

Commonwealth of Massachusetts
Office of Grants & Research
Highway Safety Division



Notice of Availability of Grant Funds (AGF)
FFY 2026 Community Traffic Safety Grant Program

This opportunity is a continuation grant, which means it is not a competitive process. Eligibility is limited to current recipients of the FFY25 Underserved Communities Traffic Safety Grant Program.

Posted: August 29, 2025

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Governor

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Secretary

Kimberley Driscoll
Lieutenant Governor

Kevin J. Stanton
Executive Director

Notice of Availability of Grant Funds (AGF)
Commonwealth of Massachusetts
Office of Grants & Research - Highway Safety Division
FFY 2026 Community Traffic Safety Grant Program
Renewal Opportunity

Responses Due: September 24, 2025; 4:00PM: [FFY2026 Application Link](#)

Introduction

The Office of Grants and Research (OGR) is the State Administering Agency for traffic safety grants awarded by the National Highway Traffic Safety Administration (NHTSA) to reduce roadway crashes, injuries, fatalities, and associated economic losses in Massachusetts. OGR is pleased to make **\$300,000** available in grant funds through this AGF process for Massachusetts **nonprofit organizations** that were recipients of the FFY25 Underserved Communities Traffic Safety Grant Program and have the proven capacity to successfully implement traffic safety related community-based programs. Traffic safety projects must be data driven and evidence-based, inclusive of proven countermeasures, and have a goal of reducing motor vehicle crashes and associated fatalities, injuries, and economic loss.

Purpose

The overarching goal of this opportunity is to improve road safety within communities across Massachusetts. The program intends to achieve this through the outreach of nonprofit organizations with the aim of lowering fatalities and serious injuries among both motor vehicle occupants and non-motorists using the roadways of their respective municipalities. OGR encourages all applicants interested in this funding opportunity to set their primary goal toward supporting the reduction of roadway fatalities and serious injuries to zero.

Renewal applicants must identify communities with unmet needs, as indicated by available statewide data and problem identification. OGR encourages applicants to continue to form partnerships that incorporate a whole-community, data-driven approach to identifying and addressing road safety problems. Examples include but are not limited to: Parent-teacher organizations, senior centers, community centers, schools, student councils, or local and regional community traffic safety coalitions.

Key Dates

<i>Key Task</i>	<i>Date</i>
AGF Posted:	August 29, 2025
Deadline for Q&A Submission:	September 10, 2025 by 4PM
Application Due:	September 24, 2025 by 4PM
Award Announcements: (<i>Tentative</i>)	October 2025
Performance Period:	October 2025 – September 2026

Questions regarding this AGF must be submitted by email to Taylor.Keown@mass.gov on or before September 10, 2025. Questions received by phone and after the deadline for questions will not be accepted. Responses will be posted on the [Community Traffic Safety Grant Program](#) page of OGR's website.

Funding Overview

Total funding available through this AGF is \$300,000 – with maximum award amounts of \$75,000. All awards are contingent upon receipt and subject to the availability of federal funds appropriated from NHTSA. OGR reserves the right to adjust or modify the amount of funding being made available through this AGF process.

Only one (1) application per nonprofit organization may be submitted for consideration of funding. Partnering agencies are **required** and should be included within the proposal.

Eligible Applicants

This funding opportunity is for a continuation grant, which means it is not a competitive process. Eligibility is limited to agencies who are current recipients of the FFY2025 UCTS grant program.

Award Period

The grant award period will be approximately twelve months. The award period will start on or about October 1, 2025, and end on September 15, 2026. No project extensions will be permitted.

Fund Disbursement

This is a cost-reimbursement grant. Reimbursement requests and/or confirmation of no grant spending must be submitted to OGR monthly. Grant funds will be awarded via a Commonwealth of Massachusetts ~ Standard Contract Form. Any costs incurred prior to the start date of the contract will not be reimbursed.

Match Requirement

There is no match requirement.

Federal Funding Sources

Funding for these activities may come from one or more of the federal NHTSA grant programs as established in Title 23 Chapter 4, and 23 CFR Part 1300 sections including but not limited to:

Section 402 Highway Safety Programs: Programs (1) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits, (2) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles, (3) to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance, (4) to prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles, (5) to reduce injuries and deaths resulting from crashes involving school buses, (6) to reduce crashes resulting from unsafe 3 driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles), (7) to improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures, and (8) to increase driver awareness of commercial motor vehicles to prevent crashes and reduce fatalities and injuries.

Unique Entity Identifier (UEI) and System for Award Management (SAM)

Per NHTSA, all subrecipients of federal funds must have a UEI and must maintain annual registration in the SAM database. All applicants will be asked to verify their status and provide their 12-character alphanumeric UEI during the application process. Please visit www.SAM.gov for more information.

Award Notification

All final funding decisions are at the discretion of the Secretary of Public Safety and Security and Executive Director of OGR. It is anticipated that grant awards will be announced in October 2025.

Massachusetts Traffic Safety Statistics

From 2019 to 2023, Massachusetts reported 1,870 motor vehicle-related fatalities and 13,877 serious injuries occurring along its roadways. That is an average of at least one fatality and seven serious injuries happening each day. Over this five-year period, 83% of Massachusetts' communities had a traffic fatality and 95% reported a serious injury resulting from a motor vehicle crash.

Of the 1,870 fatalities reported, 79% were motor vehicle occupants while 21% were bicyclists and pedestrians. Of the 13,877 serious injuries, the percentages were higher for motor vehicle occupants with 84% of injuries; and lower for pedestrians and bicyclists at 16%. By sex, males accounted for 72% of all fatalities; females, 28%. Broken down by person type:

Fatalities by Person Type and Sex (FARS 2019 – 2023)				
Sex	Driver	Passenger	Ped/Bike	Totals
Male	974	108	266	1348
Female	257	127	137	521
% Male	79.17%	46.0%	66.0%	72.1%
% Female	20.9%	54.0%	34.0%	27.9%

Some key data points to consider for Massachusetts from 2019 to 2023:

- There were 1,118 occupants killed in passenger cars/light trucks/SUVs, 48% were NOT wearing a seat belt at the time of crash. Drivers accounted for 84% of the 542 unrestrained motor vehicle occupant fatalities reported.
- Approximately 20% of motor vehicle occupants suffering a serious injury in a crash were not wearing a seat belt at the time of impact
- More than 30% of all fatalities reported involved a driver with a blood alcohol concentration (BAC) of 0.08 or higher
- Nearly 10% of all fatal and non-fatal injury crashes reported in Massachusetts involved a distracted driver
- Nearly half of all pedestrian and bicyclist fatalities took place between 5pm and 9:59pm

In addition to the tragic loss of life as well as the pain and suffering endured by crash survivors, there is also an enormous economic cost to individuals and families, along with local businesses, insurance companies, and society overall.

According to NHTSA, the cost of traffic crashes in Massachusetts for the year 2019 was \$7,389 million or \$1,072 per capita. The cost components included productivity losses; property damage; medical costs; rehabilitation costs; congestion costs; legal and court costs; insurance administration costs; and emergency

services such as medical, police, and fire services. Adjusted for inflation in 2024, the cost of traffic crashes would now be approximately \$9.290 million or \$1,303 per capita.

Source for NHTSA cost reference: “The Economic and Societal Impact of Motor Vehicle Crashes, 2019 (Revised),” Report # DOT HS 813 403, <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>

Source for fatal and serious injury data: MassDOT IMPACT Crash Data Portal Dashboards and FARS database

Note: “Motor Vehicle occupant” refers to an occupant of a passenger car/light truck, SUV, pickup etc., and does not include motorcycles.

Priority Areas

Applicants are strongly encouraged to incorporate one or more of the following priority areas into their proposals, with a focus on improving road user behavior through local initiatives that promote awareness and education within identified communities. Other areas of focus that address evidence-based traffic safety problems in a community that involve older, younger or inexperienced drivers, or speeding may also be considered for funding.

Occupant Protection

- ❖ From 2019 to 2023, there were 542 unrestrained fatalities across Massachusetts. Unrestrained fatalities accounted for 48% of the 1,118 motor vehicle occupant fatalities reported.

Using a seat belt is one of the easiest ways to reduce fatalities and injuries when riding in a motor vehicle. Research has shown that wearing a seat belt can reduce the chance of a fatal injury by 45% and moderate to critical injury by 50%.

For 2024, Massachusetts saw its usage rate rise from 80% the prior year to 84% – a positive trend but still lower than the nationwide average of 91%. With this grant funding, communities can help raise awareness through education and outreach that emphasize how dangerous and socially unacceptable it is not to buckle up when in a motor vehicle. This approach can be particularly effective on soon-to-be or novice drivers, which can help prevent risky behaviors from being formed.

- ❖ Since 2022, child passenger safety (CPS) violations issued by law enforcement have risen 44% raising concern that caregivers/parents are being too lenient in how they secure young occupants in motor vehicles.

State law requires the use of a safety belt and all children riding in passenger motor vehicles to be in a federally approved child passenger restraint that is properly fastened and secured according to the manufacturer’s instructions until they are 8 years old or over 57 inches tall. Using a properly installed car or booster seat has been shown to reduce the risk of death and injury to children in a car crash.

Pedestrian and Bicyclist Safety

- ❖ Between 2019 and 2023, Massachusetts had 365 pedestrian fatalities and 38 bicyclist deaths. Together, these 403 fatalities accounted for 21% of all traffic fatalities reported.

Other key data points for 2019 - 2023:

- Males accounted for two-thirds of pedestrian and bicyclist fatalities.

- Older adult fatalities (age 55+) represented nearly 60% of all pedestrian and bicyclist fatalities; comparatively younger pedestrians and bicyclists (15 or younger) accounted for 1% of fatalities.
- Pedestrian and bicyclist fatalities occur more frequently during colder months than warmer ones. From October – March, 54% (216 of 403) fatalities were reported, while April – September accounted for 46% (187 of 403) of pedestrian deaths.
- Over 45% of all pedestrian and bicyclist fatalities took place between 5pm – 9:59pm.
- Top five counties for pedestrian and bicyclist fatalities were:
 - Middlesex (67)
 - Hampden (54)
 - Suffolk (50)
 - Worcester (45)
 - Norfolk (44)
- Top municipalities for pedestrian and bicyclist fatalities were:
 - Boston (44)
 - Springfield (22)
 - Brockton (15)
 - Worcester (13)

Distracted Driving

From 2019 to 2023, there were 2,583 drivers in Massachusetts involved in a fatal crash. Of those fatal crashes, 186 drivers were distracted – a rate of 7.2%. By age as a percentage of all drivers involved in a fatal crash for that age range, distracted drivers under age 45 accounted for 60% of all distracted drivers in a fatal crash.

Age of Distracted Driver in Fatal Crash (FARS 2019 – 2023)				
Driver Type	Under 25	25 – 44	45 – 64	65+
Distracted Driver	37	73	42	33
All Drivers	476	902	734	448
Percent Distracted	7.8%	8.1%	5.7%	7.4%

Male drivers accounted for 73% of all distracted drivers in a fatal crash. Notably, the percentage of male drivers involved declined with each successive age range.

Sex and Age of Distracted Driver in Fatal Crash (FARS 2019 – 2023)				
Driver Sex	Under 25	25 – 44	45 – 64	65+
Male	30	54	31	20
Female	7	19	11	13
Total	37	73	42	33
% Male	81.1%	74.0%	73.8%	60.6%
% Female	18.9%	26.0%	26.2%	39.4%

Other key data points for 2019 – 2023:

- Distracted driving fatalities were more likely to occur during daytime (6am – 5:59pm) than nighttime (6pm – 5:59am).
- Half of all distracted driving crashes were single-vehicle crashes. Forty of these single-vehicle crashes involved pedestrians or bicyclists.
- There were 189 persons killed in a distracted driver crash with pedestrians and bicyclists accounting for 24% (45 fatalities). Of the 45 fatalities, 31 were aged 55 or older.

Impaired Driving

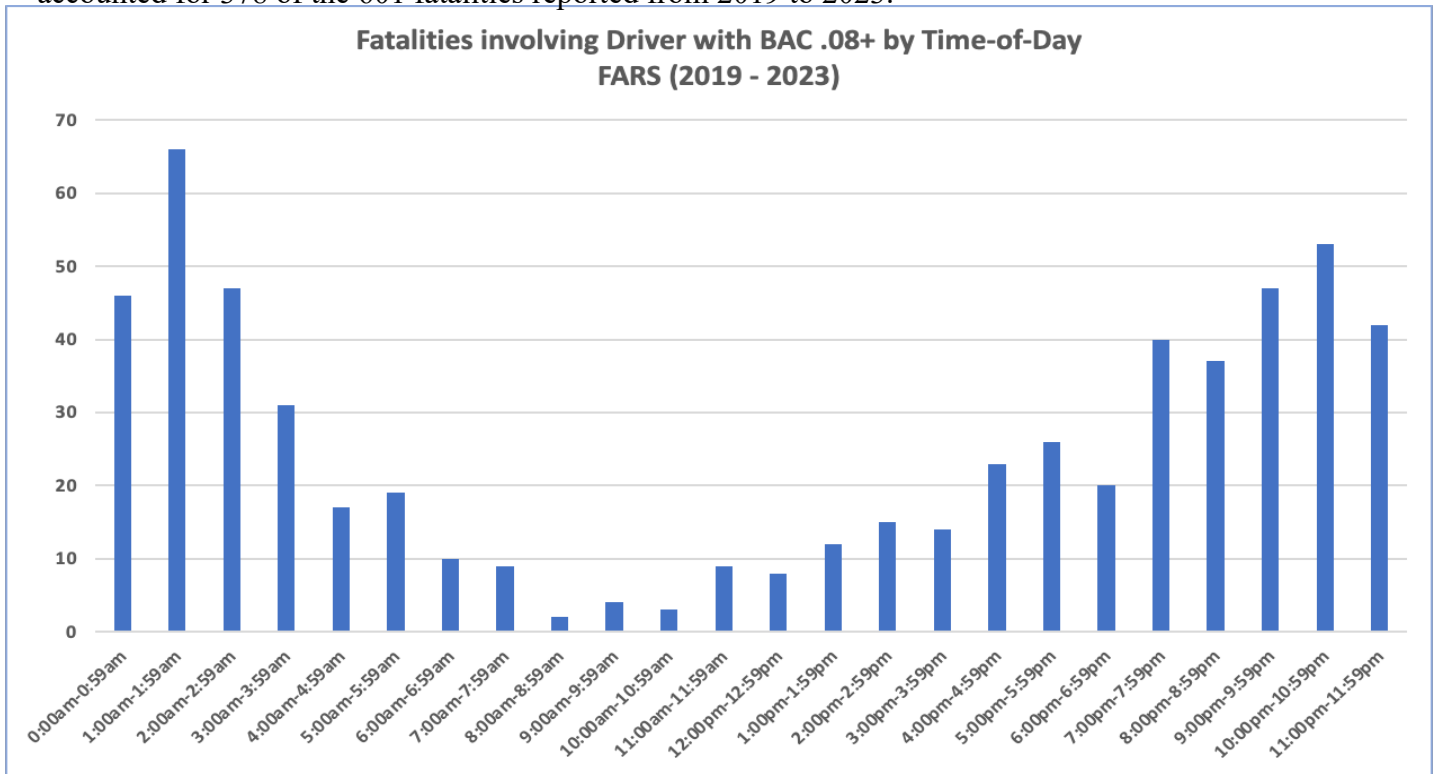
From 2019 to 2023, there were 1,870 traffic fatalities on Massachusetts roads. Of the 1,870 deaths, 601 (32%) were due to alcohol-impaired driving (BAC .08+). By county, Worcester reported the most impaired driving fatalities with 89 deaths, which is nearly 15% of the 601 fatalities recorded from 2019 to 2023. As a percentage of total fatalities within the county, Barnstable had the highest percentage with 41.5% of its traffic fatalities due to alcohol-impaired drivers. [Note: Dukes and Nantucket were excluded from the chart because of zero or very low fatality counts.]

Fatalities in Crash with Driver BAC .08 or higher (FARS 2019 – 2023)			
County	BAC .08+	All Fatalities	% BAC .08
Barnstable	27	65	41.5%
Berkshire	13	58	22.4%
Bristol	85	226	37.6%
Essex	54	183	29.5%
Franklin	6	30	20.0%
Hampden	83	242	34.3%
Hampshire	13	36	36.1%
Middlesex	76	264	28.8%
Norfolk	55	192	28.6%
Plymouth	51	176	29.0%
Suffolk	49	129	38.0%
Worcester	89	263	33.8%

By age range, those between age 25 and 44 accounted for over 40% of the 601 fatalities reported. As a percentage of the total fatalities for an age range, the 25-44 group had nearly half of fatalities due to alcohol-impaired driving. The 16-24 age group was not far behind with 42%.

Fatalities in Crash with Driver BAC .08 or higher (FARS 2019 – 2023)			
Age Range	BAC .08+	All Fatalities	% BAC .08
Under 16	6	22	27.3%
16 – 24	142	339	41.9%
25 – 44	254	542	46.9%
45 – 64	149	512	29.1%
65+	50	455	11.0%

By time-of-day, two-thirds of fatalities took place between 7pm and 2:59am. This eight-hour time period accounted for 378 of the 601 fatalities reported from 2019 to 2023.



From 2019 to 2023, there were 2,583 drivers involved in fatal crashes across Massachusetts. Nearly a third were seriously impaired (BAC .08+) at the time of impact. Out of the 804 impaired drivers in a fatal crash, 66% were age 44 or younger. As a percentage of all drivers in a crash within each age group, the 25-44 age group had 40% of its drivers under the influence (BAC .08+) when crash occurred.

Age of BAC .08+ Driver in Fatal Crash (FARS 2019 – 2023)					
Driver Type	Under 25	25 – 44	45 – 64	65+	Unknown
Driver with BAC .08+	167	362	211	59	5
All Drivers	476	902	734	448	23
Percent BAC .08+	35.1%	40.1%	28.7%	13.2	--

Other key data points for 2019 – 2023:

- Friday, Saturday, and Sunday were the worst days for impaired drivers, with nearly 60% of BAC .08+ drivers involved in a crash over that three-day period.
- Speeding was a factor in the crash for 40% of impaired drivers involved in a fatal crash. From 2019 to 2023, 318 of 804 impaired drivers were found to be speeding at time of impact.
- Out of 804 impaired drivers involved in a fatal crash, 337 died (42%). Of the 337 fatalities, 195 were not wearing a seat belt at time of crash – a rate of 58%.

Resources

Applicants are encouraged to review and build upon proven programs and data available through organizations including but not limited to the following:

- [NHTSA - Fatality Analysis Reporting System \(FARS\)](#)
- [MassDOT - Interactive Mapping Portal for Analysis and Crash Tracking \(IMPACT\)](#)
- [AAA Northeast](#)
- [Traffic Safety Marketing](#)
- [Vision Zero Network](#)
- [Mothers Against Drunk Driving \(MADD\)](#)
- [National Safety Council](#)

Selection Criteria and Review Process

Renewal applications will be reviewed for completeness and for compliance with the following elements. Applicants should not submit documents that are not specifically requested. All materials submitted as part of an application are subject to release pursuant to a request under the Freedom of Information Act.

- **Applicant Information (5 points)**
 - Provide clear and adequate responses in the Application Information section.
 - Please provide an overview of the status of your FFY25 grant project, at minimum responses should include:
 - A brief summary of key accomplishments achieved along with outstanding or delayed activities and a plan to address any uncompleted items
 - Current spending level compared to the approved budget
 - Changes to key staff, timeline, or scope of the project since the initial award
 - Please include additional context or consideration relevant to support your FFY26 proposal.
- **Needs Assessment (15 points)**
 - Provide a detailed description of your organization that includes your mission, experience with implementing traffic safety programs, community(ies) expected to benefit from this project, and target population.
 - **Important:** Describe in detail the current unmet traffic safety needs within the identified community. Applicants should describe the sources or data-driven methods used for assessing the problem and include statistical and/or anecdotal evidence that supports the proposed project.
- **Project Description (15 points)**
 - Description of the project to be implemented. Include a description of the primary goal(s) of this proposed project.
 - If your program requires the purchase of equipment/items, please clearly identify the equipment/items to be purchased and provide the purpose for how such equipment/items will augment the proposed programming. Please indicate where the program will take place; how the equipment will be used/stored; and who will utilize or be responsible for the upkeep, monitoring, and maintenance of such goods, etc.
 - Include details about how you plan to measure the effectiveness or evaluate the program, such as pre and post surveys of knowledge, attitude, or observed behaviors.
 - **Important:** Reflecting on your organization's implementation of this project to date, please describe key accomplishments and successes. Include relevant qualitative or quantitative data

that shows measurable progress. What challenges did you encounter, and what changes or adjustments will you make in the coming year to strengthen the project's impact.

- **Countermeasure Strategy (10 points)**

- Applicants should adhere to [Countermeasures That Work](#), a reference guide to help select effective, science-based traffic safety countermeasures to address highway safety problem areas, or propose to implement an alternate or innovative countermeasure.
 - Provide the Countermeasure Title.
 - If proposing a countermeasure that is not listed in the above publication, please describe it, and discuss why it was chosen, and cite any known examples of it being successfully implemented.

- **Partnering Agencies (15 points)**

- Proposals are required to involve one or more partnering agencies (e.g., Schools/Universities, Youth Groups, Law Enforcement, Health Officials, Businesses, etc.) and should include:
 - A list of public/private sector partners and description of their role(s) in the project.
 - Description of how the agencies will manage their partnership and effectively collaborate to meet the project goals and timeline (e.g., maintain regular communication, define decision-making structure, share information/resources, etc.).
 - Copies of any signed letters of partnership commitments.
 - It is strongly encouraged that applicants forward supporting documentation, if not ready at the time of application, within 90 days of being awarded.

- **SMART Goals, Planned Activities, and Implementation Plan (25 points)**

- Applicants must clearly outline their goals, objectives, and major activities planned to address the traffic safety problem. Goals should be Specific, Measurable, Achievable, Relevant, and Time-bound (SMART) and supported by your planned activities.
- Implementation Plan: please describe how you will execute the proposed key activities and milestones and identify any key partnerships that will play a role in the implementation of this award.
- Complete the Application Grid (via the Online Application) by outlining the following elements for the project period that includes:
 - List the goals for your project,
 - List key activities that will support progress toward each identified goal,
 - Anticipated completion date for the activity

- **Budget Narrative Summary and Budget Excel Worksheet (15 points)**

- The **Budget Narrative Summary** should clearly outline the budget requested and itemize the costs/purchases described in this application.
- Applicants must also complete a **Budget Excel Worksheet** (refer to [Attachment B](#)). Please be sure to complete both Excel tabs – the Summary sheet and Detail worksheet – of the template provided and upload with your application. Attachment B must be submitted as an Excel document. Please do not convert attachment to a PDF or other format.

Allowable Costs

Allowable Cost Categories	Definitions and Documentation Requirements
Personnel	Full- or part-time regular salaried employees working on the grant. At a minimum, reporting will need to detail employee names, hours worked per pay period, and the hourly rate.
Fringe Benefits	<p>Must include a copy of the federally approved rate agreement in the application response for eligible costs that include the employer share of the following: Life Insurance, Health Insurance, Social Security, Pension, Unemployment Insurance, Workers' Compensation Insurance, and Payroll Taxes.</p> <p>Cost amounts for direct fringe benefits can be either actual costs or rates per employee calculated by the fiscal or human resource unit in your organization (rate computations must be included).</p>
Indirect	<p>Applicants that want to charge indirect costs using an indirect cost rate may use a federally approved indirect cost rate agreement or charge a de minimis rate of 15%. If the applicant's accounting system permits, indirect costs may instead be allocated in the budget, including the category "Other" if the costs being identified do not fit into one of the direct cost categories. For more information, see Title 2 CFR Part 200, in particular 200.414.</p> <p>Must include a copy of the federally approved rate agreement in the application response.</p>
Consultants / Contractors	Note: The maximum rate for consultants is \$650 for an eight-hour day or \$81.25 per hour (this rate is the exception, not the rule) excluding travel and per diem costs. Any request for compensation over \$650 per eight-hour day or \$81.25 per hour requires prior written approval by OGR.
Equipment / Software	Tangible, non-expendable personal property having a useful life of more than one year; cost based on classification of equipment. Must be directly related to project need/ implementation. (*See below for additional information.)
Travel	Travel costs directly related to the purpose of the grant. In-state travel costs associated with the grant shall include mileage rates, not more than \$0.62 per mile, as well as the actual costs of tolls and parking. No grant funds may be spent on out-of-state conference fees, out-of-state travel, or out-of-state lodging without prior written approval from OGR. (Please refer to Page 29 of the OGR General Subrecipient Grant Conditions for additional guidance surrounding travel.)
Supplies	Supplies required for the program (pens, pencils, postage, training materials, copying paper, and other expendable items such as books, ink, etc.).
Other	Miscellaneous items (e.g., telephone costs, training material costs). Allowable with prior OGR approval.

Unallowable Costs:

Please contact OGR if you have any questions regarding the allowability of your grant proposal, as other funding limitations may apply, including but not limited to the following:

- Any costs not explicitly allowed in [Final Rule 23 CFR Part 1300](#) and [Title 2 CFR Part 200](#)
- General costs of government per [2 CFR § 200.444](#)
- All equipment purchased with grant funds must comply with the Buy America requirement (23 U.S.C. 313)
- Customization and personalization costs associated with equipment and/or safety item(s)
- Reflectorized backpacks, jackets, and any pedestrian and bicyclist items whose sole purpose is not to improve pedestrian or bicyclist safety
- Promotional materials or items otherwise used to generate goodwill and/or incentivize behavior (key chains, pens, shirts/clothing, etc.)
- Travel time to/from an overtime shift, training, conference, or other pre-approved activity is not reimbursable
- Grant management and/or other administrative costs
- Sales tax
- Meals and beverages
- Programs to check helmet usage or to create checkpoints that specifically target motorcyclists
- Costs to replace an officer who is away from regular duties while at a grant-related training
- Extended warranties and/or maintenance plans
- Accessories for prior equipment purchases, grant-funded or not (spare batteries, mouthpieces, etc.)
- Software subscriptions for prior equipment purchases or equipment purchased using other funds
- Poles purchased and/or installation costs related to mounting radar speed signs
- Supplanting of funds is **prohibited**; funds provided through this grant are intended to supplement, not replace, other state or local funding sources

Reporting and Record-Keeping

- All subrecipients must submit programmatic activity and financial expenditure reports to OGR by the 15th of each month following the month of performance.
 - A signed report by an agency or department representative must be submitted regardless of whether grant activity has taken place. If no activity is conducted, subrecipients must still submit the monthly expenditure report indicating \$0 expenses for that month. Further reporting instructions will be provided during the contracting process.
- For purchased equipment and other items, subrecipients must submit an itemized invoice (purchase orders **will not** be accepted) along with the expenditure report. These expenditures must be reported in the month that the item(s) are delivered. Proof of payment should be kept on file and is subject to review during a site visit.

- Itemized invoices and receipts are required for all expenditures (e.g., course registration, Consultant/Contractor invoices, etc.).
- In certain circumstances and within reason, a subrecipient may request an extension of the expenditure report due date. All extension requests must be submitted in writing and OGR must authorize the request before the late submission of the report.
- In addition to the requirements set forth above, subrecipients will be required to agree to and abide by all state and federal rules, regulations, and conditions pertaining to the receipt, administration, and management of federal funding.
- Failure to comply with reporting requirements may result in delayed or non-reimbursement of funds, contract termination, and may negatively affect a department's eligibility for future OGR funding. Additionally, repayment of funds to OGR for any grant activity may be mandated.
- No funds may be spent on grant activities until the fully executed contract agreement is signed and dated by OGR's Executive Director
 - No costs incurred before receipt of a signed contract from OGR will be reimbursed.
 - No costs incurred after the grant award terminates will be reimbursed.
- All activities must be completed, goods received and paid for, and services provided and paid for no later than the termination date of the contract.

Public Outreach and Notification of Activities

- All public communications and/or news releases concerning any grant activity shall indicate the following statement: "This project was supported by a National Highway Traffic Safety Administration (NHTSA) grant, awarded by the MA Office of Grants and Research."
- Any program-related media coverage, press releases, related photos, and reports of local radio and TV coverage should be noted in monthly reports.

Risk Assessment and Compliance Monitoring

- All subrecipients are subject to Risk Assessment and Compliance Monitoring.
- If OGR perceives issues relating to any of the requirements stipulated above, appropriate action will take place including, but not limited to, a site visit, file reviews, and suspension of funding.
- Subrecipients that do not observe reporting deadlines, submit incomplete reports, fail to observe the timeline promised in the grant application, or engage in other practices not in keeping with grant requirements will be at risk of becoming ineligible to receive future OGR grant funding.

Online Application Submission

All applicants are required to submit proposals via the [FFY2026 Community Traffic Safety Grant Program Application Link](#). Responses are due no later than **4PM on September 24, 2025**.

Emailed or late submissions will not be accepted. All questions can be directed to Program Coordinator Taylor Keown at Taylor.Keown@Mass.Gov.

All online applications must be signed electronically and include all the required documentation listed in the application checklist below. Upon completion, you will receive an email confirmation with a PDF attachment of your application and supporting application documents for your records.

Application Checklist:

- ☐ Application
- ☐ Excel Budget Worksheet (Attachment B)
- ☐ Subgrantee Risk Assessment Form – (Sections B, C, and E)
- ☐ IRS 501(c)(3) Exemption Determination Letter (if applicable)
- ☐ Federally Approved Indirect Cost or De Minimis Request Letter (if applicable)
- ☐ Federally Approved Fringe Rate Agreement (if applicable)