

**Commonwealth of Massachusetts
Office of Grants & Research
Highway Safety Division**



**Notice of Availability of Grant Funds (AGF)
FFY 2027 Traffic Safety Grant Program
for State Government Agencies**

Posted: April 6, 2026

Maura T. Healey
Governor

Kimberley Driscoll
Lieutenant Governor

Gina K. Kwon
Secretary

Kevin J. Stanton
Executive Director

I. 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.

Through this **competitive** opportunity, OGR is pleased to make approximately **\$6.5 million** in grant funds available to Massachusetts state government agencies to support both data-driven and evidence-based activities and/or the development of new strategies to reduce roadway crashes, injuries, fatalities, and associated economic losses. Applicants are advised to review NHTSA's [Countermeasures That Work: 11th Edition](#) to identify potential activities.

Applications must focus on addressing one or more of these road safety priority areas:

- Alcohol and/or Drug-Impaired Driving
- Child Passenger Safety
- Distracted Driving
- Motorcyclist Safety
- Nonmotorized/Vulnerable Road User Safety
- Roadside Safety
- Seat Belt Usage
- Speeding/Aggressive Driving
- Young Drivers < 21 years old

Funds will be awarded competitively to Massachusetts state government agencies qualified and legally authorized to provide the activities listed within this AGF or otherwise allowed under state law and regulation.

Please note, OGR reserves the right to modify the total amount being made available within this AGF if anticipated funding expected to be received from NHTSA changes. OGR also reserves the right to modify any language within this AGF as needed if additional rules, regulations and/or guidelines are received from NHTSA that must be adhered to as a condition of receiving these funds. It is the responsibility of the applicant to check OGR's website regularly for updates to this document.

Agencies seeking funds for multiple projects **must** submit a separate Online Application and Budget Summary and Detail Worksheet (Attachment A) for each project. Please visit the [State Agency Traffic Safety Grant](#) page to find documents related to this AGF.

This AGF does not apply to Traffic Records program proposals. Agencies seeking funds for traffic records programs should review the [State Traffic Safety Information System Improvements Grant Program](#) to apply for funds for this purpose.

II. Funding Overview

OGR is required to submit an Annual Grant Application by August 1, 2026, to NHTSA that details how the agency proposes to administer traffic safety grant funding for the FFY2027 (October 1, 2026 - September

30, 2027). All projects selected for funding through this AGF process will be included in the FFY27 Annual Grant Application (AGA), inclusion within the AGA does not constitute a financial commitment or specific award amount to any subrecipient. OGR expects to receive approval from NHTSA by September 15, 2026 on projects proposed within this Annual Grant Application. OGR will then announce state agency awards and start contracting.

Federal Funding Sources

Funding for the projects awarded via this AGF may come from one or more of these federal grant programs. Eligible uses of funding for each program can be found under 23 U.S.C. Chapter 4 [Section 402](#) and [Section 405](#) including but not limited to:

- **Section 402 Highway Safety Programs:** Programs designed to reduce traffic crashes and deaths, injuries, and property damage resulting from those crashes.
- **Section 405b Occupant Protection:** Programs designed to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.
- **Section 405d Impaired Driving Countermeasures:** Programs designed to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs.
- **Section 405e Distracted Driving:** Programs designed to educate the public about the dangers of texting or using a cell phone while driving and/or to enforce distracted driving laws.
- **Section 405f Motorcyclist Safety:** Programs designed to reduce the number of single- and multi-vehicle crashes involving motorcyclists.
- **Section 405g Nonmotorized Safety:** Programs designed to decrease fatalities of road users who are not in a motor vehicle (e.g., pedestrians, bicyclists, and other vulnerable road users) resulting from a crash involving a motor vehicle traveling on a trafficway.
- **Section 405h Preventing Roadside Deaths:** Programs designed to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

Eligible Applicants

Only Massachusetts state government agencies are eligible to apply for funding through this program.

Award Period

The grant award period will be approximately 12 months. The award period will start on or about October 1, 2026, and end on September 30, 2027.

Fund Disbursement

This is a cost-reimbursement grant. Grant funds will be awarded via an Interdepartmental Service Agreement (ISA). State agencies will receive grant funding through the state accounting system (MOSAIC) that will allow them to start to incur project expenses. Costs incurred prior to the start date of the ISA will not be reimbursed.

Federal Award Administration Requirements

All awards are subject to the established uniform procedures set forth by [Final Rule 23 CFR Part 1300](#) & [Title 2 CFR Part 200](#)

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 [SAM.gov](https://sam.gov) for more information.

III. Key Dates

Key Task(s)	Date(s)
AGF Posted:	April 6, 2026
Deadline for Q&A Submission:	May 5, 2026, by 4:00 pm
Application Due:	May 21, 2026, by 4:00 pm
Award Announcements: (<i>Tentative</i>)	September 2026
Performance Period:	October 2026 – September 2027

Given this AGF process is competitive in nature, all questions posed regarding this AGF must be submitted by prospective applicants in writing to John Fabiano at john.fabiano@mass.gov by **Tuesday, May 5, 2026**. No questions may be asked regarding the merits of a particular proposal.

All questions submitted and answers provided will be posted in an unattributable manner on the [State Agency Traffic Safety Grant](#) page.

IV. Goals and Measurable Objectives

Priority will be given to projects that align with the following statewide goals as outlined in the [FFY 2024-2026 Massachusetts Triennial Highway Safety Plan](#) by December 31, 2026. These targets are provided for context only.

- Five-year average for traffic fatalities will decline 4% from 378 in 2022 to 362.
- Five-year average for serious injuries will decline 4% from 2,708 in 2022 to 2,603.
- Five-year average for fatalities/vehicle mile traveled (VMT) will decline 12% from 0.62 in 2022 to 0.54.
- Five-year average for pedestrian fatalities will decline 8% from 76 in 2022 to 70.
- Five-year average for bicyclist fatalities will decline 14% from 7 in 2022 to 6.
- Three-year average of unrestrained motor vehicle fatalities will decline 5.7% from 104 in 2022 to 99.
- Three-year average of speeding-related fatalities will decline 8.4% from 107 in 2022 to 98.
- Three-year average of motorcycle fatalities will decline 18.5% from 61 in 2022 to 50.
- Three-year average of unhelmeted motorcycle fatalities will decline 50% from 2 in 2022 to 1.
- Three-year average of distraction-affected fatal crashes will decline 16% from 33 in 2022 to 28.
- Three-year average of drivers under 21 involved in fatal crashes will decline 10.8% from 43 in 2022 to 39.
- Three-year average of alcohol-impaired driving (BAC .08+) fatalities will decline 9.1% from 121 in 2022 to 110.

Choosing the Right Goals and Objectives for Your Agency

Agencies **must provide** at least one (1) goal for their project, supported by two (2) to three (3) objectives per goal. The project goal(s) may be **outcome-based** or **process-based**. The goal(s) must be based on crash data and must reflect a realistic, achievable target given the activities you are proposing.

OGR strongly encourages agencies to review their internal data as well as available preliminary statewide crash data to aid in problem identification, goal setting, and activity planning.

Helpful websites include:

- [MassDOT IMPACT Portal](#)
- [Operation Dashboards](#)

V. Budget Information

Each AGF response must include a Budget that aligns with the scope of work proposed in the Online Application.

Match

Applicants/Agencies who are not part of the Executive Office of Public Safety and Security (EOPSS) secretariat must provide a minimum of 20% state or local funded cash (hard) match and/or in-kind (soft) match based on the proposed total project cost. For more information on match, please review [2 CFR Part 200.306](#).

- For example, if the total project (award + match amount) is \$100,000, OGR may provide up to \$80,000 via the grant award, while the subrecipient must provide at least \$20,000 via their match requirement.
- A related formula is $.25 \times \text{Awarded Federal Grant Funds Spent} = \text{State and/or Local Match Requirement}$.

Match must be from state or local (not federal) funding or resources provided by the subrecipient that directly benefit the project. Match must be an allowable expense per this AGF, incurred during the same period as the project, as well as auditable and documentable.

Cost Categories

The categories of budget items may include personnel, fringe, indirect, consultants/contracts, equipment, travel, supplies, and other expenses related to the project.

Allowable Cost Categories	Definitions and Documentation Requirements
Personnel Costs	Full or part-time regular salaried employees working on the grant. Overtime Costs (Please see related OGR policy).

Allowable Cost Categories	Definitions and Documentation Requirements
<p>Fringe Benefit Costs</p>	<p>Eligible costs include the employer share of life insurance, health insurance, Social Security costs, pension costs, unemployment insurance costs, 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> <p>Must include a copy of the federally approved rate agreement in the application response.</p>
<p>Indirect Cost</p>	<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>
<p>Consultant & Contractor Costs</p>	<p>The maximum rate for consultants is \$650 for an eight-hour day or \$81.25 per hour (excluding travel and per diem costs).</p> <p>Any request for compensation over \$650 per day or \$81.25 per hour requires prior written approval by OGR. This rate is the exception, not the rule.</p>
<p>Equipment Costs</p>	<p>Any 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.</p> <p>Reporting must include a final “Invoice;” purchase orders are not considered sufficient documentation.</p> <p>Must include quote(s) for any requested equipment and/or software in the application response.</p>
<p>Travel Costs</p>	<p>Costs that are 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 the OGR General Subrecipient Grant Conditions for additional guidance surrounding travel.)</p>
<p>Supplies Costs</p>	<p>Supplies required for the program (pens, pencils, postage, training materials, copying paper, and other expendable items such as books, ink, etc.).</p>
<p>Other Costs</p>	<p>Miscellaneous costs/items (e.g., telephone costs, CPS technician recertification fees) may be allowable with prior OGR approval.</p>

OGR OVERTIME POLICY FOR GRANT FUNDED ACTIVITIES

For the purposes of this policy, the following definitions apply:

- Overtime - Expenses limited to the additional costs that result from state and local first responders such as sworn law enforcement personnel working over and above their weekly full-time/part-time schedule as a direct result of their performance of approved activities related to the project receiving grant funding.
- Backfill-related Overtime - Expenses resulting from personnel working overtime to perform the duties of other personnel who have been temporarily reassigned to an approved grant activity. **Under NHTSA-funded programs, backfill is not permissible and may not be used to cover a regular patrol shift as doing so would replace routine departmental expenses, which constitutes supplanting.**
- Subrecipient - An entity receiving a grant award from OGR.
- First Responder - State or local law enforcement, fire services, emergency medical services, emergency management, health care, hazardous materials, public safety communications, public health, public works, and government administrative type employees.
- If the grant award permits, state and local first responders eligible through their department for backfill and/or overtime costs (must be pre-approved by OGR) may be reimbursed for these costs when necessary, reasonable, and **solely** related to grant-funded activities.
- A copy of the department's overtime policy (which may include an excerpt from a collective bargaining agreement) **must** be submitted with the application.
- Overtime rates charged to a state or federal grant award shall be consistent with the subrecipient's established overtime policies and applicable wage laws. If an agency does not have an established overtime policy, rates must be calculated in accordance with federal and state laws and applied consistently across federal and non-federally funded activity.
- Reimbursement for overtime hours being charged against a state or federal grant award administered by OGR may only be sought for **actual hours worked, regardless of union contract rules and minimum overtime guarantees.**
- ❖ For example, an officer working two (2) hours of overtime on a federally-funded project is **prohibited from charging the grant award for four (4) hours of overtime mandated under a union contract rule.** A department that must pay officers for a minimum number of overtime hours must cover any hours exceeding actual time worked using **their own state or local budget.** Departments violating this policy will be subject to immediate termination of a grant award and repayment of all misspent funds to OGR.
- Permissible grant-funded overtime may not be created or manipulated for the purpose of charging a state or federal grant a higher rate of pay than would otherwise apply. Subrecipients shall not approve, schedule, or encourage the use of paid leave (e.g., paid time off) in a manner designed to shift grant-funded activities into overtime status that would otherwise not exist (e.g., fall within regular hours of an officer's full-time/part-time schedule.)
- ❖ For example, subrecipients may not encourage or approve of the use of paid leave (e.g., paid time off), **regardless of union contract rules,** for officers attending permissible grant-related training during hours that would otherwise constitute the officer's regular full-time/part-time schedule for the purpose of charging a state or federal grant a higher rate of pay than would otherwise apply

Additional Guidance Regarding OGR Overtime Policy

This policy applies to all law enforcement subrecipients (state and local) as well as contractors that receive

a state or federal grant award administered or passed through by the Office of Grants and Research (OGR).

This policy is intended to provide general guidance applicable to all OGR state and federal funding streams. Subrecipients are responsible for complying with award-specific state/federal requirements, which may be more restrictive - in which case, the most restrictive requirement applies.

Note: Each grant award has different criteria governing which personnel may be reimbursed for overtime costs, whether overtime or backfill is allowable, and what documentation is required. Subrecipients must:

- Review their specific grant application and award conditions;
- Consult with their OGR point of contact for clarification regarding any questions; and
- If questions persist, consult department or municipal counsel for legal advice.

Other Personnel Cost Information:

- Subrecipients will be reimbursed only for hours worked performing authorized grant-funded activities. Travel time to/from an overtime shift, training, conference, or other pre-approved activity is not reimbursable.
- Compensation for full-time officers will be reimbursed at their regular overtime pay rates established by the agency. Holiday rates of pay and shift differentials may be used, if applicable.
- Part-time or auxiliary officers who have attended an approved MPTC Reserve/Intermittent Academy will be reimbursed at their normal pay rate.
- Command staff may participate in and be compensated for enforcement details if acting in a traffic enforcement role versus acting exclusively in a supervisory role overseeing officers engaged in enforcement. Supervisor time associated with OGR-authorized sobriety checkpoints will be allowed.

Equipment

Proposed equipment purchases (including software-related expenses) and the costs to put these assets to use (i.e., delivery, installation, etc.) must be included in the agency's application and budget. An agency must justify the need within the application for any equipment items being requested and describe how the equipment will be used to reach the project's goals and objectives. Agencies must also provide information regarding their current inventory of these equipment items to justify such needs further.

Applicants seeking to purchase individual equipment and/or software with an acquisition cost of \$10,000 or more will require separate NHTSA approval and must align with the Buy America Act (23 U.S.C. 313).

No "stand-alone" equipment purchases are permitted. NHTSA requires that all equipment/software purchased with grant funds are intended to address a project need and be necessary for project implementation.

All equipment must be purchased and received by June 30, 2027, to ensure it is utilized during the ISA period. If an applicant foresees this being an issue, they must justify why they will not be able to meet the deadline in their application, as OGR may need to seek NHTSA approval.

An applicant must provide quotes with their application for all equipment and/or software items being requested. It is recommended that quotes be obtained within 30 days of the application deadline to assist with providing an accurate budget.

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:

- General costs of government per [2 CFR Part 200.444](#)
- Any restrictions as outlined in [Final Rule 23 CFR Part 1300](#), [Title 2 CFR Part 200](#), and within [NHTSA Guidance](#) that applies to Section 402 and 405 funds and other federal grant funding
- Traffic records-related costs
- Travel time to and/or from grant-funded activity
- Food or beverage expenses for hosting programmatic, training, conference, or staff meetings
- Promotional materials or items otherwise used to generate goodwill and/or incentivize behavior (key chains, pens, shirts/clothing, etc.)
- Programs that specifically target motorcyclists and/or to check motorcyclist helmet usage
- Customization/personalization of equipment or supplies
- Construction, office furniture, or similar purchases
- Extended warranties and/or maintenance plans

VI. Application Preparation

The applicant, whether a new or previous subrecipient, must provide detailed answers to each question. Reviewers may not be familiar with your agency or your project; your detailed answers will ensure each reviewer has a full understanding of all aspects of the project. Proposals that lack detail will be scored lower and risk being partially funded or declined funding.

All subrecipients will be expected to begin conducting grant activity within 90 days of an FFY27 OGR ISA being executed.

Applicants must complete the Online Application, including:

- Provide recent state data from 2023-Present to justify the problem(s) that the project will address. National data can also be included, but problem identification must be primarily derived from recent Massachusetts data.
- Provide at least one (1) measurable goal, supported by two (2) to three (3) measurable objectives.
- Clearly describe and detail the activities that will be conducted to address the identified traffic safety problem(s) and help you achieve your goal and objectives.
- Provide justification that the proposed activities will address the identified traffic safety problem(s) and help the applicant meet the project's goal and objectives. Such justification can be derived from one or more of these sources:
 - Cite the countermeasure title from: [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 11th Edition, 2023 \(nhtsa.gov\)](#).
 - Successful outcome(s)¹ from a similar project(s) the applicant has previously conducted.
 - Example(s) of the activities being successfully implemented by another entity if they are not

included in Countermeasures That Work or part of a successful project the applicant has previously conducted.

- Provide a detailed timeline of project activities and/or deliverables in sequential order, including the desired start date and the length (# of days/weeks/months) needed to complete each activity and/or deliverable.
- Provide a budget narrative that describes how the requested funds will be used. If details regarding an expense in the Budget Attachment warrant additional explanation, that information must be provided. If a non-EOPSS agency, explain what project expense(s) will be used to cover the match requirement and the expected total amount.

VII. Application Review Process

This is a **competitive** grant and will be subject to a peer-review process. A team of three reviewers (made up of internal and external readers) will be assigned to each proposal submitted. The review process will look for complete and comprehensive responses to questions posed in the application and relevant data to support the proposed project. Otherwise, applications will be deemed incomplete and may not be funded. Complete applications will be reviewed and scored by three peer reviewers based on these criteria:

Element	Maximum Points
Problem identification is supported by recent state data.	25
The goal(s) and objectives are specific, measurable, achievable, relevant, and time-bound.	25
The proposed activities are clearly explained and justified.	25
The budget narrative is reasonable and cost-effective. It describes and justifies the need for each line-item cost. Attachment A is complete, and costs appear to be the best value overall for the Commonwealth.	25
Maximum Score	100

Please note: In addition to the peer review scoring process, other factors will be taken into consideration by the Executive Director of OGR and Secretary of Public Safety and Security when making final award decisions, including but not limited to ensuring public safety agency needs are being met, strategic priorities are being addressed, and past performance of applicants. The Executive Director of OGR, Secretary of Public Safety and Security, and Governor have final approval for all award decisions.

VIII. Award Information

- Notification of awards is expected to be made during September 2026.
- Applicants who receive partial funding for a project must update their application and budget prior to the contracting process.
- Projects involving an equipment item(s) costing \geq \$10,000 require NHTSA approval. This approval is secured after an award is made and through a request letter prepared by OGR with the subrecipient's assistance.
- The ISA period will vary depending on the project scope of work, timeline, and availability of funds.
- All awards will be subject to the availability of appropriated federal funds and any modifications or

additional requirements that may be imposed by law.

- Any agency sent a grant award packet (ISA) resulting from this AGF process will have a maximum of 30 days from the date of receipt to return all signed award documents to OGR. Failure to do so may result in termination of the grant award
- OGR expects all entities receiving awards through this AGF process and entering into grant agreements to begin grant-funded services within 90 days of funding access (unless a later start date is noted in the timeline and task plan of the agreement). Failure to do so may result in termination of the grant award.

IX. Post-Award Requirements

If an award occurs based on a response to this AGF, the applicant will be required to complete one or more of the following forms available at [State Agency Traffic Safety Grant](#) in order to finalize a grant agreement based on the ISA:

- OGR General Subrecipient Grant Conditions
- Federal Funding Accountability and Transparency Act (FFATA)
- Other applicant specific forms may be required

Based on OGR's efforts to utilize federal funds in the most efficient and effective manner, increase program participation, and administer funds with fairness to all participating subrecipients, an agency's eligibility to receive future NHTSA grant funding from OGR will be based on an evaluation of prior years' performance (if applicable). This evaluation may be based on these criteria:

- Performance against goals/objectives stated in the original application
- Meeting outcome and deliverable requirements
- Timely submission of required reports
- Satisfactory OGR Site Visit reports
- Unspent funding rate

Funding is subject to appropriation and is contingent on compliance with all grant conditions and eligibility requirements. If the government determines that a subrecipient agency does not comply with federal eligibility requirements, OGR will not provide alternative funding sources. It is the obligation of the subrecipient to ensure compliance with all eligibility requirements.

Reporting and Compliance Monitoring

- All subrecipients must submit Quarterly Activity, Match (if applicable), and Financial Expenditure Reports to OGR.
- Each subrecipient's required report contents may vary, depending on the project's activities. OGR will provide reporting form templates after ISAs are executed.
- Subrecipients must track and report on progress towards achieving the measurable goal and objectives stated in their application(s).
- Individuals working on grant-funded activities may not sign off on the Expenditure Reports. Additionally, an authorized signatory may not sign off on the Expenditure Report if it involves their spouse, child, sibling, or another person that may present a conflict of interest.
- All subrecipients are subject to compliance monitoring, which may include site visits and/or desk

reviews.

X. Submission Process and Deadline

State agency applicants must submit the **Online Application** and required documents, available on the [State Agency Traffic Safety Grant](#) page, to OGR **by 4:00 pm on May 21, 2026**. Electronic copies of all the documents can be found on the State Agency Traffic Safety Grant page.

- Budget Summary and Detail Worksheet – AGF Attachment A
- Risk Assessment Form
- Federally approved Indirect Cost and/or Fringe Rate Agreements (if applicable)
- Agency’s Overtime Policy (if applicable)
- Equipment/Software quote(s) (if applicable)