

**Q&A for AGF for
Second Round of FFY 2024 State Traffic Safety Information System Improvements Grant,
Section 405(c) Funding
as of 4/19/24 (please check back for more Q&A)**

Q. Working on completing this grant application for my town but unsure how/where to start. I am the Chief of Police. Are there any guides, PPT's or lessons I might be able to review to help me complete this?

A. Besides a thorough reading of the AGF, suggest accessing the resource materials referenced in the AGF such as the current MA Strategic Plan for Traffic Records Improvements and the 2023 MA Traffic Records Self-Assessment, both available at <https://www.mass.gov/info-details/traffic-records>. The Strategic Plan has current and prior 405c funded projects you could review. Also suggest reviewing some of the recent Executive-Level Traffic Records Coordinating Committee meeting minutes and meeting materials on this page to get a better understanding of this group's efforts, current traffic records issues in the state, and the type of projects receiving 405c funding.

Also suggest you closely monitor the AGF web page for any AGF amendments, etc. at [State Traffic Safety Information System Improvements Grant Program | Mass.gov](#). Further, please continue to avail yourself of the email Q&A option for the AGF. Please note all Q&A (in an unattributable manner) will periodically be posted on the AGF web page.

Q. I am new to grant writing and I am reviewing the information contained in the AGF notice posted on March 21, 2024, relative to AGF for Second Round of FFY State Traffic Safety Information Systems Improvements Grant. I noted the examples of equipment that will NOT be approved on page 9. Can you tell me if the Stealth Stat II manufactured by Kustom Signal would be a prohibited item? You may already be familiar with this item which allows users to deploy the equipment to gather traffic counting data, speed data, and conduct discrete traffic analysis. Additionally, we will be able to review the data and determine where we should deploy for increased MV enforcement.

A. I was able to re-confirm with NHTSA that traffic data collection equipment is overall an eligible use of 405c funding, but it is important to note the purchase would have to meet all requirements of this AGF and 405c funding. For instance, it couldn't be a 'stand-alone' purchase. It must be necessary to implement a project that would provide a comprehensive approach to a documented traffic records need relating to one or more of the six data systems and one or more of their six performance attributes. It must be clearly connected to one of the

nine uses of grant funds for 405c noted in the AGF starting on page 2.

Yours and other questions posed in response to this current 405c AGF and our related answers will be posted periodically on the AGF webpage. All questions will be listed in an unattributable manner. Suggest you regularly check the webpage as the Q&A can provide useful information, especially to first-time applicants. I expect to post the first Q&A document in the next few days.

Q. I would like to know the process to apply for the State Traffic Safety Information System Improvements Grant. I would be utilizing this grant to obtain LPR (License Plate Readers) for 2 cruisers and possibly some fixed LPR's. Not sure if this type of purchase would fall under this grant.

A. The source of our 405c grant funding, NHTSA, has informed us any type of LPR purchase would **not** be an allowable use of 405c grant funding.

Yours and other questions posed in response to this current 405c AGF and our related answers will be posted periodically on the AGF webpage, as will any AGF amendments. All questions will be listed in an unattributable manner. Suggest you regularly check the webpage as the Q&A can provide useful information, especially to first-time applicants. I expect to post the first Q&A document in the next few days.

Q. I read the AGF and I have some ideas but I wanted to ask about them as I have been told by others at OGR that I have come up with new and innovative ideas and I have several that I think *might* be allowable under the grant but I wanted to double check to see if it's a definite no or a go ahead and apply and see what happens.

My first idea was about software purchasing for assisting with crash reconstruction investigations. There is software the department is looking to purchase to better map serious and fatal crash scenes, and I was curious if something like that would be allowable under the grant? The software I am looking to purchase for the department allows for much faster and accurate mapping of crash scenes compared to "total station" type equipment either through drone pictures/videos or even with some of the newer cell phones (can just take a quick walk around video of the crash scene to get a to scale diagram). With the software I would be requesting it would allow for much more accurate information for crash reports giving a properly scaled diagram that could be uploaded to the state and I feel that it could fit within the first section's topic regarding software that helps better identify, collect, and report crash data to the state.

My second idea for the grant also involves improving crash data reporting significantly but also hits other sections. My idea would be to utilize grant funds to purchase a Bosch CDR "black box" download kit and software. I have been to get my department to purchase a kit and after reading the AGF I feel like this purchase could hit sections 1, 2, 4 and 8. Besides being able to utilize a Bosch CDR kit for serious and fatal crashes I feel that the better benefit to the department, that would fall within several of the grant's sections, would be having the kit available for less severe crashes. I feel that most drivers would be more than willing to give consent for a "downloading" of the "black box" on scene as a vast majority of drivers are always looking for a way to prove they were not at fault, and I have gotten consent at serious crash scenes several times. If consent were obtained at the crash scene the Bosch CDR kit would be able to "download" the "black box" to capture a significant amount of traffic data that is typically memorialized in vehicle's "black boxes." There have been numerous times when I have responded to "normal" crashes where if I only had had a Bosch CDR kit I could have gotten tons of real time crash data! This data, properly analyzed by a CDR Analyst such as myself, would provide an enormous amount of data for crash reporting to the state that typically is only captured is fatal or extremely serious injury crashes and I feel that by having a kit the department would be able to provide significantly improved crash data to the state!

Another idea I had was regarding stationary License Plate Reader cameras and/or cameras that record that we could mount to telephone poles to hit the second topic for improving the process of collecting data and identifying vehicles for electronic reporting of crash data at our town's intersections that have the most crashes. I feel it could fit within section two.

A. Thanks for your interest in the 405c funding available through this AGF and your ideas/thought in your email.

I was able to re-confirm with NHTSA that crash reconstruction equipment is overall an eligible use of 405c funding, but it is important to note any such purchase would have to meet all requirements of this AGF and 405c funding. For instance, it couldn't be a 'stand-alone' purchase. It must be necessary to implement a project that would provide a comprehensive approach to a documented traffic records need relating to one or more of the six data systems and one or more of their six performance attributes. It must be clearly connected to one of the nine uses of grant funds for 405c noted in the AGF starting on page 2. Ultimately all requests for 405c funding must be reviewed/approved by the AGF review committee, the MA Executive-level Traffic Records Coordinating Committee, NHTSA, and EOPSS.

Regarding purchase of an LPR (or camera), NHTSA has informed us any type of LPR purchase would **not** be an allowable use of 405c grant funding.

Yours and other questions posed in response to this current 405c AGF and our related answers will be posted periodically on the AGF webpage, as well as any AGF amendments. All questions will be listed in an unattributable manner. Suggest you regularly check the webpage as the

Q&A can provide useful information, especially to first-time applicants. I expect to post the first Q&A document in the next few days.

Q. For the purposes of software/equipment having to be under \$5,000 is that for the total amount or just for each specific item within a proposed budget? For example if I ask for \$10,000 total but the 3 pieces of software/equipment are each individually under \$5,000 would that be allowed?

A. There is no specific limit on the cost of an individual piece of equipment (software is considered equipment) acquired under this grant program, but any single piece of equipment acquired that is \$5,000 and over must receive NHTSA Regional Office approval. Also the purchase must meet all other equipment acquisition requirements noted in the AGF and related documents.

For the purposes of determining if this review is necessary, the \$5,000 and up amount calculation will include any item(s) also purchased necessary to bring the main item into service. Delivery and installation are not included in the calculation.

Q. If an item is \$5,999 total but with the 20% that the department is required to contribute it would bring the item to just under \$5,000 would that still require NHTSA approval? I only ask as some of the items that I am looking to purchase are between \$5,000 and \$5,800 but with the 20% the department would pay brings it under the \$5,000 NHTSA limit.

A. From the information you've shared to date, an equipment approval request letter to the NHTSA Regional Office would be necessary, as a total acquisition cost of \$5K or greater for an item (and any associated item) is the determining factor. In this letter we would indicate the item was partially funded with local funds.

Q. We've noted that the program welcomes applications from nonprofits. We're uncertain whether we align with the criteria. Any insights you could provide would be greatly appreciated.

A. Thanks for separately confirming your nonprofit status in our follow-up email exchange. Once the competitive Availability of Grant Funds (AGF) process is underway, OGR must limit the type of information we provide to potential applicants – see page 13 of the AGF. You should however utilize the email Q&A option described in the AGF – see page 13. Also review the

periodically updated Q&A document on the AGF webpage (another update will be done in a day or so). The current MA Strategic Plan for Traffic Records Improvements and the MA Traffic Records Self-Assessment are also valuable resources – see page 4 - 5 of the AGF. Critical to align with the overall purpose of the grant program and then with one or more of the nine specific uses of the grant funds – see page 2 of the AGF.

Some inquiries above were edited for purposes of clarity/brevity. Please direct any questions about this document to Mr. Brook W. Chipman, Program Manager at OGR at brook.chipman@mass.gov.