# Report on DOT Significant Rulemakings

Table of Contents

**Federal Aviation Administration**

1. [Airport Safety Management System](#1)

2. [Prohibition Against Certain Flights Within the Territory and Airspace of Afghanistan](#2)

3. [Requirement for Wildlife Assessments at Certificated Airports](#3)

4. [Regulation Of Flight Operations Conducted By Alaska Guide Pilots](#4)

5. [Pilot Professional Development](#5)

6. [System Safety Assessment](#6)

7. [Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States](#7)

8. [Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)](#8)

9. [Applying the Flight, Duty, and Rest Rules of 14 CFR part 135 to Tail-End Ferry Operations (FAA Reauthorization](#9)

10. [Pilot Records Database (HR 5900)](#10)

11. [Pilot Biometric Certificates (FAA Reauthorization)](#11)

12. [Aircraft Registration and Airmen Certification Fees](#12)

13. [Permanent Requirement for Helicopters to use the New York North Shore Helicopter Route](#13)

14. [Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II) (FAA Reauthorization)](#14)

15. [Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes (RRR)](#15)

16. [Requirements to File Notice of Construction of Meteorological Evaluation Towers and Other Renewable Energy Projects](#16)

17. [Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages (Orbital Debris)](#17)

18. [Registration and Marking Requirements for Small Unmanned Aircraft](#18)

19. [Operations of Small Unmanned Aircraft Over People](#19)

20. [Extension of the prohibition against Certain Flights in the Damascus (OSTT) Flight Information Region (FIR)](#20)

21. [Extension of the Prohibition against Certain Flights in the Tripoli (HLLL) Flight Information Region](#21)

22. [Unmanned Aircraft Systems Expanded Operations](#22)

**Federal Highway Administration**

23. [Pavement Markings](#23)

24. [Highway Worker Safety (MAP-21)](#24)

25. [National Goals and Performance Management Measures 2 (MAP-21)](#25)

26. [National Goals and Performance Management Measures 3 (MAP-21)](#26)

27. [National Bridge Inspection Standards (MAP-21)](#27)

28. [Congestion Mitigation and Air Quality Improvement Program (MAP-21)](#28)

29. [Buy America (RRR)](#29)

30. [Metropolitan Planning Organization (MPO) Coordination](#30)

31. [Tribal Transportation Self-Governance Program](#31)

**Federal Motor Carrier Safety Administration**

32. [Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border](#32)

33. [Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States](#33)

34. [Certification of Safety Auditors, Safety Investigators, and Safety Inspectors](#34)

35. [Limitations on the Issuance of Commercial Driver Licenses with a Hazardous Materials Endorsement](#35)

36. [Consumer Complaint Information](#36)

37. [Carrier Safety Fitness Determination](#37)

38. [New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999](#38)

39. [Commercial Driver's License Drug and Alcohol Clearinghouse (MAP-21)](#39)

40. [MAP-21 Enhancements and Other Updates to the Unified Registration System](#40)

41. [Heavy Vehicle Speed Limiters](#41)

42. [Entry-Level Driver Training](#42)

43. [Financial Responsibility for Motor Carriers, Freight Forwarders, and Brokers](#43)

44. [State Inspection Programs for Passenger Carrier Vehicles](#44)

45. [Evaluation of Safety-Sensitive Personnel for Moderate-to-Severe Obstructive Sleep Apnea](#45)

**Federal Railroad Administration**

46. [Risk Reduction Program](#46)

47. [Emergency Escape Breathing Apparatus](#47)

48. [High-Speed Rail Corridor Development and Capital Investment Grants to Support Intercity Passenger Rail Service](#48)

49. [High-Speed Intercity Passenger Rail (HSIPR) Program; Buy America Program Requirements](#49)

50. [Passenger Equipment Safety Standards Amendments (RRR)](#50)

51. [Train Crew Staffing and Location](#51)

52. [Locomotive Recording Devices](#52)

53. [Evaluation of Safety-Sensitive Personnel for Moderate-to-Severe Obstructive Sleep Apnea](#53)

54. [Track Safety Standards; Improving Rail Integrity](#54)

**Federal Transit Administration**

55. [Buy America: Amendments (MAP-21)](#55)

56. [Core Capacity Projects (MAP-21)](#56)

57. [New and Small Start Projects (MAP-21)](#57)

58. [National and Public Transportation Safety Plans (MAP-21) and Transit Asset Management](#58)

59. [Public Transportation Agency Safety Plans](#59)

60. [Metropolitan Planning Organization (MPO) Coordination](#60)

61. [Protecting Transit Workers from the Risk of Assaults](#61)

**Maritime Administration**

62. [Cargo Preference](#62)

**National Highway Traffic Safety Administration**

63. [Tire Fuel Efficiency Consumer Information - Part 2](#63)

64. [Mandatory Event Data Recorder Requirements](#64)

65. [Heavy Vehicle Speed Limiters](#65)

66. [Sound for Hybrid and Electric Vehicles](#66)

67. [Establish Side Impact Performance Requirements for Child Restraint Systems (MAP-21)](#67)

68. [Motorcoach Rollover Structural Integrity (MAP-21)](#68)

69. [FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets](#69)

70. [Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage](#70)

71. [Amend Definition of 3-Wheeled Vehicles](#71)

72. [Rear Seat Belt Reminder System](#72)

73. [Fuel Efficiency Standards for Medium- and Heavy-Duty Vehicles and Work Trucks: Phase 2](#73)

74. [Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication](#74)

75. [Retroreflective Tape for Single Unit Trucks](#75)

76. [Requirements for Importing Motor Vehicles and Motor Vehicle Equipment](#76)

77. [Passenger Car and Light Truck Corporate Average Fuel Economy Standards MYs 2022-2025](#77)

**Office of the Secretary**

78. [Carrier-Supplied Medical Oxygen, Service Animals, Accessible Lavatories on Single-Aisle Aircraft, Service Request Reporting, and Seating Accommodations with Extra Legroom](#78)

79. [Transportation Services for Individuals with Disabilities: Over-the-Road Buses (RRR)](#79)

80. [Use of Mobile Wireless Devices for Voice Calls on Aircraft](#80)

81. [Reporting Ancillary Airline Passenger Revenues](#81)

82. [Accessible In-Flight Entertainment](#82)

83. [Geographic-Based Hiring Preferences in Administering Federal Awards](#83)

84. [Transparency of Airline Ancillary Service Fees](#84)

85. [Air Transportation Consumer Protection Requirements for Ticket Agents](#85)

**Pipeline and Hazardous Materials Safety Administration**

86. [Pipeline Safety: Safety of Hazardous Liquid Pipelines](#86)

87. [Pipeline Safety: Gas Transmission (RRR)](#87)

88. [Pipeline Safety: Amendments to Parts 192 and 195 to require Valve installation and Minimum Rupture Detection Standards](#88)

89. [Hazardous Materials: Oil Spill Response Plans and Information Sharing for High-Hazard Flammable Trains](#89)

90. [Hazardous Materials: Enhanced Safety Provisions for Lithium Batteries Transported by Aircraft](#90)

91. [Hazardous Materials: FAST Act Requirements for Real-Time Train Consist Information](#91)

92. [Pipeline Safety: Underground Storage Facilities for Natural Gas](#92)

93. [Hazardous Materials: Volatility of Unrefined Petroleum Products and Class 3 Materials](#93)

94. [Hazardous Materials: Sampling and Testing Requirements for Unrefined Petroleum Products](#94)

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| **Federal Aviation Administration** |
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| Federal Aviation Administration |
| 1.  |

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| **Airport Safety Management System** | Red |

 |
| **Popular Title**: Airport SMS |
| **RIN 2120-AJ38** |
| **Stage:** SNPRM |
| **Previous Stage:** NPRM: Publication Date 10/07/2010;End of Comment Period 01/05/2011;Extension of Comment Period 12/10/2010; End of Extended of Comment Period 03/07/2011; Extension of Comment Period 03/07/2011; End of Extended of Comment Period 07/05/2011. |
| **Abstract:** This rulemaking would require certain airport certificate holders to develop, implement, maintain, and adhere to a safety management system (SMS) for its aviation related activities. An SMS is a formalized approach to managing safety by developing an organization-wide safety policy, developing formal methods of identifying hazards, analyzing and mitigating risk, developing methods for ensuring continuous safety improvement, and creating organization-wide safety promotion strategies. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionPeer ReviewForeign |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:**  | Final rule : 11/05/2012 |

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| **Rulemaking Project Initiated:** 07/22/2008 |
| **Docket Number:** FAA-2010-0997 |
| **Dates for SNPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 07/22/2013  | 11/21/2013  | 11/13/2013  |
| To OMB  | 08/23/2013  | 07/24/2015  | 08/05/2015  |
| OMB Clearance  | 11/25/2013  | 06/24/2016  | 07/05/2016  |
| Publication Date  | 12/09/2013  | 07/15/2016  | 07/14/2016  |
| End of Comment Period  | 02/10/2014  | 09/15/2016  | 09/12/2016  |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for SNPRM:** None |

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| Federal Aviation Administration |
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| **Prohibition Against Certain Flights Within the Territory and Airspace of Afghanistan** | Red |

 |
| **Popular Title**: Afghanistan SFAR |
| **RIN 2120-AJ69** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Date 05/26/2010;End of Comment Period 06/10/2010. |
| **Abstract:** This rulemaking would prohibit flight operations below flight level (FL) 160 within the territory and airspace of Afghanistan by all U.S. air carriers; U.S. commercial operators; persons exercising the privileges of a U.S. airman certificate, except if the flight is on behalf of a foreign air carrier; and operators of U.S.-registered aircraft, except when such operators are foreign air carriers. The FAA finds this action necessary to prevent a potential hazard to persons and aircraft engaged in such flight operations. |
| **Effects:**

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:**  | NPRM : 06/10/2011 |

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| **Rulemaking Project Initiated:** 01/08/2010 |
| **Docket Number:** FAA-2010-0289 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
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| **Requirement for Wildlife Assessments at Certificated Airports** | Red |

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| **Popular Title**: Wildlife Hazard Assessment (WHA) |
| **RIN 2120-AJ71** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This action would require certificated airports to complete a wildlife hazard assessment (WHA) and a wildlife hazard management plan (WHMP). It also would require periodic completion of a WHA, provide an option for continuous wildlife monitoring as an alternative to a periodic WHA, and clarify the requirements for airport wildlife biologists conducting a WHA or implementing a WHMP. This action would improve safety at airports through proactive identification and mitigation of wildlife hazards. |
| **Effects:**

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|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/02/2010 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Unanticipated issues requiring further analysis |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
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| **Regulation Of Flight Operations Conducted By Alaska Guide Pilots** | Red |

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| **Popular Title**: Alaska Guide Pilots |
| **RIN 2120-AJ78** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** The rulemaking would establish regulations concerning Alaska guide pilot operations. The rulemaking would implement Congressional legislation and establish additional safety requirements for the conduct of these operations. The intended effect of this rulemaking is to enhance the level of safety for persons and property transported in Alaska guide pilot operations. In addition, the rulemaking would add a general provision applicable to pilots operating under the general operating and flight rules concerning falsification, reproduction, and alteration of applications, logbooks, reports, or records. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 05/04/2010 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Other, higher priorities |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
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| **Pilot Professional Development** | Red |

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| **Popular Title**: Pilot Professional Development |
| **RIN 2120-AJ87** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would amend the regulations for air carrier training programs under part 121. The action is necessary to ensure that air carriers establish or modify training programs to address mentoring, leadership and professional development of flight crewmembers in part 121 operations. This rulemaking is required by the Airline Safety and Federal Aviation Administration Act of 2010. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM : 04/20/2015 |

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| **Rulemaking Project Initiated:** 08/01/2010 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/29/2011  |   | 03/29/2011  |
| To OMB  | 04/29/2011  | 05/16/2011  | 05/17/2011  |
| Withdrawn from OMB  |   |   | 04/17/2014  |
| Returned to Mode  |   |   | 04/17/2014  |
| Resubmitted to OST/2  |   | 02/17/2015  | 02/12/2015  |
| Returned to Mode/3  |   |   | 12/11/2015  |
| Resubmitted to OST/3  |   |   | 12/21/2015  |
| Resubmitted to OMB/2  |   | 03/18/2016  | 03/22/2016  |
| OMB Clearance  | 07/29/2011  | 11/16/2016  | 08/31/2016  |
| Publication Date  | 07/29/2011  | 09/23/2016  | 10/07/2016  |
| End of Comment Period  | 10/26/2011  | 12/22/2016  | 01/05/2017  |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
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| **System Safety Assessment** | Black |

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| **Popular Title**: System Safety Assessment |
| **RIN 2120-AJ99** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would standardize regulations and guidance for conducting airplane-level safety assessments of various critical systems installed on transport category airplanes. Current differences happened over time as system safety rules and policies were developed independently. This rulemaking would adopt Aviation Rulemaking Advisory Committee recommendations and harmonize with the European Aviation Safety Agency CS-25. |
| **Effects:**

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/03/2011 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 03/01/2017  |   |
| To OMB  |   | 04/14/2017  |   |
| OMB Clearance  |   | 07/14/2017  |   |
| Publication Date  | 08/06/2012  | 07/25/2017  |   |
| End of Comment Period  | 10/04/2012  | 08/25/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
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| **Drug and Alcohol Testing of Certain Maintenance Provider Employees Located Outside of the United States** | Red |

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| **Popular Title**: Drug & Alcohol Testing for Repair Stations |
| **RIN 2120-AK09** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM Publication: 03/17/2014; Comment Period Ends 05/16/2014; Extended Comment Period 05/01/2014; Extended Comment Period End 07/17/2014. ANPRM: Publication Approved 03/05/2014;Publication Date 03/17/2014;End of Comment Period 05/16/2014;Extension of Comment Period 05/01/2014;End of Extended of Comment Period 07/17/2014. |
| **Abstract:** This rulemaking is required by the FAA Modernization and Reform 2012. It would require controlled substance testing of some employees working in repair stations located outside the United States. The intended effect is to increase participation by companies outside of the United States in testing of employees who perform safety critical functions and testing standards similar to those used in the repair stations located in the United States. This action is necessary to increase the level of safety of the flying public. This rulemaking is required by the FAA Modernization and Reform Act of 2012. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM : 02/14/2013 |

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| **Rulemaking Project Initiated:** 05/01/2012 |
| **Docket Number:** FAA-2012-1058 |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/12/2016  | 01/09/2017  |   |
| To OMB  | 01/27/2017  | 02/24/2017  |   |
| OMB Clearance  | 04/27/2017  | 05/24/2017  |   |
| Publication Date  | 05/25/2017  | 06/07/2017  |   |
| End of Comment Period  | 08/28/2017  | 09/07/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
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| **Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)** | Green |

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| **Popular Title**: Prohibition of Tail End Ferry in Part 121 |
| **RIN 2120-AK22** |
| **Stage:** NPRM |
| **Previous Stage:** NPRM: |
| **Abstract:** This rulemaking would require a flightcrew member who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135 of such title, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times. This rule is necessary as it will make part 121 flight, duty, and rest limits applicable to tail-end ferries that follow an all-cargo flight. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Initiation date : 08/14/2012 |

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| **Rulemaking Project Initiated:** 02/14/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 07/30/2013  | 08/22/2013  | 09/05/2013  |
| Returned to Mode  |   |   | 04/23/2014  |
| Resubmitted to OST  |   |   | 11/07/2014  |
| Returned to Mode/2  |   | 08/13/2015  | 08/13/2015  |
| Resubmitted to OST/2  |   | 01/26/2016  | 11/17/2015  |
| To OMB  | 08/30/2013  | 01/17/2017  |   |
| OMB Clearance  | 11/29/2013  | 04/17/2017  |   |
| Publication Date  | 12/19/2013  | 05/01/2017  |   |
| End of Comment Period  | 02/18/2014  | 07/03/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
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| **Applying the Flight, Duty, and Rest Rules of 14 CFR part 135 to Tail-End Ferry Operations (FAA Reauthorization** | Black |

 |
| **Popular Title**: 135 Tail-End Ferry |
| **RIN 2120-AK26** |
| **Stage:** ANPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would require a flightcrew member who is employed by an air carrier conducting operations under part 135, and who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times under part 135. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 01/15/2013 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/14/2014  | 01/09/2015  | 01/09/2015  |
| Returned to Mode  |   | 08/13/2015  | 08/13/2015  |
| Resubmitted to OST/2  |   | 01/31/2017  |   |
| To OMB  | 11/14/2014  | 01/31/2017  |   |
| OMB Clearance  | 02/12/2015  | 03/15/2017  |   |
| Publication Date  | 02/27/2015  | 03/29/2017  |   |
| End of Comment Period  | 05/28/2015  | 06/29/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for ANPRM:** None |

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| Federal Aviation Administration |
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| **Pilot Records Database (HR 5900)** | Black |

 |
| **Popular Title**: Pilot Records Database |
| **RIN 2120-AK31** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would implement a Pilot Records Database as required by Public Law 111-216 (Aug. 1, 2010). Section 203 amends the Pilot Records Improvement Act by requiring the FAA to create a pilot records database that contains various types of pilot records. These records would be provided by the FAA, air carriers, and other persons who employ pilots. The FAA must maintain these records until it receives notice that a pilot is deceased. Air carriers would use this database to perform a record check on a pilot prior to making a hiring decision. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 08/01/2010 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/12/2014  | 12/15/2016  |   |
| To OMB  | 10/15/2014  | 01/30/2017  |   |
| OMB Clearance  | 01/13/2015  | 05/01/2017  |   |
| Publication Date  | 01/30/2015  | 05/15/2017  |   |
| End of Comment Period  | 04/30/2015  | 08/15/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
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| **Pilot Biometric Certificates (FAA Reauthorization)** | Green |

 |
| **Popular Title**: Pilot Biometric Certificates |
| **RIN 2120-AK33** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would require the issuance of pilot certificates that are resistant to tampering, alteration, and counterfeiting. The certificates would include a photograph of the individual to whom the certificate is issued and will be a smart card that is able to accommodate biometric identifiers. Certificates would also be compliant with Federal Information Processing Standards Publication 201 (FIPS-201) or Personal Identity Verification-Interoperability (PIV-I) standards for processing through security checkpoints into airport sterile areas. Under section 321 of the FAA Modernization and Reform Act of 2012 (Pub. Law 112-95), the FAA is required to begin issuing new certificates no later than November 10, 2012. |
| **Effects:**

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|   | Information CollectionPrivacy |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/14/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
| 12.  |

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| **Aircraft Registration and Airmen Certification Fees** | Black |

 |
| **Popular Title**: Registry Fees |
| **RIN 2120-AK37** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would establish fees for airman certificates, medical certificates, and provision of legal opinions pertaining to aircraft registration or recordation. This rulemaking also would revise existing fees for aircraft registration, recording of security interests in aircraft or aircraft parts, and replacement of an airman certificate. This rulemaking addresses provisions of the FAA Modernization and Reform Act of 2012. This rulemaking is intended to recover the estimated costs of the various services and activities for which fees would be established or revised. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/14/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/20/2014  | 07/05/2016  | 07/07/2016  |
| To OMB  | 11/20/2014  | 12/22/2016  |   |
| OMB Clearance  | 02/18/2015  | 03/22/2017  |   |
| Publication Date  | 03/05/2015  | 04/06/2017  |   |
| End of Comment Period  | 06/03/2015  | 07/08/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
| 13.  |

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| **Permanent Requirement for Helicopters to use the New York North Shore Helicopter Route** | Black |

 |
| **Popular Title**: New York North Shore Helicopter Route |
| **RIN 2120-AK39** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would delete the expiration date and make permanent the requirement to use the New York North Shore Helicopter Route. The current rule requiring use of the route expires on August 6, 2014. This rule will protect and enhance public welfare by making the current rule permanent, thereby continuing to reduce helicopter overflights and attendant noise disturbance over nearby communities. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/24/2013 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
| 14.  |

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| **Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II) (FAA Reauthorization)** | Black |

 |
| **Popular Title**: Helicopter Air Ambulance II |
| **RIN 2120-AK57** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would develop training requirements for crew resource management, flight risk evaluation, and operational control of the pilot in command, as well as to develop standards for the use of flight simulation training devices and line-oriented flight training. Additionally, establish requirements for the use of safety equipment for flight crewmembers and flight nurses. These changes will aide in the increase in aviation safety and increase survivability in the event of an accident. Without these changes, the Helicopter Air Ambulance industry may continue to see the unacceptable high rate of aircraft accidents. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM : 08/18/2014 |

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| **Rulemaking Project Initiated:** 01/15/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
| 15.  |

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| **Revision of Airworthiness Standards for Normal, Utility, Acrobatic, and Commuter Category Airplanes (RRR)** | Black |

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| **Popular Title**: Part 23 Reorganization (RRR) |
| **RIN 2120-AK65** |
| **Stage:** Final Rule |
| **Previous Stage:** None NPRM: Publication Approved 03/07/2016;Publication Date 03/14/2016;End of Comment Period 05/13/2016. |
| **Abstract:** This rulemaking would revise Title 14, Code of Federal Regulations (14 CFR) part 23 as a set of performance based regulations for the design and certification of small transport category aircraft. This rulemaking would: (1) Reorganize part 23 into performance-based requirements by removing the detailed design requirements from part 23. The detailed design provisions that would assist applicants in complying with the new performance-based requirements would be identified in means of compliance (MOC) documents to support this effort; (2) Promote the adoption of the newly created performance-based airworthiness design standard as an internationally accepted standard by the majority of other civil aviation authorities; (3) Re-align the part 23 requirements to promote the development of entry-level airplanes similar to those certified under Certification Specification for Very Light Aircraft (CS-VLA); (4) enhance the FAA's ability to address new technology; (5) Increase the general aviation (GA) level of safety provided by new and modified airplanes; (6) Amend the stall, stall warning, and spin requirements to reduce fatal accidents and increase crashworthiness by allowing new methods for occupant protection; and (7) Address icing conditions that are currently not included in part 23 regulations. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionForeign |

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| **Prompting action:** 2011 Retrospective Regulatory Review |
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| **Legal Deadline:**  | NPRM (Pub. L. 113-53) : 12/15/2015 |

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| **Rulemaking Project Initiated:** 11/27/2013 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/30/2016  |   | 09/16/2016  |
| To OMB  | 09/13/2016  | 09/30/2016  | 10/11/2016  |
| OMB Clearance  | 12/12/2016  | 12/12/2016  |   |
| Publication Date  | 12/19/2016  | 12/19/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Aviation Administration |
| 16.  |

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| **Requirements to File Notice of Construction of Meteorological Evaluation Towers and Other Renewable Energy Projects** | Black |

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| **Popular Title**: Part 77 Notice Requirements |
| **RIN 2120-AK77** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would add specific requirements for proponents who wish to construct meteorological evaluation towers and other renewable energy projects at any height, technologies, to file notice with the FAA of proposal prior to construction. |
| **Effects:**

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|   | MajorFederalism EIS Privacy |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/29/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/12/2016  | 06/20/2017  |   |
| To OMB  | 11/17/2016  | 08/08/2017  |   |
| OMB Clearance  | 02/17/2017  | 11/17/2017  |   |
| Publication Date  | 03/02/2017  | 12/11/2017  |   |
| End of Comment Period  | 06/02/2017  | 03/12/2018  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
| 17.  |

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| **Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages (Orbital Debris)** | Black |

 |
| **Popular Title**: Orbital Debris |
| **RIN 2120-AK81** |
| **Stage:** NPRM |
| **Previous Stage:** : . |
| **Abstract:** This rulemaking would update current orbital debris mitigation regulations to more closely align them with the U.S. Government Orbital Debris Mitigation Standard Practices and to update the current launch collision avoidance regulations to match U.S. Strategic Command (USSTRATCOM) practice. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/12/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 02/14/2017  |   |
| To OMB  |   | 04/04/2017  |   |
| OMB Clearance  |   | 07/03/2017  |   |
| Publication Date  | 08/11/2016  | 07/20/2017  |   |
| End of Comment Period  | 10/17/2016  | 10/20/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
| 18.  |

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| **Registration and Marking Requirements for Small Unmanned Aircraft** | Black |

 |
| **Popular Title**: Small UAS Registration |
| **RIN 2120-AK82** |
| **Stage:** Undetermined |
| **Previous Stage:** Final rule Publication: 12/16/2015; End of Comment Period 01/15/2016 Interim Final Rule: Publication Approved 12/14/2015;Publication Date 12/16/2015;End of Comment Period 01/15/2016. |
| **Abstract:** This interim final rule would establish an alternative, stream-lined, web-based aircraft registration system for certain small unmanned aircraft systems, to help facilitate compliance with existing statutory obligations for aircraft registration. The alternative process will help create a culture of accountability and ensure responsible use of small UAS. As evidenced by the recent reports of unsafe UAS operations, the lack of awareness of operators regarding what must be done to operate UAS safely in the NAS, and the lack of identification of UAS and their operators pose significant challenges in ensuring accountability for responsible use. Without increased awareness and knowledge of the statutory and regulatory requirements for safe operation, the risk of unsafe UAS operations will only rise. Aircraft registration, identification, and marking will assist the Department in identifying owners of UAS that are operated in an unsafe manner, so we may continue to educate these users, and when appropriate, take enforcement action. This rulemaking is based on public comment regarding the proposed aircraft registration process for small UAS in the Operation and Use of Small UAS notice of proposed rulemaking and recommendations from the UAS Registration task force. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionPrivacyEUNAFTAForeign |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 11/24/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
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| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Aviation Administration |
| 19.  |

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| **Operations of Small Unmanned Aircraft Over People** | Black |

 |
| **Popular Title**: Ops of Small Unmanned Aircraft over People |
| **RIN 2120-AK85** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would address the performance-based standards and means-of-compliance for operation of small unmanned aircraft systems (UAS) over people not directly participating in the operation or not under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft. This rule would provide relief from certain operational restrictions implemented in the Operation and Certification of Small Unmanned Aircraft Systems final rule (RIN 2120-AJ60). |
| **Effects:**

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/30/2016 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/22/2016  |   | 10/07/2016  |
| To OMB  | 10/21/2016  |   | 11/10/2016  |
| OMB Clearance  | 12/20/2016  |   |   |
| Publication Date  | 12/30/2016  |   |   |
| End of Comment Period  | 03/30/2017  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Aviation Administration |
| 20.  |

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| **Extension of the prohibition against Certain Flights in the Damascus (OSTT) Flight Information Region (FIR)** | Black |

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| **Popular Title**: OSTT FIR 2016 extension |
| **RIN 2120-AK93** |
| **Stage:** Final Rule |
| **Previous Stage:** : . |
| **Abstract:** This action would extend the prohibition of certain flight operations in the Damascus (OSTT) Flight Information Region (FIR) by all U.S. air carriers, U.S. commercial operators, persons exercising the privileges of a U.S. airman certificate, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier, and operators of U.S.-registered civil aircraft, except when such operators are foreign air carriers. The FAA finds that this action continues to be necessary to address a hazard to persons and aircraft engaged in such flight operations. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/19/2016 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 09/07/2016  | 09/07/2016  |
| To OMB  |   | 11/18/2016  | 11/28/2016  |
| OMB Clearance  |   | 12/15/2016  |   |
| Publication Date  | 10/17/2016  | 12/30/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Aviation Administration |
| 21.  |

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| --- | --- |
| **Extension of the Prohibition against Certain Flights in the Tripoli (HLLL) Flight Information Region** | Black |

 |
| **Popular Title**: SFAR 112 Libya |
| **RIN 2120-AK99** |
| **Stage:** Final Rule |
| **Previous Stage:** None |
| **Abstract:** This action extends the prohibition of flight operations within the Tripoli (HLLL) Flight Information Region (FIR) by all U.S. air carriers, U.S. commercial operators, persons exercising the privileges of an airman certificate issued by the FAA, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier, and operators of U.S.-registered civil aircraft, except operators of such aircraft that are foreign air carriers . The extension of the expiration date is necessary due to continued hazards to persons and aircraft engaged in such flight operations. This Special Federal Aviation Regulation (SFAR) will now remain in effect until March 20, 2019. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 10/20/2016 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/21/2016  |   | 12/01/2016  |
| To OMB  | 01/19/2017  |   |   |
| OMB Clearance  | 03/06/2017  |   |   |
| Publication Date  | 03/17/2017  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Aviation Administration |
| 22.  |

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| --- | --- |
| **Unmanned Aircraft Systems Expanded Operations** | Black |

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| **Popular Title**: UAS XOps |
| **RIN 2120-AL01** |
| **Stage:** NPRM |
| **Previous Stage:** : . |
| **Abstract:** This rulemaking would enable expanded operations of small unmanned aircraft systems (sUAS) in the national airspace system (NAS). As a result, it would increase the utility of sUAS for operations under 14 CFR part 107, and would advance technology by encouraging innovation in this rapidly developing segment of the aviation industry. |
| **Effects:**

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|   | Privacy |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 12/06/2016 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/01/2017  |   |   |
| To OMB  | 09/12/2017  |   |   |
| OMB Clearance  | 12/11/2017  |   |   |
| Publication Date  | 12/22/2017  |   |   |
| End of Comment Period  | 02/20/2018  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| **Federal Highway Administration** |
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| Federal Highway Administration |
| 23.  |

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| **Pavement Markings** | Red |

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| **Popular Title**: Pavement Markings |
| **RIN 2125-AF34** |
| **Stage:** SNPRM |
| **Previous Stage:** NPRM: Publication Date 4/22/2010; End of Comment Period 8/20/2010. |
| **Abstract:** This rulemaking would amend the Manual on Uniform Traffic Control Devices, incorporated by reference in 23 CFR part 655, subpart F, to include standards, guidance, options, and supporting information related to maintaining minimum levels of retroreflectivity for pavement markings on all roads open to public travel. |
| **Effects:**

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|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 12/07/2009 |
| **Docket Number:** FHWA-2009-0139 |
| **Dates for SNPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 01/06/2012  | 07/31/2014  | 08/04/2014  |
| To OMB  | 02/06/2012  | 03/22/2016  | 04/04/2016  |
| OMB Clearance  | 05/07/2012  | 11/28/2016  | 11/28/2016  |
| Publication Date  | 05/14/2012  | 12/23/2016  |   |
| End of Comment Period  | 07/14/2012  | 04/23/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for SNPRM:** None |

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| Federal Highway Administration |
| 24.  |

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| **Highway Worker Safety (MAP-21)** | Green |

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| **Popular Title**: Worker Safety |
| **RIN 2125-AF51** |
| **Stage:** Undetermined |
| **Previous Stage:** None. |
| **Abstract:** This rulemaking would modify 23 CFR 630.1108(a) to incorporate the provisions of Section 1405 of MAP-21. This rulemaking would ensure that positive protection measures and temporary longitudinal traffic barriers would be used in work zones in certain situations. It would also set forth a unit-pay basis for positive protection devices in most circumstances.  |
| **Effects:**

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|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | FR : 11/30/2012 |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Highway Administration |
| 25.  |

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| **National Goals and Performance Management Measures 2 (MAP-21)** | Green |

 |
| **Popular Title**: Performance Management Two |
| **RIN 2125-AF53** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 1/5/15; End of C/P: 4/6/15; End of Extended C/P: 5/8/15. |
| **Abstract:** This rulemaking would create national performance management measures and standards to be used by the States to meet the national transportation goals identified in section 1203 of MAP-21. This rulemaking would also establish the process to be used by States to set performance targets that reflect their performance measures. The FHWA anticipates issuing up to three rulemakings in this area. This rulemaking, number two, will cover the bridges and pavement. |
| **Effects:**

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|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM : 04/01/2014 |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:** FHWA-2013-0053 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/07/2015  | 07/07/2016  | 07/01/2016  |
| To OMB  | 02/11/2016  | 08/19/2016  | 09/07/2016  |
| OMB Clearance  | 05/11/2016  | 12/21/2016  |   |
| Publication Date  |   | 12/29/2016  |   |

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| **Explanation for any delay:** | N/A  |

 |
| ***Federal Register* Citation for Final Rule:** None |

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| Federal Highway Administration |
| 26.  |

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| **National Goals and Performance Management Measures 3 (MAP-21)** | Green |

 |
| **Popular Title**: Performance Management Three |
| **RIN 2125-AF54** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Approved 04/04/2016;Publication Date 04/22/2016;End of Comment Period 08/20/2016. |
| **Abstract:** This rulemaking would create national performance management measures and standards to be used by the States to meet the national transportation goals identified in section 1203 of MAP-21. This rulemaking would also establish the process to be used by States to set performance targets that reflect their performance measures. The FHWA anticipates issuing up to three rulemakings in this area. This rulemaking covers Congestion Mitigation and Air Quality (CMAQ) and Freight issues. |
| **Effects:**

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| --- | --- |
|   | None  |

 |
| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM : 04/01/2014 |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/18/2016  |   | 10/18/2016  |
| To OMB  | 11/18/2016  |   | 11/14/2016  |
| OMB Clearance  | 12/19/2016  |   |   |
| Publication Date  | 12/20/2016  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Highway Administration |
| 27.  |

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| **National Bridge Inspection Standards (MAP-21)** | Green |

 |
| **Popular Title**: NBIS |
| **RIN 2125-AF55** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would update 23 CFR Part 650, Subpart C, National Bridge Inspection Standards, to incorporate changes made by section 1111 of MAP-21. This rulemaking would also update this Subpart to provide clarification of the requirements related to complex structures, critical findings, and inspection intervals. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule : 10/01/2015 |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 02/21/2014  | 12/30/2016  |   |
| To OMB  | 03/21/2014  | 02/17/2017  |   |
| OMB Clearance  | 06/23/2014  | 05/17/2017  |   |
| Publication Date  | 07/03/2014  | 05/26/2017  |   |
| End of Comment Period  | 08/15/2014  | 06/26/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Highway Administration |
| 28.  |

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| **Congestion Mitigation and Air Quality Improvement Program (MAP-21)** | Black |

 |
| **Popular Title**: CMAQ PM 2.5 |
| **RIN 2125-AF63** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 8/4/14; End of C/P: 10/3/14 |
| **Abstract:** This rulemaking would implement section 1113(b)(6) of MAP-21. That section requires priority use of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds in areas that are designated nonattainment or maintenance for fine particulate matter (PM 2.5) National Ambient Air Quality Standards under the Clean Air Act. That section did not specify the values to be applied to determine the weighted population. This rulemaking would establish the appropriate weighting factor for determining the weighted population of a PM 2.5 nonattainment area. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:** FHWA-2013-0018 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/27/2015  | 10/29/2015  | 11/10/2015  |
| To OMB  | 04/27/2015  | 01/05/2017  |   |
| OMB Clearance  | 07/27/2015  | 04/05/2017  |   |
| Publication Date  | 08/07/2015  | 04/12/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Highway Administration |
| 29.  |

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| --- | --- |
| **Buy America (RRR)** | Black |

 |
| **Popular Title**: Buy America (RRR) |
| **RIN 2125-AF65** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would update 23 CFR 635.410 to remove outdated references, add updated statutory references and coverage, reflect the current waiver request procedures, adjust the minimal use threshold amount for inflation, and address the application of these requirements to manufactured products, non-highway infrastructure, and acquisitions. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 01/24/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Highway Administration |
| 30.  |

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| --- | --- |
| **Metropolitan Planning Organization (MPO) Coordination** | Black |

 |
| **Popular Title**: MPO Coordination |
| **RIN 2125-AF68** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 06/27/2016;End of Comment Period 08/26/2016. |
| **Abstract:** The rulemaking would provide methods for improving MPO coordination in the transportation planning process, recognizing the critical role that transportation plays in ensuring the economic well-being of a region and the role that MPOs play in identifying efficient improvements that serve the region's mobility needs. The changes under consideration in the rulemaking are intended to enable MPOs to speak with a stronger, more unified voice, to increase efficiencies and reduce project delivery times, and to improve the extent to which transportation investments reflect the needs and priorities of a metropolitan region. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/24/2015 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/03/2016  |   | 11/07/2016  |
| To OMB  | 11/10/2016  |   | 11/11/2016  |
| OMB Clearance  | 12/12/2016  | 12/19/2016  | 12/13/2016  |
| Publication Date  | 12/19/2016  | 12/23/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Highway Administration |
| 31.  |

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| --- | --- |
| **Tribal Transportation Self-Governance Program** | Black |

 |
| **Popular Title**: Tribal Self-Governance |
| **RIN 2125-AF70** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would establish regulations to implement section 1121 of the FAST Act to establish a Tribal Transportation Self-Governance Program. |
| **Effects:**

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| --- | --- |
|   | Tribal Negotiated Rulemaking  |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/19/2016 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| **Federal Motor Carrier Safety Administration** |
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| Federal Motor Carrier Safety Administration |
| 32.  |

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| **Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border** | Red |

 |
| **Popular Title**: Mexico-Domiciled Motor Carriers |
| **RIN 2126-AA34** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR: Publication Date 03/19/2002; End of Comment Period 04/18/2002. |
| **Abstract:** This rulemaking would change FMCSA regulations to govern applications by Mexican carriers to operate beyond municipalities and commercial zones at the United State-Mexico border. It would also revise the application form, OP-1MX, to be filed by these Mexican motor carriers. The revised form would require additional information about the applicant´s business and operating practices to allow the FMCSA to determine if the applicant can meet the safety standards established for operating in interstate commerce in the United States. Carriers that had previously submitted an application would have to submit the updated form. These changes are needed to implement part of the North American Free Trade Agreement (NAFTA). On January 16, 2003, the Ninth Circuit Court remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents as ruled by the Ninth Circuit. FMCSA originally planned to publish a final rule by November 20, 2003. FMCSA will determine the next steps to be taken after the pilot program on the long haul trucking provisions of NAFTA is completed. |
| **Effects:**

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| --- | --- |
|   | Information CollectionNAFTA |

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| **Prompting action:** International Agreement |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/07/2001 |
| **Docket Number:** FMCSA-98-3298 |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Unanticipated issues requiring further analysis |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 33.  |

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| **Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States** | Red |

 |
| **Popular Title**: Safety Monitoring |
| **RIN 2126-AA35** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR: Publication Date 03/19/2002; End of Comment Period 04/18/2002. |
| **Abstract:** This rule would implement a safety monitoring system and compliance initiative designed to evaluate the continuing safety fitness of all Mexico-domiciled carriers within 18 months after receiving a provisional Certificate of Registration or provisional authority to operate in the United States. It also would establish suspension and revocation procedures for provisional Certificates of Registration and operating authority, and incorporate criteria to be used by FMCSA in evaluating whether Mexico-domiciled carriers exercise basic safety management controls. The interim rule included requirements that were not proposed in the NPRM but which are necessary to comply with the FY-2002 DOT Appropriations Act. On January 16, 2003, the Ninth Circuit Court of Appeals remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents. FMCSA originally planned to publish a final rule by November 28, 2003. FMCSA will determine the next steps to be taken after the pilot program on the long haul trucking provisions of NAFTA is completed. |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility ActFederalism Information CollectionNAFTA |

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| **Prompting action:** International Agreement |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/07/2001 |
| **Docket Number:** FMCSA-1998-3299 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Unanticipated issues requiring further analysis |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 34.  |

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| --- | --- |
| **Certification of Safety Auditors, Safety Investigators, and Safety Inspectors** | Red |

 |
| **Popular Title**: Safety Auditors Certification |
| **RIN 2126-AA64** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR: Date of Publication 03/19/02; Effective Date 06/17/02; End of Comment Period 05/20/02, IFR: Notice Extending Compliance Date 06/17/02; End of Extended C/P 07/17/02. IFR: Notice of Statutory Compliance Date 12/23/03, Reinstated IFR 1/01/04. |
| **Abstract:** This rulemaking would require that any safety inspection, safety audit, or compliance review be conducted by a certified inspector, auditor, or investigator. It is required by section 211 of the Motor Carrier Safety Improvement Act. Based on comments to the Interim Final Rule (IFR), the agency will issue a Final Rule that addresses issues not clarified in the IFR. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM : 12/09/2000 |

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| **Rulemaking Project Initiated:** 12/09/1999 |
| **Docket Number:** FMCSA-2001-11060 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Other, higher priorities |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 35.  |

|  |  |
| --- | --- |
| **Limitations on the Issuance of Commercial Driver Licenses with a Hazardous Materials Endorsement** | Red |

 |
| **Popular Title**: USA PATRIOT Act Rule |
| **RIN 2126-AA70** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR: Publication Date 04/29/2005. |
| **Abstract:** This rulemaking would prohibit States from issuing, renewing, transferring or upgrading a commercial driver´s license (CDL) with a hazardous materials endorsement, unless the Transportation Security Administration (TSA) has first conducted a background check on the applicant and determined the applicant does not pose a security risk warranting denial of the hazardous materials endorsement. FMCSA and TSA simultaneously published interim final rules. FMCSA has published another IFR corresponding to TSA´s extension of compliance date. Since this rulemaking conforms to TSA´s rulemaking, the rulemaking is dependent upon TSA action. This action is considered significant because of substantial public and congressional interest, and national security. |
| **Effects:**

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|   | NAFTA |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 10/26/2001 |
| **Docket Number:** FMCSA-2001-11117 |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |

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| **Explanation for any delay:** | Other, higher priorities |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 36.  |

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| --- | --- |
| **Consumer Complaint Information** | Red |

 |
| **Popular Title**: Consumer Complaint Information |
| **RIN 2126-AB01** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Date 02/20/2008, End of Comment Period 4/21/2008. |
| **Abstract:** The rulemaking would require each motor carrier of household goods to submit a quarterly report of specific identified information regarding complaints that each receives from shippers and consumers to the Agency. This rule responds to Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). |
| **Effects:**

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| --- | --- |
|   | Information CollectionPrivacy |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Report in place : 08/10/2006 |

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| **Rulemaking Project Initiated:** 08/10/2005 |
| **Docket Number:** FMCSA-2008-0029 |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |

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| **Explanation for any delay:** | Lack of resourcesLack of staffing |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 37.  |

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| **Carrier Safety Fitness Determination** | Red |

 |
| **Popular Title**: Carrier Safety Fitness Determination |
| **RIN 2126-AB11** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: 1/21/16, C/P ended 5/23/16, Reply C/P ended 6/23/16 |
| **Abstract:** FMCSA proposes to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to adopt revised methodologies that would result in a safety fitness determination (SFD). The proposed methodologies would determine when a motor carrier is not fit to operate commercial motor vehicles (CMVs) in or affecting interstate commerce based on (1) the carrier's on-road safety performance in relation to five of the Agency's seven Behavioral Analysis and Safety Improvement Categories (BASICs); (2) an investigation; or (3) a combination of on-road safety data and investigation information. The intended effect of this action is to more effectively use FMCSA data and resources to identify unfit motor carriers and to remove them from the Nation's roadways. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorRegulatory Flexibility Act |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 06/21/2007 |
| **Docket Number:** FMCSA-2015-0001 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 38.  |

|  |  |
| --- | --- |
| **New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999** | Red |

 |
| **Popular Title**: MCSIA 210(b) New Entrant Knowledge Test |
| **RIN 2126-AB17** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: Publication Date 08/25/2009; End of Comment Period 10/26/2009. |
| **Abstract:** This rulemaking would consider methods for ensuring a new applicant carrier is knowledgeable about the applicable safety requirements before being granted New Entrant authority. The agency is considering whether to implement a proficiency examination as part of its revised New Entrant Safety Assurance Process as well as other alternatives. This rulemaking responds to issues raised in a petition from Advocates for Highway and Auto Safety regarding new entrant applicant knowledge. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| --- | --- |
| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/26/2009 |
| **Docket Number:** FMCSA-2001-11061 |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 39.  |

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| --- | --- |
| **Commercial Driver's License Drug and Alcohol Clearinghouse (MAP-21)** | Red |

 |
| **Popular Title**: CDL Drug and Alcohol Clearinghouse |
| **RIN 2126-AB18** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 2/20/14, End of C/P 5/21/14 |
| **Abstract:** This rulemaking would create a central database for verified positive controlled substances and alcohol test results for commercial driver´s license (CDL) holders and refusals by such drivers to submit to testing. This rulemaking would require employers of CDL holders and service agents to report positive test results and refusals to test into the Clearinghouse. Prospective employers, acting on an application for a CDL driver position with the applicant´s written consent to access the Clearinghouse, would query the Clearinghouse to determine if any specific information about the driver applicant is in the Clearinghouse before allowing the applicant to be hired and to drive CMVs. This rulemaking is intended to increase highway safety by ensuring CDL holders, who have tested positive or have refused to submit to testing, have completed the U.S. DOT´s return-to-duty process before driving CMVs in interstate or intrastate commerce. It is also intended to ensure that employers are meeting their drug and alcohol testing responsibilities. Additionally, provisions in this rulemaking would also be responsive to requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) Act. MAP-21 required creation of the Clearinghouse by 10/1/14. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorRegulatory Flexibility ActFederalism Information CollectionPrivacy |

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| **Prompting action:** Statute |
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| --- | --- |
| **Legal Deadline:**  | Clearinghouse required to be established by 10/01/2014. : 10/01/2014 |

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| **Rulemaking Project Initiated:** 03/01/2009 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 04/27/2015  | 11/16/2015  | 11/30/2015  |
| To OMB  | 06/02/2015  | 05/18/2016  | 05/18/2016  |
| OMB Clearance  | 09/02/2015  | 11/16/2016  | 10/31/2016  |
| Publication Date  | 09/16/2015  | 11/21/2016  | 12/05/2016  |

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| **Explanation for any delay:** | Unanticipated issues requiring further analysis |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Motor Carrier Safety Administration |
| 40.  |

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| --- | --- |
| **MAP-21 Enhancements and Other Updates to the Unified Registration System** | Green |

 |
| **Popular Title**: URS 2 |
| **RIN 2126-AB56** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** FMCSA proposes to implement several provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that relate to the FMCSA's Unified Registration System (URS) as well as update and codify the Agency's procedures for granting, suspending, and revoking registration. These procedures would apply to all entities required to register under the Agency's commercial or safety jurisdiction. Many of the proposed provisions codify existing Agency practices, while others improve on existing processes and procedures. FMCSA proposes this rule to achieve greater transparency, uniformity, efficiency, and predictability with respect to granting, suspending, or revoking registration. |
| **Effects:**

|  |  |
| --- | --- |
|   | Information CollectionPrivacyNAFTAForeign |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 06/17/2013  | 05/08/2017  |   |
| To OMB  | 07/19/2013  | 06/09/2017  |   |
| OMB Clearance  | 10/18/2013  | 09/08/2017  |   |
| Publication Date  | 10/29/2013  | 09/20/2017  |   |
| End of Comment Period  | 12/31/2013  | 11/22/2017  |   |

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| **Explanation for any delay:** | Lack of staffingUnanticipated issues requiring further analysis |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Motor Carrier Safety Administration |
| 41.  |

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| **Heavy Vehicle Speed Limiters** | Black |

 |
| **Popular Title**: Heavy Vehicle Speed Limiters |
| **RIN 2126-AB63** |
| **Stage:** NPRM |
| **Previous Stage:** NPRM: Published 9/7/16, C/P Ends 11/7/16 |
| **Abstract:** This joint rulemaking with NHTSA would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy trucks. In response to the petitions, NHTSA requested public comment on the subject and received thousands of comments supporting the petitioner´s request. Based on the available safety data and the ancillary benefit of reduced fuel consumption, this rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy trucks. We believe this rule would have minimal cost, as all heavy trucks already have these devices installed, although some vehicles do not have the limit set. This rule would decrease the estimated 1,115 fatal crashes annually involving vehicles with a GVWR of over 11,793.4 kg (26,000 lbs) on roads with posted speed limits of 55 mph or above. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 05/29/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/20/2013  |   | 08/08/2014  |
| To OMB  | 12/25/2013  | 05/15/2015  | 05/18/2015  |
| OMB Clearance  | 03/18/2014  | 04/22/2016  | 08/12/2016  |
| Publication Date  | 03/24/2014  | 08/26/2016  | 09/07/2016  |
| End of Comment Period  | 05/22/2014  | 10/26/2016  | 11/07/2016  |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| --- |
| Federal Motor Carrier Safety Administration |
| 42.  |

|  |  |
| --- | --- |
| **Entry-Level Driver Training** | Black |

 |
| **Popular Title**: ELDT |
| **RIN 2126-AB66** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 3/7/16, C/P ended 4/6/16 NPRM: Publication Approved 02/19/2016;Publication Date 03/07/2016;End of Comment Period 04/06/2016. |
| **Abstract:** FMCSA establishes new minimum training standards for certain individuals applying for their commercial driver's license (CDL) for the first time; an upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL); or a hazardous materials (H), passenger (P), or school bus (S) endorsement for the first time. These individuals are subject to the entry-level driver training (ELDT) requirements and must complete a prescribed program of instruction provided by an entity that is listed on FMCSA's Training Provider Registry (TPR). FMCSA will submit training certification information to State driver licensing agencies (SDLAs), who may only administer CDL skills tests to applicants for the Class A and B CDL, and/or the P or S endorsements, or knowledge test for the H endorsement, after verifying the information is present in the driver's record. This final rule responds to a Congressional mandate imposed under the Moving Ahead for Progress in the 21st Century Act (MAP-21). The rule is based on consensus recommendations from the Agency's Entry-Level Driver Training Advisory Committee (ELDTAC), a negotiated rulemaking committee that held a series of meetings between February and May 2015. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorRegulatory Flexibility ActNegotiated Rulemaking Information CollectionPrivacy |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 10/24/2013 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/29/2016  |   | 08/25/2016  |
| To OMB  | 09/16/2016  |   | 08/29/2016  |
| OMB Clearance  | 10/31/2016  | 11/10/2016  | 11/15/2016  |
| Publication Date  | 11/10/2016  | 11/23/2016  | 12/08/2016  |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Motor Carrier Safety Administration |
| 43.  |

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| --- | --- |
| **Financial Responsibility for Motor Carriers, Freight Forwarders, and Brokers** | Black |

 |
| **Popular Title**: Minimum Levels of Financial Responsibility |
| **RIN 2126-AB74** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: Publication Date 11/28/2014;End of Comment Period 02/26/2015. |
| **Abstract:** The FMCSA is proposing a rulemaking to increase the minimum levels of financial responsibility for motor carriers, including liability coverage for bodily injury or property damage in the case of freight and passenger motor carriers. The legislative history of the Federal minimum insurance requirements strongly suggests that Congress recognized that crash costs would change and that DOT would regularly examine the levels and make adjustments as necessary. In completing the report Congress required under section 32104 of the Moving Ahead for Progress in the 21st Century Act (MAP-21), FMCSA has determined that the current financial responsibility minimums are inadequate to fully cover the costs of some crashes in light of increased medical costs and DOT´s revised value of statistical life estimates. The FMCSA is also considering proposing to extend the financial responsibility requirements to private motor carriers, as authorized by section 4120 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In addition, FMCSA is considering financial responsibility requirements for passenger carrier brokers, implementation of certain MAP-21 provisions concerning broker and freight forwarder financial responsibility, revisions of the rules concerning self-insurance and trip insurance |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| --- | --- |
| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 04/14/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Motor Carrier Safety Administration |
| 44.  |

|  |  |
| --- | --- |
| **State Inspection Programs for Passenger Carrier Vehicles** | Black |

 |
| **Popular Title**: Passenger Carrier Inspections |
| **RIN 2126-AB84** |
| **Stage:** ANPRM |
| **Previous Stage:** ANPRM: Published 4/27/16, C/P ends 6/27/16 |
| **Abstract:** FMCSA is considering a rulemaking that would require States to establish a program for annual inspections of commercial motor vehicles designed or used to transport passengers as required by the provision from section 32710 of the Moving Ahead for Progress in the 21st Century Act (Pub. L. 112-141, MAP-21). |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 04/29/2015 |
| **Docket Number:**  |
| **Dates for ANPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/26/2015  | 11/25/2015  | 11/25/2015  |
| To OMB  | 11/30/2015  | 02/25/2016  | 03/03/2016  |
| OMB Clearance  | 12/28/2015  | 04/15/2016  | 04/07/2016  |
| Publication Date  | 01/06/2016  | 04/26/2016  | 04/27/2016  |
| End of Comment Period  | 03/09/2016  | 06/24/2016  | 06/27/2016  |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for ANPRM:** 81 FR 24769 |

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| Federal Motor Carrier Safety Administration |
| 45.  |

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| **Evaluation of Safety-Sensitive Personnel for Moderate-to-Severe Obstructive Sleep Apnea** | Black |

 |
| **Popular Title**: Evaluation of Safety Sensitive Personnel for OSA |
| **RIN 2126-AB88** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: Published 3/10/16, C/P Ends 7/8/16 ANPRM: Publication Approved 03/08/2016;Publication Date 03/10/2016;End of Comment Period 06/08/2016;Extension of Comment Period 06/08/2016;End of Extended Comment Period 07/08/2016. |
| **Abstract:** The Federal Motor Carrier Safety Administration (FMCSA) and Federal Railroad Administration (FRA) request data and information concerning the prevalence of moderate-to-severe obstructive sleep apnea (OSA) among individuals occupying safety sensitive positions in highway and rail transportation, and on its potential consequences for the safety of rail and highway transportation. FMCSA and FRA (collectively "the Agencies") also request information on potential costs and benefits from regulatory actions that address the safety risks associated with motor carrier and rail transportation workers in safety sensitive positions who have OSA. For instance, the agencies request comment on the costs and benefits of requiring motor carrier and rail transportation workers in safety sensitive positions who exhibit multiple risk factors for OSA to undergo evaluation and treatment by a healthcare professional with expertise in sleep disorders. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| --- | --- |
| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 10/01/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| **Federal Railroad Administration** |
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| Federal Railroad Administration |
| 46.  |

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| **Risk Reduction Program** | Red |

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| **Popular Title**: Risk Reduction Program |
| **RIN 2130-AC11** |
| **Stage:** Final Rule |
| **Previous Stage:** ANPRM: Publication Date 12/08/2010; End of Comment Period 02/07/2011 NPRM: Publication Date 02/27/14; End of Comment Period 04/27/15. |
| **Abstract:** This rule requires each Class I freight railroad and each freight railroad with inadequate safety performance to develop and implement a Risk Reduction Program (RRP) to improve the safety of its operations. RRP is a comprehensive, system-oriented approach to safety that determines a railroad operation's level of risk by identifying and analyzing applicable hazards, and involves developing plans to mitigate, if not eliminate, that risk. Each railroad has a certain amount of flexibility to tailor an RRP to its specific railroad operations. Each railroad must implement its RRP under a written RRP plan that FRA has reviewed and approved. Each railroad must conduct an annual internal assessment of its RRP, and FRA will audit a railroad's RRP processes and procedures. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule : 10/16/2012 |

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| **Rulemaking Project Initiated:** 10/16/2008 |
| **Docket Number:** FRA-2009-0038 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/21/2015  | 11/18/2016  | 11/30/2016  |
| To OMB  | 11/20/2015  | 01/20/2017  |   |
| OMB Clearance  | 02/18/2016  | 04/20/2017  |   |
| Publication Date  | 02/26/2016  | 05/02/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Railroad Administration |
| 47.  |

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| --- | --- |
| **Emergency Escape Breathing Apparatus** | Red |

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| **Popular Title**: Emergency Escape Breathing Apparatus |
| **RIN 2130-AC14** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 10/05/2010, End of Comment Period 12/06/2010. |
| **Abstract:** This rulemaking would prescribe regulations that require railroads to provide specified emergency escape breathing apparatus for all crew members in locomotive cabs on freight trains carrying poison-inhalation-hazard hazardous material and provide training in its use. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule : 04/16/2010 |

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| **Rulemaking Project Initiated:** 10/16/2008 |
| **Docket Number:** FRA-2009-0044 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 06/29/2011  | 08/12/2017  |   |
| To OMB  | 08/04/2011  | 09/23/2017  |   |
| OMB Clearance  | 11/02/2011  | 01/20/2018  |   |
| Publication Date  | 11/09/2011  | 02/07/2018  |   |

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| **Explanation for any delay:** | Additional coordination needed for regulatory evaluationOther, higher priorities |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Railroad Administration |
| 48.  |

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| **High-Speed Rail Corridor Development and Capital Investment Grants to Support Intercity Passenger Rail Service** | Red |

 |
| **Popular Title**: High-Speed Rail Corridor Development |
| **RIN 2130-AC17** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would prescribe procedures and schedules for the awarding of grants to eligible applicants under this title to assist in financing the capital costs of facilities, infrastructure, and equipment necessary to provide or improve intercity passenger rail transportation. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule - High Speed Development : 10/16/2009Final Rule - Capital Investment Grants : 10/16/2010 |

 |
| **Rulemaking Project Initiated:** 10/16/2008 |
| **Docket Number:** FRA-2009-0106 |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Railroad Administration |
| 49.  |

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| --- | --- |
| **High-Speed Intercity Passenger Rail (HSIPR) Program; Buy America Program Requirements** | Red |

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| **Popular Title**: Buy America Program Requirements |
| **RIN 2130-AC23** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would establish regulations for FRA´s Buy America requirements as part of the High-Speed Intercity Passenger Rail (HSIPR) program. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (Division B of Pub. L. 110-432) authorized the appropriation of funds to establish several new passenger rail grant programs, including capital investment grants to support intercity passenger rail service (§301), high-speed corridor development (§501), and congestion grants (§302). FRA has consolidated these and other closely related programs into the HSIPR program, as detailed in FRA´s HSIPR Interim Guidance (74 Fed. Reg. 29900 (June 23, 2009)) and FY 2010 Interim Guidance (75 Fed. Reg. 38344 and 38365 (July 1, 2010)). Spending authorized under PRIIA is subject to the Buy America provision of 49 U.S.C. § 24405(a). This rulemaking would provide standards to govern FRA´s application of the Buy America provision of 49 U.S.C. § 24405(a) to all PRIIA-authorized spending as part of the HSIPR program. A NPRM was scheduled for publication on 06/25/12. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 09/14/2010 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Railroad Administration |
| 50.  |

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| --- | --- |
| **Passenger Equipment Safety Standards Amendments (RRR)** | Black |

 |
| **Popular Title**: Passenger Equipment Safety Standards Amendments |
| **RIN 2130-AC46** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would amend 49 CFR Part 238 to update existing safety standards for passenger rail equipment. Specifically, the proposed rulemaking would add standards for alternative compliance with requirements for Tier I passenger equipment, increase the maximum authorized speed for Tier II passenger equipment, and add requirements for a new Tier III category of passenger equipment. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorRegulatory Flexibility Act |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 04/22/2013 |
| **Docket Number:** FRA-2013-0060 |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/27/2013  | 08/06/2015  | 08/06/2015  |
| To OMB  | 10/25/2013  | 04/05/2016  | 04/04/2016  |
| OMB Clearance  | 01/23/2014  | 11/17/2016  | 11/16/2016  |
| Publication Date  | 01/28/2014  | 11/30/2016  | 12/06/2016  |
| End of Comment Period  | 03/31/2014  | 01/29/2017  | 02/06/2017  |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Railroad Administration |
| 51.  |

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| --- | --- |
| **Train Crew Staffing and Location** | Black |

 |
| **Popular Title**: Train Crew Staffing and Location |
| **RIN 2130-AC48** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 03/15/2016; End of Comment Period 05/16/2016. Final Rule: Publication Approved ;Publication Date ;Effective Date . |
| **Abstract:** This rulemaking would add minimum requirements for the size of different train crew staffs depending on the type of operation. The minimum crew staffing requirements would reflect the safety risks posed to railroad employees, the general public, and the environment. This rulemaking would also establish minimum requirements for the roles and responsibilities of the second train crew member on a moving train, and promote safe and effective teamwork. Additionally, this rulemaking would permit a railroad to submit information to FRA and seek approval if it wants to continue an existing operation with a one-person train crew or start up an operation with less than two crew members. |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility Act |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/27/2014 |
| **Docket Number:** FRA-2014-0033 |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |  10/17/2016 |
| To OMB  |   |   |  12/22/2016 |
| OMB Clearance  |   |  03/22/2017 |   |
| Publication Date  |   |  04/02/2017 |   |
| End of Comment Period  |   |  06/02/2017 |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Railroad Administration |
| 52.  |

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| --- | --- |
| **Locomotive Recording Devices** | Black |

 |
| **Popular Title**: Locomotive Recording Devices |
| **RIN 2130-AC51** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would require the installation of inward- and outward-facing locomotive video cameras on controlling locomotives of trains traveling over 30 mph. The recordings would be used to help determine the cause of railroad accidents in order to prevent the occurrence of similar accidents. They would also be used to ensure railroad employee compliance with applicable Federal railroad safety regulations and railroad rules, particularly regulations prohibiting the use of personal electronic devices. This rulemaking attempts to fulfill NTSB recommendations urging FRA to adopt regulations requiring locomotive-mounted audio and video recording devices. FRA is requesting comments regarding whether audio recording devices should be required. This rulemaking would amend 49 CFR parts 217, 218, and 229. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:**  | FAST Act : 12/04/2017 |

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| **Rulemaking Project Initiated:** 06/18/2015 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/14/2015  | 04/15/2016  | 04/28/2016  |
| To OMB  | 10/13/2015  | 12/14/2016  |   |
| OMB Clearance  | 01/11/2016  | 03/14/2017  |   |
| Publication Date  | 01/19/2016  | 03/24/2017  |   |
| End of Comment Period  | 03/21/2016  | 05/24/2017  |   |

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| **Explanation for any delay:** | Additional Coordination and New Legislation |

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| ***Federal Register* Citation for NPRM:** None |

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| Federal Railroad Administration |
| 53.  |

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| --- | --- |
| **Evaluation of Safety-Sensitive Personnel for Moderate-to-Severe Obstructive Sleep Apnea** | Black |

 |
| **Popular Title**: Evaluation of Safety Sensitive Personnel for OSA |
| **RIN 2130-AC52** |
| **Stage:** Undetermined |
| **Previous Stage:** : . : Publication Approved ;Publication Date ;End of Comment Period . : Publication Approved ;Publication Date ;End of Comment Period . |
| **Abstract:** The Federal Motor Carrier Safety Administration (FMCSA) and Federal Railroad Administration (FRA) request data and information concerning the prevalence of moderate-to-severe obstructive sleep apnea (OSA) among individuals occupying safety sensitive positions in rail and highway transportation. FMCSA and FRA also request information about the potential economic impact and safety benefits associated with regulatory actions that would result in transportation workers in these positions, who exhibit multiple risk factors for OSA, undergoing evaluation by a healthcare professional with expertise in sleep disorders, and subsequent treatment. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 10/08/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Railroad Administration |
| 54.  |

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| **Track Safety Standards; Improving Rail Integrity** | Black |

 |
| **Popular Title**: Track Safety Standards |
| **RIN 2130-AC53** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would amend 49 CFR Part 213, Track Safety Standards. Specifically, the rulemaking would amend or add regulations addressing continuous testing of rail defects, rail head wear, inspection records, continuous welded rail, qualified operators, and Class 6-9 rail inspection frequencies. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 05/26/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/18/2015  | 01/31/2017  |   |
| To OMB  | 02/12/2016  | 03/14/2017  |   |
| OMB Clearance  | 05/13/2016  | 06/14/2017  |   |
| Publication Date  | 05/27/2016  | 06/28/2017  |   |
| End of Comment Period  | 07/27/2016  | 08/28/2017  |   |

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| **Explanation for any delay:** | Awaiting development of additional dataAdditional coordination necessaryUnanticipated issues requiring further analysis |

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| ***Federal Register* Citation for NPRM:** None |

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| **Federal Transit Administration** |
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| Federal Transit Administration |
| 55.  |

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| **Buy America: Amendments (MAP-21)** | Black |

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| **Popular Title**: Buy America |
| **RIN 2132-AB16** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would amend 49 CFR Part 661 to incorporate changes made by MAP-21 and to make other updates and amendments. |
| **Effects:**

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|   | Information Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 01/10/2013 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Transit Administration |
| 56.  |

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| --- | --- |
| **Core Capacity Projects (MAP-21)** | Green |

 |
| **Popular Title**: Core Capacity |
| **RIN 2132-AB17** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would establish the steps in the process and the evaluation criteria for a new category of eligible capital investment projects created by MAP-21 called "core capacity projects". Core capacity projects are improvements to existing transit lines that are currently at capacity or will be in five years. The proposed projects must increase capacity in the corridor by at least 10 percent. |
| **Effects:**

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| --- | --- |
|   | MajorInformation Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Transit Administration |
| 57.  |

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| --- | --- |
| **New and Small Start Projects (MAP-21)** | Green |

 |
| **Popular Title**: New and Small Starts |
| **RIN 2132-AB18** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would establish the steps in the process for New and Small Starts projects. The final rule published in January 2013 made final most of the MAP-21 evaluation criteria, except for the congestion relief criterion. This new rulemaking would build on that work by establishing the requirements for advancing through the steps in the process and outlining the congestion relief criterion that will be used by FTA. |
| **Effects:**

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| --- | --- |
|   | MajorInformation Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Federal Transit Administration |
| 58.  |

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| --- | --- |
| **National and Public Transportation Safety Plans (MAP-21) and Transit Asset Management** | Green |

 |
| **Popular Title**: Safety Plans |
| **RIN 2132-AB20** |
| **Stage:** Withdrawal |
| **Previous Stage:** ANPRM: 10/03/2013; ANPRM C/P End: 01/02/2014 |
| **Abstract:** This is a joint ANPRM for certain requirements of the Public Transportation Safety Program and the National Transit Asset Management System. Safety: This rule, mandated by MAP-21, will create and implement a National Public Transportation Safety Plan that will include: (1) safety performance criteria for all modes of public transportation; (2) the definition of State of Good Repair established under separate rulemaking; (3) minimum safety performance standards for public transportation vehicles used in revenue operations that do not apply to vehicles regulated by another Federal agency; and (4) a public transportation safety certification training program. This rule will also establish requirements for each 5307 and 5311 recipient in developing and implementing individual agency safety plans. This rule has been broken into three separate rulemakings under different RINs for the Agency Safety Plans, the training certification program, and Transit Asset Management, and, as such, this RIN will be withdrawn. |
| **Effects:**

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| --- | --- |
|   | MajorFederalism Information Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for Withdrawal:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 01/03/2017  |   |
| Effective Date  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Withdrawal:** None |

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| Federal Transit Administration |
| 59.  |

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| --- | --- |
| **Public Transportation Agency Safety Plans** | Black |

 |
| **Popular Title**: Public Transportation Agency Safety Plans |
| **RIN 2132-AB23** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 02/05/2016; End of C/P: 04/05/2016 |
| **Abstract:** This rulemaking would establish requirements for States or recipients to develop and implement individual agency safety plans. The requirements of this rulemaking will be based on the principles and concepts of Safety Management Systems (SMS). SMS is the formal, top-down, organization-wide approach to managing safety risks and assuring the effectiveness of a transit agency´s safety risk controls. SMS includes systematic procedures, practices, and policies for managing hazards and risks. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/15/2014 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/01/2016  |   | 09/01/2016  |
| To OMB  | 10/06/2016  | 10/17/2016  | 10/24/2016  |
| OMB Clearance  | 01/06/2017  | 01/13/2017  |   |
| Publication Date  | 01/13/2017  | 01/17/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Transit Administration |
| 60.  |

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| **Metropolitan Planning Organization (MPO) Coordination** | Black |

 |
| **Popular Title**: MPO Coordination |
| **RIN 2132-AB28** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 06/27/2016; End of C/P: 08/26/2016 NPRM: Publication Approved 06/17/2016;Publication Date 06/27/2016;End of Comment Period 08/26/2016;Analyzing Comments . |
| **Abstract:** The rulemaking would provide methods for improving MPO coordination in the transportation planning process, recognizing the critical role that transportation plays in ensuring the economic well-being of a region and the role that MPOs play in identifying efficient improvements that serve the region's mobility needs. The changes under consideration in the rulemaking are intended to enable MPOs to speak with a stronger, more unified voice, to increase efficiencies and reduce project delivery times, and to improve the extent to which transportation investments reflect the needs and priorities of a metropolitan region. |
| **Effects:**

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| --- | --- |
|   | Economically Significant |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/24/2015 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   | 11/07/2016  |
| To OMB  |   |   | 11/11/2016  |
| OMB Clearance  |   | 12/19/2016  |   |
| Publication Date  |   | 12/23/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Federal Transit Administration |
| 61.  |

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| **Protecting Transit Workers from the Risk of Assaults** | Black |

 |
| **Popular Title**: Operator Assault |
| **RIN 2132-AB30** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** Section 3022 of the Fast Act requires the Secretary to issue a notice of proposed rulemaking (NPRM) on protecting transit operators from the risk of assault. This NPMR would propose mitigations to reduce the risk of assault to transit operators and employees of public transportation systems, based on a Safety Management Systems approach. Proposed mitigations would include vehicle requirements, training and other tools. |
| **Effects:**

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| --- | --- |
|   | Major |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 12/04/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| **Maritime Administration** |
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| Maritime Administration |
| 62.  |

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| **Cargo Preference** | Red |

 |
| **Popular Title**: Cargo Preference |
| **RIN 2133-AB74** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM: Publication Date 01/28/99; End of Comment Period 03/29/99; Withdrawn 02/14/05 |
| **Abstract:** This rulemaking would revise and clarify the cargo preference regulations that have not been revised substantially since 1971. The rulemaking would also implement statutory changes, including Section 3511, P.L. 110-417, of The National Defense Authorization Act for FY 2009, which provides enforcement authority. |
| **Effects:**

|  |  |
| --- | --- |
|   | Regulatory Flexibility ActInformation CollectionForeign |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 06/21/2008 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/15/2014  |   | 09/15/2014  |
| To OMB  | 11/14/2014  | 02/17/2015  | 03/09/2015  |
| OMB Clearance  | 02/14/2015  | 12/20/2016  |   |
| Publication Date  | 02/26/2015  | 01/12/2017  |   |
| End of Comment Period  | 04/27/2015  | 03/12/2016  |   |

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| **Explanation for any delay:** | Unanticipated issues requiring further analysisAwaiting development of additional dataAdditional coordination necessaryAdditional coordination needed for regulatory evaluation |

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| ***Federal Register* Citation for NPRM:** None |

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| **National Highway Traffic Safety Administration** |
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| National Highway Traffic Safety Administration |
| 63.  |

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| **Tire Fuel Efficiency Consumer Information - Part 2** | Red |

 |
| **Popular Title**: Tire Fuel Efficiency Part 2 |
| **RIN 2127-AK76** |
| **Stage:** SNPRM |
| **Previous Stage:** NPRM: Publication Date 06/22/2009; Comment Period End 08/21/2009. |
| **Abstract:** This rulemaking would respond to requirements of the Energy Independence & Security Act of 2007 to establish a national tire fuel efficiency consumer information program for replacement tires designed for use on motor vehicles. On March 30, 2010, NHTSA published a final rule specifying the test procedures to be used to rate the performance of replacement passenger car tires for this new program (75 FR 15893). This rulemaking would address how this information would be made available to consumers. |
| **Effects:**

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| --- | --- |
|   | EUNAFTAForeign |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 12/19/2007 |
| **Docket Number:** NHTSA-2011-0099 |
| **Dates for SNPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 04/03/2012  | 11/21/2015  | 10/21/2015  |
| To OMB  | 05/14/2012  | 10/04/2016  | 10/13/2016  |
| OMB Clearance  | 08/13/2012  | 01/13/2017  |   |
| Publication Date  | 08/15/2012  | 01/18/2017  |   |
| End of Comment Period  | 10/15/2012  | 03/17/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for SNPRM:** None |

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| National Highway Traffic Safety Administration |
| 64.  |

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| --- | --- |
| **Mandatory Event Data Recorder Requirements** | Red |

 |
| **Popular Title**: Mandatory EDR Requirements |
| **RIN 2127-AK86** |
| **Stage:** Final Rule |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would establish a new Federal motor vehicle safety standard to mandate the installation of Event Data Recorders (EDR) in light vehicles. The standard would incorporate the current 49 CFR Part 563, which established the current reporting requirement of voluntarily installed EDRs in light vehicles. Part 563 presently requires vehicle manufacturers who are voluntarily installing EDRs to be in compliance with the regulation by September 1, 2012. This rulemaking would not affect the 2012 compliance date for voluntarily-installed EDRs. Furthermore, this rulemaking would not modify any of the Part 563 data elements, data capture and format requirements, data retrieval specifications, or data survivability and crash test requirements. Moreover, this rulemaking to mandate EDRs across the entire light vehicle fleet could contribute to advancements in vehicle designs, and advanced restraint and other safety countermeasures. The estimated total incremental costs associated with this rulemaking would be $24.4 million (2009 dollars), which is measured from a baseline of 91.6 percent EDR installation to 100 percent installation, assuming the sale of 15.5 million light vehicles per year. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 02/22/2011 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/20/2015  | 01/24/2017  |   |
| To OMB  | 09/24/2015  | 02/27/2017  |   |
| OMB Clearance  | 12/24/2015  | 05/26/2017  |   |
| Publication Date  | 12/31/2015  | 05/30/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for Final Rule:** None |

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| National Highway Traffic Safety Administration |
| 65.  |

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| --- | --- |
| **Heavy Vehicle Speed Limiters** | Red |

 |
| **Popular Title**: Heavy Vehicle Speed Limiters |
| **RIN 2127-AK92** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy trucks. In response to the petitions, NHTSA requested public comment on the subject and received thousands of comments supporting the petitioner´s request. Based on the available safety data and the ancillary benefit of reduced fuel consumption, this rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy trucks. We believe this rule would have minimal cost, as all heavy trucks already have these devices installed, although some vehicles do not have the limit set. This rule would decrease the estimated 1,115 fatal crashes annually involving vehicles with a GVWR of over 11,793.4 kg (26,000 lbs) on roads with posted speed limits of 55 mph or above. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 03/18/2011 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/11/2011  | 02/14/2013  | 03/04/2013  |
| Returned to Mode  |   |   | 04/18/2013  |
| Resubmitted to OST  |   | 07/18/2014  | 08/08/2014  |
| To OMB  | 09/24/2011  | 05/15/2015  | 05/18/2015  |
| OMB Clearance  | 12/23/2011  | 04/22/2016  | 08/12/2016  |
| Publication Date  | 12/31/2011  | 08/26/2016  | 09/07/2016  |
| End of Comment Period  | 03/02/2012  | 10/26/2016  | 11/07/2016  |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| National Highway Traffic Safety Administration |
| 66.  |

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| --- | --- |
| **Sound for Hybrid and Electric Vehicles** | Red |

 |
| **Popular Title**: Quieter Vehicles Sound Alert |
| **RIN 2127-AK93** |
| **Stage:** Final Rule |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would respond to The Pedestrian Safety Enhancement Act of 2010, which directs the Secretary of Transportation to study and establish a motor vehicle safety standard that provides for a means of alerting blind and other pedestrians of motor vehicle operation for hybrid and electric vehicles. The PRIA contains an estimate of 2800 fewer injured pedestrians and pedalcyclists (35 equivalent lives saved) at a total estimated cost of $23.5M at the 3% discount rate and $22.9M at the 7% discount rate should the requirements of the NPRM be made final. |
| **Effects:**

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| --- | --- |
|   | EUNAFTAForeign |

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| **Prompting action:** None |
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| **Legal Deadline:**  | Initiate rulemaking : 07/05/2012Final Rule : 01/03/2014 |

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| **Rulemaking Project Initiated:** 03/18/2011 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/11/2014  | 06/22/2015  | 07/08/2015  |
| To OMB  | 12/16/2014  | 03/18/2016  | 03/25/2016  |
| OMB Clearance  | 03/15/2015  | 10/17/2016  | 10/28/2016  |
| Publication Date  | 03/30/2015  | 12/14/2016  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for Final Rule:** None |

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| National Highway Traffic Safety Administration |
| 67.  |

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| --- | --- |
| **Establish Side Impact Performance Requirements for Child Restraint Systems (MAP-21)** | Red |

 |
| **Popular Title**: Side Impact Test Procedure for CRS |
| **RIN 2127-AK95** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would include side impact performance requirements, a side impact test procedure, and the use of a new side impact dummy in FMVSS No. 213, Child Restraint Systems, to evaluate the performance of child restraint systems in side impacts. It is estimated that the costs and benefits of this rulemaking will be minimal. This rulemaking would be responsive to requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) Act. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule : 10/01/2014 |

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| **Rulemaking Project Initiated:** 03/18/2011 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| National Highway Traffic Safety Administration |
| 68.  |

|  |  |
| --- | --- |
| **Motorcoach Rollover Structural Integrity (MAP-21)** | Red |

 |
| **Popular Title**: Motorcoach Rollover Structural Integrity |
| **RIN 2127-AK96** |
| **Stage:** Final Rule |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would promulgate a new FMVSS for rollover structural integrity requirements for motorcoaches. In August 2007, NHTSA published a motorcoach safety plan identifying four specific priority items: seat belts on motorcoaches, rollover structural integrity, emergency evacuation, and fire safety. The DOT published a comprehensive motorcoach safety action plan in November 2009 that reiterated NHTSA´s motorcoach safety priorities. This rulemaking also addresses 6 recommendations issued by the NTSB on motorcoach roof strength and structural integrity and is responsive to requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) Act. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Publish Final Rule : 10/01/2014 |

 |
| **Rulemaking Project Initiated:** 03/18/2011 |
| **Docket Number:** NHTSA–2014–0085 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/24/2015  | 12/23/2016  |   |
| To OMB  | 09/27/2015  | 01/31/2017  |   |
| OMB Clearance  | 12/26/2015  | 04/28/2017  |   |
| Publication Date  | 12/31/2015  | 05/04/2017  |   |

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| **Explanation for any delay:** | Other, higher priorities |

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| ***Federal Register* Citation for Final Rule:** None |

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| National Highway Traffic Safety Administration |
| 69.  |

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| **FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets** | Red |

 |
| **Popular Title**: Novelty Helmets Enforcement |
| **RIN 2127-AL01** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would clarify which helmets are motor vehicle equipment subject to the minimum requirements of FMVSS No. 218. In addition, this rulemaking would employ certain criteria to more readily identify helmets that do not comply. The rulemaking would provide an alternative compliance process to provide manufacturers employing innovative technologies with an opportunity to establish compliance with FMVSS No. 218 if their products do not meet the aforementioned criteria. This rulemaking would be responsive to requirements of MAP-21 legislation. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 04/21/2011 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| National Highway Traffic Safety Administration |
| 70.  |

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| **Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage** | Black |

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| **Popular Title**: Alternative Fuel Consumer Information |
| **RIN 2127-AL12** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would, as required by the Energy Independence and Security Act of 2007 (EISA) and promulgated under 49 USC § 32908 (g), develop and implement a consumer information campaign to: (1) improve understanding of automobile performance related to fuel economy, greenhouse gas emissions, and other pollutant emissions; (2) inform consumers of the benefits of using alternative fuels and the location of alternative fueling stations; (3) and increase awareness of automotive thermal management technologies. This rulemaking is the third, and final, phase of consumer information initiatives required by EISA. The first phase promulgated new Fuel Economy and Environment labels for new automobiles, and was finalized in May 2011 (2127-AK73). The second phase (2127-AK75), currently being developed, addresses EISA requirements to: affix a permanent and prominent display that identifies new automobiles that are capable of operating on alternative fuels; attach a label to the fuel tank filler compartment of alternative fuel vehicles; and include in the owner´s manual for vehicles capable of operating on alternative fuels information describing the benefits of using alternative fuels, including their renewable nature and environmental benefits . |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | EISA statutory deadline : 06/16/2011 |

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| **Rulemaking Project Initiated:** 12/19/2007 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 02/22/2017  |   |
| To OMB  |   | 03/26/2017  |   |
| OMB Clearance  |   | 06/26/2017  |   |
| Publication Date  |   | 06/30/2017  |   |
| End of Comment Period  |   | 08/30/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| National Highway Traffic Safety Administration |
| 71.  |

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| **Amend Definition of 3-Wheeled Vehicles** | Yellow |

 |
| **Popular Title**: Amend Definition of 3-Wheeled Vehicles |
| **RIN 2127-AL15** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Date ;End of Comment Period . |
| **Abstract:** This rulemaking would change the regulatory definition of motorcycle to exclude three-wheeled vehicles that are configured like passenger cars. Under the existing regulatory definition of motorcycle in Part 571.3, three-wheeled motor vehicles are classified as motorcycles. This is appropriate for motorcycles with sidecars, trikes, and other three-wheeled vehicles that are based on a motorcycle-like configuration. However, other three-wheeled vehicles have passenger-car characteristics such as fully enclosed cabins, hinged doors with roll-up windows, steering wheels, and side-by-side seating. Because these car-like vehicles ride on three wheels instead of four, they are not required to meet federal safety standards for passenger cars (although they are subject to motorcycle safety standards.) Various car-like three-wheeled vehicle models have been imported into the U.S. and have been available for sale to the public. NHTSA believes consumers who purchase these vehicles are likely to assume that these vehicles have the same safety features and crash protection as passenger cars certified to federal safety standards. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/10/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB |  |  |  |
| OMB Clearance |  |  |  |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| National Highway Traffic Safety Administration |
| 72.  |

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| **Rear Seat Belt Reminder System** | Black |

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| **Popular Title**: Rear Seat Belt Reminder System |
| **RIN 2127-AL37** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would amend Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection, to require automobile manufacturers to install a seat belt reminder system for the front passenger and rear designated seating positions in passenger vehicles. The seat belt reminder system is intended to increase belt usage and thereby improve the crash protection of vehicle occupants who would otherwise have been unbelted. This rulemaking would respond in part to a petition for rulemaking submitted by Public Citizen and Advocates for Highway and Auto Safety, as well as to requirements in MAP-21. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Initiate : 10/01/2014Final Rule : 10/01/2015 |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/22/2015  | 11/16/2016  |   |
| To OMB  | 12/27/2015  | 12/21/2016  |   |
| OMB Clearance  | 03/26/2016  | 03/20/2017  |   |
| Publication Date  | 03/31/2016  | 03/24/2017  |   |
| End of Comment Period  | 05/31/2016  | 05/24/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| National Highway Traffic Safety Administration |
| 73.  |

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| **Fuel Efficiency Standards for Medium- and Heavy-Duty Vehicles and Work Trucks: Phase 2** | Black |

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| **Popular Title**: MDHD Cafe Phase 2 |
| **RIN 2127-AL52** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Approved 07/10/2015;Publication Date 07/13/2015;End of Comment Period 10/01/2015. |
| **Abstract:** This rulemaking would address fuel efficiency standards for medium- and heavy-duty on-highway vehicles and work trucks for model years beyond 2018. This rulemaking would respond to requirements of the Energy Independence and Security Act of 2007 (EISA), Title 1, Subtitle A, Sections 102 and 108, as they amend 49 USC § 32902, which was signed into law December 19, 2007. The statute requires that NHTSA establish a medium- and heavy-duty on-highway vehicle and work truck fuel efficiency improvement program that achieves the maximum feasible improvement, including standards that are appropriate, cost-effective, and technologically feasible. The law requires that the new standards provide at least 4 full model years of regulatory lead-time and 3 full model years of regulatory stability (i.e., the standards must remain in effect for 3 years before they may be amended). This action would follow the first ever Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles ("Phase 1") (76 FR 57106, September 15, 2011). In June, 2013, the President's Climate Action Plan called for the Department of Transportation to develop fuel efficiency standards and the Environmental Protection Agency to develop greenhouse gas emission standards in joint rulemaking within the President's second term. In February 2014, the President directed DOT and EPA to complete the second phase of Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles during his second term. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorUnfunded Mandate |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 04/01/2014 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 06/03/2016  |   | 06/03/2016  |
| To OMB  | 06/03/2016  |   | 06/03/2016  |
| OMB Clearance  |   |   | 08/16/2016  |
| Publication Date  |   |   | 10/25/2016  |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| National Highway Traffic Safety Administration |
| 74.  |

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| **Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication** | Black |

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| **Popular Title**: Vehicle to Vehicle (V2V) Communication |
| **RIN 2127-AL55** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM |
| **Abstract:** V2V communications uses on-board dedicated short-range radio communication (DSRC) devices to broadcast messages about a vehicle's speed, heading, brake status, and other information to other vehicles and receive the same information from the messages, with extended range and ´line-of-sight´ capabilities. V2V's enhanced detection distance and ability to ´see´ around corners or "through" other vehicles helps V2V-equipped vehicles uniquely perceive some threats and warn their drivers accordingly. V2V technology can also be fused with vehicle-resident technologies to potentially provide greater benefits than either approach alone. V2V can augment vehicle-resident systems by acting as a complete system, extending the ability of the overall safety system to address other crash scenarios not covered by V2V communications, such as lane and road departure. Additionally, V2V communication is currently perceived to become a foundational aspect of vehicle automation. |
| **Effects:**

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|   | Economically SignificantMajorPrivacy |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/09/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 01/20/2016  |   | 11/02/2015  |
| To OMB  | 02/24/2016  | 12/28/2015  | 01/12/2016  |
| OMB Clearance  | 05/23/2016  | 12/19/2016  | 12/13/2016  |
| Publication Date  | 05/30/2016  | 12/26/2016  |   |
| End of Comment Period  | 07/30/2016  | 02/27/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| National Highway Traffic Safety Administration |
| 75.  |

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| **Retroreflective Tape for Single Unit Trucks** | Black |

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| **Popular Title**: Retroreflective Tape for Single Unit Trucks |
| **RIN 2127-AL57** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: Publication Date 07/23/2015;End of Comment Period 09/21/2015. |
| **Abstract:** This rulemaking would consider requirements for rear impact guards and other safety strategies on single unit trucks to mitigate underride crashes into the rear of single unit trucks. This rulemaking would respond, in part, to a petition for rulemaking from the Insurance Institute for Highway Safety and another from Mrs. Karth and the Truck Safety Coalition regarding improved rear impact guards for single unit trucks, as outlined in the July 10, 2014 grant of the petition. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/03/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| National Highway Traffic Safety Administration |
| 76.  |

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| **Requirements for Importing Motor Vehicles and Motor Vehicle Equipment** | Black |

 |
| **Popular Title**: Importing Motor Vehicles and Equipment |
| **RIN 2127-AL61** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would amend regulations that pertain to the importation of motor vehicles and motor vehicle equipment subject to the Federal motor vehicle safety, bumper, and theft prevention standards. The amendments would implement a recently enacted statute, codified at 49 U.S.C. 30164 (c) to (f), that authorizes NHTSA to issue regulations conditioning the importation of a motor vehicle or motor vehicle equipment upon the manufacturer (including the importer) providing such information that is necessary to identify and track the product by name and the manufacturer's address, and each retailer or distributor to which the manufacturer directly supplied motor vehicles or motor vehicle equipment. To further implement the statute, the regulations would condition the importation of a motor vehicle or motor vehicle equipment upon the manufacturer's compliance with: (a) certain statutory provisions; (b) a request from NHTSA for reports and records the manufacturer is required to maintain with respect to the vehicle or equipment; (c) a request from NHTSA for inspection of premises or of the vehicle or equipment; (d) an order or voluntary agreement to remedy a safety-related defect or a noncompliance with a Federal motor vehicle safety standard (FMVSS) in the vehicle or equipment; and (e) regulations implementing these requirements. The amendments would provide an opportunity for the manufacturer to present information to NHTSA before the agency decides that importation of the manufacturer's products should be restricted, as well as procedures for the manufacturer to petition for the reinstatement of its ability to import motor vehicle or motor vehicle equipment. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 06/11/2015 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 01/25/2017  |   |
| To OMB  |   | 02/24/2017  |   |
| Publication Date  | 07/31/2015  | 05/31/2017  |   |
| End of Comment Period  |   | 07/31/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| National Highway Traffic Safety Administration |
| 77.  |

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| **Passenger Car and Light Truck Corporate Average Fuel Economy Standards MYs 2022-2025** | Black |

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| **Popular Title**: CAFE MYs 2022-2025 |
| **RIN 2127-AL76** |
| **Stage:** Notice |
| **Previous Stage:** : . |
| **Abstract:** This rulemaking would address Corporate Average Fuel Economy (CAFE) standards for light trucks and for passenger cars for model years 2022 - 2025. This rulemaking would respond to requirements of the Energy Independence and Security Act of 2007 (EISA), Title 1, Subtitle A, Section 102, as it amends 49 USC 32902, which was signed into law December 19, 2007. The statute requires that corporate average fuel economy standards be prescribed separately for passenger automobiles and non-passenger automobiles to achieve a combined fleet fuel economy of at least 35 mpg by model year 2020. For model years 2021 to 2030, the average fuel economy required to be attained by each fleet of passenger and non-passenger automobiles shall be the maximum feasible for each model year. The law requires the standards be set at least 18 months prior to the start of the model year. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Publish Final Rule : 04/01/2020 |

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| **Rulemaking Project Initiated:** 06/10/2016 |
| **Docket Number:**  |
| **Dates for Notice:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 06/13/2016  |   | 06/13/2016  |
| To OMB  | 06/15/2016  |   | 06/13/2016  |
| OMB Clearance  | 06/25/2016  | 07/25/2016  | 07/18/2016  |
| Publication Date  | 06/30/2016  | 07/26/2016  | 07/27/2016  |
| End of Comment Period  | 08/31/2016  | 09/26/2016  | 09/26/2016  |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Notice:** None |

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| **Office of the Secretary** |
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| Office of the Secretary |
| 78.  |

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| **Carrier-Supplied Medical Oxygen, Service Animals, Accessible Lavatories on Single-Aisle Aircraft, Service Request Reporting, and Seating Accommodations with Extra Legroom** | Red |

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| **Popular Title**: In-Flight Medical Oxygen and other ACAA issues |
| **RIN 2105-AE12** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Date 06/08/2010; Comment Period End 08/09/2010. SNPRM: Publication Approved ;Publication Date ;End of Comment Period . |
| **Abstract:** This is the third of three supplemental notices of proposed rulemaking (SNPRM) to follow-up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. (The first SNPRM is RIN 2105-AD96; the second is RIN 2105-AE32.) This rulemaking action would consider (1) whether carriers should be required to supply in-flight medical oxygen for a fee to passengers who require it to access air transportation; (2) whether any safety-related reasons specific to foreign carriers may preclude the carriage of service animals other than dogs on their flights and whether certain changes should be made to provisions allowing carriers to require medical documentation and 48 hours advance notice from users of emotional support and psychiatric service animals; (3) whether carriers should be required to provide accessible lavatories on certain new single-aisle aircraft; (4) whether carriers should be required to report to the Department annually the number of requests for disability assistance they receive; and (5) whether to broaden the scope of passengers with disabilities who must be afforded seats with extra leg room, and whether carriers should be required to provide seating accommodations with extra leg room in all classes of service. The proposed rule would also clarify certain existing requirements pertaining to the carriage of service animals. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 04/25/2011 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Office of the Secretary |
| 79.  |

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| --- | --- |
| **Transportation Services for Individuals with Disabilities: Over-the-Road Buses (RRR)** | Black |

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| **Popular Title**: OTRB ADA Update (RRR) |
| **RIN 2105-AE29** |
| **Stage:** NPRM |
| **Previous Stage:** Notice: 02/27/13; End of C/P: 04/29/13. : . |
| **Abstract:** This rulemaking would revise the Department´s Americans with Disabilities Act (ADA) regulations relating to over-the-road buses (OTRBs). The DOT is required by its regulations to review various requirements within the ADA regulations for OTRB operators. On February 27, 2013, DOT published a notice seeking comment to help DOT conduct this review. This rulemaking would update and revise regulations relating to the purchase and lease requirements of new OTRBs, fleet accessibility requirements, interline service requirements, special provisions for mixed-service operators, and interim service requirements. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** 2011 Retrospective Regulatory Review |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 11/15/2013 |
| **Docket Number:** DOT-OST-2013-0014 |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 06/13/2014  | 01/03/2017  |   |
| To OMB  | 07/16/2014  | 02/03/2017  |   |
| OMB Clearance  | 10/16/2014  | 05/05/2017  |   |
| Publication Date  | 10/22/2014  | 05/13/2017  |   |
| End of Comment Period  | 12/22/2014  | 07/14/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Office of the Secretary |
| 80.  |

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| --- | --- |
| **Use of Mobile Wireless Devices for Voice Calls on Aircraft** | Black |

 |
| **Popular Title**: Mobile Wireless Devices |
| **RIN 2105-AE30** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM: 02/24/2014; End of Comment Period 03/26/2014. |
| **Abstract:** The Department of Transportation (DOT or Department) is seeking comment on whether it should adopt a rule to disclose or restrict voice communications on passengers´ mobile wireless devices on scheduled flights within, to and from the United States. The Federal Communications Commission (FCC) recently issued a notice of proposed rulemaking that if adopted would, among other things, create a pathway for airlines to permit the use of cellphones or other mobile wireless devices to make or receive calls on board aircraft. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 01/07/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/18/2014  | 03/25/2016  | 11/27/2015  |
| To OMB  | 09/03/2014  | 05/13/2016  | 05/17/2016  |
| OMB Clearance  | 12/01/2014  | 11/29/2016  | 12/01/2016  |
| Publication Date  | 12/04/2014  | 12/14/2016  | 12/14/2016  |
| End of Comment Period  | 02/04/2015  | 02/14/2017  | 02/13/2017  |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for NPRM:** None |

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| Office of the Secretary |
| 81.  |

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| --- | --- |
| **Reporting Ancillary Airline Passenger Revenues** | Black |

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| **Popular Title**: Ancillary Airline Passenger Revenues |
| **RIN 2105-AE31** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 07/15/2011; End of Comment Period 09/13/2011. |
| **Abstract:** This rulemaking would collect more detailed revenue information regarding airline imposed fees from those air carriers meeting the definition of "large certificated air carriers." Many air carriers have adopted fees for such services as checked baggage, carry-on baggage, meals, on-board entertainment, internet connections, pillows, blankets, early boarding, canceling or changing reservations, unaccompanied minors, pet transportation, etc. The Department bifurcated its rulemaking on reporting of airline ancillary passenger revenue into two separate rules – one rule to address computation of mishandled baggage and wheelchair rates (2104-AE41), and this rule to address reporting of airline ancillary passenger revenues (2105-AE31). These rulemakings were split into two separate rules as they address unrelated matters and splitting these rules apart makes it easier for the public to search for a particular topic embodied by each separate rule. Additionally, any delays in finalizing one issue would not unnecessarily cause a delay in the other. The Consolidated Appropriations Act, 2014 (P.L. 113-76) transferred the powers and duties, functions, authorities and personnel of the Research and Innovative Technology Administration (RITA) to the Office of the Assistant Secretary for Research and Technology (OST-R) in the Office of the Secretary. This rulemaking replaces RIN 2139-AA13. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 10/01/2010 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/21/2012  | 02/14/2017  |   |
| To OMB  | 04/25/2012  | 03/12/2017  |   |
| OMB Clearance  | 07/25/2012  | 06/12/2017  |   |
| Publication Date  | 07/31/2012  | 06/21/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Office of the Secretary |
| 82.  |

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| **Accessible In-Flight Entertainment** | Black |

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| **Popular Title**: In-Flight Entertainment |
| **RIN 2105-AE32** |
| **Stage:** Undetermined |
| **Previous Stage:** SNPRM: Publication Approved ;Publication Date ;End of Comment Period . |
| **Abstract:** This is the second of three supplemental notices of proposed rulemaking (SNPRM) to follow-up on air travel accessibility issues discussed in the preamble of the 2008 final Air Carrier Access Act (ACAA) final rule. (The first SNPRM is RIN 2105-AD96, the third is RIN 2105-AE12.) This rulemaking action would consider whether carriers should be required to ensure that the same in-flight entertainment available to all passengers is accessible to passengers with disabilities. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/07/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   |   |   |
| To OMB  |   |   |   |
| OMB Clearance  |   |   |   |
| Publication Date  |   |   |   |
| End of Comment Period  |   |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Undetermined:** None |

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| Office of the Secretary |
| 83.  |

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| --- | --- |
| **Geographic-Based Hiring Preferences in Administering Federal Awards** | Black |

 |
| **Popular Title**: Local Hiring |
| **RIN 2105-AE38** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 03/06/15; End of Extended C/P: 05/06/15. Undetermined: Publication Approved ;Publication Date ;End of Comment Period . |
| **Abstract:** This rulemaking would amend DOT´s regulations in 2 CFR Part 1201 implementing the Government-wide Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards to permit recipients and subrecipients to impose geographic-based hiring preferences whenever not otherwise prohibited by Federal statute. |
| **Effects:**

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| --- | --- |
|   | Major |

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| **Prompting action:** None |
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| --- | --- |
| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/02/2015 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/14/2015  | 05/04/2016  | 05/04/2016  |
| To OMB  |   | 09/21/2016  | 09/21/2016  |
| OMB Clearance  |   | 12/21/2016  |   |
| Publication Date  | 12/20/2015  | 12/29/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Office of the Secretary |
| 84.  |

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| **Transparency of Airline Ancillary Service Fees** | Black |

 |
| **Popular Title**: Ancillary Service Fees and the GDS Issue |
| **RIN 2105-AE56** |
| **Stage:** SNPRM |
| **Previous Stage:**None  |
| **Abstract:** The rulemaking previously known as Airline Pricing Transparency and Other Consumer Protection Issues has been separated into three proceedings. This SNPRM will explore whether to require airlines and ticket agents to disclose at all points of sale the fees for certain basic ancillary services associated with the air transportation consumers are buying or considering buying. Two other proceedings will address other provisions identified in the NPRM. See RIN 2105-AE11 and 2105-AE57. These rulemakings address unrelated matters and were separated into three proceedings to avoid the risk of any delay in finalizing one issue resulting in a delay in finalizing other issues. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/18/2016 |
| **Docket Number:**  |
| **Dates for SNPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 07/20/2016  |   | 07/20/2016  |
| To OMB  | 08/12/2016  | 10/20/2016  | 10/18/2016  |
| OMB Clearance  | 11/14/2016  | 01/23/2017  |   |
| Publication Date  | 11/28/2016  | 01/30/2017  |   |
| End of Comment Period  | 01/30/2017  | 03/30/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessary |

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| ***Federal Register* Citation for SNPRM:** None |

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| Office of the Secretary |
| 85.  |

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| --- | --- |
| **Air Transportation Consumer Protection Requirements for Ticket Agents** | Black |

 |
| **Popular Title**: Consumer Rule IV |
| **RIN 2105-AE57** |
| **Stage:** Final Rule |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would address a number of proposals to enhance protections for air travelers and to improve the air travel environment. Specifically, this rulemaking would enhance airline passenger protections by addressing whether to codify in regulation a definition of the term "ticket agent." The rulemaking would also consider whether to require large travel agents to adopt minimum customer service standards and prohibit the unfair and deceptive practice of post-purchase price increases. These issues, previously part of a rulemaking known as Airline Pricing Transparency and Other Consumer Protection Issues, (2105-AE11)have been separated into this proceeding. |
| **Effects:**

|  |  |
| --- | --- |
|   | Major |

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| **Prompting action:** None |
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| --- | --- |
| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 07/18/2016 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/21/2017  |   |   |
| To OMB  | 04/17/2017  |   |   |
| OMB Clearance  | 07/17/2017  |   |   |
| Publication Date  | 07/31/2017  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| **Pipeline and Hazardous Materials Safety Administration** |
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| Pipeline and Hazardous Materials Safety Administration |
| 86.  |

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| **Pipeline Safety: Safety of Hazardous Liquid Pipelines** | Red |

 |
| **Popular Title**: OPS: Liquid Hazardous Pipelines |
| **RIN 2137-AE66** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM 10/13/2015 |
| **Abstract:** In recent years, there have been significant hazardous liquid pipeline accidents, most notably the 2010 crude oil spill near Marshall, Michigan, during which almost one million gallons of crude oil were spilled into the Kalamazoo River. In response to accident investigation findings, incident report data and trends, and stakeholder input, PHMSA published a Notice of Proposed Rulemaking (NPRM) in the Federal Register on October 13, 2015. Previously, Congress had enacted the Pipeline Safety, Regulatory Certainty, and Job Creation Act that included several provisions that are relevant to the regulation of hazardous liquid pipelines. Shortly after the Pipeline Safety, Regulatory Certainty, and Job Creation Act was passed, the National Transportation Safety Board (NTSB) issued its accident investigation report on the Marshall, Michigan accident. In this rulemaking action, PHMSA is amending the Pipeline Safety Regulations to improve protection of the public, property, and the environment by closing regulatory gaps where appropriate, and ensuring that operators are increasing the detection and remediation of unsafe conditions, and mitigating the adverse effects of hazardous liquid pipeline failures. |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility Act |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 08/13/2010 |
| **Docket Number:** PHMSA-2010-0229 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 05/13/2016  | 08/01/2016  | 07/29/2016  |
| To OMB  | 06/21/2016  | 10/19/2016  | 10/18/2016  |
| OMB Clearance  | 09/21/2016  | 12/20/2016  |   |
| Publication Date  | 10/03/2016  | 12/30/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 87.  |

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| **Pipeline Safety: Gas Transmission (RRR)** | Red |

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| **Popular Title**: OPS: Gas Transmission (RRR) |
| **RIN 2137-AE72** |
| **Stage:** Final Rule |
| **Previous Stage:** ANPRM 8/25/2011; End of C/P 12/2/2011; End of Extended C/P 1/20/2012. NPRM: Publication Approved 03/11/2016;Publication Date 04/08/2016;End of Comment Period 06/08/2016;Extension of Comment Period . NPRM: Publication Approved 03/11/2016;Publication Date 04/08/2016;End of Comment Period 06/08/2016;Extension of Comment Period . |
| **Abstract:** PHMSA is amending the pipeline safety regulations to address integrity management principles for Gas Transmission pipelines. In particular, PHMSA is addressing repair criteria for both HCA and non-HCA areas, assessment methods, validating and integrating pipeline data, risk assessments, knowledge gained through the IM program, corrosion control, change management, gathering lines, and safety features on launchers and receivers. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** 2011 Retrospective Regulatory Review |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 01/04/2011 |
| **Docket Number:** PHMSA-2011-0023 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 07/18/2017  |   |
| To OMB  |   | 08/29/2017  |   |
| OMB Clearance  |   | 11/29/2017  |   |
| Publication Date  |   | 12/11/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 88.  |

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| **Pipeline Safety: Amendments to Parts 192 and 195 to require Valve installation and Minimum Rupture Detection Standards** | Black |

 |
| **Popular Title**: OPS: Rupture Detection and Valves |
| **RIN 2137-AF06** |
| **Stage:** NPRM |
| **Previous Stage:** none |
| **Abstract:** This rule would propose installation of automatic shutoff valves, remote controlled valves, or equivalent technology and establish performance based meaningful metrics for rupture detection for gas and liquid transmission pipelines. The overall intent is that rupture detection metrics will be integrated with ASV and RCV placement with the objective of improving overall incident response. Rupture response metrics would focus on mitigating large, unsafe, uncontrolled release events that have a greater potential consequence. The areas proposed to be covered include High Consequence Areas (HCA) for hazardous liquids and HCA, Class 3 and 4 for natural gas (including could affect areas). |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorRegulatory Flexibility Act |

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| **Prompting action:** Statute |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 11/21/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/22/2014  | 12/31/2015  | 12/24/2015  |
| Returned to Mode  |   | 02/04/2016  | 02/04/2016  |
| Resubmitted to OST/2  |   | 12/14/2016  |   |
| To OMB  | 09/22/2014  | 01/24/2017  |   |
| OMB Clearance  | 12/22/2014  | 04/24/2017  |   |
| Publication Date  | 01/06/2015  | 05/03/2017  |   |
| End of Comment Period  | 02/26/2015  | 07/03/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 89.  |

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| **Hazardous Materials: Oil Spill Response Plans and Information Sharing for High-Hazard Flammable Trains** | Black |

 |
| **Popular Title**: OHMS: Oil Spill Resp Plans and Info Sharing HHFT |
| **RIN 2137-AF08** |
| **Stage:** Final Rule |
| **Previous Stage:** ANPRM published 8/1/2014; C/P closed 9/30/2014. NPRM published 7/29/2016; C/P closed 9/27/2016. |
| **Abstract:** PHMSA, in consultation with the Federal Railroad Administration, is adopting a number of commonsense measures that will better ensure the safety of communities living alongside railroads and protect our environment by codifying: (1) Comprehensive Oil Spill Response Plans (ORSPs) - Expands the applicability of comprehensive OSRPs based on thresholds of liquid petroleum oil that apply to an entire train consist; (2) HHFT Information Sharing Notification - Requires railroads to share information about high-hazard flammable train operations with state and tribal emergency response commissions to improve community preparedness in accordance with the Fixing America's Surface Transportation Act of 2015 (FAST Act). Section 7302 mandates PHMSA to require each Class I railroad to provide advanced notification and information on HHFTs to each SERC, consistent with Emergency Order DOT-OST-2014-0067. FAST Act requires HHFT notification to SERCs by 12/4/16; and (3) Incorporation by Reference of Class 3 Packing Group Test - Incorporates by reference an initial boiling point test for flammable liquids for better consistency with the American National Standards Institute/American Petroleum Institute Recommend Practices 3000, "Classifying and Loading of Crude Oil into Rail Tank Cars," First Edition, September 2014. |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility ActInformation Collection |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/16/2014 |
| **Docket Number:** PHMSA-2014-0105 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/01/2017  |   |   |
| To OMB  | 04/17/2017  |   |   |
| OMB Clearance  | 07/17/2017  |   |   |
| Publication Date  | 07/28/2017  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Final Rule:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 90.  |

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| **Hazardous Materials: Enhanced Safety Provisions for Lithium Batteries Transported by Aircraft** | Black |

 |
| **Popular Title**: OHMS: Revised Lithium Battery Provisions by Air |
| **RIN 2137-AF20** |
| **Stage:** Interim Final Rule |
| **Previous Stage:** N/A |
| **Abstract:** This action would amend the Hazardous Materials Regulations to incorporate three amendments that impact the transport regulations for packaged lithium cells and batteries (i.e. not packed with or contained in equipment). These amendments would: (1) prohibit the transport of lithium ion cells and batteries as cargo aboard passenger carrying aircraft; (2) limit lithium ion cells and batteries to a 30 percent state of charge; and (3) limit the number of packages that may be offered under current provisions for small (excepted) cells and batteries to not more than one package per consignment. |
| **Effects:**

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|   | Foreign |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 01/25/2016 |
| **Docket Number:** PHMSA-2016-0014 |
| **Dates for Interim Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 06/02/2016  | 06/14/2016  |
| To OMB  |   | 08/19/2016  | 08/17/2016  |
| OMB Clearance  |   | 12/16/2016  |   |
| Publication Date  | 11/01/2016  | 12/28/2016  |   |
| End of Comment Period  | 11/30/2016  | 01/27/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Interim Final Rule:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 91.  |

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| **Hazardous Materials: FAST Act Requirements for Real-Time Train Consist Information** | Black |

 |
| **Popular Title**: OHMS: FAST Act for Real-Time Train Consist Info |
| **RIN 2137-AF21** |
| **Stage:** ANPRM |
| **Previous Stage:** N/A |
| **Abstract:** In accordance with the Fixing America's Surface Transportation Act (FAST Act), PHMSA, in consultation with appropriate Federal agencies, will issue regulations that require Class I railroads transporting hazardous materials to generate real-time, electronic train consist information, to include: (1) the identity, quantity, and location of hazardous materials on a train; (2) the point of origin and destination of the train; (3) emergency response information required by the hazardous materials regulations; and (4) an emergency response point of contact designated by the Class I railroad. Each railroad must enter into an agreement with each applicable state and local entities (e.g., fusion centers) to provide them with secure and confidential access to the electronic information for each train transporting hazardous materials in the jurisdiction of the entity for purposes of sharing with State and local first responders, emergency response officials, and law enforcement personnel that are involved in emergency response activities. |
| **Effects:**

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| --- | --- |
|   | Foreign |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Fixing America's Surface Transportation Act (§7302) : 12/04/2016 |

 |
| **Rulemaking Project Initiated:** 01/25/2016 |
| **Docket Number:** PHMSA-2016-0015 |
| **Dates for ANPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/28/2016  |   |   |
| To OMB  | 01/27/2017  |   |   |
| OMB Clearance  | 02/10/2017  |   |   |
| Publication Date  | 02/20/2017  |   |   |
| End of Comment Period  | 02/27/2017  |   |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for ANPRM:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 92.  |

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| **Pipeline Safety: Underground Storage Facilities for Natural Gas** | Black |

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| **Popular Title**: OPS: Underground Storage Facilities Natural Gas |
| **RIN 2137-AF22** |
| **Stage:** Interim Final Rule |
| **Previous Stage:** N/A |
| **Abstract:** PHMSA has safety authority over the underground storage facilities used in natural gas pipeline transportation, but has no safety regulations in the DOT Code (49 CFR Part 192) that apply to the down-hole underground storage reservoir for natural gas. PHMSA is planning to issue an interim final rule will use this regulation to require operators of underground storage facilities for natural gas to comply with minimum safety standards, including compliance with API RP 1171, Functional Integrity of Natural Gas Storage in Depleted Hydrocarbon Reservoirs and Aquifer Reservoirs, and API RP 1170, Design and Operation of Solution-mined Salt Caverns Used for Natural Gas Storage. PHMSA is considering adopting the non-mandatory provisions of the RPs in a manner that would make them mandatory, except that operators would be permitted to deviate from the RPs if they provide justification. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 02/17/2016 |
| **Docket Number:**  |
| **Dates for Interim Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 06/24/2016  | 08/31/2016  | 08/19/2016  |
| To OMB  | 08/15/2016  | 11/02/2016  | 10/18/2016  |
| OMB Clearance  | 11/15/2016  | 12/09/2016  | 12/08/2016 |
| Publication Date  | 11/25/2016  | 12/19/2016  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for Interim Final Rule:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 93.  |

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| **Hazardous Materials: Volatility of Unrefined Petroleum Products and Class 3 Materials** | Black |

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| **Popular Title**: OHMS: Volatility Unrefined Petroleum and Class 3 |
| **RIN 2137-AF24** |
| **Stage:** ANPRM |
| **Previous Stage:** N/A |
| **Abstract:** PHMSA is considering revising the Hazardous Materials Regulations (HMR) to establish vapor pressure limits for unrefined petroleum-based products and potentially all Class 3 materials. PHMSA is currently assessing the merits of a petition for rulemaking submitted by the Attorney General of the State of New York regarding vapor pressure standards for the transportation of crude oil. The petition requests that PHMSA implement a Reid Vapor Pressure (RVP) limit less than 9.0 pounds per square inch (psi) for crude oil transported by rail. The Agency seeks comment on a range of vapor pressure thresholds, and will evaluate the potential safety benefits of utilizing vapor pressure thresholds within the hazardous materials classification process for unrefined petroleum-based products and Class 3 material liquids. PHMSA encourages persons to participate in this rulemaking by submitting comments containing relevant information, data, or views. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 06/23/2016 |
| **Docket Number:** PHMSA-2016-0077 |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/21/2016  | 11/16/2016  | 11/17/2016  |
| To OMB  | 12/05/2016  | 12/09/2016  | 12/15/2016 |
| OMB Clearance  | 12/19/2016  | 12/23/2016  |   |
| Publication Date  | 12/29/2016  | 12/30/2016  |   |
| End of Comment Period  | 02/28/2017  | 02/28/2017  |   |

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| **Explanation for any delay:** | N/A  |

 |
| ***Federal Register* Citation for ANPRM:** None |

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| Pipeline and Hazardous Materials Safety Administration |
| 94.  |

|  |  |
| --- | --- |
| **Hazardous Materials: Sampling and Testing Requirements for Unrefined Petroleum Products** | Black |

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| **Popular Title**: OHMS: Sampling and Testing |
| **RIN 2137-AF28** |
| **Stage:** NPRM |
| **Previous Stage:** N/A |
| **Abstract:** This rulemaking proposes to revise the Hazardous Materials Regulations (HMR) to apply particular methods for conducting vapor pressure testing and sampling of unrefined petroleum-based products, such as petroleum crude oil. Specifically, this rulemaking proposes that persons who offer unrefined petroleum-based products for transportation, regardless of mode of transportation, apply particular methods for conducting vapor pressure testing when vapor pressure testing is a component of their written testing program. PHMSA encourages persons to participate in this rulemaking by submitting comments containing relevant information, data, or views. |
| **Effects:**

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|   | Regulatory Flexibility Act |

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| **Prompting action:** None |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 10/12/2016 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 03/10/2017  |   |
| To OMB  |   | 04/24/2017  |   |
| OMB Clearance  |   | 07/24/2017  |   |
| Publication Date  |   | 08/02/2017  |   |
| End of Comment Period  |   | 10/02/2017  |   |

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| **Explanation for any delay:** | N/A  |

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| ***Federal Register* Citation for NPRM:** None |