



Request for Applications

FISCAL YEAR 2027 INDUSTRIAL RAIL ACCESS PROGRAM (IRAP)

Funded by the
Commonwealth of Massachusetts
Massachusetts Department of Transportation

Administered by
MassDOT Rail and Transit Division

Phillip Eng
Interim MassDOT Secretary

ISSUE DATE: May 4, 2026

SUBMIT YOUR APPLICATION MATERIAL TO: MassDOTIRAPProgram@dot.state.ma.us

Applications may be submitted at any time in accordance with the rolling application quarterly review process described in this Request for Applications

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I. INTRODUCTION

The Massachusetts Department of Transportation (MassDOT) Industrial Rail Access Program (IRAP) is a grant program created by the Massachusetts State Legislature in 2012. The purpose of IRAP is to provide funding for projects that increase access to rail freight service and preserve or stimulate economic development through the generation of new or expanded freight rail service.

The structure of the Industrial Rail Access Program has changed from previous years so a thorough review of this Fiscal Year 2027 Request for Applications is advised for all applicants. The program will be managed through ***a rolling quarterly grant application process that includes modified eligible project costs, grant match requirements, and application evaluation.*** The details of the new rolling quarterly grant process are provided in this Request for Applications but will also be discussed in detail with applicants as they move through the grant process.

The following summarizes changed attributes to the program:

Eligible Project Costs – Eligible Projects’ cost reimbursements will be limited to the following project components that directly support freight rail access:

- Site clearing and grading necessary for railroad track improvements
- Installation/rehabilitation of track structure (rail, ties, ballast, and other track materials)
- Limited culverts or drainage improvements required for railroad track
- Grade crossing surfaces
- Track access roadway paving/surfacing

Project Funding – MassDOT will provide a maximum of 80% of eligible project costs. The MassDOT IRAP share for each project may not exceed \$700,000. A total of \$3 million is available for projects that meet all project application, project readiness, project public benefit, and project support requirements. Funds will be awarded to eligible projects if available, and funding is not guaranteed for later quarterly evaluations if fully disbursed sooner.

Project Benefits – Each eligible project will be required to document that it provides public benefits - Each project must be *of public benefit, in the public interest, and for a public purpose, and any benefit to private entities or individuals shall be indirect and incidental and not the principal purpose of the Project.*

Typical project targets that indicate a project could qualify as being “*of public benefit*” are as follows:

- Increase of 200 or more annual railcar shipments,
- Reduction of 300 or more annual interstate truck trips, or
- Addition of 20 on-site jobs

Application Timeframe - Applications will be accepted on a rolling basis throughout the year. MassDOT’s initial quarterly review of applications will be conducted at the beginning of the MassDOT fiscal quarter beginning July 1, 2026 and will include all applications received before that date.

The following sections provide program application, application review, project approval and project management details.

II. PROGRAM INFORMATION

Informational Webinar - To assist potential applicants in understanding project eligibility, the rolling application process, and application requirements for the FY2027 Industrial Rail Access Program, MassDOT will host an informational webinar. Details of the webinar are as follows:

Date and Time: May 20, 11:30 AM – 12:00 PM

Location: The webinar will be held online via Zoom.

Registration: Pre-registration for the webinar is required. To pre-register, please email MassDOTIRAPProgram@dot.state.ma.us to request a link. The request should be made at least 24 hours before the webinar. A recording will be posted to the MassDOT IRAP website following the webinar.

Program Inquiries - Questions about the FY2027 IRAP application and submission requirements may be directed to:

Carlos Velásquez, Rail Planning, Research & Innovation Manager

Carlos.A.Velasquez@dot.state.ma.us

(857) 368-8918

III. PURPOSE OF FUNDS

The purpose of the funding program is to financially support projects that increase access to rail freight service and preserve or stimulate economic development through the generation of new or expanded freight rail service. IRAP was established to address the following overarching economic goals:

- (1) Increase access to freight rail services and reduce truck traffic.
- (2) Stimulate economic development, retain, and grow Massachusetts corporations, retain manufacturing jobs, and create new jobs through increased efficiency, production capacity and improved distribution logistics.

IV. ELIGIBLE APPLICANTS

Host municipalities and their economic development corporations, freight railroads operating in the Commonwealth, and rail shippers/receivers engaged in commercial ventures in the Commonwealth are eligible to apply for IRAP funding assistance.

V. ELIGIBLE PROJECTS

Projects eligible for IRAP support are rail access improvement projects designed to serve the rail freight shipping needs of one or more employers in the Commonwealth. Eligible projects will be focused on the activities of track construction or rehabilitation; replacement of rail, ties, and ballast; drainage improvements; rail corridor clearing; rail accessway paving; and other closely related rail access infrastructure work. Eligible projects must also result in public benefits, such as preserving or increasing access to freight rail shipments or boosting shipment volume.

Projects must have Independent Utility. IRAP applicants must demonstrate that the proposed project possesses independent utility upon completion. A project has independent utility if it delivers tangible and measurable benefits to freight movement, productivity, or the economy—regardless of whether any additional investments are made before or after its completion. Projects that depend on the approval or completion of another funded or unfunded project will not be eligible.

Projects must have a minimum 20-year useful life. IRAP applicants must demonstrate that the useful life of the project as a whole and the major components eligible for MassDOT reimbursement have an estimated 20-year useful life.

Project Readiness. Before a grant application is identified as complete, IRAP applicants must demonstrate the project is ready for construction or implementation. Demonstration of Project Readiness includes the following, at a minimum:

- (i) The project has been fully designed in accordance with industry standards¹ -
 - i. This will be met by providing MassDOT with project plans for review.
- (ii) All required federal, state, and local environmental permits have been secured for the project; and
 - i. This will be met by providing MassDOT with a letter from the grantee's legal and/or engineering representative certifying that all permits have been secured.
- (iii) Proper real property rights have been secured.
 - i. This will be met by providing MassDOT with a letter from the grantee's legal and/or engineering representative certifying that all required real property rights have been secured.

Project Funding – MassDOT will reimburse grantees a maximum of 80% of eligible project costs. A project's grant funding may not exceed \$700,000. The grantee will be required to provide evidence of the non-IRAP funding share before a notice to proceed is issued by MassDOT. MassDOT reserves the right to award grants for less than the amount requested as appropriate based on project scope, attributes, and available program funding.

¹ MassDOT requires that all engineering services and inspections be performed according to: 1) the standards outlined in the American Railway Engineering and Maintenance-of-Way Association's (AREMA) Manual for Railway Engineering (MRE), and; 2) the engineering standards established by the American Society of Civil Engineers (ASCE).

Project Benefits – Each eligible project will be required to document that it provides public benefits. In accordance with [700 Code of Massachusetts Regulations 4.05](#), *Each project must be of public benefit, in the public interest, and for a public purpose, and any benefit to private entities or individuals shall be indirect and incidental and not the principal purpose of the Project.*

Fiscal Year 2027 goals for typical projects to qualify that a project is “of public benefit” are as follows:

- Increase of 200 or more annual railcar shipments,
- Reduction of 300 or more annual interstate truck trips, or
- Addition of 20 on-site jobs

Documentation will be required to confirm that public benefits are reasonably foreseeable. Projected changes in freight service levels will need to be supported by documentation provided by either the railroad or the shipper/receiver documenting the projected changes and justification for the projections. Funding for speculative or confidential projects where shipper/receiver detail cannot be provided are not eligible.

Applicants have the option to propose and document other public benefits that will result from their project that are of a similar magnitude to those listed above. MassDOT in its sole discretion will evaluate the applicability and appropriateness of other public benefits. It is noted that environmental benefits, although encouraged, will not be used to determine whether a project meets the public benefit thresholds since they do not directly relate to program purpose.

VI. ELIGIBLE PROJECT COSTS

MassDOT will reimburse grantees for a portion of eligible project costs. Reimbursement will not exceed 80% or \$700,000, whichever is less, for each approved project. Eligible project costs will be limited to the following project components:

- Site clearing and grading necessary for railroad track improvements
- Installation/rehabilitation of track structure (rail, ties, ballast, switches, and other track materials) and installation of permanent train control or safety equipment required for the subject track(s).
- Culverts or drainage improvements limited to those required for railroad track improvements
- Grade crossing surfaces
- Track access roadway paving/surfacing

In order to have independent utility and meet the public benefits requirements, it is expected that each project may include components that are not eligible for MassDOT reimbursement. These non-reimbursable project components will need to be described and defined in the project application as part of the project even if they are not eligible for reimbursement from MassDOT. In certain cases these other project components will need to be completed before an IRAP grant is awarded. These non-reimbursable project components could include items such as project design, site fencing, railcar unloading systems, or warehouses.

Project expenses incurred prior to the MassDOT grant agreement start date can NOT be reimbursed with IRAP funds.

Ineligible Expenses:

- Repairs or maintenance intended to sustain existing functionality rather than improve the infrastructure nor repairs to extend asset life unrelated to establishing freight rail access to current or operational-ready industry partners.
- Use of IRAP funds for supporting freight railroad or industry customer/partner operating costs is strictly prohibited.

Any misuse of program funds, whether intentional or inadvertent, and even if corrected after discovery, or any intentional and material misrepresentations included in the application, shall constitute grounds for MassDOT, at its sole discretion, to disallow associated identified costs, terminate the IRAP contract for cause, pursue repayment, and/or establish a multi-year applicant ineligibility status for future IRAP funding solicitations. Appeals of such findings could be made to MassDOT Rail & Transit's Chief Council.

VII. GRANT MANAGEMENT REQUIREMENTS

Applicants must demonstrate that they possess the administrative and management capacity to manage the proposed project and comply with program invoicing, reporting, and procurement requirements. Details of project invoicing and reporting requirements are included in Section XI of this Request for Application.

For materials, labor, or services that are procured for IRAP eligible costs, grantees must use and document an open, competitive procurement process to select the vendor that provides the best value for the publicly supported project.

Applicants are encouraged to carefully review the Commonwealth Terms and Conditions found under Section IX of this package, *MassDOT Contracting Requirements*. Grantees will be required to agree to and sign this document as part of the IRAP agreement process.

Projects which are located on an active railroad right of way will be required to comply with the operating railroad's safety requirements, including submission of a project safety plan and as appropriate 49 CFR Part 214 Roadway Worker Protection (RWP), Part 219 Control of Alcohol and Drug Use, Part 243 Training, Qualifications, and Oversight for Safety-Related Railroad Employees, and other applicable FRA regulations to ensure the contractor abides by FRA regulations.

VIII. APPLICATION SUBMISSION AND REVIEW

Application Timeframe - Applications will be accepted on a rolling basis throughout the year. MassDOT's initial review of applications will be conducted quarterly. Reviews will start July 1, 2026. Applicants will be notified of the status of their submission within approximately 30 days following the close of each review cycle.

Initial Application Review – Applications submitted within a reasonable time ahead of an evaluation deadline will be reviewed for completeness. Applications deemed incomplete during evaluation may be resubmitted for the next evaluation period subject to the other terms and conditions of this RFA.

An application will not be considered complete until all required project information is submitted and confirmed by MassDOT. This includes, but is not limited to:

- Project plans,
- Right of way/real estate documentation,
- Required permits or documentation of permit status,
- Documentation of public benefits,
- Railroad service commitment letter, and
- Stakeholder letters of support.

Application Withdrawal – An applicant may withdraw an application from consideration at any time. If an application is not complete 12 months after application submission, the application will be withdrawn from the Program, without prejudice. Withdrawn applications will be eligible for resubmission 12 months after withdrawal, once application deficiencies are addressed.

Application Completion – Once deemed complete, an application review committee, including representatives of MassDOT, MA Executive Office of Economics, will evaluate the appropriateness of the project for a grant recommendation to be issued.

Evaluation Criteria - A project with a completed application will be reviewed by the committee using the following criteria to evaluate the applicability of a recommendation for grant funding:

- Project will improve freight rail transportation in Massachusetts and support the Commonwealth of Massachusetts's State Rail Plan, transportation, land use, economic development, and environmental policies.
- Project readiness is clearly demonstrated including identification of any pre-construction actions already advanced (i.e., designed, permitted, and with necessary agreements) and information provided clearly indicates ability to meet proposed schedule.
- Project application identifies significant public benefits in terms of increased rail volumes, reduction of truck traffic, increased jobs, and the growth of goods movement in the Commonwealth by freight rail, or other appropriate and documented public benefits.
- Project will address the needs and concerns of affected communities including any communities or populations that have faced or are facing environmental justice concerns and/or health disparities.
- Project application identifies significant public benefits in terms of industry retention and expansion and stimulating economic development. Actual Project Benefits will be supported by relevant and timely documentation.
- Supporting documentation reflects a strong servicing commitment by the host railroad, support for the project extends to locally elected officials, abutters, and local economic and community development entities.
- Project funding plan and budget are determined to be reasonable and complete and reflect strong private sector support.
- The project demonstrates cost effectiveness, including the relationship between the requested IRAP funding and the anticipated public benefits.

IX. APPLICATION REQUIREMENTS

FY2027 MassDOT IRAP applications must include all the information requested in this section.

1. Application Cover Sheet (See Attachment A)

Respondents must complete the provided IRAP Application Cover Sheet included as Attachment A. It must be signed and dated by the authorized company or municipal signatory.

2. Project Narrative

A project narrative following the Section A through F format sequence below is required. The project narrative should not exceed 6 single-spaced pages in 12-point font. NOTE: While the italicized narrative section instructions/requirements below do not need to be incorporated within the narrative page limit, MassDOT requires that all requested information be provided. Section page recommendations may be exceeded as needed as long as the overall narrative page limit is not exceeded. The application coversheet or Attachments A, B, C, D and E are not counted as part of the 6-page limit.

A. Project Need Statement - *Include a clear and concise statement of the industry transportation logistics problem/product distribution issue(s) that the proposed IRAP project will address and alleviate. (Recommended maximum space allowance 1 page).*

B. Project Description - *Describe the proposed IRAP project solution to address the needs outlined in Section A. Specifically discuss:*

- *Describe the project including project attributes and future use, the rail access infrastructure improvements, and all components that are necessary to provide independent utility.*
- *Explain all elements of the project work scope and describe the project limits.*
- *Describe the project development and design that has been completed to date, the status of securing all real estate or right-of-way that is required for the project and the status of any and all environmental or other permits that are required for the project. (Recommended maximum space allowance 1 page).*

C. Project Management

- *Explain how and by whom the requested improvements are planned to be procured and constructed.*
- *Include a discussion of the proponent's experience with similar capital improvement projects, as well as the financial management capacity, procurement procedures and construction oversight systems that will be in place to ensure the success of the proposed project.*
- *Identify the proposed Project Manager, responsible for overall management of the project activities, and the Contract Administrator, responsible for the timely processing of the contract, project progress reports, and project invoices.*
- *Describe anticipated procurements (equipment, material, and/or labor) necessary for the project and the planned schedule for those efforts. Any long lead materials must be identified and schedule for delivery must be formalized. (Recommended maximum space allowance 1 page).*

C. Project Readiness – Projects should demonstrate readiness to proceed promptly upon execution of the IRAP Grant Agreement and issuance of a Notice to Proceed (NTP).

Applicants must provide a realistic schedule showing anticipated construction start and completion dates. Projects are expected to maintain steady progress consistent with the proposed schedule. MassDOT will evaluate each project schedule for readiness and how well the project has addressed typical project readiness risk factors.

In support of the Project Readiness evaluation the following information should be described.

- **Project Right of Way** – Describe the limits of work of the project identifying whether all work is on property owned by the applicant (by full ownership or easement) or if licenses/agreements or property acquisitions are required. If licenses /agreements are required, identify the status of those rights. Include documentation identifying if all real estate and access rights already secured.
- **Project Design** – Describe the level of design of the project and the schedule for design completion. Before a grant award is made, projects must be designed at a level sufficient for construction in accordance with applicable industry standards.
- **Procurement** – Describe anticipated procurements (equipment, material, and/or labor) necessary for the project and the planned schedule for those efforts. Any long lead materials must be identified, and a schedule for delivery must be formalized.
- **Environmental/Permits** – Describe any federal, state, and local permits (environmental or other required permits) that are necessary for construction of the project, including the status of the permitting efforts and the planned schedule for any outstanding permits or environmental clearances. Please include documentation of any permitting actions taken thus far.
- **Railroad Access/Agreement** – Describe involvement of the servicing railroad in the project development process, including (as applicable) design review, railroad property access, switch agreements, construction, and railroad flagging protection. Note that in addition to the description of railroad involvement of project development as a part of project readiness, the application must include a Railroad Service Commitment Letter (see Section 6).
- **Assessment of Neighborhood Impacts** – Provide a description of the neighborhood that surrounds the Project site, the impacts to the neighborhood from the on-going operation of the Project (including noise/vibration), and the impacts to the neighborhood during the construction phase. Identify any mitigation or minimization efforts that have been integrated into the Project.
- **Third Party Coordination** – Describe required actions and planned time frame of any third-party coordination required. This may include utility relocations, roadway / municipal improvements, and coordination with abutting properties.
- **Community Coordination** – To the degree applicable for the project, describe any actions or activities that have been undertaken to coordinate with the local community, regulatory commissions, community groups and/or abutters.
- **Project Funding Plan** – Describe the amount and source of funding for the non-MassDOT share of the project funding plan. This should include a description of the approvals received or required for the use of the identified non-IRAP funds, and the source of project funding if project costs exceed current estimates.

(Recommended maximum space allowance 2 pages).

D. Anticipated Project Public Benefits - *Discuss the expected IRAP project public benefits. The description of project benefits should clearly describe both the existing condition and the anticipated condition upon project completion, For example the number of railcars in 2025 (the year before the project) and the number of railcars in 2027 (the year after the project is built). Most successful projects include the following public benefits:*

- *increased freight rail shipment volumes,*
- *reduced regional (interstate) highway truck trips,*
- *job retention or creation,*

Describe any other public benefits that are unique to the specific project and not covered above and should be considered.

All projects will be required to provide documentation supporting actual project benefits achieved after completion of the project. Project benefit documentation will be required within 2 years of project completion. Example information may include documentation of newly hired employees associated with IRAP project or documentation of new or additional rail cars served by the project. Failure to submit documentation is justification for MassDOT, at its sole discretion, to establish a multi-year applicant ineligibility status for future IRAP funding solicitations.

Anticipated Project Public Benefits section should include a description and schedule of the documents to be provided to MassDOT that will support the project's actual benefits.
(Recommended maximum space allowance: 1 page).

3. Schedule of Project Activities and Estimated Timelines (see Attachment B.)

Complete the Project Activities Schedule form (Attachment B). At a minimum, the schedule should include pre-construction milestones such as design completion, permitting, and acquisition of necessary property rights. It should also reflect any readiness activities already completed or underway, along with the anticipated sequence and timeframe for remaining tasks and milestones. Clearly outline all implementation steps, estimated completion dates, and identify the responsible project staff or partners for each task.

Please Note: Initiation of any project component for which the applicant is expecting reimbursement (such as site clearing or grading) cannot be initiated until the application is accepted and a grant is awarded.

4. Budget and Budget Narrative - See Attachment C

Complete the Budget/Budget Narrative form (Attachment C). Provide detailed estimated costs for materials and construction components, along with justification and explanation of how these costs were calculated. Note that the MassDOT IRAP grant may not exceed \$700,000 or more than 80% of the eligible project costs.

5. Project Locus Maps, Railroad Valuation Maps, Track Plans & Right of Way Maps

Provide maps clearly indicating the location of the project (include municipality, surrounding and adjacent roads, and project parcels). Include railroad valuation plans, track plans, or right of way mapping whenever available. Identify any access rights or easements required for the project.

6. Railroad Service Commitment Letter -

A railroad service commitment letter must be provided that indicates the servicing railroad has participated in or has reviewed the project's design (either concept design or design plans) and is authorized, capable and willing to service the project upon completion.

7. Stakeholder Letters of Support

- A. Letters of project support from the businesses that will be impacted by the improvement (including an indication of their level of commitment) must be provided,
- B. A letter of support from the host municipality must be provided
- C. Letters of support from other relevant government or private entities supportive of the project are recommended but not required.

8. Submission Instructions

Please submit your complete application package via email to:

MassDOTIRAPProgram@dot.state.ma.us

Ensure that all parts of your application, including the cover sheet, project narrative, and required attachments, are included in a single email submission. Application emails (with attachments) must be less than 23MB or they may be rejected by the email system. Applications e-mailed will be acknowledged by the date and time applications are delivered electronically.

Application closing dates occur at the end of each quarter. Applications that miss the deadline will be reviewed during the next review period. As schedule permits, MassDOT will initiate completeness reviews for applications received prior to the application period close dates.

For Fiscal Year 2027, application period close dates are:

June 30, 2026	September 30, 2026
December 31, 2026	March 31, 2027

MassDOT will complete the initial review of project applications within thirty (30) days of the close of the application submittal period. Upon review completion, MassDOT will contact the applicant to identify next steps.

MassDOT Rail and Transit Division staff will conduct the application review in conjunction with the Executive Office of Economic Development. Other staff (e.g., Highway Division, Railroad consultants or Massachusetts Bay Transportation Authority) may be asked to participate in the review process.

X. MASSDOT CONTRACTING REQUIREMENTS

Successful IRAP applicants who at the time of award are not set up to contract with the Commonwealth will need to submit the following forms after the grant award notice as part of the MassDOT contracting process. These forms will be processed at the Massachusetts Comptroller's Office and a vendor code will be issued to allow the applicant entity to contract with MassDOT for the IRAP improvement project. The forms below are included for information only. They should be reviewed but not submitted as part of your IRAP application.

[Commonwealth Terms and Conditions](#)

[Contractor Authorized Signatory Listing \(CASL\)](#)

[Mass Form W-9](#)

[Electronic Funds Transfer Sign Up Form](#)

Applicants awarded IRAP project funding under this solicitation will enter into cost reimbursement contracts with MassDOT. Applicants therefore must understand that they need to incur project expenses upfront and invoice MassDOT for reimbursement based on documentation of eligible project expenses paid. Timely invoicing of expenses incurred, along with corresponding progress reports are essential to the effective management of the IRAP initiative and documentation of desired outcomes and will be strictly enforced.

MassDOT will provide interested applicants with the IRAP Grant Agreement for review and information at the time an IRAP award is made. The grant agreement further clarifies the contractual relationship between MassDOT and the IRAP grantee and establishes certain controlling provisions with respect to the operation and administration of the awarded IRAP rail access improvement project. The Grant Agreement outlines IRAP contractor expectations including open and competitive procurement requirements for any project expenses over \$5,000, details invoicing and reporting requirements and further explains MassDOT's inspection process for acceptance of the work and verification that the 20% minimum stipulated private sector matching funds were in fact expended on the project.

In addition to the grant agreement specific to each IRAP grantee, the MassDOT contract will include the standard Commonwealth Terms and Conditions, the finalized project work scope, budget, and project schedule as may be modified during contracting deliberations. **Applicants are advised that IRAP awards are contingent on receipt of a properly executed IRAP Agreement within three (3) months of the applicant's award notice. Failure to timely submit a properly executed IRAP Agreement within three months may result in the forfeiture of the award.**

XI. INVOICING/REPORTING/ WORK INSPECTIONS

Project invoicing and narrative progress reports shall be prepared in a format prescribed by MassDOT, and are typically submitted monthly, or in accordance with an agreed upon alternative progress payment schedule that aligns with the schedule of project work and progress.

All invoice reimbursement requests will include documentation of actual costs incurred, including names, hours, and rates of pay for labor charges, paid construction sub-contractor and vendor invoices, and other approved costs and documented expenses. All invoices will include documentation that MassDOT's IRAP contractor has paid all invoices for which reimbursement is sought. Only those categories of expenses expressly identified as reimbursable in the final approved project or detailed on an approved Alternative Progress Payment Schedule will be eligible for reimbursement.

All reimbursement requests must include a project narrative progress report comparing progress and expenditures made against the project schedule and approved project budget. Variances between the scheduled milestones and resulting in budgeted expenditure variances must be discussed in the monthly progress report and actions must be identified to ensure that the project is adequately funded and will be completed on schedule. Failure to satisfy this requirement constitutes non-performance and repeated expenditure and progress reporting deficiencies may result in forfeiture of remaining grant funds.

MassDOT will reimburse the IRAP grantees upon submission of payment requests. MassDOT may make interim and final inspections of work progress and quality prior to the approval of payment requests. Final payment will be issued once MassDOT's field engineer has made a final inspection and signed off on the project as complete.

The total of invoice payments by MassDOT on the project will not exceed the agreed upon percentage and dollar amount of MassDOT participation in the project. Cost overruns and extra work orders are the responsibility of the IRAP grantee.

XII. REQUIRED ATTACHMENTS

- A. Application Cover Pages - (include as the first 2 pages of your application package followed by the 5-page narrative response and Attachments B - E below.)**
- B. Proposed Project Schedule and Estimated Timelines**
- C. Budget/Budget Narrative**
- D. Project Locus Maps, Railroad Valuation Maps, Track Plans & Right of Way Maps**
- E. Railroad Service Commitment Letter and Stakeholder Letters of Support**