**Q: Is my department eligible for this grant?**

A: Eligible applicants include non-profit 501(c)(3) organizations and local governmental agencies that

 can implement successful community-based programs.

Please note that funds may not be used for law enforcement activities, but local police departments are eligible to apply for funds to be used for education and awareness projects that may or may not run concurrently with enforcement activities.

State agencies are not eligible to apply.

**Q: Would this grant allow for purchase of car seats?**

A: Yes, this grant may allow for purchase of car seats, but only if they are integral to a community-based

traffic safety program that uses education and awareness to address evidence-based traffic safety problems in a community and improve road users’ behaviors. If the only component of the program is to purchase car seats, that is not allowable.

**Q: Would electronic sign boards qualify for purchase under this grant?**

A: Yes, electronic sign boards may be an allowable purchase, but only if they are portable and are

 integral to a community- based traffic safety program that uses education and awareness to address

 evidence-based traffic safety problems in a community and improve road users’ behaviors. If the

 only component of the program is to purchase portable electronic sign boards, that is not allowable.

**Q:** **When partnering with another non-profit for the project, would you prefer that both entities**

 **complete the full application, or can one organization take the lead while the other is mentioned**

 **as a partner on page 2, section 3? Or should one be listed on the cover page under the Applicant**

 **Organization Information section, and our partner can be listed under the Fiscal Contact**

 **Information section?**

A: One organization can submit the application and receive the award. The applicant organization will

 take the lead while the other will be mentioned as a partner. The Fiscal Contact must be legally

 associated with the application organization.

**Q: What does federally approved indirect cost rate mean, and what is the de Minimis rate?**

A: OGR cannot summarize indirect costs or the de minimus rate; we would advise applicants to refer to

 the federal regulations contained in Title 2 CFR Part 200.

**Q: On the application it asks about a federally approved indirect cost rate, where/with whom in my**

 **town should I be checking with to see if we have such a thing at our department?**

A: The Town Accountant may be able to provide this type of information.

**Q: Would this grant be eligible to cover salary for Officers to attend the 3 day Child Passenger Safety**

 **technician class?**

A: This may be eligible if attendance to this training is completed during overtime work. If the

 officers are on salary, grant funds for CPS technician training can only be used for overtime activities

 and cannot supplant existing salaries.

Per Section Q of the AGF: *“Supplanting of funds is prohibited. Funds provided through this grant are intended to supplement, not supplant (replace), other state or local funding sources.”*

**Q: I was wondering if you can tell me if I'm eligible to apply for the Community Traffic Safety Grant**

**Program. I'm a social worker at DCF but also a CPST and I have been incorporating a lot of education both at the Department and in the community. I do training for staff in my office, and am scheduled to do training with foster parents. I have done safety events at MGH Chelsea, Boston Health Care for the Homeless, and Head Start, and was able to scrounge some donations so that I could distribute 12 seats this year. Grant funds could really support my work in the community, especially funding seats for families that otherwise cannot afford them and do not use child restraints.**

A: Please refer to Section C of the AGF. This grant opportunity is not open to individuals.

**Q: If the Police Department was to do a traffic study at the cautionary flashing yellow light at the**

**intersection of Route 8 and Route 23 to compile data on how many cars travel the roadway, slow or stop completely at the yellow light, and exceed the posted speed limit of 35 mph; could the grant application include purchasing traffic counting equipment and a mobile radar trailer used for deterring speeding along with the other essentials needed for the study?**

A: No, a traffic study and equipment that is related to traffic law enforcement activities cannot be funded. Please refer to Section H: Purpose of the Program: “*This competitive grant program will award funding for projects that use crash data to identify needs within a geographical area(s) or high-risk population segment(s) and then develop and implement educational or awareness programs to improve traffic safety for the selected target audiences.*”

**Q: Partnerships: In the past, WalkBoston has worked together with EOPSS staff to identify**

**Communities to conduct walk audits based on crash data and other related criteria, such as WalkBoston's previous work in a municipality. We would like to continue this collaboration with EOPSS. Given how the past agreements were structured, do we need to identify specific municipalities in which we would like to perform walk audits in the grant application? If so, do we need signed letters of partnership commitments? If so, do you have an example of a letter of partnership commitment? Or, can we describe our process for identifying communities in the answer to the partnership question?**

A: Please refer to section M of the AGF: Project Requirements. MassDOT’s IMPACT (formerly its Crash

 Data Portal) may be used to help gather crash data. It can be accessed at:

 <https://apps.impact.dot.state.ma.us/cdp/home>.

 Signed partnership agreements are not required. OGR does not have example letters.

**Q: Proposed Countermeasures: On our walk audits and in our reports, WalkBoston proposes the use**

 **of countermeasures to slow traffic speeds and increase pedestrian safety. We may propose**

**multiple countermeasures within the study area. Is it appropriate to describe the types of countermeasures we would suggest on a typical walk audit - many of which are listed within the NHTSA document?**

A: Yes, it may be appropriate to describe the types of countermeasures for a typical walk audit.

**Q: Planned Activities: A walk audit report suggests SMART activities within the walk audit study area.**

**These activities may correspond to multiple countermeasures with varying timelines and might address several traffic safety problems. Is this an acceptable way to address this question given the nature of WalkBoston's submittal?**

A: Per Section H of the AGF: *“Performance targets must be tied to the specific activities (countermeasures) selected, including clear articulation of how and why particular strategies were chosen. “*

**Q: Holliston will complete Tier I of the Complete Streets program in 2019 and hopes to receive funding**

 **for technical assistance through the program. Is there redundancy in receiving both the Community**

 **Traffic Safety Projects grant and Complete Streets funding for the purpose of improved pedestrian**

 **and bicycle safety? Please advise on best practices or provide guidance on how this grant can**

 **complement the Town of Holliston’s efforts with the Complete Streets program.**

A: OGR cannot speak to redundancy or advice of best practices as this is a competitive grant opportunity. Organizations can receive awards for similar projects from other sources as long as grant funding does not supplant any other local or state funds. Per section Q of the AGF: “*Supplanting of funds is prohibited. Funds provided through this grant are intended to supplement, not supplant (replace), other state or local funding sources*.”

**Q: Holliston received a 2019 Signs and Lines grant award for $6,000. Is there redundancy in receiving**

**both the Community Traffic Safety Projects grant and Safe Routes to School funding for the purpose of improved pedestrian and bicycle safety? Please advise on best practices or provide guidance on how this grant can complement the Town of Holliston’s efforts with the Safe Routes to School program.**

A: OGR cannot speak to redundancy or advice of best practices as this is a competitive grant opportunity. Organizations can receive awards for similar projects from other sources as long as grant funding does not supplant any other local or state funds. Per Section Q of the AGF: *“Supplanting of funds is prohibited. Funds provided through this grant are intended to supplement, not supplant (replace), other state or local funding sources.”*

**Q: Can examples be provided of recommended elements in a comprehensive plan for data and cost**

 **analysis and program assessment of community traffic safety problems?**

A: Please see Section J & K of the AGF for Examples of Eligible Programs and Data, Resources, & Ideas.

**Q: Would equipment and training for commercial vehicle traffic management fall under program**

 **assessment of community traffic safety problems?**

A: OGR does not specify what is or is not included in community traffic safety program assessments;

 equipment and training may or may not be eligible based on the project proposal submitted.

**Q: Can allowable equipment costs include speed-measuring, traffic counting devices for data analysis**

 **purposes?**

A: The sole purpose of any equipment purchased through this grant program is to aid in educational and awareness activities. If proposed equipment is strictly for data analysis, it is not allowed. Please refer to Section H of the AGF: Purpose of the Program.