# Report on DOT Significant Rulemakings

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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 |

 |
| **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  | 06/06/2016  |   |
| Publication Date  | 12/09/2013  | 06/20/2016  |   |
| End of Comment Period  | 02/10/2014  | 08/22/2016  |   |

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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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| **Operation and Certification of Small Unmanned Aircraft Systems** | Red |

 |
| **Popular Title**: Small UAS Rule |
| **RIN 2120-AJ60** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM Publication: 02/23/2015; C/P End: 04/24/2015 Final Rule: Publication Approved ;Publication Date ;Effective Date . |
| **Abstract:** This rulemaking would allow the commercial operation of small unmanned aircraft systems (small UAS) in the National Airspace System (NAS). These changes would address the operation of small unmanned aircraft systems, certification of their operators, registration of the small unmanned aircraft, and display of registration markings. This action would also find airworthiness certification is not required for small unmanned aircraft system operations subject to this rulemaking. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionPrivacyNAFTAForeign |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Pub. L. 112-95, sec. 332(b) requires issuance of final rule 18 months after integration plan is submitted to Congress. Integration plan due Feb. 14, 2013; : 08/14/2014 |

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| **Rulemaking Project Initiated:** 07/28/2009 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/18/2015  | 03/14/2016  |   |
| To OMB  | 01/19/2016  | 03/30/2016  |   |
| OMB Clearance  | 04/18/2016  | 06/30/2016  |   |
| Publication Date  | 04/29/2016  | 07/14/2016  |   |

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

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| **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:** FAAâ€“2010â€“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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| **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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| **Air Carrier Maintenance Training Program** | Red |

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| **Popular Title**: Air Carrier Maintenance Training |
| **RIN 2120-AJ79** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would require FAA approval of maintenance training programs of air carriers that operate aircraft type certificated for a passenger seating configuration of 10 seats or more (excluding any pilot seat). The intent of this rulemaking is to reduce the number of accidents and incidents caused by human error, improper maintenance, inspection, or repair practices. The FAA has terminated this rulemaking due to concerns regarding the accidents used for its cost-benefit analysis, including whether some of the accidents would have been mitigated by the rule, and how far back the FAA should go to claim benefits to support the rule. In 2011, the FAA expected the proposed training requirements to mitigate 35 past accidents. In 2014, a reevaluation revealed that only 2 past accidents would be mitigated by the proposed training requirements, and further, these 2 accidents occurred outside the regulated community. In light of this re-evaluation, the FAA has terminated this rulemaking. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule : 09/26/2012 |

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| **Rulemaking Project Initiated:** 10/28/2008 |
| **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  |   |
| OMB Clearance  | 07/29/2011  | 06/16/2016  |   |
| Publication Date  | 07/29/2011  | 06/30/2016  |   |
| End of Comment Period  | 10/26/2011  | 08/29/2016  |   |

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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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| **Slot Management and Transparency for LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport** | Red |

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| **Popular Title**: Slot Management and Transparency |
| **RIN 2120-AJ89** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM Publication: 01/08/2015; Comments End 04/08/2015; Comment Period Extended 04/13/2015; End of Extended Comment Period 05/08/2015. |
| **Abstract:** This rulemaking would replace the current temporary orders limiting scheduled operations at LaGuardia Airport, John F. Kennedy International Airport, and Newark Liberty International Airport with a more permanent rule to address the issues of congestion and delay at the New York area´s three major commercial airports, while also promoting fair access and competition. The rulemaking would help ensure that congestion and delays are managed by limiting scheduled and unscheduled operations. The rulemaking would also establish a secondary market for U.S. and foreign air carriers to buy, sell, trade, and lease slots amongst each other at each of the three airports. This would allow carriers serving or seeking to serve the New York area airports to exchange slots as their business models and strategic goals require. |
| **Effects:**

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|   | Information CollectionForeign |

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

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| **Rulemaking Project Initiated:** 10/21/2010 |
| **Docket Number:** FAA-2014-1073 |
| **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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| **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:**

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

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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 |

 |
| **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  | 11/17/2016  |
| To OMB  | 08/30/2013  | 04/22/2016  |   |
| OMB Clearance  | 11/29/2013  | 07/15/2016  |   |
| Publication Date  | 12/19/2013  | 07/29/2016  |   |
| End of Comment Period  | 02/18/2014  | 09/29/2016  |   |

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

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

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| Federal Aviation Administration |
| 11.  |

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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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|   | Regulatory Flexibility ActInformation Collection |

 |
| **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  |   | 07/20/2016  |   |
| To OMB  | 11/14/2014  | 08/22/2016  |   |
| OMB Clearance  | 02/12/2015  | 09/01/2016  |   |
| Publication Date  | 02/27/2015  | 09/14/2016  |   |
| End of Comment Period  | 05/28/2015  | 11/14/2016  |   |

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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 |
| 12.  |

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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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|   | Regulatory Flexibility ActInformation CollectionPrivacy |

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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  | 10/14/2016  |   |
| To OMB  | 10/15/2014  | 11/29/2016  |   |
| OMB Clearance  | 01/13/2015  | 03/01/2017  |   |
| Publication Date  | 01/30/2015  | 03/15/2017  |   |
| End of Comment Period  | 04/30/2015  | 06/15/2017  |   |

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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 |
| 13.  |

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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 |
| 14.  |

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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  |   |
| To OMB  | 11/20/2014  | 08/22/2016  |   |
| OMB Clearance  | 02/18/2015  | 11/22/2016  |   |
| Publication Date  | 03/05/2015  | 12/06/2016  |   |
| End of Comment Period  | 06/03/2015  | 03/06/2017  |   |

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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 |
| 15.  |

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

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| **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 |
| 16.  |

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| **Medical Self-Evaluation for Certain Noncommercial Operations in Lieu of Airman Medical Certification** | Black |

 |
| **Popular Title**: Medical Self-Certification |
| **RIN 2120-AK45** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** This rulemaking would consider allowing certain operations to be conducted by individuals exercising private-pilot privileges without holding a current FAA airman medical certificate. The intended effect of this action is to provide relief from having to obtain a medical certificate for pilots engaged in low-risk flying, such as private pilots operating a small, general aviation aircraft. |
| **Effects:**

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|   | Information CollectionPrivacy |

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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:** 02/04/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 07/03/2014  | 08/14/2014  | 07/24/2014  |
| To OMB  | 08/04/2014  | 03/15/2016  |   |
| OMB Clearance  | 11/04/2014  | 06/15/2016  |   |
| Publication Date  | 11/10/2014  | 06/24/2016  |   |
| End of Comment Period  | 01/09/2015  | 08/24/2016  |   |

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| **Explanation for any delay:** | Additional research and data analysis necessary. |

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

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| Federal Aviation Administration |
| 17.  |

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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 |
| 18.  |

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

 |
| **Popular Title**: Part 23 Reorganization (RRR) |
| **RIN 2120-AK65** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **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 NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/13/2015  |   | 08/27/2015  |
| To OMB  | 09/15/2015  | 11/13/2015  | 12/11/2015  |
| OMB Clearance  | 12/15/2015  | 04/18/2016  | 03/07/2016  |
| Publication Date  | 12/28/2015  | 05/01/2016  | 03/14/2016  |
| End of Comment Period  | 04/01/2016  | 08/01/2016  | 05/13/2016  |

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

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| ***Federal Register* Citation for NPRM:** 81 FR 13452 |

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| Federal Aviation Administration |
| 19.  |

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

 |
| **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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| **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  |   |   |
| To OMB  | 11/17/2016  |   |   |
| OMB Clearance  | 02/17/2017  |   |   |
| Publication Date  | 03/02/2017  |   |   |
| 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 NPRM:** None |

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| Federal Aviation Administration |
| 20.  |

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

 |
| **Popular Title**: Small UAS Registration |
| **RIN 2120-AK82** |
| **Stage:** Interim Final Rule |
| **Previous Stage:** Final rule Publication: 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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| **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 Interim Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/01/2015  |   | 12/01/2015  |
| To OMB  | 12/01/2015  |   | 12/01/2015  |
| OMB Clearance  | 12/14/2015  |   | 12/14/2015  |
| Publication Date  | 12/15/2015  |   | 12/16/2015  |
| End of Comment Period  | 01/15/2016  |   | 01/15/2016  |

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

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| ***Federal Register* Citation for Interim Final Rule:** 80 FR 78593 |

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| **Federal Highway Administration** |
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| Federal Highway Administration |
| 21.  |

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| **Pavement Markings** | Red |

 |
| **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  |   |
| OMB Clearance  | 05/07/2012  | 06/23/2016  |   |
| Publication Date  | 05/14/2012  | 06/30/2016  |   |
| End of Comment Period  | 07/14/2012  | 08/01/2016  |   |

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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 Highway Administration |
| 22.  |

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

 |
| **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 |
| 23.  |

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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. NPRM: Publication Approved 12/30/2014;Publication Date 01/05/2015;End of Comment Period 04/06/2015. |
| **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:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/07/2015  | 04/07/2016  |   |
| To OMB  | 02/11/2016  | 06/10/2016  |   |
| OMB Clearance  | 05/11/2016  | 09/10/2016  |   |
| Publication Date  |   | 09/16/2016  |   |

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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 |
| 24.  |

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

 |
| **Popular Title**: Performance Management Three |
| **RIN 2125-AF54** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **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  |

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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:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/17/2013  | 11/14/2014  | 11/18/2014  |
| To OMB  | 10/17/2013  | 08/17/2015  | 08/20/2015  |
| OMB Clearance  | 01/17/2014  | 04/07/2016  |   |
| Publication Date  | 01/31/2014  | 04/14/2016  |   |
| End of Comment Period  | 04/30/2014  | 08/15/2016  |   |

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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 Highway Administration |
| 25.  |

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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  | 03/18/2016  |   |
| To OMB  | 03/21/2014  | 05/08/2016  |   |
| OMB Clearance  | 06/23/2014  | 08/09/2016  |   |
| Publication Date  | 07/03/2014  | 08/13/2016  |   |
| End of Comment Period  | 08/15/2014  | 10/13/2016  |   |

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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 Highway Administration |
| 26.  |

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| **Asset Management Plan (MAP-21)** | Green |

 |
| **Popular Title**: Asset Management Plan |
| **RIN 2125-AF57** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 2/20/15; End of C/P: 4/21/15; End of Extended C/P: 5/29/15. |
| **Abstract:** This rulemaking would establish a process for the development of a State risk-based asset management plan in accordance with Section 1106 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). This rulemaking would define a process for developing asset management plans that lead to a strategic program of projects that would make progress toward achievement of the States´ targets for asset condition and performance of the National Highway System in accordance with 23 U.S.C. 150(d) and support the progress toward the achievement of the national goals identified in 23 U.S.C. 150(b). This rulemaking would also define the minimum standards for States to use in developing and operating highway bridge and pavement management systems required under 23 U.S.C. 150(c)(3)(A)(i). |
| **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-2013-0052 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 12/07/2015  | 04/07/2016  |   |
| To OMB  | 01/29/2016  | 06/10/2016  |   |
| OMB Clearance  | 04/29/2016  | 09/10/2016  |   |
| Publication Date  | 05/10/2016  | 09/17/2016  |   |

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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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| **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  | 03/29/2016  |   |
| OMB Clearance  | 07/27/2015  | 06/29/2016  |   |
| Publication Date  | 08/07/2015  | 07/08/2016  |   |

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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 Highway Administration |
| 28.  |

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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 |
| 29.  |

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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 |
| 30.  |

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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 |
| 31.  |

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

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| **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 |
| 32.  |

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

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| **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 |
| 33.  |

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| **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 |
| 34.  |

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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). A final rule was scheduled for 01/07/11. |
| **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 |
| 35.  |

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

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| **Popular Title**: Carrier Safety Fitness Determination |
| **RIN 2126-AB11** |
| **Stage:** NPRM |
| **Previous Stage:** NPRM: 1/21/16, C/P ends 5/23/16, Reply C/P ends 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:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/12/2007  | 10/02/2009  | 09/25/2009  |
| Withdrawn from OST  |   | 03/22/2010  | 03/22/2010  |
| Resubmitted to OST  |   | 02/17/2015  | 03/02/2015  |
| To OMB  | 12/15/2007  | 06/10/2015  | 06/23/2015  |
| OMB Clearance  | 03/15/2008  | 12/15/2015  | 12/10/2015  |
| Publication Date  | 03/29/2008  | 01/22/2016  | 01/21/2016  |
| End of Comment Period  | 06/29/2008  |   | 03/21/2016  |

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| **Explanation for any delay:** | Additional coordination necessaryUnanticipated issues requiring further analysis |

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| ***Federal Register* Citation for NPRM:** 81 FR 12062 |

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| Federal Motor Carrier Safety Administration |
| 36.  |

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| **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 |
| 37.  |

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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  | 04/18/2016  |   |
| OMB Clearance  | 09/02/2015  | 07/18/2016  |   |
| Publication Date  | 09/16/2015  | 07/28/2016  |   |

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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 |
| 38.  |

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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:**

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| --- | --- |
|   | 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  | 09/05/2016  |   |
| To OMB  | 07/19/2013  | 10/07/2016  |   |
| OMB Clearance  | 10/18/2013  | 01/06/2017  |   |
| Publication Date  | 10/29/2013  | 01/18/2017  |   |
| End of Comment Period  | 12/31/2013  | 03/22/2017  |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 39.  |

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

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| **Popular Title**: Heavy Vehicle Speed Limiters |
| **RIN 2126-AB63** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **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 |

 |
| **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  |   |
| Publication Date  | 03/24/2014  | 04/28/2016  |   |
| End of Comment Period  | 05/22/2014  | 06/28/2016  |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 40.  |

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

 |
| **Popular Title**: ELDT |
| **RIN 2126-AB66** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **Abstract:** FMCSA proposes new training standards for certain individuals applying for their initial commercial driver's license (CDL); an upgrade of their CDL (e.g., a Class B CDL holder seeking a Class A CDL); or a hazardous materials, passenger, or school bus endorsement for their license; and a "refresher" training curriculum. These individuals would be subject to the proposed entry-level driver training requirements and must complete a course of instruction provided by an entity that (1) meets the minimum qualifications for training providers, (2) covers the curriculum, (3) is listed on FMCSA's proposed Training Provider Registry, and (4) submits electronically to FMCSA the training certificate for each individual who completes the training. This NPRM responds to a Congressional mandate imposed under the Moving Ahead for Progress in the 21st Century Act. The proposed rule is based on consensus recommendations from the Agency's Entry-Level Driver Training Advisory Committee (ELDTAC), a negotiated rulemaking committee which held a series of meetings between February and May 2015. The compliance date of the rule would be three years after the effective date of the final rule. |
| **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 |  |

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

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/04/2015  |   | 09/01/2015  |
| To OMB  | 08/20/2015  | 11/06/2015  | 11/05/2015  |
| OMB Clearance  | 10/06/2015  | 02/12/2016  | 02/18/2016  |
| Publication Date  | 10/15/2015  | 02/18/2016  | 03/07/2016  |
| End of Comment Period  | 12/15/2015  | 04/06/2016  | 04/06/2016  |

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

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| ***Federal Register* Citation for NPRM:** 81 FR 11944 |

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| Federal Motor Carrier Safety Administration |
| 41.  |

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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:**

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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:** 04/14/2014 |
| **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  |

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

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| Federal Motor Carrier Safety Administration |
| 42.  |

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

 |
| **Popular Title**: Passenger Carrier Inspections |
| **RIN 2126-AB84** |
| **Stage:** ANPRM |
| **Previous Stage:**None  |
| **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 |  |

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

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| **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  | 03/18/2016  |   |
| Publication Date  | 01/06/2016  | 03/30/2016  |   |
| End of Comment Period  | 03/09/2016  | 05/30/2016  |   |

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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 Motor Carrier Safety Administration |
| 43.  |

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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:** ANPRM |
| **Previous Stage:** : . : . |
| **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 ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/27/2015  | 11/03/2015  | 11/04/2015  |
| To OMB  | 11/20/2015  | 12/15/2015  | 12/11/2015  |
| OMB Clearance  | 12/04/2015  | 01/22/2016  | 02/03/2016  |
| Publication Date  | 12/11/2015  | 02/12/2016  | 03/10/2016  |
| End of Comment Period  | 02/11/2016  | 04/14/2015  | 06/08/2016  |

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

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| ***Federal Register* Citation for ANPRM:** 81 FR 12642 |

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| **Federal Railroad Administration** |
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| Federal Railroad Administration |
| 44.  |

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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 rulemaking would consider appropriate contents for Risk Reduction Programs and how they should be implemented and reviewed by FRA. |
| **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  | 03/31/2016  |   |
| To OMB  | 11/20/2015  | 05/20/2016  |   |
| OMB Clearance  | 02/18/2016  | 08/19/2016  |   |
| Publication Date  | 02/26/2016  | 08/31/2016  |   |

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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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| Federal Railroad Administration |
| 45.  |

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

 |
| **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  | 08/12/2016  |   |
| To OMB  | 08/04/2011  | 09/23/2016  |   |
| OMB Clearance  | 11/02/2011  | 01/20/2017  |   |
| Publication Date  | 11/09/2011  | 02/07/2017  |   |

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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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| Federal Railroad Administration |
| 46.  |

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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 |
| 47.  |

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

 |
| **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:**

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| --- | --- |
|   | 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 |
| 48.  |

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| **Railroad System Safety Program** | Red |

 |
| **Popular Title**: Railroad System Safety Program |
| **RIN 2130-AC31** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 9/07/12; End of Comment Period: 11/06/12 |
| **Abstract:** This rulemaking would improve passenger railroad safety through structured, proactive processes and procedures developed by passenger railroad operators. It would require passenger railroads to establish a System Safety Program that would systematically evaluate and manage risks in order to reduce the number and rates of railroad accidents, incidents, injuries and fatalities. This rulemaking was bifurcated from 2130-AC11. |
| **Effects:**

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| --- | --- |
|   | Major |

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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-2011-0060 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 04/11/2014  |   | 05/13/2014  |
| To OMB  | 12/19/2014  | 09/09/2015  | 09/23/2015  |
| OMB Clearance  | 03/19/2015  | 03/31/2016  |   |
| Publication Date  | 03/25/2015  | 05/13/2016  |   |

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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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| Federal Railroad Administration |
| 49.  |

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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  | 03/18/2016  |   |
| OMB Clearance  | 01/23/2014  | 06/17/2016  |   |
| Publication Date  | 01/28/2014  | 06/30/2016  |   |
| End of Comment Period  | 03/31/2014  | 08/30/2016  |   |

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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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| Federal Railroad Administration |
| 50.  |

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

 |
| **Popular Title**: Train Crew Staffing and Location |
| **RIN 2130-AC48** |
| **Stage:** NPRM |
| **Previous Stage:**None  |
| **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 NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  |   | 09/09/2014  | 09/09/2014  |
| To OMB  |   | 12/17/2014  | 01/05/2015  |
| OMB Clearance  |   | 11/13/2015  | 12/10/2015  |
| Publication Date  |   | 03/18/2016  |   |
| End of Comment Period  |   | 05/18/2016  |   |

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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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| Federal Railroad Administration |
| 51.  |

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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:**

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| --- | --- |
|   | None  |

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

 |
| **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  | 03/25/2016  |   |
| To OMB  | 10/13/2015  | 05/09/2016  |   |
| OMB Clearance  | 01/11/2016  | 08/09/2016  |   |
| Publication Date  | 01/19/2016  | 08/22/2016  |   |
| End of Comment Period  | 03/21/2016  | 10/21/2016  |   |

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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 |
| 52.  |

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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:** ANPRM |
| **Previous Stage:** : . |
| **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 ANPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/27/2015  | 11/03/2015  | 11/04/2015  |
| To OMB  | 11/20/2015  | 12/15/2015  | 12/11/2015  |
| OMB Clearance  | 12/04/2015  | 01/22/2016  | 02/03/2016  |
| Publication Date  | 12/11/2015  | 02/12/2016  | 03/10/2016  |
| End of Comment Period  | 02/11/2015  | 04/14/2016  | 06/08/2016  |

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

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| ***Federal Register* Citation for ANPRM:** 81 FR 12642 |

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| **Federal Transit Administration** |
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| Federal Transit Administration |
| 53.  |

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| **Private Sector Participation** | Green |

 |
| **Popular Title**: Private Sector Participation |
| **RIN 2132-AB06** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** This rulemaking will develop procedures to address the impediments to the private sector's participation in public transportation capital projects through public private partnerships (P3s) and private investment. It will also include procedures to ensure the protection of the public interest and public investment in public transportation projects involving private participants. FTA has determined that the Agency will terminate this action and initiate this rulemaking under a new RIN Number (2132-AB27)entitled Private Investment Project Procedures. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | The Secretary shall issue a rule including procedures and approaches regarding private sector participation in public transportation projects : 10/01/2013 |

 |
| **Rulemaking Project Initiated:** 12/13/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/09/2013  | 03/29/2016  |   |
| To OMB  | 10/23/2013  | 05/04/2016  |   |
| OMB Clearance  | 01/07/2014  | 08/05/2016  |   |
| Publication Date  | 01/14/2014  | 08/12/2016  |   |
| End of Comment Period  | 03/15/2014  | 09/12/2016  |   |

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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 Transit Administration |
| 54.  |

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| **Transit Asset Management** | Green |

 |
| **Popular Title**: Transit Asset Management |
| **RIN 2132-AB07** |
| **Stage:** Final Rule |
| **Previous Stage:** ANPRM: 10/03/2013; ANPRM C/P End 01/02/2014 NPRM: Publication Approved 09/27/2015;Publication Date 09/30/2015;End of Comment Period 11/30/2015. |
| **Abstract:** This rule will establish a system for Transit Asset Management (TAM) for all operators of public transportation, for all modes of transportation throughout the United States. This national system will be based on the term ´State of Good Repair,´ to be developed through rulemaking, which will generate accurate data about the condition of the transit agencies´ assets, and performance measures for improving the conditions of those assets. |
| **Effects:**

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

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Secretary must issue rule to implement the Transit Asset Management System by October 1, 2013. : 10/01/2013 |

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| **Rulemaking Project Initiated:** 12/13/2012 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 02/17/2016  |   | 02/17/2016  |
| To OMB  | 04/01/2016  | 03/25/2016  |   |
| OMB Clearance  | 07/01/2016  | 06/24/2016  |   |
| Publication Date  | 07/12/2016  | 06/30/2016  |   |

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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 Transit Administration |
| 55.  |

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| **Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning (MAP-21)** | Green |

 |
| **Popular Title**: Planning |
| **RIN 2132-AB10** |
| **Stage:** Final Rule |
| **Previous Stage:** None NPRM: Publication Approved 05/23/2014;Publication Date 06/02/2014;End of Comment Period 09/02/2014. |
| **Abstract:** This rulemaking would propose amendments to the regulation 23 CFR Part 450 and 49 CFR Part 613 under which the FHWA and the Federal Transit Administration (FTA) respectively administer the Metropolitan Transportation Planning program authorized by 23 USC 134 and 49 USC Section 5303 and the Statewide Non-Metropolitan Transportation Planning program authorized by 23 USC 135 and 49 USC 5304. Sections 1201 and 1202 of MAP-21 replaced 49 USC 5303 and 5304, to require a continuing, comprehensive, and coordinated transportation planning and programming process in metropolitan areas, nonmetropolitan areas, and Statewide. The NPRM on Planning and Environmental Linkages (2132-AB21) has been merged with this rulemaking at the final rule stage. These provisions add an additional authority for the use of planning products in the environmental review process required under NEPA. Specifically, through this rulemaking, FHWA and FTA would interpret and implement MAP-21´s additional authority for FHWA and FTA to use planning products developed by States, MPOs, and other agencies during the transportation planning process in the environmental review process for a project. This rulemaking has been designated nonsignificant and will not appear on next month's chart. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 05/15/2015  | 02/19/2016  |   |
| To OMB  | 06/15/2015  | 04/22/2016  |   |
| OMB Clearance  | 09/15/2015  | 07/22/2016  |   |
| Publication Date  | 09/25/2015  | 07/29/2016  |   |

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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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| Federal Transit Administration |
| 56.  |

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| **Bus Testing: Pass/Fail and Safety Criteria (MAP-21)** | Black |

 |
| **Popular Title**: Bus Testing |
| **RIN 2132-AB11** |
| **Stage:** Final Rule |
| **Previous Stage:** None. NPRM: Publication Approved 06/17/2015;Publication Date 06/23/2015;End of Comment Period 08/25/2015. |
| **Abstract:** This rulemaking would amend FTA´s Bus Testing regulation (49 CFR part 665) to implement 49 USC section 5318, as amended by MAP-21, specifically, to establish a pass/fail standard and minimum safety performance standards pursuant to 49 USC 5329(b). |
| **Effects:**

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| --- | --- |
|   | None  |

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

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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  |   |   | 02/01/2016  |
| To OMB  | 03/14/2016  |   |   |
| OMB Clearance  | 06/14/2016  |   |   |
| Publication Date  | 06/20/2016  |   |   |

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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 Transit Administration |
| 57.  |

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

 |
| **Popular Title**: Buy America |
| **RIN 2132-AB16** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would amend 49 CFR Part 661 to incorporate changes to the waiver process made by MAP-21 and to make other conforming 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 NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/30/2013  | 05/01/2016  |   |
| To OMB  | 09/27/2013  | 06/05/2016  |   |
| OMB Clearance  | 12/27/2013  | 09/05/2016  |   |
| Publication Date  | 01/10/2014  | 09/08/2016  |   |
| End of Comment Period  | 03/14/2014  | 11/08/2016  |   |

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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 Transit Administration |
| 58.  |

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

 |
| **Popular Title**: Core Capacity |
| **RIN 2132-AB17** |
| **Stage:** Undetermined |
| **Previous Stage:** None NPRM: Publication Approved ;Publication Date ;End of Comment Period . |
| **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:**

|  |  |
| --- | --- |
|   | 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 |
| 59.  |

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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 |  |

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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 |
| 60.  |

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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:**

|  |  |
| --- | --- |
|   | 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:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 03/29/2016  |   |

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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 |
| 61.  |

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

 |
| **Popular Title**: Public Transportation Agency Safety Plans |
| **RIN 2132-AB23** |
| **Stage:** NPRM |
| **Previous Stage:** : . : . |
| **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:**

|  |  |
| --- | --- |
|   | None  |

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

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

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/27/2015  | 05/15/2015  | 05/12/2015  |
| To OMB  | 04/27/2015  | 09/11/2015  | 09/16/2015  |
| OMB Clearance  | 07/27/2015  | 01/21/2016  | 02/01/2016  |
| Publication Date  | 07/31/2015  | 01/26/2016  | 02/05/2016  |
| End of Comment Period  | 10/01/2015  | 03/25/2016  | 04/05/2016  |

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

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| ***Federal Register* Citation for NPRM:** 81 CFR 6343 |

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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  | 04/18/2016  |   |
| Publication Date  | 02/26/2015  | 04/29/2016  |   |
| End of Comment Period  | 04/27/2015  | 06/29/2016  |   |

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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 |  |

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| **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  | 04/21/2016  |   |
| OMB Clearance  | 08/13/2012  | 07/21/2016  |   |
| Publication Date  | 08/15/2012  | 07/27/2016  |   |
| End of Comment Period  | 10/15/2012  | 09/27/2016  |   |

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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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| National Highway Traffic Safety Administration |
| 64.  |

|  |  |
| --- | --- |
| **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 |  |

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| **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  | 04/20/2016  |   |
| To OMB  | 09/24/2015  | 05/25/2016  |   |
| OMB Clearance  | 12/24/2015  | 08/25/2016  |   |
| Publication Date  | 12/31/2015  | 08/29/2016  |   |
| End of Comment Period  | 02/27/2015  | 10/29/2016  |   |

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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 |
| 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 |  |

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| **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  |   |
| Publication Date  | 12/31/2011  | 04/28/2016  |   |
| End of Comment Period  | 03/02/2012  | 06/28/2016  |   |

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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:**

|  |  |
| --- | --- |
|   | EUNAFTAForeign |

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

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

|  |  |  |  |
| --- | --- | --- | --- |
| **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  |   |
| OMB Clearance  | 03/15/2015  | 06/17/2016  |   |
| Publication Date  | 03/30/2015  | 06/24/2016  |   |

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

 |
| ***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 |

 |
| **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.  |

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

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| **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:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 03/18/2011 |
| **Docket Number:** NHTSAâ€“2014â€“0085 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 08/24/2015  | 04/24/2016  |   |
| To OMB  | 09/27/2015  | 05/30/2016  |   |
| OMB Clearance  | 12/26/2015  | 08/30/2016  |   |
| Publication Date  | 12/31/2015  | 09/06/2016  |   |

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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 |

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| **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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| **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 |
| 71.  |

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| **Uniform Procedures for State Highway Safety Programs (MAP-21)** | Green |

 |
| **Popular Title**: Uniform Procedures - State Highway Safety Programs |
| **RIN 2127-AL30** |
| **Stage:** Undetermined |
| **Previous Stage:**None  |
| **Abstract:** MAP-21 amended NHTSA´s highway safety grant program (23 U.S.C. 402) and consolidated other grant programs into a single grant program, the national priority safety program grants (23 U.S.C. 405). MAP-21 requires NHTSA to award grants pursuant to rulemaking and to establish requirements for the graduated driver licensing (GDL) grant in accordance with the notice and comment provisions of the Administrative Procedure Act. In order to meet the statutory rulemaking requirements and to award all grants in a timely manner in fiscal years 2013 and 2014, NHTSA proceeded with an expedited rulemaking by taking a two-pronged approach. First, on, October 5, 2012, NHTSA issued a non-significant notice of proposed rulemaking (NPRM) for the minimum requirements for the GDL grant (RIN 2127-AL29). NHTSA then incorporated the GDL provisions, including addressing comments in response to the NPRM, into the Interim Final Rule for all of the grants. |
| **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:** 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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| 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  | 04/22/2016  |   |
| To OMB  | 12/27/2015  | 05/28/2016  |   |
| OMB Clearance  | 03/26/2016  | 08/29/2016  |   |
| Publication Date  | 03/31/2016  | 09/01/2016  |   |
| End of Comment Period  | 05/31/2016  | 11/01/2016  |   |

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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 |
| 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:** NPRM |
| **Previous Stage:**None  |
| **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 NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 11/23/2014  | 12/22/2014  | 12/22/2014  |
| To OMB  | 12/27/2014  | 01/26/2015  | 03/27/2015  |
| OMB Clearance  | 03/26/2015  | 03/26/2015  | 06/18/2015  |
| Publication Date  | 03/31/2015  | 03/31/2015  | 07/13/2015  |
| End of Comment Period  | 05/30/2015  | 10/01/2015  | 10/01/2015  |

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

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| ***Federal Register* Citation for NPRM:** 80 FR 40138 |

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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  | 04/12/2016  |   |
| Publication Date  | 05/30/2016  | 04/18/2016  |   |
| End of Comment Period  | 07/30/2016  | 06/17/2016  |   |

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

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

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| National Highway Traffic Safety Administration |
| 75.  |

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

 |
| **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:**

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| --- | --- |
|   | 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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| **Office of the Secretary** |
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| Office of the Secretary |
| 76.  |

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| **Airline Pricing Transparency and Other Consumer Protection Issues** | Red |

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| **Popular Title**: Airline Psgr. Protections III |
| **RIN 2105-AE11** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 05/23/14; End of Extended C/P: 09/09/14. |
| **Abstract:** The Department is seeking comment on a number of proposals to enhance protections for air travelers and to improve the air travel environment, including a proposal to clarify and codify the Department's interpretation of the statutory definition of "ticket agent." This NPRM would also 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. Other proposals in this NPRM to enhance airline passenger protections include: expanding the pool of "reporting" carriers; requiring enhanced reporting by mainline carriers for their domestic code-share partner operations; requiring large travel agents to adopt minimum customer service standards; codifying the statutory requirement that carriers and ticket agents disclose any code-share arrangements on their websites; and prohibiting unfair and deceptive practices such as undisclosed biasing and post-purchase price increases. The Department is also considering whether to require ticket agents to disclose the carriers whose tickets they sell in order to avoid having consumers mistakenly believe they are searching all possible flight options for a particular city-pair market when in fact there may be other options available. Additionally, this NPRM would correct drafting errors and make minor changes to the Department's second Enhancing Airline Passenger Protections rule to conform to guidance issued by the Department's Office of Aviation Enforcement and Proceedings (Enforcement Office) regarding its interpretation of the rule. |
| **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:** 04/18/2011 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 07/21/2015  | 04/21/2016  |   |
| To OMB  | 08/18/2015  | 05/18/2016  |   |
| OMB Clearance  | 11/17/2015  | 08/16/2016  |   |
| Publication Date  | 12/01/2015  | 08/30/2016  |   |

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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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| Office of the Secretary |
| 77.  |

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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 |
| 78.  |

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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  | 05/03/2016  |   |
| To OMB  | 07/16/2014  | 06/03/2016  |   |
| OMB Clearance  | 10/16/2014  | 09/05/2016  |   |
| Publication Date  | 10/22/2014  | 09/13/2016  |   |
| End of Comment Period  | 12/22/2014  | 11/14/2016  |   |

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

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

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| Office of the Secretary |
| 79.  |

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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 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. DOT supports the FCC´s proposal to revise its rules in light of the technology available and to expand access to mobile wireless data services on board aircraft; however, under the Department´s aviation consumer protection authority and because of concerns raised, we are seeking comment on whether to ban voice calls on 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  |   |
| To OMB  | 09/03/2014  | 04/22/2016  |   |
| OMB Clearance  | 12/01/2014  | 07/22/2016  |   |
| Publication Date  | 12/04/2014  | 08/05/2016  |   |
| End of Comment Period  | 02/04/2015  | 10/07/2016  |   |

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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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| Office of the Secretary |
| 80.  |

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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  | 04/14/2016  |   |
| To OMB  | 04/25/2012  | 05/12/2016  |   |
| OMB Clearance  | 07/25/2012  | 08/12/2016  |   |
| Publication Date  | 07/31/2012  | 08/26/2016  |   |

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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 |
| 81.  |

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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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| **Pipeline and Hazardous Materials Safety Administration** |
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| Pipeline and Hazardous Materials Safety Administration |
| 82.  |

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

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| **Popular Title**: 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  |   |   |
| To OMB  | 06/21/2016  |   |   |
| OMB Clearance  | 09/21/2016  |   |   |
| Publication Date  | 10/03/2016  |   |   |

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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 |
| 83.  |

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| **Pipeline Safety: Excess Flow Valves In Applications Other Than Single-Family Residences in Gas Distribution Systems** | Red |

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| **Popular Title**: Excess Flow Valves |
| **RIN 2137-AE71** |
| **Stage:** Final Rule |
| **Previous Stage:** ANPRM 11/25/2011; CP ended 2/18/12; CP extended to 3/19/2012; NPRM 7/15/2015, End of C/P 9/14/2015. |
| **Abstract:** This rule makes changes to part 192 to expand excess flow valve requirement to include new or replaced branched service lines servicing single-family residences, multi-family residences, and small commercial entities consuming gas volumes not exceeding 1,000 Standard Cubic Feet per Hour (SCFH). PHMSA is also amending the Federal pipeline safety regulations to require the use of either manual service line shut-off valves (e.g., curb valves) or EFVs, if appropriate, for new or replaced service lines with meter capacities exceeding 1,000 SCFH. In addition, this final rule will codify a requirement for operators to notify customers of their right to request installation of an EFV on service lines that are not being newly installed or replaced. PHMSA has delegated the question of who bears the cost of installing EFVs to service lines that are not being newly installed or replaced to the operator's rate-setter. |
| **Effects:**

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|   | None  |

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| **Prompting action:** None |
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| **Legal Deadline:**  | Section 22 2011 PSA : 01/03/2014 |

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| **Rulemaking Project Initiated:** 10/01/2010 |
| **Docket Number:** PHMSA-2011-0009 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 09/03/2016  |   |   |
| To OMB  | 09/30/2016  |   |   |
| OMB Clearance  | 01/03/2017  |   |   |
| Publication Date  | 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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| Pipeline and Hazardous Materials Safety Administration |
| 84.  |

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

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| **Popular Title**: Gas Transmission (RRR) |
| **RIN 2137-AE72** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM 8/25/2011; End of C/P 12/2/2011; End of Extended C/P 1/20/2012. |
| **Abstract:** In this proposed rulemaking, PHMSA would be revisiting the requirements in the Pipeline Safety Regulations addressing integrity management principles for Gas Transmission pipelines. In particular, PHMSA would address: 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 NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 03/25/2013  | 03/28/2014  | 03/12/2014  |
| Returned to Mode  |   |   | 04/28/2014  |
| Returned To OST  |   | 06/26/2014  | 06/27/2014  |
| To OMB  | 04/25/2013  | 04/13/2015  | 04/27/2015  |
| OMB Clearance  | 07/25/2013  | 02/19/2016  | 02/29/2016  |
| Publication Date  | 08/05/2013  | 03/23/2016  |   |
| End of Comment Period  | 10/04/2013  | 05/23/2016  |   |

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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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| Pipeline and Hazardous Materials Safety Administration |
| 85.  |

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

 |
| **Popular Title**: Rupture Detection and Valves Rule |
| **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  |
| To OMB  | 09/22/2014  | 04/15/2016  |   |
| OMB Clearance  | 12/22/2014  | 07/15/2016  |   |
| Publication Date  | 01/06/2015  | 07/27/2016  |   |
| End of Comment Period  | 02/26/2015  | 09/27/2016  |   |

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

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

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

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| **Hazardous Materials: Review and Update of Rail Carrier Regulations in Part 174 (RRR)** | Black |

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| **Popular Title**: Update Rail Carrier Regulations (RRR) |
| **RIN 2137-AF07** |
| **Stage:** NPRM |
| **Previous Stage:** N/A |
| **Abstract:** PHMSA is considering amendments that would enhance safety and revise and clarify the Hazardous Materials Regulations (HMR) applicable to the transportation of hazardous materials by rail. In accordance with Executive Order 13563, Regulatory Review and Reinvention (E.O. 13563; January 18, 2011), the Federal Rail Administration (FRA) has completed an internal review of the existing regulations set forth by PHMSA in 49 CFR Part 174, which apply to persons who accept and transport hazardous materials by rail. Using the principals set forth in E.O. 13563, FRA has reviewed the regulations in Part 174 and other relevant sections of the HMR, and identified regulations that are outdated, unclear, no longer necessary, may present an undue economic burden on the regulated community, conflict with other North American standards and regulations, or do not sufficiently address technological advancements in the railroad operating environment. Further, FRA has identified several trends in industry practices and operating procedures that present new and different risks to safety that should be addressed in Part 174 of the HMR. This rulemaking would more fully align the HMR with the results of the FRA review and would update, clarify, correct and provide relief of certain regulatory requirements applicable to the transportation of hazardous materials by rail. |
| **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:** 03/03/2014 |
| **Docket Number:** PHMSA-2014-0031 |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 10/20/2014  | 06/29/2016  |   |
| To OMB  | 11/19/2014  | 08/12/2016  |   |
| OMB Clearance  | 02/17/2015  | 11/11/2016  |   |
| Publication Date  | 02/25/2015  | 11/21/2016  |   |
| End of Comment Period  | 05/25/2015  | 01/20/2017  |   |

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| **Explanation for any delay:** | Additional coordination necessaryOther, higher priorities |

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

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

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

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| **Popular Title**: Oil Spill Response Plans and Info Sharing for HHFT |
| **RIN 2137-AF08** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM published 8/1/2014; C/P closed 9/30/2014. |
| **Abstract:** This rulemaking, developed in consultation with the Federal Railroad Administration, would revise PHMSA's regulations to expand the applicability of comprehensive oil spill response plans (OSRPs) based on thresholds of liquid petroleum oil that apply to an entire train. We are also proposing to revise the format and clarify requirements of a comprehensive OSRP and to require railroads to share information about high-hazard flammable train operations with state and tribal emergency response organizations (i.e., State Emergency Response Commissions and Tribal Emergency Response Commissions) to improve community preparedness. Lastly, PHMSA is proposing an update to boiling point testing procedures to provide regulatory flexibility and promotes enhanced safety in transport through accurate packing group assignment. |
| **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 NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 04/22/2015  | 09/16/2015  | 10/07/2015  |
| To OMB  | 05/21/2015  | 02/17/2016  | 02/24/2016  |
| OMB Clearance  | 08/20/2015  | 05/24/2016  |   |
| Publication Date  | 08/31/2015  | 05/31/2016  |   |
| End of Comment Period  | 10/30/2015  | 08/01/2016  |   |

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

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

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

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| **Hazardous Materials: FAST Act Requirements for Flammable Liquids and Rail Tank Cars** | Black |

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| **Popular Title**: FAST Act Flammable Liquids and Rail Tank Cars |
| **RIN 2137-AF17** |
| **Stage:** Final Rule |
| **Previous Stage:** N/A |
| **Abstract:** PHMSA is issuing a final rule to codify certain mandates and minimum requirements set forth by the Fixing America's Surface Transportation Act of 2015, or the FAST Act. Specifically, the FAST Act mandates a new phase-out schedule for DOT-111 specification tank cars, including DOT-111 tank cars constructed to the Casualty Prevention Circular (CPC) 1232 (CPC-1232) industry standard, used to transport unrefined petroleum products (e.g., petroleum crude oil), ethanol, and other Class 3 flammable liquids, irrespective of train composition. In addition, the FAST Act mandates that each tank car built to meet the DOT-117 specification, and each non-jacketed tank car retrofit to meet the DOT-117R specification, be equipped with an insulating blanket with at least -inch-thick material. Moreover, the FAST Act specifies minimum top fittings protection requirements for tank cars retrofit to meet the DOT-117R specification. Because the actions taken in this final rule address congressional mandates that instruct the Secretary to issue conforming regulatory amendments immediately or soon after the FAST Act's date of enactment, PHMSA finds that due and timely execution of agency functions would be impeded by the procedures of public notice that are normally required by the Administrative Procedure Act (APA). Therefore, PHMSA finds that public notice is impracticable and that good cause exists to amend the regulations without advance notice and opportunity for public comment. |
| **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:** 01/11/2016 |
| **Docket Number:** PHMSA-2016-0011 |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| To OST  | 05/13/2016  |   |   |
| To OMB  | 06/27/2016  |   |   |
| OMB Clearance  | 09/26/2016  |   |   |
| Publication Date  | 10/07/2016  |   |   |

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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 |
| 89.  |

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| --- | --- |
| **Hazardous Materials: Revised Lithium Battery Provisions** | Black |

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| **Popular Title**: Revised Lithium Battery Provisions |
| **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. We anticipate these amendments will result in temporary supply chain disruptions but will produce immediate safety benefits by eliminating vulnerability in the existing transport regulations. |
| **Effects:**

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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  |   | 08/16/2016  |   |
| To OMB  |   | 09/30/2016  |   |
| OMB Clearance  |   | 12/30/2016  |   |
| Publication Date  | 11/01/2016  | 01/12/2017  |   |
| End of Comment Period  | 11/30/2016  | 03/13/2017  |   |

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

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