

Commonwealth of Massachusetts
Office of Grants & Research
Highway Safety Division



Notice of Availability of Grant Funds (AGF)
FFY 2025 Underserved Communities
Traffic Safety Grant Program

Posted: April 24, 2024

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Traffic Safety Grant Program

Responses Due: May 31, 2024; 4:00 p.m.

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 available a total of \$500,000 in grant funds through this AGF process for Massachusetts nonprofit 501(c)(3) organizations that have the proven capacity to successfully implement traffic safety related community-based programs within underserved communities.

Per NHTSA guidance, underserved communities (including low-income) are defined as communities that 1.) meet a threshold income level identified by the State that falls within or below the most recent U.S. Department of Health and Human Services Poverty Guidelines, or 2.) share a particular characteristic and/or geographic location that has systematically denied them a full opportunity to fully participate in all aspects of economic, social, and civic life.

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.

Key Dates

Key Task	Date
AGF Posted:	April 24, 2024
Deadline for Q&A Submission:	May 10, 2024
Application Due:	May 31, 2024
Award Announcements: (Tentative)	August 2024
Performance Period:	October 1, 2024 – September 19, 2025

Questions regarding this AGF must be submitted by email to Taylor.Keown@mass.gov on or before May 10, 2024. Questions received after this deadline won't be addressed. Responses will be posted at: <https://www.mass.gov/info-details/underserved-communities-traffic-safety-grant-program> no later than May 17, 2024. Questions received by phone and after the deadline for questions will not be accepted. This is a competitive grant program, and therefore, questions about the strengths or weaknesses of potential projects will not be considered or answered.

Funding Overview

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. Total funding available through this AGF is \$500,000. Applicants may apply for up to a maximum of \$75,000.

Only one (1) application per nonprofit organization can be submitted for consideration of funding. Partnering agencies are a requirement and should be included within the proposal. Submitting more than one application will disqualify an applicant from this competitive process.

Award Period

The grant award period will be approximately twelve months. The award period will start on or about October 1, 2024, and end on September 19, 2025. No extensions will be permitted.

Road Safety Priority Areas for Use of Funds

Applications must address one or more of the following road safety areas:

- Alcohol and/or Drug-Impaired Driving
- Bicyclist Safety
- Child Passenger Safety
- Distracted Driving
- Drowsy Driving
- Motorcyclist Safety
- Older Drivers \geq 65 years old
- Pedestrian Safety
- Seat Belt Usage
- Speeding/Aggressive Driving
- Younger Drivers \leq 21 years old

Fund Disbursement

This is a cost-reimbursement grant. Reimbursement requests and/or confirmation of no grant spending will 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.

Eligibility

Eligible applicants are limited to Massachusetts nonprofit 501(c)(3) organizations that can successfully implement community-based programs.

Priority will be given to applications that target environmental justice populations within their grant activities. An environmental justice population is a neighborhood where one or more of the following criteria are true per criteria developed by the Executive Office of Energy and Environmental Affairs (EEA):

1. The annual median household income is 65 percent or less than the statewide annual median household income
2. Minorities make up 40 percent or more of the population
3. 25 percent or more of households identify as speaking English less than "very well"

4. Minorities make up 25 percent or more of the population and the annual median household income of the municipality in which the neighborhood is located does not exceed 150 percent of the statewide annual median household income.

Additional resources, including an interactive map identifying environmental justice neighborhoods can be found here:

- [Environmental Justice Populations in Massachusetts](#)
- [MassGIS Data: 2020 Environmental Justice Populations](#)
- [2020 Environmental Justice Populations \[Updated: November 2022\]](#)

Massachusetts Traffic Safety Statistics

From 2018 to 2022, Massachusetts reported 1,881 motor vehicle-related fatalities and 13,551 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, 82% of Massachusetts' communities had a traffic fatality and 94% reported a serious injury resulting from a motor vehicle crash.

Of the 1,881 fatalities reported, 61% were motor vehicle occupants while 22% were pedestrians and bicyclists. Of the 13,551 serious injuries, the percentages were higher for motor vehicle occupants with 71% of injuries; and lower for pedestrians and bicyclists at 14%. In all, 83% of all traffic fatalities and 85% of serious injuries in Massachusetts from 2018 to 2022 were suffered by motor vehicle occupants, pedestrians, and bicyclists.

Some key data points to consider for Massachusetts from 2018 to 2022:

- 46% of motor vehicle occupants killed in a crash did not have a seat belt on at the time of impact
- 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
- Over half of all pedestrian and bicyclist fatalities and serious injuries took place between 2pm and 10pm

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 the National Highway Traffic Safety Administration (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.

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 involves an occupant of a passenger car/light truck, SUV, pickup etc. Does not include motorcycles

Purpose

The overarching goal of this opportunity is to improve road safety within underserved 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.

This competitive grant program will award funding for projects that use crash data to identify needs within underserved communities and then develop and implement educational or awareness projects to improve traffic safety. Projects can promote state laws and/or seek to influence attitudes and behaviors to reduce vehicle crashes and their associated fatalities, injuries, and economic losses on the Commonwealth's roadways.

OGR encourages applicants 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.

Priority Areas

This grant is being made available to help improve road users' behaviors by funding local initiatives in underserved communities that will increase awareness and education in the following four emphasis areas:

1. Occupant Protection

- ❖ *From 2018 to 2022, there were 531 unrestrained fatalities across Massachusetts. Unrestrained fatalities accounted for 46% of the 1,151 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%. In 2022, Massachusetts' 77% usage rate was ranked only higher than Virginia (75.6%) and New Hampshire (75.7%). The nationwide average was 91.6% for 2022.

For 2023, Massachusetts saw its usage rate rise to 80.44% – yet still much lower than the nationwide average. With this grant funding, communities can help raise awareness through education and outreach that emphasizes 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 2021, child passenger safety (CPS) violations issued by law enforcement have risen 53.2% raising concerns that caregivers/parents are becoming more 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.

2. Pedestrian and Bicyclist Safety

- ❖ *Between 2018 and 2022, Massachusetts had 385 pedestrian fatalities and 33 bicyclist deaths. Together, these 418 fatalities accounted for 22% of all traffic fatalities reported.*

On average, there are approximately 77 pedestrian deaths and 7 bicyclist fatalities each year along Massachusetts’ roadways. From 2018 to 2022, there were 33 bicyclist fatalities on the roadways of Massachusetts, with males accounting for over 80% of fatalities.

Updated key data points:

- Older pedestrian (age 65+) fatalities accounted for 37% of all pedestrian deaths from 2018 to 2022
 - Young pedestrians (under 15) fatalities accounted for only 1% of pedestrian deaths during this same period
- Pedestrian fatalities occur more frequently during colder months than warmer ones. From October – March, 56% (216 of 385) fatalities were reported, while April – September accounted for 44% (169 of 385) of pedestrian deaths.
- Evening hours (6pm – 10pm) had the highest total pedestrian fatalities with 134 or 35% of all pedestrian deaths from 2018 to 2022
- By region, over 70% of pedestrian fatalities occurred in eastern Massachusetts (encompasses counties of Barnstable, Bristol, Essex, Middlesex, Norfolk, Plymouth, and Suffolk).
 - Boston alone accounted for 43 of the 385 (11%) pedestrian fatalities reported from 2018 to 2022.

3. Distracted Driving

From 2017 to 2021, there were 2,466 drivers in Massachusetts involved in a fatal crash. Of those fatal crashes, 179 drivers were distracted – a 7.3% rate (or average of 36 per year). By age as a percentage of all drivers involved in a fatal crash for that age range, distracted drivers (or DD) under 25 accounted for nearly 10% of all under 25 drivers in a fatal crash.

Age of Distracted Driver in Fatal Crash

Data from FARS (2017-2021)

Driver Type	Under 25	25-44	45-64	65+
Distracted Driver	39	66	43	30
All Drivers	426	911	723	383
Percent DD of All Drivers	9.2%	7.2%	5.9%	7.8%

Male drivers accounted for 70% of all distracted drivers in a fatal crash. Notably, the percentage of male drivers involved declined with each successive age range.

Age of Distracted Driver in Fatal Crash

Data from FARS (2017-2021)

Driver Sex	Under 25	25-44	45-64	65+	Total
Male	29	48	30	17	124
Female	10	18	13	13	54
Total	39	66	43	30	178
Percent Male	74.4%	72.7%	69.8%	56.7%	69.7%
Percent Female	25.6%	27.3%	30.2%	43.3%	30.3%

From 2017 to 2021, there were 182 fatalities involving a distracted driver. Monday and Friday had the highest number of fatalities – both with 31. These two days accounted for a third of all distracted driver deaths from 2017 to 2021.

For the 65+ age group, pedestrian fatalities accounted for nearly 40% of all 65+ deaths in a DD crash.

Age of Fatality in Distracted Driving Crash by Person Type

Data from FARS (2017-2021)

Person Type	Under 25	25-44	45-64	65+	Total
Driver	17	25	34	25	101
Passenger	6	3	6	10	25
Pedestrian	8	9	10	24	51
Bicyclist	1	0	1	3	5
Totals	32	37	51	62	182

- Nearly 50% of DD crashes were single-vehicle crashes.
- Of the 51 pedestrian deaths, 47 were in a single-vehicle crash. This means if the driver was keeping his/her eyes on the road, the pedestrian would likely still be alive. No other cars/vehicle caused the driver to hit the pedestrian.
- Principal Arterials & Minor Arterial roads were the site of 109 of 182 fatalities (60%)
- Norfolk (30 fatalities) and Bristol (29) were the top counties for DD deaths. The two counties accounted for over 30% of all DD fatalities from 2017 to 2021.
- DD fatalities occurred most often during daylight hours (between 6am – 6pm) with 111 of 182 taking place over that time frame (61%)

4. Impaired Driving

From 2017 to 2021, there were 1,798 traffic fatalities on Massachusetts roads. Of the 1,798 deaths, over 30% were due to alcohol-impaired driving (BAC .08+). In terms of total fatalities due to alcohol-impaired driving, Worcester County led all counties with 91 fatalities. As a percentage of all fatalities in the county though, Barnstable led all counties with 39.7% of its traffic fatalities due to alcohol-impaired driving; followed by Bristol (37.8%) and Plymouth (37.5%).

Alcohol-Impaired Driving Fatalities (2017-2021)

County	BAC .08 Fatafs	All Fatafs	Percent BAC .08+
Barnstable	27	68	39.7%
Berkshire	15	65	23.1%
Bristol	84	222	37.8%
Dukes	1	6	16.7%
Essex	54	179	30.2%
Franklin	8	34	23.5%
Hampden	74	213	34.7%
Hampshire	11	39	28.2%
Middlesex	73	229	31.9%
Nantucket	1	3	33.3%

Norfolk	56	182	30.8%
Plymouth	66	176	37.5%
Suffolk	42	124	33.9%
Worcester	91	258	35.3%
Massachusetts	603	1798	33.5%

As for the drivers involved in fatal crashes, 31.5% of all drivers involved in a fatal crash from 2017-2021 were found to have a BAC of .08 or higher at the time of crash. Over 70% of impaired drivers were under 45 years of age.

Drivers Involved in Fatal Crashes

Data from FARS (2017-2021)

	Under 25	25-44	45-64	65+	Total
BAC .08+ Driver	154	374	208	50	786
All Drivers	478	911	723	383	2495
Percent .08+ of All Drivers	32.2%	41.1%	28.8%	13.1%	31.5%

Other areas of focus that address evidence-based traffic safety problems in a community that involves older, younger, or inexperienced drivers, or speeding may also be considered for funding. There may be single or multiple awards in each emphasis area. There are no set amounts of funding allocated to any specific priority areas.

Eligible Programs & Helpful Resources

Eligible Programs include but are not limited to:

- Programs relating to increasing driver awareness of school bus safety
- Conduct a community or school seat belt usage survey and awareness project
- Programs relating to Child Passenger Safety and seat belt use
- Programs to develop, promote, and implement driver education classes on pedestrian and bicycle laws and best practices aim to serve as a statewide program
- Create a multidisciplinary community Traffic Safety Coalition. Membership ideally would have diverse backgrounds, incorporating citizens, law enforcement, government officials, public health and medical professionals, educators, business representatives, civic and service groups, public works offices, traffic safety advocates and other stakeholders that will provide program input, direction, and involvement in the community. Coalitions should meet regularly and set achievable long- and short-term goals.
- Provide driver educational programs that promote driver training regarding pedestrian and bicycle safety; sharing the road safely among motorists and bicyclists; and educates on the dangers of speeding, aggressive driving, and driving under the influence of alcohol and other drugs
- Host or participate in a community or regional road safety fair to promote education and awareness about any or all the grant program’s Emphasis Area topics
- Community and/or school-based programs such as Grad/Prom Night, Friday Night Live, and Prom Promise

- Develop a Safe Routes to School Program or Bike to School Day events
- Programs aimed at after-school Bike Clubs, Summer Bike Camp, Walking School Buses, Bike Trains, Learn to Ride instruction.

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 Foundation - Featured Research](#)
- [AAA Northeast](#)
- [Traffic Safety Marketing](#)
- [Vision Zero Network](#)
- [Mothers Against Drunk Driving \(MADD\)](#)
- [League of American Bicyclists](#)
- [Insurance Institute for Highway Safety \(IIHS\)](#)
- [National Safety Council](#)
- [The National Road Safety Foundation](#)
- [Lifesavers Conference, Inc.](#)
- [Traffic Safety Team](#)

Selection Criteria and Review Process

This is a competitive grant and will be subject to a peer review process. Applications will be reviewed and scored by a team of three peer reviewers based on the following criteria with a maximum score of 100:

Applicant Information (5 points)

- Provide clear and adequate responses in the Application Information section.

Needs Assessment (15 points)

- Provide a detailed description of your organization to include mission, experience with implementing traffic safety programs, community(ies) expected to benefit from this project, and target population.
- Describe in detail the current unmet traffic safety needs. Include relevant statistical and/or anecdotal evidence as possible.
- Applicants should also describe the sources or methods used for assessing the problem.
- Describe any negative effect, potential consequences, or impact against the community if the submitted proposal were not to be funded.

- **Note:** Priority will be given to applications that target environmental justice populations within their grant activities. (5 points)

Project Description (15 points)

- Clearly describe the project to be implemented if funded, 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 and how the equipment will be used/stored, who will utilize or be responsible for the upkeep, monitoring, and maintenance of such goods, etc.
- Include a plan to measure the effectiveness of the program such as pre and post surveys of knowledge, attitude or observed behaviors.
- If your organization has implemented a similar project in the past, describe what was successful and/or not. Please indicate challenges, and changes that will be made to address this in the proposed project.

Countermeasures (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)

- Successful proposals usually involve one or more partners (e.g., Schools/Universities, Youth Groups, Law Enforcement, Health Officials, Businesses, Trade Organizations, etc.).
 - List all public/private sector partners and describe their role(s) in the project.
 - Describe 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.).
 - Please indicate which partners have submitted signed letters of partnership commitments and include copies of the letters with the application package.

Public Participation and Engagement

- Public Participation and Engagement (PP&E) is a process that proactively seeks full representation from communities, considers public comments and feedback, and incorporates that feedback into a project, program, or plan when possible.
 - Please indicate if your organization has previously engaged in and/or plans to engage in public participation and engagement activities.

Implementation Plan (15 points)

- Please discuss your execution plan for this award. This should include how you will ensure the effective implementation and oversight of the project, key activities and milestones, and identification of key partnerships or stakeholders who will play a role in the implementation of this award.
- Complete the Application Grid provided in the Online Application by identifying the necessary steps to be implemented over the project period. Include the following:
 - List of objectives for the project,

- List of major activities to be conducted related to each objective, and
- Timeline for each objective.

SMART Activities (5 points)

- Provide details on each major planned activity described in the Implementation Plan including justification for using the proposed approach to address the traffic safety problem. Activities should be Specific, Measurable, Achievable, Relevant, and Time-bound (SMART).

Budget Narrative Summary and Budget Excel Worksheet (15 points)

- The **Budget Narrative Summary** should outline the budget requested and itemize the 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 Costs	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 Benefit Costs	<p>Eligible costs include the employer share of the following:</p> <ul style="list-style-type: none"> • Life insurance • Health insurance • Social Security costs • Pension costs • Unemployment insurance costs • Workers’ compensation insurance • Payroll taxes <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). Include a copy of the federally approved rate agreement in the application response.</p>
Indirect Cost	Applicants that want to charge indirect costs using an indirect cost rate may use a federally approved indirect cost rate agreement. Must include a copy of the federally approved rate agreement in the application response. Applicants that don’t have a currently negotiated (including provisional) federally approved indirect cost rate may elect to charge a de minimis rate of 10% of modified total direct costs (and do so indefinitely). 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.

Allowable Cost Categories	Definitions and Documentation Requirements
Consultant/Contract Costs	The maximum rate for consultants is \$650 for an eight-hour day or \$81.25 per hour (excluding travel and subsistence costs). Any request for compensation over \$650 per eight-hour day or \$81.25 per hour requires prior written approval by OGR. This rate is the exception, not the rule.
Equipment/Software Costs	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 Costs	Travel 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 cents per mile, as well as the actual costs of tolls and parking. No grant funds may be spent for out-of-state conference fees, out-of-state travel, or lodging whether in or out-of-state.
Supplies Costs	Supplies required for the program (pens, pencils, postage, training materials, copying paper, and other expendable items such as books, ink, etc.).
Other Costs	Miscellaneous items (e.g., telephone costs, training material costs). Allowable with prior OGR approval.

Unallowable Costs

- Any costs not explicitly allowed in the [Final Rule 23 CFR Part 1300](#) or [Title 2 CFR Part 200](#)
- Costs associated with safety item customization and personalization
- Reflectorized backpacks, jackets, and any pedestrian and bicyclist items whose sole purpose is not to improve pedestrian or bicyclist safety
- Promotional items, the primary purpose of which is to generate goodwill or to incentivize behavior
- Meals and beverages
- Separately purchased warranty/service plans
- Other funding limitations may apply

Prohibition on Supplanting

Supplanting of funds is prohibited. Funds provided through this grant are intended to supplement, not supplant (replace), other state or local funding sources.

Reporting and Record-Keeping

Subrecipients must submit monthly expenditure and progress reports, even if no activity or spending occurs. Reports are due on the 15th of the month for the past month's activity. Report forms and guidance will be provided to each subrecipient by OGR. There are two forms that make up monthly reporting:

1. Expenditure Report with necessary supporting documentation
2. Progress Report detailing all monthly activity

- Expenditure reports must include copies of all paid receipts and invoices.
- A final bill and documentation for services (and any remaining reports) rendered during the contract period must be submitted to OGR no later than 30 days after the end of the contract period.
- Grant recipients must purchase and take possession of any reimbursable, pre-approved equipment, supplies, and services prior to September 19, 2025.
- All equipment must be clearly itemized, and the cost listed for OGR pre-approval prior to any purchase. Any purchases made without OGR prior written approval will not be reimbursed.
- Subrecipients must retain all documents pertaining to the award for six years after the conclusion of the grant contract.

Public Outreach and Notification of Enforcement Activities

- All public communications and/or news releases concerning the grant must state that the project is “This project was supported by a grant awarded by the Office of Grants and Research.” Upon request, OGR will provide a sample news release to each subrecipient to assist with announcing the grant awards.
- 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 for receiving future OGR grant funding.

Application Documents

Application Contents

A qualified application packet must be based on the grant application form and all required attachments. Incomplete responses or unsigned applications may be disqualified.

It is the responsibility of the applicant to ensure that a complete application is submitted by the deadline. Applicants should not submit documents that were not specifically asked for in this AGF (recommendation letters from legislators). All materials submitted as part of an application may be released pursuant to a request under the Freedom of Information Act.

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 and/or Fringe Rate Agreements (*if applicable*)

Online Application Submission

All applicants are required to submit the online application by 4:00 P.M. on or before May 31st via the form found here: [FFY25 Underserved Communities Traffic Safety Grant Program - Online Application](#)

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

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

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 August 2024. Decisions will be based on feedback from peer reviewers and other considerations, such as achieving geographic diversity, strategic priorities, past performance, and available funding.