

Comment ID	Comment Name	Comment Summary	URL to Comment
DOT-OST-2021-0036-0003	Comment from Patrick Coyle	Commenter alleges FAA is not taking adequate action in complying with §2209 of PL 114-190 (130 STAT. 634) , the FAA Extension, Safety, and Security Act of 2016. FAA should “establish process for applicants to prohibit or restrict unmanned aircraft in close proximity to a fixed site facility” (§2209(a)).	https://www.regulations.gov/comment/DOT-OST-2021-0036-0003
DOT-OST-2021-0036-0009	Comment from National Ready Mixed Concrete Association	(a) FMCSA published a final rule titled “Electronic Logging Devices and Hours of Service Supporting Documents.” Commenter alleges part of provision is unachievable in the ready mixed concrete industry. (b) NHTSA and EPA finalized joint rule, “Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles-Phase 2.” Commenter alleges that rule fails to consider realities of mixed concrete trucks. (c) Commenter believes that Federal truck weight regulations need to be updated to increase gross weights limits on the Eisenhower Interstate System (EIS). NRMCA alleges increasing federal truck weight limits will allow ready mixed concrete trucks to be more productive, will help reduce congestion and will decrease greenhouse gas emissions through the reduced amount of fuel use.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0009
DOT-OST-2021-0036-0015	Comment from GPA Midstream Association, American Petroleum Institute, and Association of Oil Pipe Lines	On December 27, 2019, the DOT published a final rule that amended the general administrative procedures for the DOT Secretary’s Office and various operating administrations in 49 C.F.R. Part 5. Commenter does not believe that the Department provided an adequate justification for the April 2, 2021 final rule repealing the due process protections in Subpart D. These regulations improved transparency, consistency, and due process and fairness.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0015
DOT-OST-2021-0036-0021	Comment from ACLU of Wisconsin	Commenter says DOT, when choosing and designing transportation projects, should-- (a) Collaborate with communities of color in all aspects of planning and project development and construction (b) Require that reasonable alternatives analysis include consideration of multi-modal options (different types of transportation) and relative benefits and burdens to environmental justice communities for each option (c) Change Focus Away from “Congestion” and “Level of Service” due to overemphasis on these factors negatively impacting certain communities (d) Require Health Impact Analysis (e) Evaluate Effects of Highway Expansion – and Alternatives - on Local Communities	https://www.regulations.gov/comment/DOT-OST-2021-0036-0021
DOT-OST-2021-0036-0026	Comment from ACLU of Wisconsin (Correction)	ACLU failed to list one of the organizations signing on to the comments submitted on June 4. The attached document adds that organization at the end of the list of signers.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0026
DOT-OST-2021-0036-0016	Comment from American Road & Transportation Builders Association	(a) Commenter says Congress has streamlined the permitting and approval process for transportation improvement projects. Examples include strengthening “lead agency” responsibilities for U.S. DOT, setting deadlines for permit decisions, capping the environmental review process at four years and delegating environmental reviews to the states. These measures show Congress’ intent to reduce delay in transportation projects. Therefore, DOT’s regulatory regime should not undermine these congressional priorities. (b) Commenter claims streamlining projects will help reduce congestion from lack of roadways. Free-flowing traffic emits less than stop-and-go traffic.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0016
DOT-OST-2021-0036-0018	Comment from Association of American Railroads and American Short Line and Regional Railroad Association	Commenter says two recent FRA rulemaking proceedings move safety forward while also directly advancing the President’s climate and environmental goals: (1) “Miscellaneous Amendments to Brake System Safety Standards and Codification of Waivers,” 85 Fed. Reg. 80,544 (Dec. 11, 2020) (“Brakes 1” Final Rule). The rule is subject to a legal challenge from labor organizations. Commenter thinks DOT should defend because of the safety and environmental benefits already accruing as a result of the rule. (2) “Amendments to Brake System Safety Standards Governing Operations Using an Electronic Air Brake Slip System”, 86 Fed. Reg. 3,957 (Jan 15, 2021) (“eABS NPRM”) - modernization proposal offers substantial environmental benefits.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0018
DOT-OST-2021-0036-0008	Comment from American Association of Nurse Practitioners	Nurse practitioners have served as FMCSA medical examiners, authorized to perform medical examinations for interstate truckers. Commenter says authorizing nurse practitioners to serve as medical examiners within the FRA would help standardize the definition of medical examiner throughout DOT programs, and increase the number of qualified, trained medical examiners serving the FRA.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0008
DOT-OST-2021-0036-0017	Comment from Our Children’s Trust	Commenter says DOT should take all steps within its power to ensure its regulations and actions reduce total U.S. emissions by 96-100% by 2050. Commenter asks for DOT to include all evidence cited in the comment in the administrative record and to be sent a response to their comments to the address and email listed in their comment.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0017
DOT-OST-2021-0036-0022	Comment from 14 National Health Organizations	(a) Commenter calls on the U.S. Department of Transportation (DOT) to rescind the previous administration’s action, “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (b) Commenter calls on DOT to rescind “The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks.” The standards that the SAFE rule rolled back reduced pollution and improved fuel economy.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0022
DOT-OST-2021-0036-0024	Comment from John Grosvenor	Commenter claims there is no mandatory requirement to have an Hours of Service rule for the trucking industry and that the Hours of Service rules do not work, and proposes an alternative tier level program.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0024
DOT-OST-2021-0036-0010	Comment from Anonymous	Commenter claim Electronic Logging Device, the ELD, adversely affects our climate and highway safety. Commenter says ELD forces commenter to increase operating speed to the highest legal speed in each state commenter operates in. Commenter claims this increases fuel use.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0010
DOT-OST-2021-0036-0011	Comment from Institute for Policy Integrity	(a) Commenter says stronger fuel economy standards for light-, medium-, and heavy-duty vehicles can empower our workers and communities by saving them money. (b) Commenter says EPA and NHTSA should not ignore private fuel savings in their cost-benefit analyses of vehicle emission and fuel economy standards	https://www.regulations.gov/comment/DOT-OST-2021-0036-0011
DOT-OST-2021-0036-0014	Comment from Interstate Natural Gas Association of America	(a) Commenter believes following rulemakings will help fight climate change: Class Location Change rule (PHMSA-2017-0151, RIN 2137-AF29), Pipeline Rupture Detection and Mitigation for Onshore Populated & High Consequence Areas rule (PHMSA-2013-0255, RIN 2137-AF06), and the Safety of Gas Transmission Pipelines: Discretionary Integrity Management Improvements rule (PHMSA-2011-0023, RIN 2137-AF39).	https://www.regulations.gov/comment/DOT-OST-2021-0036-0014
DOT-OST-2021-0036-0006	Comment from Loci Pluas	(b) In 2019, DOT issued the “Administrative Rulemaking, Guidance, and Enforcement Procedures” Final Rule, adjusting the 49 C.F.R. Part 5 rules. DOT rescinded these changes. Commenter says DOT should reconsider this rescission.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0006
DOT-OST-2021-0036-0005	Comment from Anonymous	Commenter thinks federal efforts to fight climate change are “public fallacy.”	https://www.regulations.gov/comment/DOT-OST-2021-0036-0005
DOT-OST-2021-0036-0002	Comment from Anonymous	Commetter thinks DOT has too many objectives to reach all of them.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0002
DOT-OST-2021-0036-0004	Comment from Rik Diamond	Commetter says any new gas regulations will cause job loss.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0004
DOT-OST-2021-0036-0013	Comment from Brotherhood of Maintenance of Way Employees Division	Commenter does not believe in Climate change and describes federal efforts to address it as a "climate tax." BMWED strongly urges DOT to review and rescind the following agency actions: (a) BNSF Waiver re: Compliance with Regulation Mandating Minimal Frequency of Manual Visual Track Inspections; Docket No. FRA-2020-0064 - BNSF sought and was granted a waiver of the Track Safety Standard that mandates certain frequencies of manual visual track inspections. BMWED did not object to BNSF using new unmanned geometry cars. BMWED’s objection is to BNSF’s reduction in the regularly mandated manual visual track inspections which cover a broader range of track and right of way conditions. (b) Exemption granted for Hours of Service of Drivers: R.J. Corman Railroad Services, Cranemasters, Inc. and National Railroad Construction and Maintenance Association, Inc.; Docket No. FMCSA–2019–0056-0002 (c) Exemption from 49 C.F.R. § 395.3 - Railroad Maintenance-of-Way Drivers Responding to Unplanned Events Docket No. FMCSA-2020-0171	https://www.regulations.gov/comment/DOT-OST-2021-0036-0013
DOT-OST-2021-0036-0012	Comment from Airlines for America	Commetter says the DOT should review and align the FAA’s streamlined commercial space launch and reentry regulations with the policies and objectives of Executive Orders (“EO”) 13990 and 13992 by including airspace efficiency considerations in the new licensing regime.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0012
DOT-OST-2021-0036-0007	Comment from The Climate Reality Project: Chicago Chapter	Commenter says the Federal Transit Authority grant program that provides grants for “low” or “no” emissions vehicles should be updated to exclusively provide grant funding for no-emissions vehicles.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0007
DOT-OST-2021-0036-0019	Comment from Anonymous	Commenter says ELD mandate by the FMCSA in 2017 is ill-advised due to safety concerns.	https://www.regulations.gov/comment/DOT-OST-2021-0036-0019
DOT-OST-2021-0036-0020	Comment from Owner-Operator Independent Drivers Association	Commenter says amending, eliminating, or withdrawing the following rules or proposals would help small-business truckers and improve highway safety. Commenter’s concern is that regulations are too burdensome. (a) NHTSA – Final Rule on Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles—Phase 2 (RIN: 2127-AL52) (published on October 25, 2016, at 81 FR 73478) (b) FMCSA – Final Rule on Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators (RIN: 2126-AB66) (published on December 8, 2016, at 81 FR 88732), Annualized costs of \$368 million. (c) FMCSA - Broker Transparency §49 CFR 371.3 (d) FMCSA – Final Rule on Electronic Logging Devices and Hours-of-Service (HOS) Supporting Documents (RIN: 2126-AB20) (published on December 16, 2015, at 80 FR 78291). Annualized costs of \$1.8 billion (e) FMCSA/NHTSA - Proposed Rule on Speed Limiting Devices (RIN 2127–AK92) (published on September 7, 2016, at 81 FR 61941). (f) FMCSA – Minimum Insurance Levels (RIN 2126-AB74) (g) FMCSA – Compliance, Safety, Accountability (CSA)/Safety Management System Reform (h) FHWA – Truck Parking and Food Trucks at Interstate Rest Areas (i) FHWA - Auto Transporters - §23 CFR 658.5	https://www.regulations.gov/comment/DOT-OST-2021-0036-0020
DOT-OST-2021-0036-0023	Comment from Farm&City	(a) Transit planning organizations should reflect the diversity of the community. Currently, this is not the case. For example, The Transportation Policy Council of Houston represents the most diverse large metropolitan region in the nation. But out of 28 voting members, the council has only two women and three people of color. (b) Commenter says regional growth forecasting systems for MPS, DOTs, and transit agencies should be disfavored. (c) Commenter says crashes are a bigger problem than congestion	https://www.regulations.gov/comment/DOT-OST-2021-0036-0023

<p>(a) DOT should develop Buy America standard for all federal spending</p> <p>Prohibit project sponsors from breaking up federally funded projects into smaller parts, segments or phases, as a condition for federal assistance</p> <p>EVITP-certified electricians to install EV supply equipment</p> <p>invest in battery electric buses</p> <p>Executive Orders (EOs) 13836, 13837 and 13839. E.O.s negatively affect federal employees and their unions.</p> <p>(f) Push for greater compliance with U.S.-flag cargo preference shipping requirements</p> <p>3022 of FAST Act required FTA to implement a rulemaking to address the problem of transit operator assaults. Rulemaking was dismissed by the Trump administration. Decision should be reversed.</p> <p>(i) Section 6018 of the FAST Act established the Port Performance Freight Statistics Program to provide Congress with nationally consistent measures of throughput and capacity at U.S. seaports. Multinational companies have tried to access productivity metrics from this and use data against port unions. Thus, DOT should ensure productivity metrics are not included in reports to Congress/should not interfere with collective bargaining in port sector</p> <p>require two person crew sizes and should address safety risks stemming from Precision Scheduled Railroading</p> <p>(k) Grant or loan programs that apply to rail infrastructure should adopt rail employee protections provided by 49 USC 22905(c).</p> <p>California and Washington adopted pro-worker laws. FMCS claimed these were preempted by federal regulation. FMCSA should reconsider.</p> <p>FMCSA issued a July 2020 final rule that rolled back a number of hours of service (HOS) protections. FMCSA should reconsider.</p> <p>Rules on pilot and flight attendant fatigue should be considered</p> <p>should issue a rule to include secondary cockpit barriers</p> <p>Modernization and Reform Act of 2012 directs FAA to issue a proposed rule to ensure employees at foreign repair stations are subject to an alcohol and controlled substance testing similar to their U.S. counterparts. FAA should act faster on this.</p>	<p>(b)</p> <p>(c) Require</p> <p>(d) Significantly</p> <p>(e) Withdraw</p> <p>(g) No</p> <p>(h) Section</p> <p>(j) FRA should</p> <p>(l)</p> <p>(m)</p> <p>(n)</p> <p>(o) FAA</p> <p>(p) FAA</p>
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