**Indianapolis Metropolitan Planning Organization FAQ BOOK**

**WHAT IS THE INDIANAPOLIS METROPOLITAN PLANNING ORGANIZATION (MPO)?**

*The Indianapolis Metropolitan Planning Organization (MPO)* is the regional entity that plans and programs federal transportation funds for highways, transit, non-motorized transportation, and other means of moving people and goods. The MPO works within federal transportation requirements to guide the development of a multi-modal transportation system within the *Metropolitan Planning Area (MPA) - an area that includes the urbanized area plus areas expected to urbanize over the next 20 years.*

**METROPOLITAN PLANNING AREA (MPA)**

- **8 COUNTIES**: Marion County and parts of Boone, Hamilton, Hancock, Hendricks, Johnson, Morgan, and Shelby Counties
- **11 CITIES**: Beech Grove, Carmel, Fishers, Franklin, Greenfield, Greenwood, Indianapolis, Lawrence, Noblesville, Southport, and Westfield
- **22 TOWNS**: Arcadia, Atlanta, Avon, Bargersville, Bethany, Brooklyn, Brownsburg, Cicero, Cumberland, Danville, Edinburgh, McCordsville, Mooresville, New Palestine, New Whiteland, Pittsboro, Plainfield, Speedway, Spring Lake, Whiteland, Whitestown, and Zionsville

**INDIANAPOLIS METROPOLITAN PLANNING AREA**
- 1,520 Sq. Miles
- Population: 1,558,201

**INDIANAPOLIS URBANIZED AREA**
- 975 Sq. Miles
- Population: 1,509,009

**ACRONYMS**

- CIRTA - Central Indiana Regional Transportation Authority
- EPA - Environmental Protection Agency
- FHWA - Federal Highway Administration
- FTA - Federal Transit Administration
- IDEM - Indiana Department of Environmental Management
- INDOT - Indianapolis Department of Transportation
- IRTC - Indianapolis Regional Transportation Council
- IRTIP - Indianapolis Regional Transportation Improvement Plan
- LPA - Local Planning Agency
- LRTP - Long Range Transportation Plan
- MPA - Metropolitan Planning Area
- MPO - Metropolitan Planning Organization
- TMA - Transportation Management Area
- UAB - Urban Area Boundary
- UPWP - Unified Planning Work Program

**WHAT ARE THE GOALS OF THE MPO?**

**MAINTAINING A CONTINUING, COOPERATIVE, AND COMPREHENSIVE PLANNING PROCESS**

- Identifying Future Needs
- Preparing Effective Transportation Programs and Plans
- Community Involvement
- Transportation Policy Coordination
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Introduction

A. Purpose
Transportation planning in the Indianapolis Metropolitan Planning Area (MPA) is an interactive process involving elected officials, planners, engineers, and residents of Central Indiana, and is overseen by the Indianapolis Metropolitan Planning Organization (MPO or Indy MPO) under the direction of the Indianapolis Regional Transportation Council (IRTC). This Unified Planning Work Program (UPWP) will set forth the major transportation planning initiatives and activities between January 1 and December 31, 2020. The UPWP consists of six (6) transportation program elements, each of which contributes to maintaining and implementing Central Indiana’s transportation plans in compliance with the FAST Act (Fixing America’s Surface Transportation Act) and the Mission Statement of the Indy MPO. The six elements are Planning Process Administration (100), Data Development and Geographic Information Systems (200), Programming (300), Long Range Transportation Plan, Air Quality, & Freight (400), Multi-Modal (Transit & Active Transportation) (500), and Other Planning Initiatives & Studies (600).

B. Regulatory Citations & Certifications
Sections 420 and 450 of Title 23 of the Code of Federal Regulations describe the metropolitan planning process to be carried out by MPOs. Specific to Unified Planning Work Programs, 23 CFR 450.308 identifies the requirements. MPOs are required to develop their UPWPs in cooperation with state and public transit agencies. Elements to be included in the UPWP are:

- Discussion of the planning priorities facing the metropolitan planning area; and
- Description of all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next 1- or 2-year period, regardless of funding source, indicating the following:
  - A review of who will perform the work (e.g., MPO, State, public transportation operator, local government or consultant)
  - The schedule for completion of the work; and
  - A review of the intended products, including all activities funded under Title 23 and Title 49 Chapter 53.

In 2018, the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Indiana Department of Transportation (INDOT) certified that the Indy MPO’s transportation planning process is being carried out in accordance with all applicable requirements, as detailed in 23 CFR 450.336. A copy of the USDOT-Indianapolis Planning Certification Letter has been included in this document as Attachment F, and the Indy MPO’s Transportation Planning Process Certification has been included as Appendix G.

C. Overview of the Indianapolis Metropolitan Planning Organization
Metropolitan Transportation Planning started with the enactment of the Federal Aid Highway Act of 1962. A comprehensive and cooperative Indianapolis Regional Transportation and Development Study (IRTADS) completed in 1968 recommended thoroughfare and transit projects for the growing Indianapolis metropolitan area.

IRTADS was designed to be a continuing study through the participation of its sponsoring agencies in the establishment of a transportation-planning unit within the Marion County Department of Metropolitan Development. This unit, the Indianapolis Metropolitan Planning Organization (Indy MPO), continued the work initiated by IRTADS and kept its recommendations up-to-date and consistent with the changing conditions of the region.

The Indy MPO has been continuously certified by the Federal Highway Administration (FHWA) to meet all pertinent federal regulations since its inception in 1962. The last Certification Review was held on June 11th and 12th, 2018, involving the MPO, INDOT, Federal Transit Administration (FTA), and FHWA staff. The final FHWA/FTA report identified no corrective actions.

The MPO currently has a staff of 15 full-time employees, with working groups structured around Administration, Planning, Programming, and Data Resources.

D. Air Quality Transportation Conformity Status
Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standard (NAAQS) or any interim milestones. The United States Environmental Protection Agency’s (EPA’s) transportation conformity rules establish the criteria and procedures for determining whether long range transportation plans (LRTPs), transportation
improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP. (40 CFR Parts 51.390 and 93)

The 9-county Central Indiana ozone area (Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan, and Shelby counties) was designated nonattainment for the 1997 ozone NAAQS – which was revoked in 2015 – and attainment/maintenance for the 2008 ozone NAAQS and the 2015 ozone NAAQS. In 2018, the Environmental Protection Agency (EPA) issued guidance (Transportation Conformity Guidance for the South Coast II Court Decision\(^1\) (EPA-420-B-18-050) that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked.

Similarly, five counties in Central Indiana were previously designated as nonattainment for fine particulates of 2.5 microns (PM 2.5), but as of July 2013 (as indicated by 78 FR 41698 and 80 FR 2205), Central Indiana has achieved the status of Unclassifiable/Attainment, therefore this area is in compliance for the annual PM 2.5 standard.

In consultation with the Interagency Consultation Group, which includes INDOT, FHWA, FTA, IDEM, EPA, and affected jurisdictions, MPO staff assumes responsibility for transportation conformity analysis and documentation. To facilitate coordination and consultation of regional transportation conformity analyses, an agreement was signed by the metropolitan planning organizations involved in the designated 8-county ozone area (Indianapolis MPO, the Madison County Council of Governments, and the Columbus Area Metropolitan Planning Organization) and is presented in Appendix C.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for LRTPs and TIPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), emissions budget and/or interim emissions (93.118 and/or 93.119), and demonstrating fiscal constraint (93.108). For the 1997 ozone NAAQS areas, transportation conformity for LRTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the South Coast II court upheld the revocation. Therefore, the Indianapolis MPO will not show, in future LRTP and TIP updates and amendments, any regional emissions analysis as part of the transportation conformity process. Transportation Conformity Determination Reports will be produced as triggered by LRTP or TIP amendments or major updates.

**Goals of the 2020 UPWP**

**A. Mission Statement**

The Indy MPO’s Unified Planning Work Program produces plans and programs for highways, transit, and other means of moving people and goods in compliance with federal transportation requirements that guide the development of an efficient multi-modal transportation system within the Indianapolis Metropolitan Planning Area.

Major goals for this Program were developed for the Overall Work Program in 1970 dealing with the comprehensive planning requirements of the US Department of Housing and Urban Development (HUD), and they evolved through the Unified Planning Work Program in recent years emphasizing the following (from 23 CFR 450.306):

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

1. Support the **economic vitality** of the metropolitan area, especially by **enabling global competitiveness, productivity, and efficiency**;
2. Increase the **safety** of the transportation system for motorized and non-motorized users;
3. Increase the **security** of the transportation system for motorized and non-motorized users;
4. Increase **accessibility and mobility of people and freight**;
5. **Protect and enhance the environment**, promote **energy conservation**, improve the **quality of life**, and promote consistency between transportation improvements and State and local **planned growth and economic development patterns**;
6. Enhance the **integration and connectivity** of the transportation system, across and between modes,

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or people and freight;

7. Promote efficient system management and operation; and

8. Emphasize the preservation of the existing transportation system;

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

10. Enhance travel and tourism.

B. Planning Emphasis Areas

The U.S. Department of Transportation issues annual Planning Emphasis Areas (PEAs) to guide the metropolitan transportation planning process in a consistent manner throughout the nation. The most recent PEAs, released jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration’s (FTA) Offices of Planning on January 29, 2019, include the following:

Bus Stop Inventories. In a continued effort to identify and remove access barriers to transportation services across Indiana, MPOs should collect inventories of bus stops from any transit provider within their areas. The inventories should include a physical description as well as identification of any components that do not meet current accessibility standards. Once collected, the information should be shared with INDOT, where the data will be included in the statewide ADA Transition Plan. A strategy to report barrier removal and transit stop improvements should be devised by INDOT with a goal to demonstrate improved access.

Mobility Management Network. To facilitate communications in adopting transportation strategies and mobility options that empower people to live independently and advance health, economic vitality and self-sufficiency, we encourage the development of a Mobility Management Network. We encourage INDOT to work with other Indiana State Agencies to identify service capacity and gaps, explore how diverse state agencies can contribute to a mobility management effort, and to think about the next steps for sustained activity within the mobility management network and beyond.

MPO staff will continue to work with IndyGo and Access Johnson County staff to inventory all fixed route transit stops within the region. IndyGo has a plan to audit and upgrade a certain number of transit stops each year, and they coordinate with the MPO on a regular basis.

Central Indiana already has a robust Mobility Management program that likely satisfies the second PEA. The MPO will coordinate with FTA, FHWA, INDOT, and the Central Indiana Regional Transportation Authority (CIRTA) to review the program and make positive adjustments as appropriate.

C. Planning Priorities Facing the Metropolitan Planning Area

Implementing the Strategic Plan. The Indy MPO completed a major strategic planning process between August of 2017 and August of 2018. Staff and consultants studied the scope and structure of peer regional organizations across the country, including two peer exchange trips with IRTC leadership to Atlanta and Denver. Local expert panels included more than 200 professionals from the fields of land use, transportation, water, economic development, housing, and data, and dozens of interviews were conducted with MPO members and other regional partners about the current role of the MPO, and the additional services staff could take on. The final strategic plan – which will be considered by IRTC on August 22, 2018 – recommends a three-step action plan:

1. Become an Independent MPO. The MPO must continue to improve upon its core transportation planning and programming mission, while forging stronger relationships with other regional players beyond transportation. However, the Indy MPO’s current structure as a hosted agency within the City of Indianapolis, a relic of the 1970 Unigov consolidation, was identified as a major impediment during interviews and operational assessments. In 2020 the team will build upon the work done in 2019. A transition team of staff, members, and consultants have been working on defining the HR policies, financial systems, and other nuanced logistical considerations that will underwrite a reliable and sustainable independent MPO.

2. Expand the MPO’s Scope of Regional Coordination. As the MPO’s new structure formalizes, the organization should grow around a model of convene, inform, plan, and fund. This is not a major departure from the role that the Indy MPO currently plays in transportation, but expanded to include the inter-related fields of land use, housing, economic development, and water. Specific activities, plans, and new designations may be pursued across these areas, as described in the full Strategic Plan.

3. Formalize the Organization’s Structure as a Regional Convener. While originally determined to be a longer-term goal of the organization, additional research has shown that there is great need to address the regional structure sooner. There is consensus that a different statutory structure is
needed to formalize the convene, inform, plan, and fund model. Such an effort would require legislation through the Indiana General Assembly, and close coordination with regional mayors and partner organizations across Central Indiana. The Central Indiana Regional Development Authority – which is staffed by MPO employees – and the Central Indiana Council of Elected Officials have each studied regional coordination in 2018, and these assessments will continue to grow together over time. MPO staff, particularly the executive director, will stay engaged in these efforts as they evolve.

**Implementing Data Analytics & Modeling Plan.** In 2018, the MPO completed a Data Analytics & Modeling Plan, which scheduled the detailed data and modeling investments the MPO will make over the next several years to accelerate the organizations necessary data-related capabilities. Data purchases to support the new performance measures are dominating the MPOs budget.

**Hiring, Retention, and Professional Development.** The organization will continue to focus on professional development to help improve retention, innovation, and the overall strength of staff. Staff has been encouraged to attend and present at local, statewide, and national conferences, which helps bolster awareness of Central Indiana’s accomplishments. Staff has brought back best practices, resources, and relationships that have made the Indy MPO’s processes stronger, and the organization has received numerous awards and accolades as a result.

**Performance Measures.** The incorporation of performance measures and data-based performance targets is a federal Planning Emphasis Area again in 2020. Currently, the IRTC Policy committee has stayed consistent with INDOT on all Federal performance measures. Staff will spend much of 2020 coordinating with INDOT, members, other MPOs, and federal agencies to set and begin tracking benchmarks for each measure. Staff has been working diligently on the regional performance measures and has established baseline data.

**Indy Connect.** The Indy MPO will continue its award-winning (AMPO 2017) commitment as the backbone organization in Indy Connect: Central Indiana’s Transit Initiative. After the successful 2016 Marion County transit referendum, the MPO shifted to a review and support role as IndyGo leads efforts to vastly improve transit service in Marion County. The Red Line opened on September 1, 2019, and the county’s network of frequent local service is planned to open Spring 2020. Outside of Marion County, the MPO, IndyGo, and CIRTA have created a three-year plan of public dialogue, planning, and awareness / education to support possible education around a 2020 referenda in four suburban townships. While IndyGo is now the sole source for the Marion County transit build-out, the MPO staff will continue to maintain www.IndyConnect.org to provide the most recent information on public engagement and transit planning efforts.

**Regional Centers.** The regional activity centers that are identified through a consultant-led process will be included in scenario planning for the Long Range Transportation Plan (LRTP). The regional activity centers (based on criteria including population and employment density, walkability, transit access, logistics hubs, and similar criteria) may be included in the scoring criteria for LRTP project selection over time.

**TOD.** In partnership with the City of Indianapolis Department of Metropolitan Development (DMD) and public transit provider, IndyGo, the MPO is assisting in a strategic transit-oriented development education and awareness campaign to improve public understanding on the multifaceted benefits of transit-supportive land use policies that both protect the public’s investment in transit and enhance quality of life measures for Marion County residents. The MPO will continue convening advisory panels consisting of public, private, and nonprofit stakeholders to serve as the agency’s sounding board and guide while our DMD partners champion a zoning code fix. Pending approval by City-County Council in spring 2020, the zoning code will legally permit transit-supportive land use and development on IndyGo’s BRT routes and frequent grid.

**Government Relations.** This activity will be funded entirely with local funds.

### Program Work Elements

**100 Planning Process Administration**

a) **Program Administration**

The overall management and policy direction for the Indy MPO’s transportation planning program, and administrative and staff management tasks associated with the day-to-day functions of the MPO.

b) **Unified Planning Work Program Development & Reporting**

Annual, quarterly, and monthly activities to meet state and federal requirements, including activities associated with maintenance for the 2020 Unified Planning Work Program and development of the 2021 Unified Planning Work Program.

c) **Indianapolis Regional Transportation Council & Regional Transportation Coordination**

The IRTC will, through its regular and special meetings and annual retreat, serve as the decision-making body
of the Indy MPO. Staff will also conduct one-on-one meetings with individual jurisdictions and other groups to coordinate discussions and solicit direct guidance on regional planning and development-related topics.

d) Membership / IRTC Training & Education
MPO staff will work with IRTC Technical and Administrative Committee members to identify regional training needs and interests, including MPO 101. Staff will work to identify industry leaders and ready-made training opportunities to make available to IRTC members throughout the year.

e) Annual Report
MPO staff will create an annual report that includes progress on the various planning and infrastructure construction activities. This will cover the six planning work elements in the UPWP. Previous Annual Reports may be found on the MPO’s website: www.indympo.org/who-we-are/about-the-mpo.

f) Public Involvement Program
Consistent with the adopted 2018 Public Involvement Plan update, MPO staff will continue to publish the quarterly e-newsletter, TeMPO, to the persons and organizations on the MPO’s distribution list. Public hearings and public notices for the IRTIP and LRTP will also be maintained, as well as social media presence (Facebook). MPO staff will also continue to utilize survey and visualization software that was utilized during transit outreach and long-range planning engagement efforts. Staff will make a concerted effort to measure the reach and effectiveness of public engagement efforts, include the continued tracking of metrics like attendance, impressions, interactions, and feedback.

g) Environmental Justice and Title VI Program Management
MPO staff will maintain the Environmental Justice program, revising regional maps showing where Environmental Justice populations live as new data becomes available. Staff will continue to evaluate projects in the Indianapolis Regional Transportation Improvement Program and the Long Range Transportation Plan to estimate how they impact identified EJ populations.

h) Independent MPO Transition Team
The first step in the MPO Strategic Plan is for the MPO to separate from the City of Indianapolis, and the Governor’s redesignation letter makes the MPO Policy Board the official Central Indiana MPO effective June 1, 2020. Building on progress made in 2019, the MPO’s transition team of staff, members, and consultants will produce, review, and enact new HR policies, financial systems, and other logistical considerations that will underwrite a reliable and sustainable independent MPO.

i) Memberships & Federal Transportation Policy Monitoring
The MPO will maintain memberships in national transportation industry groups in a matter consistent with 2 CFR 200.403. In the past, these memberships have fostered inter-agency relationships with industry leading peers, created professional development opportunities for MPO staff, and offered a platform to share local best practices and policies on a national scale. These relationships have also facilitated more local involvement in federal comment periods on legislation and rule-making.

j) INDOT, FHWA, FTA, and MPO Council Coordination, Peer Exchange
MPO staff will coordinate its transportation processes with partners at the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and Indiana Department of Transportation (INDOT). MPO staff will also continue their participation in Indiana MPO Council monthly meetings, committees, and associated coordination activities between our state and federal partners.

k) Discretionary Grant Applications
As new opportunities become available, staff will spend time developing applications seeking additional funds for various regional planning, coordination, and infrastructure initiatives.

l) Professional Development, Training, Peer Exchange, & Conferences
MPO staff will take advantage of opportunities for professional development including training workshops and conferences. FHWA, FTA, and INDOT workshops, statewide and national conferences, business process improvement classes, and other training, process improvement, or best practice educational opportunities.

a) Youth Outreach, Internship, & Assistantship Program
The Indy MPO has had summer interns since 2013, which has benefited both the Indy MPO and the university students who have taken part. In 2017, the MPO had its first Graduate Assistant, which costs about the same but offers additional benefits to both the MPO (in continuity and additional time) and the students who take part (in the form of a partial tuition waiver). MPO staff will also expand efforts to promote awareness of planning and regionalism, and to create engagement opportunities for high school and junior
high school students, particularly within ethnically and economically diverse communities.

b) Local Sponsorships
The MPO will continue to increase public education and awareness by sponsoring events and activities that promote active and multi-modal transportation choices, thought leadership or best practices in regional transportation planning, and direct public engagement on regionally-significant transportation issues.

c) Maintain IndyMPO.org, IndyConnect.org, and Invoicing Tool
MPO staff will maintain the organization's online presence, updating approved plans and policies, as well as notable news items, posted public meetings, and public service announcements. Staff will also work to maintain and improve the MPO’s online invoicing portal, which has dramatically improved the MPO’s invoicing process.

d) Convene Advisory Panels
The second recommendation in the MPO Strategic Plan was to engage regional leaders in the areas of transportation, land use, housing, economic development, and environmental planning under a model of Convene, Inform, Plan, and Fund. The MPO began convening the Advisory Panels during the Strategic Planning process, and will continue to bring them together to discuss the region's most pressing concerns.

e) ULI-MPO TAPs & Urban Plan
The Urban Land Institute (ULI) is the oldest and largest network of cross-disciplinary real estate, planning, and land use experts in the world. The Indiana Chapter of ULI offers a two unique programs to communities across the state, including within the MPA: an expert advisory service to aid in project delivery and implementation called Technical Assistance Panels (TAPs), and an interactive educational program called Urban Plan. The MPO-ULI’s TAP program aims to assist local communities in addressing specific, challenging land-use and economic development issues while working to advance the adopted goals in the MPO’s Long Range Transportation Plan: Move (Enhance transportation options; Implement congestion management strategies); Prosper (Support economic mobility; Improve job access; Ensure efficient movement of goods and freight); Make Safe (Improve safety for traveler’s system-wide; Preserve or enhance existing transportation system); and Sustain (Minimize negative impacts on natural environment; Improve connectivity to healthy food choices).

In addition, to help further the advancement of these goals, the MPO will encourage proposals that include relevant economic data that directly supports the development and implementation of the Long Range Transportation Plan. The MPO will partner with the Indiana Chapter of the Urban Land Institute to offer two technical assistance panels for IRTC member communities, and to make the Urban Plan educational experience available to members. Both TAPs and interactive engagement activities will be half paid by federal funds, and half by the local jurisdiction where the work is being conducted. Urban Plan is an interactive activity run by MPO and ULI staff to educate participants about the political approval process and the tools planners and developers use to implement projects, particularly the type of walkable, mixed-use projects in multi-modal environments that advance the goals of the Long Range Transportation Plan.

f) Government Relations
This activity will be funded entirely with local funds.

200 Data Development and Geographic Information Systems

a) Data Program Administration
The key function of the Data Section program is the support of Long Range planning, the TIP program, and other MPO projects. The key document describing the activities required to provide this support is the Data, Analysis, and Modeling (DAM) Plan. Under this work element, Senior Staff will implement and maintain the DAM Plan to ensure that the data and analytical needs of all MPO programs are met in a timely manner and meet federal and state requirements. In addition, this element includes coordination of all section staff projects and personnel needs.

b) Software Licensing
This work element provides for all activities involved in licensing software, software maintenance.

c) Performance Measurement and Target Setting (with LRTP)
This work element includes data collection and analysis activities required to monitor our federal and LRTP performance measures. These activities include traffic counts, bike/ped counts, travel time data acquisition, employment and points of interest (POI) data acquisition, safety data acquisition and processing, accessibility tools for the travel demand
model, and planning for LRTP asset management target setting.

d) **Core Data Services Efficiency Tools**
This work element includes the completion of tools designed to automate the generation and distribution of key data supporting MPO core business functions. These may include: Automation of FHWA Performance Measures Output, Automation of Generic Planning Outputs, Automation of Congestion Management Process (CMP) Measures, Publication of Model Output on the Web (LPA Partners), and Visualization of Trip Origin-Destination patterns.

e) **Land Use and Scenario Planning**
This work will include the acquisition of scenario planning software, training in the use of this software, development of a scenario planning work plan (data, software, key player identification, staff team selection, community interaction (including web tool acquisition) and schedule). This task also includes an update and revision of existing socio-economic forecasts at the travel analysis zone (TAZ) geographic level.

f) **Strategic Models**
This work includes the acquisition and development of a set of analytical tools called Strategic Models. Strategic Models are designed to address a wide range of trends and policies, rather than focusing on details. As a result, many alternative futures and policies can be evaluated and compared quickly. Examples of Strategic Models such as VisionEval and earlier members of the GreenStep family of models can address policies in related to intelligent transportation system (ITS), pricing of VMT or parking, and travel demand management (TDM) policies.

g) **Freight Data, Analysis, and Modeling**
This work includes the completion of work on the new TDM freight model that began in 2019. Other activities may include a freight plan work plan (data, software, key player identification, and schedule).

h) **Travel Behavior and Pattern Data**
This work element includes the processing and use of passively collected trip origin-destination data. This includes the expansion of this sample data to represent all regional trip-making.

i) **Travel Demand Model Recalibration and Update**
In 2020 this includes normal on-call model support for the MPO’s Travel Demand Model (TDM).

j) **Visitor Model**
This work element involves the development of a TDM auxiliary model of visitor behavior based on passive data. The Indianapolis visitor’s bureau (VisitIndy) reports that Indianapolis attracts 28.2 million visitors annually; over 75,000 visitors per day on average. Visitor travel behavior is distinctly different from that of regional residents. The model will help identify areas where visitor travel impact is particularly significant.

k) **Congestion Management Process**
The Congestion Management Process will be an important part of the 2050 LRTP execution. Working with our Data section, congestion measures will be identified and analyses performed in the Travel Demand Model. This process will be incorporated into the development of both the LRTP and the IRTIP for project evaluation.

l) **Air Quality Analysis**
This work element includes developing project-specific emissions estimates using MOVES emissions rates for use in evaluating IRTC project submittals for the Congestion Management and Air Quality (CMAQ) program. The Data Section will continue providing air quality emissions estimates to ensure conformance of the Long Range Transportation Plan and other needs that may arise.

m) **Annual FCS, NHS, and NTN Classification Maintenance**
This work includes the MPO’s annual call for LPA submission of their Functional Classification System (FCS) change recommendations. This work may also include any required changes to the classification of roads in the federally-designated National Highway System (NHS) or National Truck Network (NTN).

n) **Pavement Management Initiatives**
The Data Section collects data used by LPAs in their Community Crossing applications for use in our regional pavement performance indicators. In 2020, the MPO will continue exploring the development of a data collection program to help convene a Central Indiana Pavement Excellence initiative.

300 Programming

a) **IRTIP Program Administration**
The dynamic and time sensitive nature of the IRTIP requires continual monitoring and updating of its projects, processes and procedures. Senior staff will administer overall program to ensure full use of all federal resources made available to the MPO and its member LPAs consistent with Federal and State regulations and Planning Emphasis Areas. In addition, staff will work with FHWA, FTA, INDOT and our LPAs.
to ensure that the current IRTIP responds to changing policies and projects in a timely manner.

b) IRTIP Maintenance & Amendments
The current IRTIP requires continual monitoring and updating as projects develop and as federal funding fluctuates. Keeping the IRTIP up-to-date with the best information available is vital to advancing the region’s transportation interests in the most efficient and effective way possible and ensuring regional funds are not lost due to INDOT’s “use it or lose it” policy. Staff will process quarterly amendments as well as administrative amendments and modifications as necessary. Staff will also reassess annually the 5-Year Spending Plan required by INDOT for use of Prior Year Balances.

c) Annual Call for Projects and 2020-2023 TIP Development
Having a consistent schedule for project calls allows LPAs to better anticipate and plan for project application submissions. In addition, annual calls for projects allow illustrative projects to begin moving through the project development process providing flexibility in the program as other project schedules change. As a result, the MPO will issue an annual call for projects each October 1st in each federal funding program the MPO administers when funds are projected to be available. The annual call for projects will result in a prioritized list of illustrative projects that can quickly move into the IRTIP as needed. The recommended projects will go to the May 2020 IRTC for approval.

d) Project Cost Estimation and Improved Project Schedules
Given the focus on project delivery and obligation of annual allocations, it is critical that project cost estimates and schedules are developed using a consistent and realistic methodology. MPO staff will continue the consultant contract evaluating current cost estimating procedures and reviewing submitted project cost estimates.

e) Continuing MiTIP Maintenance and Refinements, CMP integration, Pavement
The MPO over the last several years has greatly improved the accuracy of our program data and increased the efficiency of the TIP business process using our on-line TIP database known as MiTIP. MPO staff will continue to work with EcoInteractive to refine the MiTIP database and move forward with implementation of additional features including Congestion Management Process forms for LRTP project submittals and additional Pavement Management features. Staff will also refine business processes to better reflect the use of MiTIP as it changes.

f) Quarterly Tracking
Staff will continue to administer the Quarterly Tracking Policy adopted in 2014. Staff continues to reexamine the Quarterly Tracking Policy as needed to determine if refinements are needed to improve the timeliness and completeness of LPA submissions, as well as attendance at quarterly meetings.

g) ADA, Title VI, and EJ Coordination and Monitoring
The MPO is continuing to document and track LPAs’ Americans with Disabilities Act Transition Plans as well as Title VI status. This has been and continues to be a planning emphasis area in the state and nation. Staff will continue to monitor INDOT and Federal procedures related to ADA/Title VI and look at incorporating ADA/Title VI into the project development process. Staff will also work with other MPO staff to monitor EJ issues and reporting as it relates to the TIP.

h) Complete Streets Policy Monitoring
Programming staff will administer the MPO’s Complete Streets Policy and as necessary, convene the Complete Streets Task Force to review projects and make recommendations to the IRTC in accordance with MPO’s Complete Streets policy. Staff will review the Policy each year and propose revisions as needed. MPO staff will also monitor the policy’s impact on motor vehicular flow, congestion, and on pedestrian and bicycle mobility.

i) Annual Obligation Report
The MPO has implemented refinements to the MiTIP system that allows for FMIS obligation data to be directly downloaded to the system. As a result, the MPO uses this data to develop the Annual List of Obligated Projects in a timely and accurate manner. This report is published within ninety days of the end of each State Fiscal Year.

j) TIP Management Software
The Programming Section staff in 2020 will exam existing TIP software and explore alternatives in anticipation of current contract renewal in late 2020. If it is determined that a new vendor is needed, MPO staff will execute a new contract and development and
implementation of a new TIP management system will take place in 2020.

400 Long Range Transportation Plan, Transportation Conformity, & Freight

a) LRTP Program Administration
The MPO’s Long Range Transportation Plan requires regular maintenance concerning project amendments, transportation conformity issues and determinations, performance measure reporting and target-setting, and other planning efforts including freight and congestion management. The Indianapolis MPO will show conformity when amending or updating the LRTP.

b) 2050 LRTP Update
The MPO will create and/or revisit and update as necessary the following items for the 2050 LRTP: Spending goals, regional performance measures and targets, congestion management process, project cost projection model, scoring criteria, project scoring, regional activity centers, scenario planning, regional revenue projections. The LRTP will include public input.

c) Smart Infrastructure / Intelligent Transportation Systems Infrastructure Update
As technology changes, MPO staff will stay up to date on connected and/or autonomous vehicle technology. Staff will monitor and update as necessary the existing ITS plan.

d) Regional Centers & Corridors
Regional transportation is driven in part by activity centers that are small in area but large in transportation impact. As part of the 2050 LRTP process, activity centers and employment clusters will be identified and used in project screening. Projects to include peer research on regional centers/activity centers/corridors and understanding how the small area/high activity areas can be tied into the MPO planning and programming efforts.

e) Freight Planning & Conexus Logistics Council Coordination
Responding to the freight focus in MAP-21, staff will continue to work with INDOT, Conexus, and local planning agencies on the coordination and development of freight strategies, including the outcomes of the Regional Freight Plan completed at the end of 2015.

500 Multi-Modal (Transit & Active Transportation)

a) Multimodal Program Administration
MPO Long Range Planning staff efforts include a strong emphasis on developing a regional transit system with rapid transit service, as well as a robust bicycle and pedestrian network. This work element provides for the overall management and policy direction for the MPO’s multimodal program, and includes the following activities: staff training and professional development; research on best practice and tools for program support; responding to requests from LPAs; personnel administration; including local elected officials in the planning and public involvement for the region’s multimodal program; management of multimodal program contracts and other administrative tasks as necessary.

b) Transit Planning & Public Outreach
Continuing to educate and inform central Indiana residents on the benefits of an expanded transit system, MPO staff will be involved in numerous ongoing public outreach efforts.

c) Transit Bus Stop Inventory (IndyGo)
This is a Planning Emphasis Area. IndyGo, as the only fixed-route transit service provider in the region, has begun the process of inventorying each fixed stop’s physical size, layout, and ADA compliance. IndyGo is leading the analysis of their 3,473 bus stops, will upgrade 180 by the end of 2019. They will bid a contract to upgrade another 200 in 2020 with the goal of upgrading at least 200 bus stops every year. This process will adjust to IndyGo’s new service standards and network design mid-2020, so the full upgrades will likely take about a decade to complete. IndyGo has been providing monthly status reports to MPO staff, and will produce a final report to the MPO and INDOT when complete.

d) Bicycle & Pedestrian Planning Support, Sponsorship
MPO staff will support regional bicycle and pedestrian planning efforts, especially the implementation and maintenance of the Regional Bikeways Plan and Regional Pedestrian Plan. This work element also includes financial support for the Pedal & Park program, which provides free, supervised parking for bicycles and rollerblades at public events in Central
Indiana to encourage the use of non-motorized transportation alternatives.

e) **Transit Oriented Development Studies, Support**
The MPO will assist LPAs, as necessary, in preparing for frequent and rapid transit in their communities. This may include transportation, land use, and zoning technical assistance and support. This work would build upon the regional TOD strategic plan, which was completed in 2014.

f) **Traffic Safety Education & Regional Vision Zero Campaign**
With the potential assistance of a public relations consultant, this will be a marketing / messaging / promotional campaign to educate all users of our transportation facilities – drivers, bicyclists, and pedestrians. Will implement and/or encourage LPA use of recommended activities or programs within the Regional Vision Zero Toolkit.

g) **5311/5307 Allocation Analysis & Recommendations**
As the urbanized area for Central Indiana grows, more on-demand transit trips are requesting services within urban areas or between rural and urban areas. The urban or rural designation of a trip must be reported to the National Transit Database. The MPO will use a consultant to assist with trip reporting guidance, and to evaluate various population, urbanized area, and trip reporting scenarios to determine the best use of Section 5311 / 5307 funds and therefore best level of transit service for the region.

600 Other Planning Initiatives & Studies

a) **Comprehensive Economic Development Strategy**
The Comprehensive Economic Development Strategy, or CEDS, is a regional economic development plan required to participate in the U.S. Economic Development Administration’s (EDA’s) official partner program. In 2020, the MPO will work with regional economic development partners to complete an updated CEDS plan and begin the process of becoming an official EDA-recognized Economic Development District.

b) **Regional Development Authority**
MPO personnel will staff to the Regional Development Authority. No federal transportation grant funds will be used for RDA staff time, and local match will come directly from RDA member communities (currently Westfield, Carmel, Indianapolis, and Greenwood).

c) **CIRTA Planning and Public Involvement**
CIRTA intends to hire a consultant to review and determine the full legal conditions and constraints of the State of Indiana statute that established CIRTA.

In addition, the consultant will review the full legal conditions and constraints of the City of Indianapolis ordinance that enacted CIRTA (from the State of Indiana statute). Consultant would also assist CIRTA in planning on how to plan to continue to address the legal conditions and constraints of the statute and ordinance.

d) **CIRTA Mobility Management Network**
A 2020 FHWA Planning Emphasis Area. In partnership with IndyGo and the MPO, CIRTA will continue to regularly convene mobility managers and service providers from urban and rural transit providers across Central Indiana.

e) **IndyGo Northeast Downtown Super Stops**
IndyGo will wrap up remaining discussions about the Super Stops program on the northeast side of downtown, focused on Delaware and Alabama streets entering the downtown transit center.

f) **IndyGo / City of Indianapolis Blue Line TOD Planning**
IndyGo and the City of Indianapolis received a transit oriented development planning grant from the Federal Transportation Administration to review land use ordinances and development opportunities around the Blue Line. MPO staff will assist.

g) **IndyGo Transit Asset Management Plan**
A 2020 FHWA Planning Emphasis Area. IndyGo’s Transit Asset Management (TAM) Plan was completed in September 2018 for the 2018 - 2022 timeframe. It was amended into the MPO’s transportation improvement program (TIP), and carried forward into the new TIP adopted in May 2019. The full plan may be accessed at [https://www.in.gov/indot/files/Indianapolis%20-%20TAMP_IndyGo_2018_2022_Final.pdf](https://www.in.gov/indot/files/Indianapolis%20-%20TAMP_IndyGo_2018_2022_Final.pdf). According to the plan, IndyGo complies with the Final TAM Rule by using age to evaluate vehicles utilizing the Useful Life Benchmark (ULB) for each asset class (articulated buses, 40/30' buses, cutaways, minivans, automobile, other street wheel vehicles, and facilities) for vehicles purchased after January 1, 2019. A full description and list of targets begins on page 26.
## Appendix A: Activities Summary Table

### 2020 Indy MPO Unified Planning Work Program

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**Notes:**
- Annual Federal = Total Federal + Contract
- Annual Other Non-MPO Grants = Total Other Non-MPO Grants + Contract
- Federal Match (Dues) = FederalTotal - Annual Federal
- Other Local Funds = Other Total - Federal Match (Dues)
- Federal Total = Annual Federal + Annual Other Non-MPO Grants + Federal Match (Dues)
- Other Total = Annual Other Non-MPO Grants + Other Local Funds

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**Footnotes:**
- *Planning Emphasis Areas (PEAs)*
- **Fiscal Year (FY) Dues**
- **MPO Council Funding**
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<tr>
<td>Central Indiana Regional Transportation Authority</td>
<td>Executive Director</td>
<td>Executive Director</td>
</tr>
<tr>
<td>Cicero, Town of</td>
<td>Planning Director</td>
<td>Planning Director</td>
</tr>
<tr>
<td>Cumberland, Town of</td>
<td>Town Manager</td>
<td>Town Planner</td>
</tr>
<tr>
<td>Danville, Town of</td>
<td>Town Manager</td>
<td>Town Manager</td>
</tr>
<tr>
<td>Edinburgh, Town of</td>
<td>(declined to participate)</td>
<td></td>
</tr>
<tr>
<td>Federal Highway Administration</td>
<td>Air Quality / Environmental Specialist</td>
<td></td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>Community Planner</td>
<td>Director of Engineering</td>
</tr>
<tr>
<td>Fishers, City of</td>
<td>Mayor</td>
<td>City Engineer</td>
</tr>
<tr>
<td>Franklin, City of</td>
<td>Mayor</td>
<td>City Engineer</td>
</tr>
<tr>
<td>Greenfield, City of</td>
<td>Mayor</td>
<td>City Engineer</td>
</tr>
<tr>
<td>Greenwood, City of</td>
<td>Mayor</td>
<td>Senior Technician</td>
</tr>
<tr>
<td>Hamilton County</td>
<td>Commissioner</td>
<td>County Highway Director</td>
</tr>
<tr>
<td>Hancock County</td>
<td>Commissioner</td>
<td>County Engineer</td>
</tr>
<tr>
<td>Hendricks County</td>
<td>Director of Planning and Building</td>
<td>County Engineer</td>
</tr>
<tr>
<td>Indiana Department of Transportation</td>
<td>Greenfield District Commissioner</td>
<td>Greenfield District Consultant Services Director</td>
</tr>
<tr>
<td>Indianapolis, City of</td>
<td>Public Works Chief Engineer</td>
<td>Public Works Chief Engineer</td>
</tr>
<tr>
<td>Indianapolis Airport Authority</td>
<td>Senior Director of Planning</td>
<td>Senior Director of Planning</td>
</tr>
<tr>
<td>Indianapolis Public Transportation Corporation/IndyGo</td>
<td>President and CEO</td>
<td>Director of Planning</td>
</tr>
<tr>
<td>Johnson County</td>
<td>Highway Director</td>
<td>Highway Engineer</td>
</tr>
<tr>
<td>Lawrence, City of</td>
<td>Mayor</td>
<td>Director of Public Works</td>
</tr>
<tr>
<td>Indianapolis Metropolitan Development Commission (Advisory)</td>
<td>Commissioner</td>
<td>no representative</td>
</tr>
<tr>
<td>McCordsville, Town of</td>
<td>Town Manager</td>
<td>Planning and Building Director</td>
</tr>
<tr>
<td>Mooresville, Town of</td>
<td>Town Council President</td>
<td>Street Superintendent</td>
</tr>
<tr>
<td>Morgan County</td>
<td>Commissioner</td>
<td>Highway Engineer</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>Policy Committee</td>
<td>Technical Committee</td>
</tr>
<tr>
<td>-------------------------</td>
<td>-----------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>New Palestine, Town of</td>
<td>Town Council Member</td>
<td>Town Manager</td>
</tr>
<tr>
<td>New Whiteland, Town of</td>
<td>(declined to participate)</td>
<td></td>
</tr>
<tr>
<td>Noblesville, City of</td>
<td>Mayor</td>
<td>City Engineer</td>
</tr>
<tr>
<td>Pittsboro, Town of</td>
<td>Town Manager</td>
<td>Building Commissioner</td>
</tr>
<tr>
<td>Plainfield, Town of</td>
<td>Town Manager</td>
<td>Director of Transportation</td>
</tr>
<tr>
<td>Ports of Indiana</td>
<td>Vice President</td>
<td>Vice President</td>
</tr>
<tr>
<td>Shelby County</td>
<td>Planning Commissioner</td>
<td>Planning Commissioner</td>
</tr>
<tr>
<td>Southport, City of</td>
<td>Mayor</td>
<td>Consultant</td>
</tr>
<tr>
<td>Speedway, Town of</td>
<td>Town Manager</td>
<td>Street Commissioner</td>
</tr>
<tr>
<td>Spring Lake, Town of</td>
<td>(declined to participate)</td>
<td></td>
</tr>
<tr>
<td>Westfield, City of</td>
<td>Mayor</td>
<td>Director of Public Works</td>
</tr>
<tr>
<td>Whiteland, Town of</td>
<td>Town Manager</td>
<td>Director Planning &amp; Zoning</td>
</tr>
<tr>
<td>Whitestown, Town of</td>
<td>Town Planner</td>
<td>Public Works Director</td>
</tr>
<tr>
<td>Zionsville, Town of</td>
<td>Mayor</td>
<td>Street Superintendent</td>
</tr>
</tbody>
</table>
Appendix C: Indianapolis MPO-CAMPO-MCCOG Memorandum of Understanding

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
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 (7a) 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.


**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.


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

Jack O. Dulin, CAMPO Chair
Columbus Area Metropolitan Planning Organization

Date 3/9/15

Date 3/6/15

Indianapolis Department of Metropolitan Development

Date 3/9/2015

Jack L. Bridges
Madison County Council of Governments

APPROVED AS TO LEGAL FORM AND LEGAL ADEQUACY THIS 47th DAY OF March, 2015.

Christopher Steinmetz, Assistant Corporation Counsel
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>
</tr>
</thead>
<tbody>
<tr>
<td>Indianapolis UZA Population (2010 Census)</td>
</tr>
<tr>
<td>Pop of Indy UZA in Anderson UZA</td>
</tr>
<tr>
<td>% of total UZA population</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 PL Distribution, but should amount to no more than .62% of allocation.

<table>
<thead>
<tr>
<th>Table 2 Annual Partial UZA Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fund Category</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>STP Group 1</td>
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<tr>
<td>HSIP</td>
</tr>
<tr>
<td>CMAQ</td>
</tr>
<tr>
<td>TAP</td>
</tr>
<tr>
<td>Total</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 D: INDOT-MPO-IndyGo Memorandum of Agreement

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 in the approved Metropolitan Planning Area, 2014), public and private transportation providers, and others not listed in this agreement.

<table>
<thead>
<tr>
<th>Town of Arcadia</th>
<th>Town of Fishers</th>
<th>Town of New Whiteland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town of Atlanta</td>
<td>City of Franklin</td>
<td>City of Noblesville</td>
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<td>Town of Avon</td>
<td>City of Greenfield</td>
<td>Town of Pittsboro</td>
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<td>Town of Bargersville</td>
<td>City of Greenwood</td>
<td>Town of Plainfield</td>
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<td>City of Beech Grove</td>
<td>Hancock County</td>
<td>Shelby County</td>
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<td>Town of Bethany</td>
<td>Hendricks County</td>
<td>City of Southport</td>
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<td>Boone County</td>
<td>City of Indianapolis</td>
<td>Town of Speedway</td>
</tr>
<tr>
<td>Town of Brooklyn</td>
<td>Johnson County</td>
<td>Town of Spring Lake</td>
</tr>
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<td>Town of Brownsburg</td>
<td>City of Lawrence</td>
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<td>City of Carmel</td>
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<td>Town of Cicero</td>
<td>Town of Mooresville</td>
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<td>Town of Cumberland</td>
<td>Morgan County</td>
<td>Town of Zionsville</td>
</tr>
<tr>
<td>Town of Danville</td>
<td>Town of New Palestine</td>
<td></td>
</tr>
</tbody>
</table>

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
- Brooklynn Clerk/Treasurer
- Brownsburg Town Manager
- Carmel Mayor
- Cicero Planning Director
- Cumberland Town Manager
- Danville Town Manager
- Fishers Town Manager
- Franklin Mayor
- Greenwood City Engineer
- Greenwood Mayor
- Hamilton County Commissioner
Hancock County Commissioner
Hendricks County Commissioner
Indianapolis Mayor
Johnson County Highway Director
Lawrence Mayor
McCordsville Town Manager
Mooresville Town Council
Morgan County Commissioner
New Palestine Town Council Vice-President
Noblesville Mayor
Pittsboro Town Supervisor
Plainfield Town Manager
Shelby County Plan Commission Executive Director

Southport Mayor
Speedway Town Manager
Westfield Mayor
Whiteland Town Manager
Whitestown Utility Manager
Zionsville Town Council Member

Partner Agency Representation
IndyGo President and CEO
CIRTA Executive Director
Indianapolis Airport Authority, Director of Planning and Development
INDOT District Deputy Commissioner
Ports of Indiana Vice-President

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
McCordsville 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 Committee. 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.
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 40 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 Mitchell E. 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.
Further, in response to your February 24, 2010 letter and as a result of the approval actions of the IRTC Policy Committee, the MCCOG Policy Committee and the CAMPO Policy Committee, INDOT approves on behalf of Governor Mitchel B. Daniels, Jr. the revisions to the Metropolitan Planning Area (MPA) for the Indianapolis MPO.

Sincerely,

Michael B. Cline
Commissioner
Appendix E: FTA Civil Rights Assurances

DEPARTMENT OF TRANSPORTATION

TITLE VI ASSURANCE

The Indianapolis Department of Metropolitan Development (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 to U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations and other pertinent directives, no person in the United states shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including Federal Transit Administration, and HEREBY GIVES ASSURANCE it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 2.7(a) of the Regulations.

More specifically and without limiting the above general assistance, the Recipient hereby gives the following specific assurances with respect to its Section 5303 Planning Program:

1. That the Recipient agrees that each "program" and "facility" as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with the Section 5310 Planning Program and, in adapted form in all proposals for negotiated agreements:

   The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-4 to U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.
3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.

4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structure, or improvements thereon or interest therein.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property, or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Section 5303 Planning Program; and (b) for the construction or use of, or access to, space on, over, or under real property acquired, or improved under the Section 5303 Planning Program.

8. That the Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

9. That the Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations and this assurance.

**THIS ASSURANCE** is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts, or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the Section 5303 Planning Program and is binding on it, other recipients, sub-grantees, transferees, and successors in interest and other participants in the Section 5303 Planning Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient/

Maury Parnbeck, Director of DMD
Division of Administration

Date: 8-6-45
Appendix F: USDOT-Indianapolis Planning Certification

October 10, 2018

Ms. Anna Gremling  
Executive Director  
Indianapolis Metropolitan Planning Organization  
200 East Washington Street, Suite 1821  
Indianapolis, Indiana 46204-3310

Dear Ms. Gremling,

This letter is to notify you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the metropolitan transportation planning process for the Indianapolis Metropolitan Planning Organization (IMPO). This certification is based on the findings from the federal certification review conducted June 11-13, 2018. The forthcoming report will detail both commendations and recommendations. There are no corrective actions as a result of the review.

If you have any questions regarding the certification review process, please direct them to either Robert Dirks, FHWA, at (317) 226-7492 / robert.dirks@dot.gov or Susan Weber, FTA, at (312) 353-3888 / susan.weber@dot.gov.

Sincerely,

Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,

Mayela Sosa  
Division Administrator  
FHWA Indiana Division

ecc: Roy Nunnally, INDOT  
Jay Mitchell, INDOT  
Larry Buckel, INDOT  
Robert Dirks, FHWA  
Susan Weber, FTA
Appendix G: Indy MPO Transportation Planning Process Certification

TRANSPORTATION PLANNING PROCESS
CERTIFICATION – Fiscal Year 2020

In accordance with 23 CFR 450.336, the Indiana Department of Transportation and the Indianapolis Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:


2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the FAST ACT (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;


8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and


Indianapolis Metropolitan Planning Organization

Anna M. Gremling

Executive Director

Title

9/5/19

Date

Indiana Department of Transportation

Roy S. Nunnally

Director, INDOT

Technical Planning & Programming

Title

9/6/19

Date