

Office of Grants & Research
FY25 Underserved Communities Traffic Safety Grant Program
Questions and Answers



Q. *We are a non-profit organization based in Honolulu. We launched an outreach program to students in CT in 2023 and earlier this month launched the program in Hawaii. We are a national initiative and are looking to launch our program to students in MA. Are we eligible for funding?*

A. Thank you for your interest in applying. For the purposes of this program, eligible applicants are limited to established 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.

Q. *I am wondering if our non-profit would be eligible to apply for grant funding to request funds to pay the personnel costs for our traffic safety personnel at our K-8 building.*

A. Massachusetts nonprofit 501(c)(3) organizations are eligible to apply, this opportunity is seeking applicants that can develop and implement educational or awareness projects aimed at improving traffic safety. While personnel positions may be included as part of a proposal, these positions should only augment or support larger project goals.

Q. *Is it accurate to assume that the non-profit applying for the grant is the Subgrantee? I just want to make sure that it doesn't mean SRA is the subgrantee and there's some similar risk assessment form for me that I just didn't see yet.*

A. Yes, the non-profit applying for the grant is the subgrantee in the risk assessment form.

Q. *The last time we worked with OGR we did use an indirect cost rate. Are we able to avoid requesting the de minimis rate this time?*

A. If an applicant elects to budget for indirect costs, they must either use a federally approved indirect cost rate agreement or charge a de minimis rate of 10% of modified total direct costs. For more information, see page 11 of the AGF and Title 2 CFR Part 200, in particular 200.414.

Q. *Are government agencies or municipalities eligible to apply for the Underserved Communities Traffic Safety Grant Program or are they not allowed to be registered as 501(c)(3) nonprofit organizations.*

A. Eligible applicants are limited to established Massachusetts nonprofit 501(c)(3) organizations that can successfully implement community-based programs. It is however, encouraged for established Massachusetts non-profit 503 (c) (3) organizations to partner with government agencies or municipalities to develop and implement educational or awareness projects aimed at improving traffic safety.

Q. *Does the Underserved Communities Traffic Safety Grant Program allow for traffic safety equipment like radar signs, speed trailers, and message signs?*

A. For the purposes of this program, equipment traditionally used by law enforcement (e.g., radar signs, speed trailers, LIDAR, etc.) will not be considered. This opportunity is not solely an equipment grant, and any items to be purchased should be reasonable and support the development and implementation of the applicants educational or awareness project to improve traffic safety.

Q. *We were wondering how much detail we need to provide about the community and whether this grant should serve multiple communities. If so, how much detail should we provide about all the communities?*

A. Project proposals may include one or more communities and should include sufficient detail to satisfy the information being requested. Applicants are encouraged to be concise but thorough in their application responses but there is no requirement regarding the amount of detail needed to be provided for the community(ies) being served.

As noted in the eligibility section of the AGF, 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 \[Updated: November 2022\]](#)

Q. *We were wondering if state agencies could partner with us on the grant. We are a 501 C3 organization, and we might be interested in partnering with some state agencies that have supported our work in the past and have many important insights to share regarding traffic safety data.*

A. Yes, as mentioned in the Funding Overview section of the AGF partnering agencies is a requirement and should be included within the proposal. These partnering agencies can include state agencies.