at the second quarter IRTC Policy Committee meeting. The LPA is responsible for the current year and the two following years. If, however, the LPA turns its termination letter in by the first quarter IRTC Policy Committee meeting, it is responsible for the current year and the year after.

Article IV. General Provisions

Section 4.01 Meetings and Agenda

(a) Four meetings of the IRTC Policy and Technical Committees will be held annually, in the months of February, May, August, and October (or as deemed appropriate for the efficient conduct of business). In addition, an annual Joint Policy and Technical Committee may be offered in June. The Chair may cancel regular quarterly IRTC meetings should there be insufficient business on the Committee’s tentative agenda (which is prepared by the MPO staff in conjunction with the Chair).

(b) Administrative Committee meetings are held no more often than once quarterly unless deemed necessary by the Chair.

(c) Special meetings may be called by the Chair, the Executive Director, or at the request of the majority of the present eligible voting members. Whenever possible, at least seven (7) calendar days’ notice shall be given.

(d) Meeting agendas will be distributed at least one week prior to the IRTC meetings. Items on the agenda originate from the MPO staff and pertain to pertinent items of business that the MPO must complete. Items may also be placed on the agenda at the request of the Chair, an Administrative Committee member, or a member LPA.

(e) The MPO and the IRTC shall conduct their business in compliance with the State of Indiana’s Open Meetings Law (Ind. Code 5-14-1.5), Indiana’s Public Access Laws (Ind. Code 5-14-3), and the MPO’s Public Involvement Plan.

Section 4.02 Official Representative, Proxies, and Notification
(a) Official Representative

(i) LPAs shall notify the MPO staff in writing of their Official Representatives for IRTC Policy and Technical Committees. Representatives for the Policy Committee must be either an elected official or a paid employee of the LPA.

(ii) In the event that the LPA fails to designate its Official Representative, the following applies:

   a) 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 IRTC Policy Committee until a designated representative is received from the LPA.

   b) Technical Committee – The LPA’s Engineer shall be deemed the Official Representative on the IRTC Technical Committee until a designated representative is received from the LPA.

(iii) The names of the Official Representatives shall be available on the MPO website.

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

(b) Proxy

(i) LPA’s may appoint a Proxy to the IRTC Policy Committee who will serve in the official member’s absence and to the IRTC Technical Committee. To appoint a Proxy, the name of the Proxy must be submitted in writing to the MPO. An LPA may appoint more than one Proxy but every Proxy must meet the requirements set forth below:

   a) For the Policy Committee, the Proxy shall be a paid employee or elected official from the same organization, agency, institution, or LPA;

   b) For the Technical Committee, it is suggested 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 4.02 (b) (i). The LPA must notify the MPO in writing prior to the meeting when such an event arises.

(c) Notification to MPO of Representatives and Proxies

(i) These appointments of the Official Representatives and Proxies must be submitted in writing to the 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 the LPA notifies the MPO in writing (e-mails, fax, or letter) of any new Official Representatives or Proxies (as described above in 4.02(a) and (b)).
Section 4.03 Voting Eligibility, Procedures, and Official Approval

(a) All eligible voting members (or in the absence of the Official Representative, their qualified Proxy) are permitted to vote. Non-voting members and unauthorized Proxies are not permitted to vote.

(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 abstaining.

(e) Actions of all committees are approved by a majority vote of present eligible voting members, as long as a quorum is present.

Section 4.04 Officers (Chair and Vice-Chair)

(a) The Chair of the Policy Committee is the Chair of the Administrative Committee. In the absence of the Chair, the Vice Chair will serve as the Chair.

(b) In the event the Chair cannot attend the meeting, the Vice-Chair will have the choice of either performing the Chair's duties him/herself; or, choosing the Chair's Proxy to perform those duties.

(c) The term of office for officers shall be one year. Officers may serve unlimited terms.

(d) The Chair is tasked with maintaining order, upholding the bylaws, and facilitating discussion of the Policy and Administrative Committees.

Section 4.05 Elections for Administrative Committee and Officers

(a) Administrative Committee

(i) Prior to the first quarterly meeting of the IRTC Policy Committee, the MPO Executive Director will ask for nominations for the Administrative Committee as outlined below, except for the At-Large Members.

(ii) The Administrative Committee is a nine (9) member committee, comprised of one representative from the following classes:

a) Largest City in the MPA
b) Excluded Cities (Beech Grove, Lawrence, Southport, Speedway)
c) County
d) Town
e) City
f) Transit (IPTC and CIRTA)
g) Up to 3 At Large Members
Nominees must have served as an Official Representative or Proxy for an eligible voting member for one year immediately prior.

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

Voting for the Administrative Committee/Officers may be done by paper ballots or electronic voting; no absentee voting is permitted.

Administrative Committee members, except for the At-Large Members, are elected by the majority vote of present voting Policy Committee members of their class (see 4.05(a)(ii). In the event of a tie vote, the MPO Executive Director shall cast the deciding vote.

Following the first vote, any unelected nominees from the first election or any IRTC Policy Committee representative not holding a position, may run for one of the up to three (3) At Large seats. Another election is held for up to 3 At-Large positions. The three representatives with the most votes are elected to the At-Large positions. In the event of a tie vote, the MPO Executive Director shall cast the deciding vote.

After the vote for the At-Large positions, a third election is held for IRTC Policy Committee Chair and Vice Chair (Officers).

a) Only Administrative Committee members may be nominees for an officer position.
b) Nominees will be given an opportunity to speak, if so desired.
c) Those nominees shall be voted upon immediately.
d) Officers are elected by the majority vote of present voting Policy Committee members. In the event that no one officer receives a majority of the votes, the representative with the highest number of votes is the Chair. The next highest vote getter is the Vice Chair.
e) In the event of a tie vote, regardless of the number of nominees, the MPO Executive Director shall cast the deciding vote.
f) Additional elections may be held if either the Chair or Vice-Chair cannot carry out his/her duties for the remainder of the appointed term. This election should occur at the next Policy Committee meeting after the Chair/Vice-Chair resigns.

Section 4.06 Planning Agreements

(a) 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 (dba IndyGo). This document is attached for reference as Appendix C.
Section 4.07 Bylaw Amendments

(a) Each eligible voting member 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.

(b) Amendments to these Bylaws of the MPO/IRTC shall require the affirmative vote of at least one-half of all Policy Committee eligible voting members, provided there is a quorum.

Article V. IRTC Policy Committee

Section 5.01 Purpose

(a) The Indianapolis Regional Transportation Council’s (IRTC) Policy Committee addresses and approves the transportation-related plans and programs of the MPO. These include the Unified Planning Work Program (UPWP), the Indianapolis Regional Transportation Improvement Program (TIP), and the Long Range Transportation Plan (LRTP).

Section 5.02 Powers

(a) Approve required planning documents, particularly the Long Range Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program.

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

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

(d) All powers outlined in any appendix material to these bylaws.

Section 5.03 Representatives

(a) Official Policy Committee representatives from the local public agency are appointed by the LPA. These representatives must be an elected official or a paid staff member of the LPA. The Official Representative list is posted on the MPO website.

Section 5.04 Officers

(a) Officers consist of a Chair and a Vice Chair for the Policy Committee. The Chair and Vice Chair also serve as Chair and Vice Chair of the Administrative Committee.
(b) The Chair is charged with maintaining meeting order, upholding the bylaws, and facilitating discussion where necessary. The Chair shall work with the MPO staff to set the order of business for each meeting.

(c) In the event the Chair cannot attend the meeting, the Vice-Chair will have the choice of either performing the Chair’s duties him/herself; or, choosing the Chair’s Proxy to perform those duties.

(d) The officers are elected as described in Section 4.06 Elections for Administrative Committee and Officers.

(e) The term of office for officers shall be one year. Officers may serve unlimited terms.

(f) In the event that the Chair is unable to carry out his/her duties for the remainder of the term, the Vice Chair shall carry out the functions of the Chair.

(g) Additional elections may be held if either the Chair or Vice-Chair cannot carry out his/her duties for the remainder of the appointed term. This election should occur at the next Policy Committee meeting after the Chair/Vice-Chair resigns.

Section 5.05 Quorum

(a) The quorum for the Policy Committees is 15 eligible voting members. No action on an agenda item may be taken unless a quorum is present.

Article VI. IRTC Technical Committee

Section 6.01 Purpose

(a) As technical experts, the Technical Committee is intended to provide advisory recommendations to the Policy Committee, particularly on items that are more technical in nature.

Section 6.02 Powers

(a) Recommendations for approval of planning documents to the Policy Committee.

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

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

(d) All powers outlined in any appendix material to these bylaws.

Section 6.03 Representatives

(a) Each LPA shall appoint an Official Representative and Proxy to serve on the Technical Committee. Representatives and proxies should have technical expertise.

Section 6.04 Officers
(a)  The Chair for the Technical Committee is the MPO Executive Director. This role is charged with maintaining meeting order, upholding the bylaws, and facilitating discussion where appropriate.

Section 6.05 Quorum

(a)  The quorum for the Technical Committee is 15 eligible voting members. No action on an agenda item may be taken unless a quorum is present.

Article VII. IRTC Administrative Committee

Section 7.01 Purpose

(a)  The Administrative Committee serves as an ad hoc committee to the Policy Committee. The Administrative Committee reviews policies and procedures prior to their introduction to the IRTC Policy and Technical Committees. It also provides guidance to MPO staff on certain operational items that may be time-sensitive and require meeting sooner than quarterly.

Section 7.02 Powers

(a)  Pursuant to the Hosting Agreement (as shown in Appendix E), review and advise on personnel, hiring and training needs and issues of the MPO staff.

(b)  Review and advise on budget needs and issues.

(c)  Review and advise on issues pertaining to the organizational structure of the MPO and the IRTC.

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

(e)  Approve emergency Indianapolis Regional Transportation Improvement Program (IRTIP) amendments brought before the Indianapolis Regional Transportation Council.

   (i)  Emergency IRTIP amendments will be provided to members of the Technical Committee and Policy Committee and final action will be taken by the Administrative Committee at their next regularly scheduled meeting, or at a special meeting called by the Chair.

   (ii)  A public notice period, per the MPO’s Public Involvement Plan, is required.

   (iii)  Members of the Policy Committee and Technical Committee, as well as the public, are invited to attend the emergency amendment meeting and/or may submit comments by e-mail, regular mail, or in person.

   (iv)  Only the Administrative Committee members or their proxies may vote at this special meeting.

(f)  All powers outlined in any appendix material to these bylaws.
Section 7.03 Representatives

(a) Representatives are the elected Administrative Committee members as indicated in Section 4.05.

(b) In the absence of the elected representative, his/her Proxy may serve in the representative’s place.

Section 7.04 Officers

(a) Officers consist of a Chair and a Vice Chair.

(b) The Chair is tasked with maintaining order, upholding the bylaws, and facilitating discussion of the Administrative Committee.

(c) In the event the Chair cannot attend the meeting, the Vice-Chair will have the choice of either performing the Chair's duties him/herself; or, choosing the Chair's Proxy, if any, to perform those duties.

Section 7.05 Quorum

(a) The quorum for the Administrative Committee is at least 50% of the entire Administrative Committee. No action can occur unless a quorum is present.
Appendix A: Map of Indianapolis MPA
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 Greenfield
18. City of Greenwood
19. Hamilton County
20. Hancock County
21. Hendricks County
22. City of Indianapolis
23. Johnson County
24. City of Lawrence
25. Town of McCordsville
26. Town of Mooresville
27. Morgan County
28. Town of New Palestine
29. Town of New Whiteland
30. City of Noblesville
31. Town of Pittsboro
32. Town of Plainfield
33. Shelby County
34. City of Southport
35. Town of Speedway
36. Town of Spring Lake
37. City of Westfield
38. Town of Whiteland
39. Town of Whitestown
40. 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
Planning Agreement between MPO/INDOT/IndyGo.

MEMORANDUM OF AGREEMENT

BY AND BETWEEN

THE INDIANAPOLIS DEPARTMENT OF METROPOLITAN DEVELOPMENT
HEREINAFTER REFERRED TO AS
THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (MPO)
AND THE
THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)
AND THE
INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (INDYGO)

This Memorandum of Agreement (MOA) is made by and between the Indianapolis MPO (herein after referred to as MPO), the Indiana Department of Transportation (herein after referred to as INDOT), and the Indianapolis Public Transportation Corporation, (herein after referred to as IndyGo).

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) and its previous sister legislative acts the Safe, Accountable, Flexible, & Efficient Transportation Equity Act: A Legacy For Users (SAFETEA-LU), the 1998 Transportation Efficiency Act for the 21st Century (TEA-21) and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) require the establishment of Agreements among certain agencies involved in the transportation planning process, and

WHEREAS, the transportation planning process for the Indianapolis MPO includes the following agencies:

• Indianapolis MPO (MPO)
• Indiana Department of Transportation (INDOT)
• Indianapolis Public Transportation Corporation (IndyGo)

NOW THEREFORE the agencies mutually agree as follows:

WHEREAS, MAP-21 requires the establishment of agreements between the State, the Metropolitan Planning Organization (MPO) and the public transportation operator(s), and

WHEREAS, the City of Indianapolis Department of Metropolitan Development is the designated MPO (see attached redesignation letter) for the Indianapolis Metropolitan Planning Area and includes its regional member Counties of Marion and portions of Boone, Johnson, Hamilton, Hancock, Hendricks, Morgan, and Shelby in Indiana, and
WHEREAS, the Indianapolis Public Transportation Corporation ( IndyGo) is the designated recipient for Section 5307 in the Indianapolis Urbanized Area,

WHEREAS, the MPO has established various advisory groups, which provide input and direction, as well as assist and advise it on transportation planning and programming considerations. Membership in these technical, advisory, and citizens groups may include persons representing the communities listed below (as contained within the approved Metropolitan Planning Area, 2014), public and private transportation providers, and others not listed in this agreement.

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<th>Town of Arcadia</th>
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The MPO, INDOT, and IndyGo mutually agree as follows:

RESPONSIBILITIES OF THE INDIANAPOLIS MPO

Structure

1. The MPO organizational structure consists of an Administrative Committee, Technical Committee, and Policy Committee of participating members which comprise the Indianapolis Regional Transportation Council (IRTC). The IRTC also includes various advisory committees, work groups and subcommittees.

The 2014 IRTC Policy Committee includes the following voting members:

- Atlanta Clerk/Treasurer
- Avon Town Manager
- Bargersville Town Manager
- Beech Grove Mayor
- Boone County Commissioner
- Brooklyn Clerk/Treasurer
- Brownsburg Town Manager
- Carmel Mayor
- Cicero Planning Director
- Cumberland Town Manager
- Danville Town Manager
- Fishers Town Manager
- Franklin Mayor
- Greenfield City Engineer
- Greenwood Mayor
- Hamilton County Commissioner
The 2014 IRTC Technical Committee includes the following voting members:

Atlanta Clerk/Treasurer
Avon Town Director Of Public Works
Bargersville Street Superintendent
Beech Grove Consultant Rep.
Boone County Area Plan Commission Director
Brooklyn Clerk/Treasurer
Brownsburg Planning Director
Carmel City Engineer
Cicero Planning Director
Cumberland Town Planner
Danville Town Manager
Fishers Town Manager
Franklin City Engineer
Greenfield City Engineer
Greenwood City Engineer
Hamilton County Superintendent
Hancock County Engineer
Hendricks County Engineer
Indianapolis Deputy Director of Engineering
Johnson County Highway Engineer
Lawrence Engineer
McCordville Planning and Building Director
Mooresville Street Superintendent

Morgan County Engineer
New Palestine Town Manager
Noblesville City Engineer
Pittsboro Building Commissioner
Plainfield Town Engineer
Shelby County Plan Commission Executive Director
Southport Consultant Rep.
Speedway Town Manager
Westfield Director Of Public Works
Whiteland Director of Planning & Zoning
Whitestown Utility Manager
Zionsville Town Superintendent of Streets and Stormwater

Partner Agency Representation
IndyGo Vice-President of Business Development
CIRTA Executive Director
Indianapolis Airport Authority, Director of Planning and Development
INDOT District Capital Program Director
Ports of Indiana Vice-President

2. The MPO has several Advisory Committees, which include members from the general public, transit consumers, bicycle groups, various technical staff, and other interested parties who sit on the IRTC Technical Committee.
3. The IRTC Policy, Technical, and Administrative Committees generally meet on a quarterly basis; with combined Policy and Technical Committees Retreat in June, and Special Meeting (if needed) in December. The other committees meet on an as needed basis.

4. The MPO will concur with the planning regulations for Self Certification to INDOT and the FHWA regarding the MPO’s ability and intention to provide and fulfill the transportation planning requirement for the Metropolitan Planning Area (MPA). This will be made available as part of the Transportation Improvement Program (TIP) process.

**Long Range Transportation Plan**

5. The MPO will develop and maintain a Long Range Transportation Plan (LRTP) and corresponding Conformity Analysis (if required) in cooperation with INDOT, its transit providers and other agency partners at least every 4 years as required by law.

6. The MPO will utilize the MAP-21 planning factors in the development of the Long Range Transportation Plan (LRTP).

7. The MPO is responsible for developing a financially reasonable Long Range Transportation Plan (LRTP) in consultation with INDOT, its area public transit providers, the FTA and the FHWA in compliance with current federal planning regulations.

8. The MPO will include a financial plan that demonstrates the consistency of the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) with available and projected sources of revenue. INDOT will provide the MPO with reasonable estimates of available and projected funding by category on a regular basis.

9. The Indianapolis Regional Transportation Council (IRTC) approves the Long Range Transportation Plan (LRTP) and its periodic updates.

10. All proposed LRTP or TIP amendments must include a project description, project cost, phase, ready for letting (RFL) date (TIP only), federal, state, local and total dollar amount. Amendments, administrative amendments and administrative modifications will follow the procedures outlined in the MPO’s Policy and Procedures Manual and Public Participation Plan in force at the time of the amendment.

11. A Conformity Determination shall be completed for each Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) developed by the MPO, which indicates that the plans maintain the area’s air quality standard as identified by the Interagency Consultation Group Procedures.

**Public Participation and Involvement**

12. The MPO will maintain a Public Participation Plan that is adopted by the Indianapolis Regional Transportation Council (IRTC) Policy Committees. The plan will include
coordination with the INDOT participation process. This process is followed during the development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The Indianapolis MPO’s TIP participation process will serve to meet IndyGo’s public participation requirements.

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

*Transportation Improvement Program (TIP)*

14. The MPO will complete a Transportation Improvement Program (TIP), as needed, in cooperation and coordination with the partners identified in this agreement. The MPO will submit an approved TIP to INDOT in a timely manner.

15. All federal aid funding projects within the Indianapolis MPA, regardless of funding category, will be included in the fiscally constrained TIP.

16. The MPO is responsible for developing a fiscally constrained TIP.

17. The Indianapolis Regional Transportation Council (IRTC) Policy Committee of the MPO approves the TIP followed by approval from the INDOT Commissioner on behalf of the Governor, and it is included in the Statewide Transportation Improvement Program (STIP) by reference or amendment. The STIP is approved by the Federal Highway Administration along with the new TIP and any amendments. (For TIP modification and amendments see item 19.)

18. The MPO will update the TIP a minimum of every other year and each new TIP shall cover a four year program period. Calls for projects will be made at various times depending on the funding category and the availability of funds in each category. Projects will be selected based on the current selection process for each funding category in force at the time of the call. The development of a new TIP will follow the current MPO Public Participation Process in force at the time of the TIP’s development. The MPO will process TIP amendments following Indianapolis Regional Transportation Council (IRTC) Policy Committee approval in accordance with the MPO’s Policy and Procedures Manual and Public Participation Plan in force at the time of the amendment.

19. All TIP amendment requests from project sponsors will be made in the MPO’s MITIP online system. No hard copy or email requests will be accepted. All TIP modifications and amendments will be processed in accordance with the MPO’s Policy and Procedures Manual and Public Participation Plan in force at the time of the amendment, as well as the Interagency Consultation Group (ICG) and approved air quality conformity procedures.

20. The MPO will provide and maintain a website that provides TIP and associated amendments for interested parties, public and agency consumption.
21. The Congestion Management Process (CMP) will be used in identifying and selecting projects during LRTP and TIP updates, including those projects located on the State’s highway network.

**Travel Demand Forecasting**

22. The MPO is responsible for developing and maintaining a travel demand forecasting model for the Indianapolis MPO’s Metropolitan Planning Area (MPA).

**Unified Planning Work Program (UPWP)**

23. A Unified Planning Work Program (UPWP) will be prepared by the MPO in cooperation and consultation with INDOT, FHWA, FTA and the transit operator.

24. The MPO will include the planning emphasis areas (PEAs) identified by FHWA and FTA in the preparation of the UPWP. Emphasis areas should be received in a timely manner so they can receive proper consideration.

25. Where needed a Conformity Determination shall be completed for each Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) and developed by the MPO working with state and local project sponsors. This ensures plans, programs and projects maintain proper air quality conformity for a region.

26. The MPO will develop a financial plan that demonstrates the consistency of the TIP and LRTP with available and projected sources of revenue.

27. The MPO will complete its UPWP draft by October of each year. However, the MPO’s ability to meet this timeline is affected by INDOT providing timely PL Distribution numbers. Should PL funding information be delayed, the MPO may flat-line the estimated funding based upon the prior year and then adjust the PL funding when final figures are obtained. The INDOT Central Office Asset Management Planning and Management Division will take the lead in this effort in cooperation with the MPO Council and the INDOT Central Office Project Finance Division and the INDOT Transit Office.

28. The MPO will submit to INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division, a final Unified Planning Work Program in a timely manner that allows for final review and recommendation for approval to FHWA and FTA.

**Management Systems**

29. The development and implementation of a congestion management process (CMP), where needed, for the Indianapolis MPO’s Metropolitan Planning Area will be the responsibility of the MPO in cooperation with INDOT, FTA and FHWA. Technical Planning Section, within the Asset Planning & Management Division will be the INDOT Leads.
30. The MPO will work cooperatively with the Technical Planning Section, within the Asset Planning & Management Division, as the lead and other relevant INDOT Divisions and other public agencies in the development of the other specified management systems as appropriate.

31. The MPO will maintain a Congestion Management Process in cooperation with the Technical Planning Section, within the Asset Planning & Management Division. The Congestion Management Process shall be coordinated with the development of the Long Range Transportation Plan (LRTP).

32. The MPO will comply with all appropriate federal assurances, civil rights and DBE requirements, Title VI submittals, ADA, and procurement activities guidelines. The MPO will complete a Title VI analysis for the urbanized area. INDOT’s Office of Economic Opportunity and Pre-qualification within Central Office will be the INDOT contact for these efforts.

Transit Planning

33. The MPO will sponsor and participate on committees related to the provision and coordination of transit and para-transit services.

34. The MPO will serve as the lead agency for the development of the "Coordinated Public Transit Human Services Transportation Plan".

RESPONSIBILITIES OF THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT):

1. INDOT Technical Planning Section, within the Asset Planning & Management Division will provide staff liaisons to coordinate with the MPO's. Said staff will regularly attend the MPO Council meetings, which are held in Indianapolis. INDOT Technical Planning Section Staff will participate in Indianapolis Regional Transportation Plan (IRTC) Technical or Policy Committee meetings. The District Capital Program Manager will attend the IRTC Technical Committee meetings and have voting representation for INDOT. The District Deputy Commissioners will attend the Policy Committee meetings and have voting representation for INDOT.

Transportation Plan and TIP

2. The Statewide Transportation Plan shall be developed in cooperation with the MPO's Long Range Transportation Plan (LRTP).

3. The INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division will develop a list of planned improvement needs on State jurisdiction highways developed in conjunction and in cooperation with the MPO for the Metropolitan Planning Area (MPA) of the MPO. These identified needs will be consistent with the INDOT Asset Planning and Management Process. This is necessary in order to
develop data the MPO needs to develop a Long Range Transportation Plan (LRTP) that is consistent with available funding sources and project costs.

4. The INDOT Central Office Project Finance Division will provide the MPO in a timely manner with estimates of available federal and state funding as necessary for the development of the financial plans demonstrating the fiscal constraint of the MPO’s LRTP and TIP. Should funding information be delayed for any reason, the MPO may then flat-line funding based on past information. Should estimates provided by the State, or lack thereof, result in the MPO’s inability to obligate all funds in any given fiscal year, the MPO funds will continue to be made available to the MPO by INDOT.

5. The INDOT Central Office LPA and Grants Administration Division will develop the Indiana Statewide Transportation Improvement Program in cooperation with the MPO’s transportation planning process and incorporate the MPO approved TIP by reference or amendment in its entirety.

6. The INDOT Central Office LPA and Grant Administration Division in cooperation with the Technical Planning Section, within the Asset Planning & Management Division and District staff, for the area that includes the MPO, will provide timely lists of INDOT projects sorted specifically to include only projects within the Indianapolis 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. All projects for inclusion into the Indianapolis TIP shall be submitted through MITIP online system.

7. INDOT Central Office LPA and Grant Administration Division will develop a Statewide Transportation Improvement Program (STIP) that includes the review and written approval of the Indianapolis MPO’s TIP in a timely manner. This will be done in cooperation with the Technical Planning Section, within the Asset Planning & Management Division.

8. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division working with the LPA and Grant Administration Division will provide in a timely manner lists 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 Indianapolis 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. This will allow the MPO to develop an Annual List of Obligated Projects (ALOP).

9. INDOT will provide Central and District Office coordination for the MPO on all matters including the LRTP and TIP. The Technical Planning Section, within the Asset Planning & Management Division, will be the lead in cooperation with the LPA and Grant
Administration Division and the appropriate District Office(s) for the area containing the MPO.

10. INDOT Central and District Offices will collect and share transportation system information with the MPO to facilitate a cooperative transportation planning process and will conduct training sessions and workshops on pertinent topics. The Technical Planning Section, within the Asset Planning & Management Division, will be the lead in this effort.

**UPWP Coordination Activities**

11. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division 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 the MPO, etc.) and also to assist with coordination in the Planning Emphasis Areas identified by FHWA and FTA.

12. INDOT Technical Planning Section, within the Asset Planning & Management Division, will provide updated consolidated PL figures based on the current PL Distribution formula approved by the FHWA, INDOT and the MPO Council. INDOT will provide these figures in a timely manner each year to allow for development of the UPWP.

13. The MPO will prepare a UPWP for the fiscal year that will take effect beginning on January 1.

14. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division 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.

15. INDOT Central Office Technical Planning Section, within the Asset Planning & Management Division, 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.

**RESPONSIBILITIES OF THE INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION (IndyGo)**

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

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

3. IndyGo will provide a staff liaison to assist with transit planning efforts. IndyGo will participate on the Indianapolis Regional Transportation Council (IRTC) Policy and Technical Committee.
4. IndyGo will participate in the development of the "Coordinated Public Transit Human Services Transportation Plan".

5. IndyGo will provide a Financial Capacity Analysis showing a 5-year Financial Plan as part of the TIP development process. This will be reviewed by the INDOT Transit Office within the Multimodal Division.

6. IndyGo will provide a 4-year capital project and operating plan (program of projects) for inclusion in the TIP to the MPO. 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.

7. IndyGo will provide amendment requests to the MPO in a timely manner prior to the next scheduled meeting of the Indianapolis Regional Transportation Council (IRTC) Technical Committee. All amendment requests will be in MiTIP online system.

8. IndyGo will provide a copy (PDF file preferred) to the MPO of each final grant request to the Federal Transit Administration (FTA) and provide a copy of each grant award acceptance.

9. 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.

10. 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 the Indianapolis MPO's Urbanized Area.

11. IndyGo, as the designated recipient of federal transit funds, will be required to provide the necessary local matching funds (unless otherwise agreed to) and will be responsible for maintaining all necessary records in support of the expenditure of those funds.

12. IndyGo agrees that it will be in compliance with all required federal objectives,

In witness thereof, the undersigned executive staff members of the MPO, IndyGo, and INDOT have executed this Memorandum of Agreement on the dates indicated.
Indianapolis Public Transportation Corporation (IndyGo)

[Signature]
President and CEO

Date 7/2/14

Indiana Department of Transportation

[Signature]
Chief of Staff

Date 7/1/14

Indianapolis Department of Metropolitan Development

[Signature]
Director

Date 7/1/14
Attachment: Redesignation Letter

August 4, 2010

The Honorable Gregory A. Ballard
Mayor, City of Indianapolis
2501 City-County Building
200 East Washington Street
Indianapolis, Indiana 46204

SUBJECT: Re-designation of the Indianapolis Metropolitan Planning Organization

Dear Mayor Ballard:

I understand that over the last several months the Indianapolis Regional Transportation Council (IRTC) has completed a thorough review of their operations, resulting in the adoption of new by-laws on October 28, 2009. As a result of these new by-laws, I understand the IRTC, acting through you as Chairman of the IRTC Policy Committee, requests a re-designation of the Indianapolis Metropolitan Planning Organization (IMPO).

Per your letter of February 24, 2010, the City of Indianapolis Department of Metropolitan Development would become the official Metropolitan Planning Organization for the Indianapolis region of Central Indiana; replacing the Indianapolis Metropolitan Development Commission as the designated MPO. Further, I understand from your letter that the IRTC Policy Committee, composed of elected and appointed officials from 46 towns and cities within the Indianapolis region of Central Indiana, will approve all transportation-related activities of the IMPO.

Your February 24, 2010 letter also notes that the IRTC Policy Committee approved the revised Metropolitan Planning Area (MPA) for the Indianapolis region of Central Indiana on February 17, 2010. To develop this new MPA, I understand consultation and approval action was also needed from the Madison County Council of Governments (MCCOG), the Anderson MPO and the Columbus Area Metropolitan Planning Organization (CAMPO, the Columbus MPO). Resolution # 04-10 of the Madison County Council of Governments approving a new MPA for their MPO was adopted on February 4, 2010 and Resolution # 2010-1 of the Columbus Area Metropolitan Planning Organization approving a new MPA for their MPO was adopted on April 28, 2010.

On behalf of Governor Mitch Daniels, Jr. and in accordance with the request stated in your February 24, 2010 letter, I hereby approve the re-designation of the Indianapolis Metropolitan Planning Organization (IMPO) to be the Indianapolis Department of Metropolitan Development, replacing the Indianapolis Metropolitan Development Commission, as the MPO for the Indianapolis Region of Central Indiana.

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An Equal Opportunity Employer
Further, in response to your February 24, 2010 letter and as a result of the approval actions of the IRTC Policy Committee, the MCOG Policy Committee and the CAMPO Policy Committee, INDOT approves on behalf of Governor Mitch Daniels, Jr. the revisions to the Metropolitan Planning Area (MPA) for the Indianapolis MPO.

Sincerely,

Michael B. Cline
Commissioner
Appendix D: MPO Planning Agreement
Planning Agreement between 3 MPOs
MEMORANDUM OF AGREEMENT
BY AND BETWEEN
THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION
AND
THE INDIANAPOLIS DEPARTMENT OF METROPOLITAN DEVELOPMENT
AND
THE MADISON COUNTY COUNCIL OF GOVERNMENTS

In furtherance of mutually beneficial efforts that support the federal “3C” planning process (cooperative, continuing, comprehensive), and a planning effort that transcends sub-regional boundaries, this agreement replaces the March 2006 Agreement between the three central Indiana Metropolitan Planning Organizations (MPOs) to insure transportation planning coordination. The Columbus Area Metropolitan Planning Organization, herein after referred to as CAMPO; the Indianapolis Department of Metropolitan Development (the designated MPO for the Indianapolis Urbanized Area) herein after referred to as the IMPO; and the Madison County Council of Governments, herein after referred to as MCCOG; agree to coordinate and carry out their planning activities cooperatively so that planning products of the greater regional metropolitan area reflect consistency with best practices and with broader central Indiana goals for air quality and transportation. Areas of coordination, cooperation and consultation between the CAMPO, the IMPO, and the MCCOG are enumerated below:

General

1. Each MPO will cooperate in efforts toward achieving general consistency of plans and air quality issues as they relate to projects that have greater central Indiana regional impacts.

2. Each MPO will cooperate in public participation efforts on plans and on projects of greater central Indiana regional significance.

3. Each MPO will participate, if they desire, as ex-officio members, in the transportation planning process of the other through technical committee memberships, and involvement in regional corridor, subarea, major investment studies, management system development and other studies and plans of central Indiana regional significance.

4. The MPOs agree to meet at least once annually to coordinate and update each agency as to planning efforts and practices, planning products, and potential areas of cooperation to promote efforts that benefit the greater regional community and each MPO. This date shall be determined annually by the MPOs.

Planning Areas & Funding

5. Urbanized Area boundaries (UZA) are defined by the decennial Census. Where boundaries overlap or extend into a previously defined boundary from the prior Census of each MPO, this agreement shall determine how conflicts or overlaps are handled in terms of responsibilities and funding.

6. 2010 Census Urbanized Areas

FINAL
a. The UZA for the Anderson Urbanized Area was changed by the 2010 Census resulting in areas long served by the MCCOG being included in the Indianapolis Urbanized Area. An agreement was reached between the MCCOG and the IMPO as to the realignment of those boundaries that reassigned those areas to the MCCOG. The areas noted were included in the adjusted UZA boundaries for each MPO in 2013 and approved by FHWA on 1/25/13.

b. In 2010, the IMPO’s Metropolitan Planning Area (MPA) was expanded to include the two townships that encompass the Town of Edinburgh in Johnson and Shelby Counties. The town is part of the Columbus UZA and sits on the borders of Johnson, Shelby, and Bartholomew Counties. This expansion removed the CAMPO from the central Indiana air quality conformity process. The UZA for the Columbus Urbanized Area was changed minimally by the 2010 Census in terms of area formally under their planning jurisdiction.

7. The UZAs and MPAs, as described in number 6(a) and (b) above, for the three MPOs were approved by Federal Highway Administration and the Indiana Department of Transportation in 2013. Funding for each of the three MPOs will be in accordance with the Federal Funds Sharing Agreements and the PL Distribution formula mutually agreed to by the Indiana MPO Council, the INDOT, and the FHWA except as follows:

a. The MCCOG will receive the Sharing Agreement funds for the Census defined UZAs that were agreed to and approved in 2013 (see attached Exhibit A). Any projects undertaken in this area will be the responsibility of the MCCOG to fund unless otherwise agreed to in a separate project agreement. This agreement will take effect the following state fiscal year in which it is signed. This part (7.a) of the agreement can be terminated by any party (IMPO or MCCOG) with a thirty (30) day written notification to the other two parties.

b. For the two townships in Johnson/Shelby counties, IMPO will continue to perform applicable air quality conformity determinations. Any projects undertaken in this area will be the responsibility of the CAMPO to fund unless otherwise agreed to in a separate project agreement. This part (7.b) of the agreement can be terminated by any party (IMPO or CAMPO) with a thirty (30) day written notification to the other two parties.

**Unified Planning Work Program**

8. Consult in the development of Unified Planning Work Programs (UPWP) and mutually agree to work collectively on planning projects where possible. The MPOs will consult with each other during the development of their UPWPs.

9. Share UPWP products

**Modeling**

10. Exchange modeling information, data, and models at appropriate levels of geography, attempting where possible to relate the data to the MPO’s existing respective Traffic Analysis Zone systems.

11. Share socio-economic, Census, forecast and survey data results

12. Share trip tables and travel demand model assumptions
13. Consult in the development of enhanced travel demand models.

14. Share model validation data, including MPA line traffic count data and traffic count data at the external boundaries of the other agencies' model.

Transportation Plan

15. Consult in defining future scenarios, striving for general compatibility including overall strategies and major project assumptions.

16. Develop alternative networks that include appropriate central Indiana strategic connectors.

17. The three agencies will strive to coordinate their plan amendment and update cycles concurrently. This is to produce consistency and the best planning products for the greater region. Plan amendments and updates will require a coordination meeting or conference call at the initiation stage of the process. If further coordination is needed the MPOs will setup a schedule for the process.

Other Related Planning Efforts

18. Consult in defining future scenarios, striving for general compatibility including overall strategies and major project assumptions for bike and pedestrian, transit, and land use planning efforts, especially where greater regional or connectivity issues are beneficial to the overall planning program.

19. Develop alternative networks that include appropriate central Indiana strategic connectors and statewide connectors.

20. Work together to develop regional land use and environmental strategies that promote economic development, smart growth, and an improved quality of life for the greater regional area whenever possible.

Transportation Improvement Program

21. Consult in the development of TIPs, concerning central Indiana regional issues.

22. Share information regarding proposed construction schedules of projects and their impacts across the MPA boundary lines within the central Indiana nine county area.

23. Consult and coordinate approvals for TIP amendments as needed, specifically, those involving air quality issues, expansion projects, and projects of regional significance. A uniform process for handling this shall be continued or updated and agreed to by all parties.

Air Quality State Implementation Plan Conformity

The nine county Central Indiana area is currently designated by the federal government as an attainment area for ozone and a nonattainment area for PM 2.5 for five of those counties, one of the PM 2.5 counties being Johnson County. The greater regional area contains the three MPOs to this agreement and includes each of their Metropolitan Planning Areas (MPA). As more than one MPO has authority within a nonattainment area, an agreement is called for by the federal Metropolitan Planning Rules, specifically 23 CFR 450.310(g). This agreement will continue in place, regardless of attainment status as part of an effort to promote best planning practices, cooperation, coordination, and comprehensive planning. This shall be adhered to unless agreed to in a future agreement or mutually written consent.
The MCCOG planning area currently has no attainment issues; however, it is agreed that cooperation and the sections of this agreement noted below will be adhered to by each MPO as part of planning efforts to improve the air quality for the greater regional area and to cooperatively work to improve the health and the quality of life in the greater regional area. While the MCCOG planning area is in attainment, it is impacted by the IMPO region and each of the three MPOs has a shared interest in promoting overall improved air quality.

24. Develop a common set of characteristics for design concept and design scope for identified projects with regional significance in central Indiana that should be included in the regional emissions analysis.

25. Consult on a common set of assumptions used in the mobile emissions model in each area or the central Indiana area.

26. Continue active participation in the central Indiana Air Quality Advisory Group meetings by the IMPO and the MCCOG. The CAMPO will continue to be advised of activities and be invited to participate in the planning activities.

27. Consider sub-area budgets for air quality within the nine county region where appropriate.

As federal or local conditions change, the planning activities may be modified and updated by mutual agreement between the MPOs in writing. Notification of any revised agreement will be made to the transportation and the environmental agencies in the state of Indiana. This agreement will be updated at a minimum at least every ten years.
Approval and Acceptance by

Columbus Area Metropolitan Planning Organization

Date

Indianapolis Department of Metropolitan Development

Date

Madison County Council of Governments

Date

APPROVED AS TO LEGAL FORM AND
LEGAL ADEQUACY THIS ___/___ DAY OF ___/___, 2015.

Christopher Steinmetz, Assistant Corporation Counsel

FINAL
Exhibit A

The Urbanized Areas (UZAs) of Indianapolis and Anderson were changed by the 2010 Census. Areas in Madison and Hancock Counties long served by MCCOG were included in the Indianapolis UZA. Through the process of establishing new Metropolitan Planning Areas (MPAs) and updating UZAs, an agreement was reached between MCCOG and IMPO to reassign those areas to the MCCOG. This change was approved by FHWA and INDOT in 2013.

The map below shows the areas defined by the 2010 Census as part of the Indianapolis urbanized areas located in southwestern Madison county, and the town of Fortville in Hancock County. See the dark red areas surrounded by light blue in the map below.
There are approximately 9,289 people living in the Indianapolis urbanized area being served by MCCOG. This following Table 1 shows the population numbers for the area.

<table>
<thead>
<tr>
<th>Table 1 Population Breakdown</th>
<th></th>
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<tbody>
<tr>
<td>Indianapolis UZA Population (2010 Census)</td>
<td>1,487,483</td>
</tr>
<tr>
<td>Pop of Indy UZA in Anderson UZA</td>
<td>9,290</td>
</tr>
<tr>
<td>% of total UZA population</td>
<td>0.625%</td>
</tr>
</tbody>
</table>

Table 2 below shows the amount of transportation funds MCCOG shall receive from the IMPO. This amount will vary depending upon the Annual Sharing Agreement and the Annual PI Distribution, but should amount to no more than .62% of allocation.

<table>
<thead>
<tr>
<th>Table 2 Annual Partial UZA Funding</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Category</td>
<td>% of population</td>
</tr>
<tr>
<td>STP Group 1</td>
<td>0.62%</td>
</tr>
<tr>
<td>HSIP</td>
<td>0.62%</td>
</tr>
<tr>
<td>CMAQ</td>
<td>0.62%</td>
</tr>
<tr>
<td>TAP</td>
<td>0.62%</td>
</tr>
<tr>
<td>Total</td>
<td>0.62%</td>
</tr>
</tbody>
</table>

*The dollar figure changes as the annual allocation changes but amounts to no more than .62% of annual allocation of HSIP, CMAQ, STP and TAP.
Appendix E: Hosting Agreement

In progress