

# COMMUNITY POWERED INFRASTRUCTURE: INIP COST SHARE AWARD

## REQUEST FOR APPLICATIONS -- 2026



Beginning December 12, 2025, the Indianapolis Department of Public Works (Indy DPW) will accept proposals from community-based organizations (CBOs) for Indianapolis Neighborhood Infrastructure Partnership (INIP) projects under the Community Powered Infrastructure **cost-share** award program. Funds are available for new projects including roads, sidewalks, and pedestrian safety improvements. In October 2023, the Indianapolis City-County Council passed Mayor Joe Hogsett's 2024 budget, allowing Indy DPW to award up to \$1.5 million in matching funds to community-based organizations for the Community Powered Infrastructure program.

## PROGRAM DETAILS

### AMOUNT OF FUNDING

DPW will award up to a maximum of \$500,000 per project, **given a minimum 50% match by the applicant.**

### APPLICATION PERIOD

The application period will be from December 12, 2025, to February 13, 2026. Awards will be announced in Spring 2026.

### PERIOD OF PERFORMANCE

Upon announcement of the conditionally selected projects, Indy DPW will assign projects to existing contracts with design vendors as needed to develop the scope of the project and design plans through the remainder of 2026. Indy DPW will then award construction through one of our available project delivery methods. The construction contract will be awarded by the Board of Public Works as needed. Upon award, Indy DPW will execute a project agreement with the community-based organization (CBO) which states the scope of the project. CBOs will be required to register as a vendor to the City prior to execution of the agreement. Indy DPW will manage all project execution unless otherwise stated. CBOs will NOT hire contractors to perform the work.

2026 partner projects will likely not see construction completed or even started until Spring 2027, at the earliest. However, project funds will be encumbered until the completion of project.

## PROGRAM REQUIREMENTS

### ELIGIBLE APPLICANTS

Non-profit, community-based organizations (CBOs) or towns located within Indianapolis/Marion County are eligible to submit a proposal. A CBO can be (but is not limited to) a community development corporation; economic improvement district; community center; neighborhood association; homeowners association; or educational organization (including charter schools, private schools and education foundations). Each organization may submit only one proposal per year. **Projects within Marion County's Excluded Cities/Towns (Beech Grove, Lawrence, Southport, and Speedway) are ineligible, with exception to projects in joint maintenance jurisdiction.**

### ELIGIBLE PROJECTS

To qualify, submitted projects must meet the following minimum requirements:

- The project must be located in Indianapolis/Marion County; and,
- The project must be for construction of or improvements to public infrastructure—including roads, sidewalks, and pedestrian safety devices located within the existing public right-of-way at the time of project construction. (Donations of additional needed right-of-way from adjacent property owners may be considered for a proposed project.)

#### ***Ineligible uses of program funds include:***

- Projects not within public right-of-way
- Alley resurfacing
- Land acquisition
- Utility relocation
- Railroad crossing upgrades
- Multi-use paths
- Stormwater/sanitary sewer projects
- Streetscape decorative projects (signs, lights, pavers, gateway elements)
- Infrastructure projects required by city ordinance
- Streetlight installation or upgrades
- Projects requiring permits issued by agencies external to the City

## LEVERAGED FUNDS

**A minimum fifty percent (50%) cost share by the applicant is required for this program.** A table of estimated cost units for standard project quantities is included below.

**Applications will not be considered without documented proof of a funding match, signed by the organization's treasurer, CFO or equivalent representative. Submissions with a higher overall percentage of funds leveraged by the applicant will see more favorable consideration. Being named an INIP award recipient will be conditional on the applicant's ability and willingness to participate once a final cost is determined by Indy DPW.**

## PROPOSAL SUBMISSION

Community-based organizations wishing to submit an application under this program must submit, at a minimum:

- Completed application form, signed by an authorized representative of the applicant
- A map displaying project location(s), site(s), and size/scope, including photographs demonstrating existing infrastructure conditions. This map must match the project scope as described in this application form.
  - If multiple locations/sites, applicants must provide a ranked prioritization list of included locations/sites.
- Signed documentation of maximum funding available
- Letter(s) of support (maximum of 3)

### SUBMISSION:

Submit applications to Indy DPW via email to [ReimagineROW@indy.gov](mailto:ReimagineROW@indy.gov) by 5:00 P.M. on February 13, 2026 with the subject line "2026 INIP Application: [Applicant Name]."

Or via U.S. mail, postmarked by February 13, 2026, and addressed to:

**Indy Neighborhood Infrastructure Partnership  
C/O Chris Burton  
Department of Public Works  
200 E. Washington St., Ste. 2401  
Indianapolis, IN 46204**

## SCORING & AWARD PROCESS

### EVALUATION CRITERIA

Each proposal received will be scored by staff of the Department of Public Works, then submitted to a cross-departmental committee that will review the submitted proposals and make awards. Projects will be scored based on the following criteria:

- Present condition of infrastructure
- Construction feasibility
- Financial feasibility, including the proof of financial commitment from the community-based organization
- Environmental feasibility
- Project timeline
- Leveraged funds
- Economic development
- Community support
- Connectivity
- Equitable community development

Additionally, applications will be scored based on the type of CBO that has submitted an application. Neighborhood groups/organizations, Homeowners Associations, Pre-schools through High Schools, or Community based businesses that have partnered with one of the aforementioned will receive more favorable consideration ("Tier 1", Project Classification).

The scoring matrix that will be used in the application review process is provided below:

Category	Scoring Criteria	Scale	Score	Weight	Weighted Score
Present Condition of Infrastructure	<b>The present condition will be assessed by a DPW representative.</b>			10	0
	Not in pristine condition, but still traversable. Would not qualify for typical capital project.	-1			
	Difficult to traverse, but not completely failed. Would qualify for near-range capital project.	0			
	Infrastructure failed and requires intervention within one year.	1			
Construction Feasibility	<b>Construction feasibility will be determined by the DPW project scoping team.</b>			15	0
	Project does not meet all eligibility criteria OR cannot be constructed feasibly in the public right-of-way.	-1			
	Project meets eligibility criteria and can be constructed within public right-of-way.	0			
	Project meets all eligibility criteria and includes sufficient project scoping documents.	1			
Financial Feasibility	<b>DPW can assist with a project cost estimate if requested, depending on the scale of project.</b>			15	0
	Project application estimate is less than estimate assessed by DPW.	-1			
	Cost estimate is determined reasonable by DPW upon development of a scoping document.	1			
	Itemized cost estimate is provided with sufficient unit prices as determined by DPW.	2			
Environmental Feasibility	<b>Environmental factors include floodplain, presence of trees, requirement of permits from non-city agencies, etc.</b>			15	0
	Project has at least one environmental factor that will increase project schedule or cost.	0			
	Project has no environmental factors that will increase project schedule or cost.	1			
Project Timeline	<b>A flexible project timeline affords DPW opportunity to bundle work with other projects for better value.</b>			5	0
	Project needs to be constructed this year.	0			
	Project can be constructed in one year.	1			
	Project can be constructed in two years.	2			
Leveraged Funds	<b>Preference is given to demonstrated liquidity over commitment letters, which may not be honored.</b>			15	0
	Majority of funds needed for the project are commitment letters only.	-1			
	Adequate funds are shown in the proof of financial commitment to accommodate change orders.	2			
Economic Development	<b>Projects that may spur economic development allow any mode of transportation safe access, regardless of any status.</b>			5	0
	Application does not demonstrate how the project will spur economic development.	0			
	Application demonstrates that economic development may be spurred in a localized area bounded by a few intersections.	1			
	Application demonstrates that economic development may be spurred for a larger region.	2			
Community Support	<b>Projects should demonstrate more than just the applicant organization will benefit from the project.</b>			5	0
	Includes no letters of community support.	0			
	Includes up to 3 letters of community support.	1			
Connectivity	<b>Benefits of connectivity will be evaluated against available public data.</b>			10	0
	Project does not make any meaningful connections for any mode of transportation.	-1			
	Project maintains existing connections for multiple modes of transportation.	0			
	Project creates desirable connections for multiple modes of transportation.	1			
Equitable Community Development	<b>The project is a step towards providing what residents need to live, learn, work, or play.</b>			10	0
	Project demonstrates that it will marginally benefit some members of the immediate community.	-1			
	Project demonstrates how it will serve all members of the immediate community.	1			
	Project demonstrates outstanding service for all members of the immediate community.	2			
Project Classification	<b>Project classification is described in the application materials.</b>			20	0
	Application demonstrates the project is Tier 1.	1			
	Application demonstrates the project is Tier 2.	0			
<b>Weighted total:</b>					

Indy DPW will notify all applicants as to the result of their submissions in Spring 2026, including status as a conditional awardee. Organizations whose projects are selected must then meet with Indy DPW staff to discuss legal and financial considerations before finally agreeing on a scope and drafting a project agreement. Payment from each applicant will be expected at the time of the project agreement, before any construction will begin.

**Dependent upon applicant's budget availability and project evolution, additional cost-share in project change orders or cost increases may be required before or during construction.**

## ESTIMATED COST UNITS

Estimate using the table below for this application. **Indy DPW will conduct a full site review to determine the final estimated project scope and cost before drafting a project agreement.**

Type		Unit Cost	Unit	Note
<b>Asphalt Street Resurfacing</b> (Minimum 20 feet length, minimum 10 feet width)		\$100	Per Square Yard *	Cost assumes an average resurfacing thickness, but no foundation repairs. **
<b>Concrete Street Patching</b>		\$400	Per Square Yard *	Cost assumes concrete panel replacement and/or concrete joint repair.
<b>Sidewalk – New</b>	Further than 5 feet from street or curb	\$150	Per Square Yard *	Cost assumes minimum length of 100 feet and sidewalk is at existing ground level.
	Closer than 5 feet from street or curb	\$235	Per Square Yard *	Cost includes curb replacement and pavement patching. ***
<b>Sidewalk – Replacement</b>	Further than 5 feet from street or curb	\$115	Per Square Yard *	Cost assumes minimum length of 100 feet.
	Closer than 5 feet from street or curb	\$200	Per Square Yard *	Cost includes curb replacement and pavement patching. ***
<b>Curb Ramp – New or Replacement</b>		\$550	Per Square Yard *	Cost assumes single ramp in existing curb.
<b>RRFB Signal – New</b>		\$50,000	Each	Cost includes two signals with pedestals and excludes any curb ramp or sidewalk work.

*Note: Costs in the table above assume that multiple locations of improvements are within 100 feet of each other. Additional costs will be realized for projects including multiple locations that are spread out to account for the cost of a contractor to set up multiple times.*

*\* Unit of square yard is the industry standard for infrastructure. Dimensions of improvements should be provided with submission of the application. [Area (syd) = Length (ft) × Width (ft) ÷ 9]*

*\*\* The amount of Asphalt Street Resurfacing to be removed and replaced of asphalt depends on the distresses observed by Indy DPW. The unit cost assumes removing and replacing 2.5 inches of asphalt, on average. Additional costs may be necessary if foundation repairs are necessary. The area of removal will be larger than the area of distress to bond new asphalt to existing asphalt pavement.*

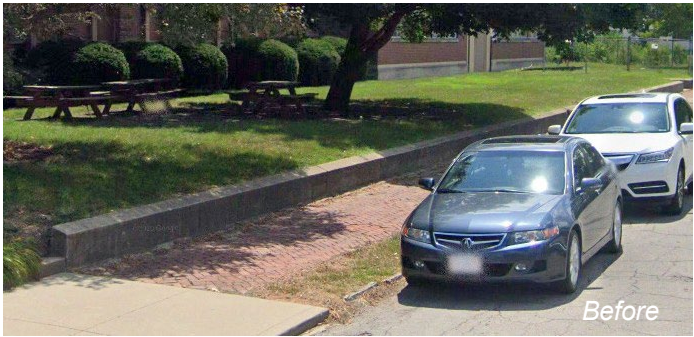
*\*\*\* New sidewalks within 5 feet of the street or curb require replacement of existing curb and a 6-foot-wide asphalt pavement patch along the curb. If no existing curb is present, costs may increase substantially to account for necessary stormwater needs. Costs shown do not include any stormwater needs.*

## **ADDITIONAL INFORMATION**

Find examples of previously submitted and constructed projects through the Indianapolis Neighborhood Infrastructure Partnership program on the next page. Questions about the application process and scoring criteria may be directed to Indy DPW at [ReimagineROW@indy.gov](mailto:ReimagineROW@indy.gov).

## PROJECT EXAMPLES

SIDEWALK IMPROVEMENT: *The Oaks Academy, Columbia Avenue, 2021*



ROAD REPAIR: *Lake Charlevoix Neighborhood, Cherbourg Drive, 2021*



ROAD REPAIR: *MSD Wayne Township, Wayne Avenue and Henry Street, 2021*



PEDESTRIAN SAFETY DEVICES: *CFI 70 Elementary School, Intersection of 46<sup>th</sup> Street and Park Avenue, 2024*



# COMMUNITY POWERED INFRASTRUCTURE: INIP COST SHARE AWARD

APPLICATION FORM -- 2026



## APPLICATION INFORMATION

COMMUNITY BASED ORGANIZATION (CBO) NAME:	
PARTNERING CBO (IF APPLICABLE)	
CBO MAILING ADDRESS:	
Address Line 2	
Address Line 3	
CITY, STATE, ZIP CODE:	
CBO CONTACT NAME:	
CBO CONTACT TITLE:	
CBO CONTACT PHONE NUMBER:	
CBO CONTACT EMAIL ADDRESS:	

## PROJECT DESCRIPTION

TYPE OF WORK:	
PROJECT LOCATION(S):	
PROJECT DESCRIPTION (Background and Rationale for Project):	

SCOPE PRIORITIZATION (If multiple locations/areas/scopes, provide a ranked list for priority)

COMMUNITY IMPACTS (Whom/What will your project impact?):

CONNECTIVITY (How will your project increase connectivity?):

## DETAILED PROJECT BUDGET

TOTAL CONSTRUCTION COST ESTIMATE:	
TOTAL FUNDS LEVERAGED BY CBO:	
MAXIMUM FUNDS AVAILABLE TO CBO:	
DESCRIPTION & SOURCE OF FUNDS LEVERAGED BY CBO APPLICANT:	
USE OF LEVERAGED FUNDS:	
REQUESTED PROGRAM FUNDS:	

*Note: "Maximum Funds Available to CBO" should denote the maximum funds available for this specific project by the CBO. This may be the same or a different dollar amount than denoted in the "Total Funds Leveraged by CBO" row.*

*\* "Description & Source of Funds Leveraged by CBO": If any funds are from a CBO partner, attach a commitment letter from the partner organization or individual.*

*\*\* "Requested Program Funds" should denote DPW's cost contribution (maximum 50% of total construction cost estimate) requested to complete the project.*