



ATSIP Executive Board Meeting
Via Teleconference

April 15, 2020, 2 PM Eastern, 1 PM Central, Noon Mountain, 11 AM Pacific

ATTENDANCE:

- Chris Osbourn, President, Tennessee, Department of Safety and Homeland Security
- Cory Hutchinson, Past-President, Louisiana, Highway Safety Research Group
- Juliet Little, 1st Vice President, Connecticut, State DOT
- Bob Scopatz, Secretary, Minnesota, consultant
- Patrick Dolan, 2nd Vice President, Tennessee Department of Safety and Homeland Security, Co-Parliamentarian
- Rhonda Stricklin, Alabama, university researcher
- Pete d’Oronzio, Colorado, Pd’ Programming
- Karla Houston, Louisiana, Traffic Record Coordinating Committee
- Joe McCarthy, Colorado, consultant
- John McDonough, National Institute for Safety Research Inc.
- Eric Tang, District of Columbia, consultant
- Staci Hoff, Washington Traffic Safety Commission (absent)
- Stacey Manware, Connecticut Superior Court
- Jamie Whelan, Tennessee Department of Safety and Homeland Security

Non-Voting Attendees:

- Tara Casanova Powell, ATSIP Executive Director
- Hadi Shirazi, DOTD, Treasurer
- Ralph Zimmer, Co-Parliamentarian
- Kellee Craft, Ohio, TSASS consultant
- Jill Hall, Ohio, TSASS
- Sladjana Oulad Daoud, California DMV
- Luke Johnson, NHTSA
- Jennie Guarino, FHWA
- Bob Pollack, FHWA

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1. Call to Order, Attendance/Quorum, Introductions

Bob Scopatz announced a quorum at 1:04 PM Central

Chris Osbourn called the meeting to order at 1:04 PM Central

2. Approval of Minutes from February 19, 2020 Executive Board Meeting

MOTION

John McDonough moved to approve the February 19, 2020 Executive Board Meeting Minutes

Juliet Little seconded

Motion Carried

Approval of Notes from March 27, 2020 Emergency Executive Board Meeting

MOTION

Pete d’Oronzio moved to approve the March 27, 2020 Emergency Executive Board Meeting Minutes

Eric Tang seconded

Motion Carried

3. Liaison Reports:

a. American Association of Motor Vehicle Administrators (M. Pritchard)

No report.

b. Federal Motor Carrier Administration – FMCSA (Jenny Guarino, Scott Valentine)

No report.

c. Federal Highway Administration – FHWA (Bob Pollack)

No report.

d. Governors Highway Safety Association – GHSA (Johnathan Adkins)

No report.

e. Institute of Transportation Engineers – ITE (Pete d’Oronzio)

Pete reported that he is officially a member of ITE.

August 9-12 meeting in Louisiana is still on. The June 28-July 1 District 6 meeting is also still planned to go on as scheduled.

f. International Association for Chiefs of Police (Domingo Herraiz)

No report.

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g. National Governors Association - NGA (Kalyn Hill)
No report.

h. National Highway Traffic Safety Administration – NHTSA (Luke Johnson)
Luke said that the replacement cooperative agreement for ATSIP has been prepared and is ready to go to the front office and the office of the Secretary. It is planned to go sole-source.

The CARES act has impacted several NHTSA grant programs. There was a release on 4/9/2020 granting waivers and postponements until the end of the current fiscal year. If you haven't done your own self-assessment, you have a waiver.

A copy of the announcement is attached to these minutes.

Rhonda Stricklin asked if the CARES act changed any of the funding or sources. Luke said that he thinks the levels of funding for the coming grant year (2021 fiscal year) are not going to change. Beyond that, there are several proposals being floated.

Luke said that NHTSA is still interested in participating in the Forum in whatever form it takes this year.

i. National Safety Council – NSC (Ken Kolosh, Jane Terry)
No report.

j. SAE International-Emerging Mobility—John McDonough
John supplied the following via email:
The Powered Micromobility Vehicles Committee held a meeting on March 27, 2020. The general topic of discussion was speed management and measurement criteria for e-bikes vs powered scooters classes and addressing speed controls, acceleration/deceleration, and topics like speed on grades. This was general discussion and had no current specific considerations for ANSI D-16. It is possible there may be future items to consider as individual device standards may be developed.

Next meeting is this Friday, April 17, 2020. John McDonough will not be able to attend. The committee will vote during the April 17 meeting whether to move forward with development of a “speed” standard for e-scooters. As liaison, there is no voting input. John reviewed the draft of a document provided to committee members for consideration. It appears this proposal would fall outside the scope of “crash classification” as it appears it will have to do with standards for testing speed in e-scooters. John will review meeting minutes and report back at next ATSIP meeting.

123 k. Transportation Research Board – TRB (Bernardo Kleiner)
124 No report

125 4. Treasurer’s Report

126 Hadi Shirazi reported on the March 31, 2020 financial report. A copy is attached to the
127 members’ copy of these minutes.

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129 Hadi said that we are in the middle of our 2019 Financial Audit. He is changing some of
130 the reports so that the CPA has full information.

131 Chris Osbourn asked about refunds related to the cancellation of the 2020 Forum. Hadi
132 said that he will reconcile those accounts soon, but they are not reflected in this month’s
133 report.

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135 **MOTION**

136 **Bob Scopatz moved to accept the March 31, 2020 Treasurer’s Report.**

137 **Pete d’Oronzio seconded.**

138 **Motion Carried**

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140 5. Past President’s Report: Cory Hutchinson

141 Cory asked about the nomination slate for next year. The next step is to send it out. Chris
142 Osbourn asked if we had a confirmation from Angelisa Jennings. Chris asked every board
143 member to let Cory know if they have any other prospective nominees to list on the slate.
144 Ralph Zimmer reminded us that we will need to hold a meeting to announce the new
145 Board in place of the planned meeting during the 2020 Forum. We also need to meet all
146 of the target dates to allow members to nominate others. We will have to decide on a
147 voting process. The Constitutionally mandated time for allowing nominations from the
148 members is established. Chris and Cory will figure out the required dates and get the slate
149 ready to go out.

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151 Hadi Shirazi asked is it possible to just keep the current board and not hold a vote
152 because of the unusual circumstances. Ralph Zimmer said that the Nomination
153 Committee would have to make that decision; however, it would still require reaching out
154 to the membership with a ballot that shows the current board members as retaining their
155 positions. His opinion is that it’d complicate matters because it would still require a ballot
156 to go out. He recommends that we stick with the traditional process, and only change the
157 date of when the vote counts will be announced. Tara Casanova Powell suggested that the
158 Nominating Committee and the Constitution Committee meet to discuss the path forward
159 for this item.

160
161 Ralph said that the choices are limited to the Forum, a face-to-face meeting, *or* a meeting
162 of the Executive Board. He said we’ll have to pick a meeting of the Executive Board, so
163 we could make it the third Wednesday of August and move our board meeting, or we can
164 do it in September.

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MOTION

Cory Hutchinson moved that we schedule the announcement of Executive Board election results for the Executive Board Meeting to be scheduled for August 26, 2020.

Bob Scopatz seconded.

Motion Carried

6. 1st Vice President’s Report: Juliet Little
No report.

7. 2nd Vice President’s Report: Patrick Dolan
Patrick deferred to the committee reports.

8. Future Forums:
 - a. 2020 Forum – Nashville (Patrick Dolan, Jamie Whelan)
CANCELLED

 - b. 2021 Forum – San Diego (Sladjana Oulad Daoud)

 - c. 2022 Forum – Denver (need a Forum Chair)
x

 - d. 2020 Forum – Nashville (Patrick Dolan, Jamie Whelan)
x

9. ANSI Audit Status: John McDonough
xxx

10. Executive Director’s Report: Tara Casanova Powell
Tara provided the following report prior to the meeting.

The discussion included options for holding a remote version of the Traffic Records Forum. She said that Zoom gave Lifesavers a discounted price and we could either pay for the platform or we could try to charge a registration fee. We could seek sponsorships, but we would be unlikely to charge fees to attendees.

Luke Johnson said that NHTSA would like to participate in a virtual conference and has a dozen proposals ready.

ATSIP EXECUTIVE BOARD MEETING EXECUTIVE DIRECTOR REPORT

Reporting agent (ex. Past President, Liaison, Committee):
Executive Director-Tara Casanova Powell

Items to report:

- Monthly report submitted (social media stats attached below).
- Quarterly report submitted (3-13-20).
- COVID-19
 - Canceled TRF 2020
 - Nashville hotel contract moved to 2023
 - Negotiating Alliance contract (3-year?)
 - Letter of cancellation submitted to NHTSA
 - Sponsor/exhibitor options
 - Potential alternate virtual presentations (see virtual platform review attached)*.
 - What have we learned?
 - Need draft policies and procedures.
 - Legal representation.
 - Force majeure clauses in all contracts.
 - Hotel policies in the event of an outbreak, etc.
- Insurance
 - Directors & Officers (D&O)
 - Provides financial protection for the directors and officers of your company in the event they are sued in conjunction with the performance of their duties as they relate to the company. Think of Directors and Officers Insurance as a management Errors and Omissions policy.
 - Employment Practices Liability Insurance (EPLI)
 - Protects your organization when claims arise from allegation of wrongful employment practices. Employment-related disputes have become one of the fastest-growing sources of litigation in the United States.
 - \$575 per year (D&O/EPLI)
 - 1st & 3rd Party Crime Insurance:
 - Employee theft, criminal activity and cyber-crime
 - \$1325 per year
 - Cancellation insurance: waiting on quote
 - Invoices will not be due until June
- RFP
 - Received 3 bids:
 - Siebird
 - Cyber Services
 - Delegate by Kate
 - Contracts committee have reviewed all three

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o Call with Delegate by Kate 4-16-20 2:00 EST

- ATSIP Committees update
 - o Tara has created a draft Excel spreadsheet with member contact information (attached).
 - o Committee chairs should reach out to members as soon as possible if haven't already and start scheduling monthly meetings.
 - o Would like to schedule an initial meeting to with all committees to discuss timelines and actionable items over next year.

Action items:

- Alliance contract to be finalized pending further information from hotels/alternate bids
- Virtual TRF presentations
- Committee meetings to be scheduled
- Legal representation
- Insurance-sign policies
- TRF cancellation insurance-awaiting quote.
- Select vendor to replace TSASS

To be considered for a motion by the Board (y/n):

- Virtual TRF presentations

Need ATSIP Board approval/vote (Y/N):

- Virtual TRF presentations

Follow up needed (Y/N): Y

- Committee Chairs to schedule first committee meeting by May 8th.
- Request Board to reach out to potential sponsors/exhibitors.
- Further discussion regarding TRF cancellation policies and procedures.

Social media analytics (3/1/20-3/31/20):

- Facebook
 - 52 page views (increase 63%)
 - 1 page previews (increase 0%)
 - 3 page likes/follows (increase 0%)
 - 80 Post Reach (decrease 63%)
 - 52 Post engagements (decrease 61%)
 - 3 new page followers (201 total)
- Twitter
 - 11 tweets (decrease 25%)
 - 20 Profile Visits (decrease 54%)
 - 2 mention (increase by 4)
 - 84 followers (increase by 5)
 - 542 following

ATSIP ASSOCIATION OF TRANSPORTATION SAFETY
INFORMATION PROFESSIONALS
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- 3019 impressions (increase 5.2%)
- 15 engagements (number of times someone clicked on the tweet)
- 1.2% Engagement rate (increase 0%)
- 4 link clicks (decrease by 10)
- 24 retweets (decrease by 4)
- 22 likes (increase by 6) (avg 1 likes/day)
- 0 reply (same)
- LinkedIn
 - 178 followers (16 new followers)
 - 7 reactions (increase 75%)
 - 0 comments (decrease by 1)
 - 0 share (decrease by 1)
 - 27 page views (decrease 0%)
 - 12 unique visitors (decrease 25%)

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11. Committees:

- a. Membership Committee (Kellee Craft):
 - i. New Membership Applications: Dr. Ryan C. Smith (NTSB), Tara Casanova Powell (ATSIP), and Jennifer R. Knudsen (CO DA Council) submitted applications for the Member Level.

MOTION
Eric Tang moved to approve xxx at the member level.
Pete d’Oronzio seconded.
MOTION CARRIED

- b. Communications and Public Relations (Stacey Manware)
No report
- c. Best Practices Committee (Juliet Little)
No report.
- d. Awards Committee (Eric Tang)
The call for nominations was posted. No submissions yet.
- e. Outreach Committee (Rhonda Stricklin)
No report.
- f. Program Chair Committee (Karla Houston)
No report.
- g. Sponsor/Exhibitor Committee (Karla Houston)
Karla will send a separate email.
- h. ANSI Standards Review Committee (John McDonough)
John supplied the following via email:
February 28: John McDonough coordinated with Jay Moskowitz of ANSI to confirm items required and contacts associated with submission of ATSIP’s revised procedures to the ANSI ExSC (certifies audit satisfied). The procedures were submitted Jim Thompson and Jay Moskowitz and a confirmation of receipt was received.

March 2: The quarterly ANSI activity report was completed and submitted to Tara Casanova Powell.

254 **March 11:** John McDonough received notification from Jim Thompson that on
255 behalf of the Executive Standards Council (ExSC), the reaccreditation of the
256 Association of Transportation Safety Informational Professionals under its
257 recently revised operating procedures for documenting consensus on ATSIP-
258 sponsored American National Standards has been approved effective March 11,
259 2020. This reaccreditation action relates to the version of ATSIP’s revised
260 procedures forwarded to ANSI on February 28, 2020. ATSIP was directed to
261 forward a clean electronic copy of the document with these changes accepted, for
262 maintenance in ATSIP’s accreditation file.

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264 **March 16:** John McDonough created and sent to Jim Thompson a clean
265 electronic copy of the revised ATSIP procedures with the changes accepted to
266 close out the audit.

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268 **Action items:**

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270 Discuss on 4/15 call the “Audit Subcommittee”
271 John is planning to schedule the first monthly committee meeting in mid-May
272 prior to the next ATSIP meeting. Meeting to introduce/meet committee members
273 and discuss plans to organize topics for consideration.

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275 i. Strategic Planning Committee (Staci Hoff)
276 No report.
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278 j. Nominating Committee (Cory Hutchinson)
279 already discussed.
280 k. Constitution Committee (Patrick Dolan)
281 No report.
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284 12. Old Business
285 No items.

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287 13. New Business
288 No items.
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290 14. **Next Executive Board meetings:**
291 **May 20, 2020**
292 **June 17, 2020**
293 **at 2PM Eastern, 1 PM Central; Noon Mountain; 11 AM Pacific**

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15. Adjourn

MOTION

Bob Scopatz moved to adjourn

Eric Tang seconded

MOTION CARRIED

Chris Osbourn closed the meeting at 2:17 PM Eastern time.

Submitted as Draft for review on 4/15/2020 as Draft for Review by Bob Scopatz, Secretary
Approved by a vote of the Executive Board on 05/20/2020



National Highway Traffic Safety Administration

Date of Issuance	April 9, 2020
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Signature: James Owens
Acting Administrator Owens

Digitally signed by James Owens
DN: cn=James Owens, o=NHTSA,
email=james.owens@dost.gov, ou=US
Date: 2020.04.09 22:43:28 -0400

NOTICE ANNOUNCING WAIVER AND POSTPONEMENT OF CERTAIN REQUIREMENTS FOR STATE HIGHWAY SAFETY GRANT PROGRAMS

PURPOSE

Pursuant to the emergency authority provided under Section 22005(a) of Division B of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Pub. L. 116-136, this notice waives and postpones certain statutory and regulatory grant requirements for the State highway safety programs authorized under 23 U.S.C. Chapter 4 and implementing regulations at 23 CFR Part 1300 (“grant programs”). The waivers and postponements identified in this notice apply to all States and jurisdictions covered by the requirements, except where noted. In addition, this notice waives one statutory requirement imposed on the National Highway Traffic Safety Administration (NHTSA) in connection with these grant programs.

BACKGROUND

The current response to COVID-19 at Federal and State levels reflects the fact that impacts have become extensive and widespread throughout the United States. These impacts are having an immediate effect on the ability of States to conduct their highway safety programs under 23 U.S.C. Chapter 4. NHTSA has received several inquiries from States and their representatives, requesting relief from various grant requirements in response to the COVID-19 public health emergency. According to these inquiries, the emergency situation has resulted in disruptive impacts to State Highway Safety Offices (SHSOs), the offices charged with carrying out the grant programs, compromising their ability to plan and carry out traffic safety activities required by statute (23 U.S.C. §§ 402 and 405) and under the implementing regulation—the Uniform Procedures for State Highway Safety Grant Programs (23 CFR Part 1300).

The success of those grant activities is reliant, in significant part, on the participation of State transportation and public safety personnel (e.g., State and local law enforcement personnel that normally enforce traffic safety laws) whose services have been unavailable or diverted to pressing public health activities because of the public health emergency. Other traffic safety activities typically performed by State traffic safety officials and local sub-recipients and contractors also have been disrupted significantly by resource constraints and challenges associated with social distancing and remote work policies recently put into place by many States. Without relief, the cancellation or significant postponement of such grant activities



would result in States violating legislative mandates and the associated statutorily required certifications and assurances they have made to NHTSA as a condition of receiving Federal grant funds under these grant programs.

SUBSTANTIAL IMPACT

Under the CARES Act (Pub. L. 116-136, Division B, § 22005(a)), the Secretary of Transportation is authorized to waive or postpone certain grant program requirements, based upon a determination that either COVID-19 is having a substantial impact on the ability of States or the Secretary to carry out a grant, campaign, or program, or the requirements themselves are having an impact on the ability of States or the Secretary to respond to COVID-19. The Secretary delegated this authority, in writing, to the NHTSA Administrator on April 3, 2020.

After a careful review of the prevailing facts and circumstances, the relief granted by this notice is based upon one, or in some cases, both, determinations above. Generally, these waivers are necessary due to either (1) workforce shortages from transfer of personnel to other COVID-19 priorities, or (2) operational limitations as a direct result of the COVID-19 public health emergency, preventing the timely completion by SHSOs and their sub-recipients of federally mandated grant program requirements typically conducted during this period. More specifically, NHTSA has identified the following substantial impacts that support the waivers and postponements enumerated in this notice.

For the programmatic waiver of high visibility enforcement (HVE) campaigns this fiscal year (#1), State and local law enforcement personnel, by large measure, are not available to participate in the campaigns set for April and May because they have been diverted to work on State COVID-19 responses. By statute, the campaigns must include law enforcement. In addition, to secure the associated national advertising for the campaigns, NHTSA must plan months in advance and make various commitments to broadcast partners. With the required rescheduling of the campaigns, NHTSA is unable to obtain associated advertising until October or later.

For the waiver of the annual seat belt use survey (#2), most States carry out these surveys in tandem with the high visibility enforcement seat belt campaign (Click It or Ticket) that occurs in May. The ability of States to participate at that time has been disrupted by the COVID-19 public health emergency. Many States are under shelter in place or stay at home orders and cannot carry out observational surveys. The public health emergency also has changed current State traffic patterns in a way that surveying now may not be reflective of a State’s actual seat belt use. In addition, because of the abrupt but necessary rescheduling of the campaign to the Fall, States may not be able to plan for or carry out a survey at the time of the rescheduled campaign for a number of reasons – e.g., typical seasonal workers are not available (college students, teachers, etc.); new contracts may not be able to be awarded on time; and Fall weather may impacts certain States.

For the programmatic waiver of assessments (#3), some States require a NHTSA-facilitated assessment or a State self-assessment as a condition of applying for and receiving various

National Priority Safety Program grants under 23 U.S.C. § 405. For occupant protection grants under 23 U.S.C. § 405(b), lower seat belt rate use States must meet three of six specified criteria, one of which includes a NHTSA-facilitated assessment every three years. For State traffic safety information system grants under 23 U.S.C. § 405(c), all States are required to receive a NHTSA-facilitated assessment or self-assessment every five years. These assessments, however, require States to prepare a significant amount of information and materials and, for NHTSA-facilitated assessments, to participate in intensive meetings involving Federal officials and subject matter experts over the course of a week. COVID-19 work disruptions, including remote work policies and social distancing that are straining State resources, are not allowing States to prepare and participate in these assessments now. The number of States that are required to complete an assessment is relatively small, so this waiver will only impact a handful of States.

For the postponement of the grant application deadline (#4), States have indicated that the resource strain brought on by COVID-19 is having a significant impact on their ability to provide grant application information by the statutory deadline. Although the number of States making this request is now small, we expect the number to grow as the public health emergency continues. In addition, because the grant programs are formula-based, a delay by even one State in submitting application information impacts the ability of the agency to make funding decisions for all other States, so issuing waivers on a case-by-case basis is not practicable. Under the circumstances, a postponement of the grant application deadline for 30 days affords relief consistent with the challenging environment and limited planning progress that can be made, while also providing certainty about when this information is due to the agency.

For the waiver of certain financial requirements (#s 5, 6, 7), COVID-19 is having a serious impact on recipients' ability to carry out grants due to unavailability of law enforcement personnel, contractors, and other sub-recipients. In addition, COVID-19 has disrupted the typical allocation of State resources, which has hindered the ability of the States to plan and manage these programs. Accordingly, NHTSA is waiving some financial requirements for the grants to address these limitations and to provide flexibilities to States in using their own funds to respond to the current public health emergency. For maintenance of effort (#5), States have reported that they cannot maintain State-level expenditures on traffic safety programs under the current circumstances as resources have been diverted to other uses. We also do not want the requirement to be a limitation on States using their own funds to respond to the public health emergency. For the regulatory expenditure requirements (#6), the inability to spend funds has been identified as creating the potential for lapse issues at the end of the fiscal year. Even if the public health emergency were to end quickly, States would still likely face a lapse situation as it would be very difficult for them to spend funds at a fast-enough rate to make up for the weeks and possibly months where no grant program spending occurred. For local benefit (#7), States have reported that local law enforcement has been diverted away from traffic safety for purposes of public health response, reducing the number of local organizations that are available for projects. Similarly, delays in projects at the local level are unpredictable, and threaten the State's ability to satisfy the local share requirement. Failing to



meet this requirement puts States at risk of discontinued Federal funding or, in extreme cases, a requirement to return Federal funds that exceed the match requirement.

The waivers and postponements identified below are intended to address the most urgent issues identified by States that fall within NHTSA's authority. NHTSA will evaluate the continued need for waivers as circumstances unfold, and intends to be flexible in issuing new waivers and postponements as substantial impacts are identified. NHTSA will also consider unique circumstances where a waiver or postponement might be made on a case-by-case basis.

EXPIRATION DATE

These waivers and postponements cover grant program requirements for FY 2020 and, except where noted below in #s 2, 3 and 6, expire on September 30, 2020 (#2 addresses the waiver of a survey requirement this year and its effect on grant applications for FY 2021; #3 addresses the need to reschedule assessments to the next fiscal year because they will not be completed in time for this year's grant application deadline; and #6 provides an additional fiscal year to expend grant funds for funds previously placed under obligation). Notwithstanding the postponement of the grant application submission date to August 1, 2020 (and as altered by #s 2 and 3), States are directed to submit their FY 2021 grant applications in conformance with the normal statutory and regulatory requirements and should expect to meet all grant requirements for FY 2021.

Depending on the continuation of the public health emergency, however, NHTSA may review and determine it necessary to extend the waivers and postponements announced in this notice. Any such extension would be announced in a new notice.

WAIVERS AND POSTPONEMENTS

The following waivers and postponements are issued, effective upon the date of this notice:

1. **High Visibility Enforcement Mobilizations and Crackdowns:** NHTSA waives the requirements that NHTSA must conduct and States must participate in at least three high visibility enforcement campaigns (in the areas of occupant protection and impaired driving) and the requirement to participate in the Click It or Ticket national mobilization this fiscal year (FY 2020). Where feasible, the campaigns will be rescheduled to the next fiscal year and States are encouraged to participate in the rescheduled campaigns to the maximum extent possible. (23 U.S.C. § 402(b)(1)(F)(i); 23 U.S.C. § 404(a); 23 U.S.C. § 405(b)(3)(A)(ii)).
2. **Annual Seat Belt User Surveys:** NHTSA waives the requirement for States to conduct an annual seat belt survey and provides flexibility for States to decide on their own whether they want to conduct a survey this year. For applications due on July 1, 2021, if the State did not complete a survey in calendar year 2020, NHTSA will use the results of the State's most recent survey, conducted in 2019, to determine designations of high or low seat belt use rates. (23 U.S.C. § 402(b)(1)(F)(iii)).

3. **Required Program Assessments:** NHTSA postpones the requirement for States to obtain a program assessment for occupant protection and State traffic safety information system grants for National Priority Safety Program grants applications due July 1, 2020. NHTSA will work with the States to reschedule these assessments during FY 2021. (23 U.S.C. §§ 405(b)(3)(B)(ii)(VI)(aa); (c)(3)(E)).

4. **Highway Safety Plans (HSP) and National Priority Program (Section 405) Grant Application Deadline:** NHTSA postpones the deadline for upcoming HSPs and Section 405 grant applications for 30 days, moving it from July 1, 2020 to August 1, 2020. Please note that associated deadlines that apply to NHTSA for informing States about HSP approval, application status, and the posting of grant determination information are adjusted automatically under the statutory requirements that apply. (23 U.S.C. § 402(k)(2); 23 CFR § 1300.12).

5. **Maintenance of Effort:** NHTSA waives the maintenance of effort requirements for FY 2020 and the effect of the associated certifications provided by States in their grant applications for FY 2020. (23 U.S.C. § 405(a)(9)(A); 23 CFR Part 1300, App. B).

6. **Expenditure Requirements for FY 2016 funds:** NHTSA waives the regulatory requirement that States expend previously obligated grant funds by the end of the fifth year after apportionment or allocation, and extends the ability to expend these funds for an additional fiscal year, to September 30, 2021. Please note that this does not waive the statutory requirement that funds be obligated and remain under obligation by the end of the fourth year after apportionment or allocation. (23 CFR § 1300.41).

7. **Local Benefit/Share to Local:** NHTSA waives the requirement and the effect of the associated assurances provided by States in their grant applications for FY 2020 that States expend 40 percent of Section 402 (23 U.S.C. 402) highway safety grant funds in, or for the benefit of, political subdivisions of the State. (23 U.S.C. § 402(b)(1)(C); 23 CFR Part 1300, App. A.).