

#	MODE NAME	RIN	TITLE	ABSTRACT	CURRENT STAGE	ORIGINAL DATE	REVISED DATE	ACTUAL DATE	ADDITIONAL INFO	DATE FIRST REPORTED
1	Office of the Secretary	2105-AE22	Advisory Committees (RRR)	This rulemaking would remove DOT's advisory committee regulations at 49 CFR part 95. Part 95 has substantively remained unchanged since its early amendment in 1968. It has since been made obsolete by other laws, regulations, and agency procedures.	5	05/31/2013	08/09/2013	08/08/2013		01/2013
2	Office of the Secretary	2105-AE25	Miscellaneous Civil Rights Amendments (RRR)	This final rule amends the guidance found in both Appendix D to Part 37 and the Appendix to Part 38 by removing obsolete and inconsistent language. Specifically, guidance language found in the Appendix to Part 38 concerning public address systems has become outdated. In addition, a final rule published on May 21, 1996, which amended portions of 49 CFR part 37 concerning equivalent facilitation determinations, inadvertently failed to update language found in Appendix D to that part.	5	06/06/2013	03/26/2014	04/16/2014	SB - No; IC - No; SLT - No.	07/2013
3	Office of the	2105-	Transportation	This rulemaking would	2	10/22/2014	12/23/2014			01/2014

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	Secretary	AE29	Services for Individuals with Disabilities: Over-the-Road Buses (RRR)	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.						
4	Federal Aviation Administration	2120-AJ90	Effective Tether System (Tether Rule) (RRR)	This rulemaking would exclude tethered launches from the licensing requirements of 14 CFR chapter III. This rulemaking is necessary to maintain public safety for these launches by providing launch vehicle operators with clear and simple criteria for a safe tethered launch. For tethered launches that satisfy the	2	05/08/2014	05/08/2014	TBD	SB: Y; IC: N; SLT: N Cost and Benefits: This action will likely result in cost savings for the FAA and cost savings or minimal impact for launch operators. This action would relieve operators	08/2011

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				design and operational criteria, the FAA would not require a license, permit or waiver. This action is intended to impose no additional requirements on operators, but provides an alternative to conducting a tethered launches.					from the process and financial burdens of applying for waivers, licenses, and permits. It could save the FAA time and resources required to analyze these applications. The rulemaking would impose no additional requirements on operators, but provides an alternative to conducting the tethered launch under Chapter III. Tethered launches that use toxic propellants would not be eligible for exclusion. Status: SNPRM in FAA coordination.	
5	Federal Aviation Administration	2120-AJ94	Enhanced Flight Vision System (EFVS) (RRR)	This rulemaking would permit operators to use an EFVS in lieu of natural vision to continue descending from 100 feet height above runway touchdown zone elevation to the runway and land on	2	06/25/2012	06/13/2013	06/11/2013	SB: N IC: N SLT: N Anticipated costs/benefits: The FAA estimated the costs of the proposed rule over 10 years	08/2011

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			<p>certain straight-in instrument approach procedures under instrument flight rules. This action would also permit certain operators using EFVS-equipped aircraft to dispatch, release, or takeoff under instrument flight rules (IFR), and to initiate and continue an approach, when the destination airport weather is below authorized visibility minimums for the runway of intended landing. Pilot training, recent flight experience, and proficiency would be required for operators who use EFVS in lieu of natural vision to descend below decision altitude, decision height, or minimum descent altitude. The FAA believes that an EFVS can provide operational and safety benefits during Category II and Category III approach operations. The rulemaking would enable expanded EFVS operations, which would increase access and efficiency in low visibility conditions, and potentially result in fewer missed approaches and delayed</p>					<p>would be approximately \$5.3 million nominal value. Currently, the FAA is analyzing the comments from the NPRM.</p>	
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				take-offs.						
6	Federal Aviation Administration	2120-AJ97	Rules of Practice for Federally-Assisted Airport Enforcement Proceedings (Retrospective Regulatory Review)	This action would update, simplify, and streamline rules of practice and procedure for filing and adjudicating complaints against federally-assisted airports. It would improve efficiency by enabling parties to file submissions with the Federal Aviation Administration (FAA) electronically, and by incorporating modern business practices into how the FAA handles complaints. This rulemaking is necessary to reflect changes in applicable laws and regulations, and to apply lessons learned since the existing rules were implemented in 1996. The intended effects of this action are to improve the efficiency of the complaint and investigation processes, and clarify process requirements for persons involved in complaint proceedings. Small businesses, including general aviation operators and aviation service businesses such as fixed-base operators (FBOs),	5	08/26/2013		09/12/2013	SB: Y, IC: N, SLT: Y Anticipated costs/benefits: The rulemaking adds no costs. Small businesses, including general aviation operators and aviation service businesses such as fixed base operators (FBOs), charter providers, and aircraft management companies, who are often involved in complaints, would benefit from this rule because it would decrease time spent and volume of paper documents needed to process complaints by allowing parties to file electronically. A new option allowing a respondent to file a motion to	08/2011

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				charter providers, and aircraft management companies, who are often involved in complaints, would benefit from this rule because it would decrease time spent and volume of paper documents needed to process complaints by allowing parties to file electronically.					dismiss or a motion for summary judgment would potentially reduce the length of the proceedings. Because the rule does not involve widespread, mandated information collection/record keeping, it does not have ICR implications. Status: Final rule effective as of 11/12/2013.	
7	Federal Aviation Administration	2120-AK00	Medical Certificate Endorsement Issue (RRR)	This rulemaking would remove an amendment, imposed in 2008, requiring individuals granted the Special Issuance of a Medical Certificate to have their letter of Authorization in their physical possession or readily accessible on the aircraft while exercising pilot privileges. This rulemaking responds to a 2007 International Civil Aviation Organization audit finding.	5	03/30/2012		03/22/2012	SB: N, IC: N, SLT: N Anticipated costs/benefits: The benefit of the direct final rule will be that it relieves approximately 28,000 airmen vetted through the FAA special-issuance medical certification process from having the paperwork burden	08/2011

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									to carry their FAA-issued LOA with them when exercising pilot privileges. Final rule effective as of July 20, 2012.	
8	Federal Aviation Administration	2120-AK01	Combined Drug and Alcohol Testing Programs for Operators Conducting Commercial Air Tours (RRR)	This rulemaking would allow air carrier operators and commuter or on-demand operators that also conduct commercial air tour operations to combine the drug and alcohol testing required for each operation into one testing program. The current rule requires those operators to conduct separate testing programs for their commercial air tour operations. This results in an unnecessary duplication of effort. The intended effect of this rulemaking is to decrease operating costs by eliminating the requirement for duplicate programs while maintaining the level of safety intended by existing rules. This rulemaking would also clarify existing instructions within the rule, would correct a typographical error, and would remove language describing a practice that	5	05/27/2013	07/29/2013	07/15/2013	SB: N, IC: N, SLT: N Anticipated Costs/Benefits: Currently, part 121 operators or part 135 operators who also conduct air tour operations must have separate drug and alcohol testing programs for the air tour operations and their other (part 121 or part 135) operations. The intended effect of this rulemaking is to decrease this duplicative drug and alcohol testing by eliminating the requirement for two testing programs while maintaining the	08/2011

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				has been discontinued.					level of safety required by the current drug and alcohol testing regulations. This may reduce operators' costs by allowing them to eliminate one testing program and its associated costs. This final rule will also reduce the FAA's costs by reducing the number of drug and alcohol testing programs that the FAA will have to inspect. Status: The final rule is effective as of September 13, 2013.	
9	Federal Aviation Administration	2120-AK03	CAT III Definitions (RRR)	This rulemaking would remove the definitions of Category IIIa, IIIb, and IIIc operations. The definitions are outdated and no longer necessary for aircraft certification or operational authorization. The removal of the definitions will aid in future international harmonization efforts, future landing minima reductions	5	02/20/2012		02/16/2012	SB: N, IC: N, SLT: N Anticipated costs/benefits: This final rule removed outdated and unnecessary definitions. Final rule effective as of 07/10/2012.	08/2011

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				and airspace system capacity improvements due to the implementation of performance based operations.						
10	Federal Aviation Administration	2120-AK10	Operations in Class D Airspace; Amendment of Taxi Clearance Language - Taxi To Removal (RRR)	This rulemaking would remove the provision describing an abbreviated taxi clearance in Class D airspace. The FAA no longer uses these abbreviated taxi clearances and with this regulatory removal responds to National Transportation Safety Board (NTSB) recommendations.	5		03/26/2012	05/14/2012	SB: N, IC: N, SLT: N Anticipated costs/benefits: The amendment removed an outdated provision addressing abbreviated taxi clearances that was no longer being used by either FAA or the public. This regulatory removal responds to National Transportation Safety Board (NTSB) recommendations. Final rule effective as of 05/14/2012.	01/2012
11	Federal Aviation Administration	2120-AK11	Minimum Altitudes for Use of Autopilots (RRR)	This rulemaking will modify the way pilots operate an aircraft's autopilot capabilities during flight. This action is necessary	5	11/18/2013	11/18/2013	02/03/2014	SB: N, IC: N, SLT: N Anticipated costs/benefits: This rulemaking	08/2011

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				because evolving aircraft technologies have outpaced current FAA’s operational guidance for use of autopilots. The intended effect of this rulemaking is to allow movement of aircraft in safer and more efficient flight patterns, resulting in operator efficiency, while smoothly incorporating ever-increasing related technological changes.					would allow operators the option to operate as they currently do or pursue the proposed lower minimum use heights based on their aircraft certification. Status: Final rule effective as of April 4, 2014.	
12	Federal Aviation Administration	2120-AK24	Fuel Tank and System Lightning Protection (RRR)	This rulemaking would remove the requirement covering lightning ignition sources for fuel tank ignition prevention. It would also restate the intention to prevent catastrophic fuel tank vapor ignition due to lightning in the broader fuel system lightning protection requirements. This action is necessary because of the impracticality of controlling structural lightning ignition sources, which has resulted in a series of exemptions. This action would be cost-relieving as it would remove the need to comply with a specific requirement that has provided little or no safety benefits.	2	01/02/2014	09/25/2014		SB: N, IC: N, SLT: N Anticipated costs and benefits: This is a burden-relieving rulemaking project, so no significant costs are anticipated. Based on historical numbers of related exemptions and type certification applications, we estimate that we would not have to process 40 exemptions over the next 20 years.	01/2012

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									This RIN is related to 2120-ZA06. Progress status: NPRM in FAA coordination.	
13	Federal Aviation Administration	2120-AK28	Aviation Training Devices; Pilot Certification, Training, and Pilot Schools; Other Provisions (Retrospective Regulatory Review)	This rulemaking would consider relieving burdens on pilots seeking to obtain aeronautical experience for certification and recency by promoting increased use of aviation training devices. The rulemaking would also address changing technologies by permitting an alternative that would permit pilots to train in technologically advanced airplanes in place of older complex single engine airplanes. Additionally, the rulemaking would broaden the opportunities for military instructors to obtain civilian ratings based on military experience, expand opportunities for logging pilot time, and remove a burden on sport pilot instructors by permitting them to serve as safety pilots. Finally, this rulemaking corrects several unintended burdens resulting from a 2009 final	2	11/14/2013	10/02/2014		SB: N, IC: N, SLT: N Anticipated Costs/Benefits: The costs and benefits related to this action have not been determined at this time. However, this is a nonsignificant regulatory action whose benefits will be great enough to outweigh any costs. Progress Update: NPRM in FAA coordination.	01/2013

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				rule and codifies several exemptions.						
14	Federal Aviation Administration	2120-AK32	Acceptance Criteria for Portable Oxygen Concentrators Used Onboard Aircraft (RRR)	This rulemaking would establish acceptance criteria for portable oxygen concentrators to be used by passengers onboard aircraft. This rulemaking would apply only to any portable oxygen concentrators not already listed for use onboard aircraft whose manufacturers wish them to be able to be used onboard aircraft. The use of previously-listed portable oxygen concentrators would not be affected by this rule. Previously, the FAA would examine each portable oxygen concentrator to determine its suitability for use onboard aircraft. This rulemaking would relieve burdens for passengers who would no longer be required to obtain a statement from their physician regarding the use of the portable oxygen concentrator. It would also relieve burdens for domestic, flag, supplemental, commuter, on-demand, and fractional owner operators that would no longer be required to	2	11/13/2014	11/13/2014		SB: N; IC: Y; SLT: N Costs/benefits: This rule relieves regulatory burdens for manufacturers of POCs and passengers who use these devices while traveling. It also reduces burdens for part 119 certificate holders conducting operations under parts 121, 125, and 135. Progress: NPRM in FAA coordination.	01/2013

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				specifically have their flightcrew members notified of the use of such portable oxygen concentrators onboard aircraft. Finally, it would relieve burdens for portable oxygen concentrator manufacturers who would no longer be required to have their portable oxygen concentrators specifically considered by the Pipeline and Hazardous Materials Safety Administration and the FAA before those portable oxygen concentrators could be permitted to be used onboard aircraft.						
15	Federal Aviation Administration	2120-AK34	Flammability Requirements for Transport Category Airplanes (RRR)	This rulemaking would amend the regulations on compartment interior fire protection to eliminate unnecessary testing, improve safety in inaccessible areas, and present the requirements as performance standards on the basis of threat. These changes are necessary as the current requirements result in unnecessary testing, are lacking in the areas most vulnerable to in-flight fire, and lack standardization.	2	09/10/2014	09/10/2014		SB:N, IC: N, SLT: N This RIN is related to 2120-ZA04. Progress status: FAA drafting regulatory evaluation.	07/2013

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				These changes will improve safety and reduce costs.						
16	Federal Aviation Administration	2120-AK40	Elimination of the Air Traffic Control Tower Operator Certificate for Controllers Who Hold a Federal Aviation Administration Credential With a Tower Rating (RRR)	This rulemaking would eliminate the requirement for air traffic control tower operators to hold a Control Tower Operator (CTO) certificate if the individual holds an FAA Credential with a tower rating issued by the Administrator. The FAA currently issues the CTO and the Credential with a tower rating to qualified FAA controllers who work in FAA towers. The requirements of this Credentialing program encompass the underlying qualifications of the CTO certificate. The intended effect of this action is to reduce the FAA's requirement of administering overlapping programs.	3	11/10/2014			SB: N, IC: N, SLT: N Costs/benefits: Cost-savings to be determined. Progress status: FR in FAA coordination.	07/2013
17	Federal Aviation Administration	2120-AK44	Reciprocal Waivers of Claims for Non-Party Customer Beneficiaries, Signature of Waivers of Claims by	This rulemaking would extend the waiver of claims for all the customers involved in a launch or reentry, amend the requirement describing which entities are required to sign the statutorily-mandated waiver of claims,	2	10/24/2014			SB: N, IC: N, SLT: N Costs/benefits: This rule would reduce cost burdens of all parties signing cross-waivers, as well the FAA,	01/2014

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			Commercial Space Transportation Customers. And Waiver of Claims and Assumption of Responsibility for Permitted Activities with No Customer (RRR)	and add a new waiver template for the customer's use. This rulemaking would ease the administrative burden on the customers, licensees, permittees, and the FAA, especially when a new customer is added only a short time before the scheduled launch or reentry.					because the FAA has to review any cross-waiver the customer has signed with its customers to make sure it is substantially similar to the statutory requirement. Progress status: NPRM in FAA coordination.	
18	Federal Aviation Administration	2120-ZA04	Flammability Requirements (RRR)	The FAA has tasked the Aviation Rulemaking Advisory Committee (ARAC) to comment on and make recommendations for a threat-based approach to material and component flammability requirements.	5				SB: N, IC: N, SLT: N Related to RIN 2120-AK34.	01/2012
19	Federal Aviation Administration	2120-ZA05	Short term increases in CO2 (RRR)	The FAA is considering revision to cabin air quality standards. The FAA is awaiting the outcome of the air quality survey and the ARAC recommendations pertaining to this issue.	4				SB: N, IC: N, SLT: N The FAA is considering revision to cabin air quality standards. The FAA is awaiting the outcome of the air quality survey and the ARAC recommendations pertaining to this	05/2012

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									issue.	
20	Federal Aviation Administration	2120-ZA06	Fuel System Lightning Protection (RRR)	The FAA chartered the Fuel System Lightning Protection Aviation Rulemaking Committee (ARC) to recommend changes to 14 CFR 25.981 and associated guidance.	5				SB: N, IC: N, SLT: N Related to RIN 2120-AK24.	05/2012
21	Federal Aviation Administration	2120-ZA07	Part 23 Reorganization ARC (RRR)	The FAA conducted a comprehensive review of 14 CFR part 23 in 2010, with industry and public participation, and developed recommendations for change (including the partial elimination of weight classifications). The FAA chartered an Aviation Rulemaking Committee to provide input on these recommendations by September 2013.	4				SB: N, IC: N, SLT: N The FAA has reviewed the ARC recommendations and expects to initiate a rulemaking on this subject in FY15.	01/2012
22	Federal Aviation Administration	2120-ZA09	Aircraft Certification Process Review and Reform ARC (RRR)	The FAA chartered an Aviation Rulemaking Committee to provide input for a recommendation to evaluate and streamline aircraft certification.	4				SB: N, IC: N, SLT: N The Aircraft Certification Process Review and Reform Aviation Rulemaking Committee (ACPRR ARC) was formed in response to Section 312 of the	01/2012

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									FAA Modernization and Reform Act of 2012 and held the first team meeting in April 2012. The ARC issued their final report on May 22, 2012. FAA is reviewing the ARC's recommendations.	
23	Federal Aviation Administration	2120-ZA10	Certificated Flight Instructor (RRR)	The FAA is considering a change to the certificated flight instructor process by requiring proof of currency in lieu of the reissuance of a new plastic certificate with an expiration date.	4				SB: N, IC: N, SLT: N	01/2012
24	Federal Aviation Administration	2120-ZA11	Land Transfers (RRR)	The FAA plans to investigate ways to make land transfers less onerous for airports. The FAA is willing to consider revising these procedures subject to the Office of the Inspector General (OIG) concurrence.	4				SB: N, IC: N, SLT: Y Congress delegated authority to the FAA in the 2012 Reauthorization Act to handle land conveyances under Section 16 of the Federal Airport Act of 1946 and Section 23 of the Airport and Airway Development Act	01/2012

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25	Federal Aviation Administration	2120-ZA12	High Density (RRR)	The FAA is considering regulations to amend the high density rule (HDR) in part 93 subparts K and S to increase competitive options at DCA and LGA. In addition, the FAA has established a rulemaking to address congestion management and competition issues at LGA, JFK, and EWR, which currently are limited by FAA Orders.	4				SB: N, IC: N, SLT: Y The FAA is considering regulations to amend the high density rule (HDR) in part 93 subparts K and S to increase competitive options at DCA and LGA. In addition, the FAA has established a rulemaking to address congestion management and competition issues at LGA, JFK, and EWR, which currently are limited by FAA Orders.	01/2012
26	Federal Highway Administration	2125-AF41	National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways;	As part of our retrospective regulatory review, this rulemaking makes changes to the Manual on Uniform Traffic Control Devices (MUTCD) to clarify the definition of "Standard Statements" in the MUTCD and to clarify the use of engineering judgment and	5	06/15/2012		05/14/2012	SB - No; IC - No; SLT - Yes. Includes Retrospective Review under E.O. 13563: Actual or Target Completion Date - The final rule was published in	08/2011

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			Engineering Judgments (RRR)	studies in the application of traffic control devices.					the Federal Register on May 14, 2012 at 77 FR 28456. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in benefits - The changes in the MUTCD will provide additional clarification, guidance, and flexibility in the application of traffic control devices. The FHWA believes that the uniform application of traffic control devices will greatly improve the traffic operations efficiency and roadway safety. The standards, guidance, and support are also
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									used to create uniformity and to enhance safety and mobility at little additional expense to public agencies or the motoring public. Progress updates and anticipated accomplishments - The final rule was published in the Federal Register on May 14, 2012 at 77 FR 28456. Notes - None.	
27	Federal Highway Administration	2125-AF43	National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Compliance Dates Revision (RRR)	As part of our retrospective regulatory review, this rulemaking makes changes to the Manual on Uniform Traffic Control Devices (MUTCD) to revise the compliance dates for certain requirements in the MUTCD. The changes adopted are intended to reduce the costs and impacts of compliance dates on State and local highway agencies and to streamline and simplify the information.	5	06/29/2012	07/06/2012	05/14/2012	SB - No; IC - No; SLT - Yes. Includes Retrospective Review under E.O.13563: Actual or Target Completion Date - The final rules was published in the Federal Register on May 14, 2012 at 77 FR 28460. Anticipated savings in costs and/or information	08/2011

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									<p>collection burdens, together with any anticipated changes in benefits - The changes in this rulemaking will not require the expenditure of additional funds, but rather will provide State and local governments with the flexibility to allocate scarce financial resources based on local conditions and the useful service life of its traffic control devices. It is anticipated that the economic impacts will be minimal and that costs and burdens will be reduced. Progress updates and anticipated accomplishments - The final rules was published in the Federal</p>	
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									Register on May 14, 2012 at 77 FR 28460. Notes - None.	
28	Federal Highway Administration	2125-AF44	Administration of Engineering and Design Related Service Contracts (RRR)	This rulemaking would revise and update regulations governing the procurement, management, and administration of engineering and design related services directly related to a highway construction project and reimbursed with Federal-aid highway program funding. To comply with statutory amendments, this rulemaking would remove all references to alternative or equivalent procedures contained in the existing regulations. This rulemaking proposes to revise existing small purchase procurement procedures to reflect an increase in the Federal threshold. This rulemaking would also address certain findings and recommendations contained in a 2008 Government Accountability Office regarding increased State DOT reliance on consultants and a 2009 DOT Office of the Inspector General audit	3	06/14/2013	10/31/2014		SB - No; IC - No; SLT - No. Actual or Target Completion Date - An NPRM was published on 9/4/12 at 77 FR 53902. Progress Updates and Anticipated Accomplishments - An NPRM has been published. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in benefits - The proposed changes to part 172 will provide additional clarification, guidance, and flexibility to stakeholders implementing these regulations.	05/2012

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				regarding consultant indirect costs. This rulemaking would clarify existing Federal requirements in support of enhancing consistency with other Federal laws and applicable regulations and addressing evolutions in industry practices to improve the procurement, management, and administration of consultant services.					As these proposed amendments are required by changes in authorizing legislation, other applicable regulations, and industry practices, the FHWA anticipates that the economic impact of this rulemaking would be minimal. Notes - None.	
29	Federal Highway Administration	2125-AF62	Acquisition of Right-of-Way (RRR; MAP-21)	This rulemaking would update 23 CFR 710 to conform with MAP-21 and make some additional changes to streamline and clarify 23 CFR 710. Section 1302 of MAP-21 amends 23 U.S.C. 108 to provide States with new flexibility for reimbursements of costs of State-funded acquisitions of interests in real property incurred before completion of the NEPA environmental review process for the entire project. MAP-21 also allows the Secretary to authorize a State to use Federal funds for early acquisition of a real property interest if certain	2	10/11/2013	07/23/2014			08/2011

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				conditions are met, including completion of the NEPA environmental review process for the acquisition only. Previously tracked as 2125-ZA00.						
30	Federal Highway Administration	2125-AF65	Buy America (RRR)	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.	4					01/2014
31	Federal Highway Administration	2125-ZA01	Revision of 23 CFR Part 230, Civil Rights External Program (RRR)	As part of our retrospective regulatory review, the FHWA intends to update 23 CFR Part 230. This Part of the CFR has not been substantially updated since it was published in 1975. The FHWA has been considering a full update to this Part for many years as questions and issues from our Division offices, who implement these programs, have increased in frequency. The FHWA believes that	4				SB - No; IC - No; SLT - No. Actual or Target Completion Date - To be determined. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in	08/2011

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				<p>reexamining this Part will improve the efficiency of our Civil Rights external programs. Further study is necessary to identify specific areas for improvement and to determine what, if any, changes would be most beneficial.</p>					<p>benefits - 23 CFR Part 230, Civil Rights External Programs, has not been substantially updated since it was published in 1975. The FHWA has been considering a full update to this Part for many years as questions and issues from our Division offices, who implement these programs, have increased in frequency. The FHWA believes that reexamining this Part will improve the efficiency of our Civil Rights external programs. Progress updates and anticipated accomplishments - Program office has established team to begin discussions on necessary changes. Informal</p>	
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									working drafts of proposed regulatory changes will be circulated to FHWA staff for internal review this fall. Notes - None.	
32	Federal Highway Administration	2125-ZA02	Proprietary Products (RRR)	Commenters have concerns that FHWA regulations governing proprietary products impose broad restrictions on the States' ability to utilize proprietary methods, materials, and equipment on Federal-aid projects and, as a result, limit the development of new products and discourage innovation. As part of our retrospective regulatory review, the FHWA issued revised guidance in November 2011 on this topic to ensure competition in the selection of materials. The FHWA does not plan any further action on this topic.	5				Terminated.	08/2011
33	Federal Highway Administration	2125-ZA05	Noise Abatement (RRR)	As part of our retrospective regulatory review, the FHWA intends to update 23 CFR Part 772. This part was substantially updated in	4				SB - No; IC - No; SLT - No. Actual or Target Completion Date - To be	07/2013

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				2010; however, substantial comments from stakeholders and the public have suggested that the part could be rewritten for clarity and ease of use. The FHWA will assess ways to streamline its regulation, increase clarity, and improve the Noise Abatement process.					determined.	
34	Federal Highway Administration	2125-ZA06	Highway Safety Programs (RRR)	DOT is exploring ways to more proactively coordinate NHTSA and FHWA highway safety oversight programs, including the HSIP and HSP. The Department plans to request public comment on further opportunities for continued improvement and coordination of these programs. These activities might extend to research, State grant allocations, performance requirements, data collection, and/or Department-wide direction given to States for safety planning, rulemaking, and enforcement.	4				SB – No; IC – Yes; SLT - Yes	01/2014
35	Federal Motor Carrier Safety Administration	2126-AB30	Parts and Accessories Necessary for Operations; Saddlemount	In response to a petition for rulemaking from the Automobile Carriers Conference, FMCSA proposes to amend the	5	09/27/2011	10/05/2011	09/13/2011	This rule has been completed. Final Rule published 9/13/11. SB y IC n SLT n;	08/2011

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			Braking Requirements (RRR)	FMCSRs to eliminate the requirement for operational brakes on the last saddle-mounted truck in a triple saddle-mount combination, except when a full mount is present, as it could degrade the overall braking performance.					Costs/benefits: none	
36	Federal Motor Carrier Safety Administration	2126-AB34	Inspection, Repair, and Maintenance; Driver-Vehicle Inspection Report for Intermodal Equipment (RRR)	FMCSA eliminates the requirement for drivers operating intermodal equipment (IME) to submit, and intermodal equipment providers (IEPs) to retain, driver-vehicle inspection reports (DVIRs) when the driver has neither found nor been made aware of any defects in the IME. This responds to a joint petition for rulemaking from the Ocean Carrier Equipment Management Association (OCEMA) and the Institute of International Container Lessors (IICL).	5	04/11/2012	07/26/2012	06/12/2012	This rule has been completed; the FR was published 6/12/12 SB y IC y SLT n 1. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in benefits (please quantify, to the extent feasible, and also specify baseline, time horizon, and affected groups) - The final rule is expected to result in a burden reduction of 1.636 million hours, which equates to	08/2011

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									\$54 Million. 2. Notes - None	
37	Federal Motor Carrier Safety Administration	2126-AB43	Self Reporting of Out-of-State Convictions (RRR)	This rule would clarify the requirement for holders of commercial driver's licenses (CDL) convicted of violating traffic laws in a State other than the State that issued their CDL, to notify the State of issuance about those violations under part 383.31 of FMCSA's Commercial Driver's License Standards; and clarify the requirement for the licensing agency from the jurisdiction in which the conviction takes place to notify the State licensing Agency that issued the CDL under part 384.209 State Compliance with Commercial Driver's License Program. This rulemaking would also ensure that notifications required in sections 383.31 and 384.209 take place within 30 days of the conviction.	5	08/28/2012	06/13/2013	04/26/2013	This rule has been completed. Final rule published 4/26/2013. SB y IC y SLT no 1. Actual or Target Completion Date - NPRM Completed 2. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in benefits (please quantify, to the extent feasible, and also specify baseline, time horizon, and affected groups) - Unquantified, although there should be some savings for drivers not having to report a conviction it will not be substantial as States were not	08/2011

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									utilizing this method of notification. 3. Progress updates and anticipated accomplishments - NPRM published 8/2/12, comment period ended 10/1/12 4. Notes - None.	
38	Federal Motor Carrier Safety Administration	2126-AB46	Inspection, Repair, and Maintenance; Driver-Vehicle Inspection Report (RRR)	This rulemaking would rescind the requirement that commercial motor vehicle (CMV) drivers operating in interstate commerce submit, and motor carriers retain, driver-vehicle inspection reports when the driver has neither found nor been made aware of any vehicle defects or deficiencies. Specifically, this rulemaking would remove a significant information collection burden without adversely impacting safety. This rulemaking responds in part to the President's January 2012 Regulatory Review and Reform initiative.	3	10/17/2014	10/24/2014		SB - Y, IC - Y; SLT - N 1. Actual or Target Completion Date - Final Rule 10/14 2. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in benefits (please quantify, to the extent feasible, and also specify baseline, time horizon, and affected groups) - This rule is expected to reduce paperwork costs by \$1.7	08/2011

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									billion annually. 3. Progress updates and anticipated accomplishments - NPRM published 8/7/13, comment period ended 10/7/13 4. Notes - None.	
39	Federal Motor Carrier Safety Administration	2126-AB47	Electronic Signatures and Documents (E-Signatures) (RRR)	This rulemaking would incorporate the principles of FMCSA's regulatory guidance concerning e-signatures and electronic documents by amending various sections of the Federal Motor Carrier Safety Regulations (FMCSRs) to enable the use of e-signatures and e-documents in support of electronic recordkeeping. This would provide possible paperwork reductions and be less burdensome to the motor carrier industry.	2		05/06/2014	04/28/2014	SB - Y; IC - Y, SLT - N Progress updates and anticipated accomplishments - NPRM published 4/28/14, comment period ended 6/27/14.	08/2011
40	Federal Motor Carrier Safety Administration	2126-AB48	Rescission of Quarterly Financial Reporting Requirements (RRR)	This rule would rescind the quarterly financial reporting requirements for certain for-hire motor carriers of property (Form QFR) and for-hire motor carriers of passengers (Form MP-1). These requirements apply to	5	01/23/2014			This rule has been completed. Final rule published 12/17/13. SB - Y, IC - Y, SLT - N Anticipated savings in costs is less than \$10,000.	08/2011

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				<p>Class I (average annual gross transportation operating revenues of \$10 million or more) and Class II (average annual gross transportation operating revenues of \$3 million dollars or more, but less than \$10 million) for-hire motor carriers of property. The requirements also apply to Class I (average annual gross transportation operating revenues of \$5 million or more) for-hire motor carriers of passengers. This burden can be removed without an adverse impact on safety or the Agency's ability to maintain effective commercial regulations over the for-hire trucking and passenger-carrying industries. FMCSA estimates that the elimination of these reporting requirements reduces the burden to industry by 202.4 hours or \$9,989.</p>						
41	Federal Motor Carrier Safety Administration	2126-AB49	Elimination of Redundant Maintenance Rule (RRR)	The FMCSA would amend the Federal Motor Carrier Safety Regulations to eliminate redundant inspection, repair, and maintenance requirements.	2				SB - Y, IC - N, SLT - N Costs/Benefits - consolidating the regulations will have minimal	08/2011

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				Specifically, the FMCSA would amend the regulations to include within 49 CFR 396.3, concerning general maintenance rules, requirements that vehicles be properly lubricated and free of oil and grease leaks. Currently, the requirements addressing oil and grease leaks, and lubrication are covered in a separate section. The Agency believes combining the requirements in a single section of the Federal Motor Carrier Safety Regulations would improve the clarity of the safety regulations and eliminate a redundancy in the maintenance rules.					benefit. Target Date TBD.	
42	Federal Motor Carrier Safety Administration	2126-AB52	Transportation of Household Goods in Interstate Commerce; Consumer Protection Regulations (RRR)	This rule would amend five FMCSA’s regulations governing the transportation of household goods to remove an obsolete requirement, resolve ambiguities and reduce a regulatory burden on household goods motor carriers. 1. The rule clarifies that certain movements between a factory or store to a residence are not subject to part 375 requirements. 2. The rule removes an	5	07/31/2012		06/20/2012	This rule has been completed. Final rule published 6/20/2012 SB - N, IC - N, SLT - N; There are no costs or benefits associated with removing obsolete provisions of the regulations.	08/2011

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				<p>obsolete regulation that required household goods movers to specify who would pay for collect complaint and inquiry telephone calls. 3 and 4. The rule would modify the binding and non-binding estimate regulations to clarify that if a household goods motor carrier and an individual shipper negotiate a revised written estimate, the additional goods or services must be accurately listed, in detail. 5. The rule adds an additional paragraph to the storage-in-transit rules, to require that when a carrier places goods into permanent storage, the storage contact information must show the individual shipper's name and the carrier must provide the shipper's contact information to the warehouse operator.</p>						
43	Federal Motor Carrier Safety Administration	2126-AB54	General Technical Amendments (RRR)	<p>This final rule makes technical corrections throughout 49 CFR subtitle B, chapter III. The Agency is making minor editorial changes to correct errors and omissions and improve clarity. This rule does not</p>	5		10/01/2012	10/01/2012	<p>This rule has been completed. Final Rule published 10/01/2012. SB n IC n SLT n 1. Anticipated savings in costs and/or</p>	01/2013

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				make any substantive changes to the affected parts of the Federal Motor Carrier Safety Regulations. Technical amendments include parts 350, 375, 383, 385, 386, 387, 390, 393, 395, and 397.					information collection burdens, together with any anticipated changes in benefits (please quantify, to the extent feasible, and also specify baseline, time horizon, and affected groups) - The final rule will not change current cost or burdens. 3. Notes - None	
44	Federal Motor Carrier Safety Administration	2126-AB55	Rescission of 10-Day Agency Discretionary Period in Assigning Unsatisfactory Safety Ratings (RRR)	This rule would remove the provision that gives the agency the discretion to allow a motor carrier transporting either passengers or hazardous materials requiring placards an additional 10 days before a proposed unsatisfactory safety rating becomes final when the carrier has asked the agency to change the proposed rating because corrective actions have been taken. This provision is inconsistent with 49 U.S.C. 31144(c)(4) and is contrary to the Department's safety	5		12/07/2012	10/23/2012	This rule has been completed. Final Rule published 10/23/2012 SB n IC n SLT n 1. Anticipated savings in costs and/or information collection burdens, together with any anticipated changes in benefits (please quantify, to the extent feasible, and also specify	01/2013

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				policy.					baseline, time horizon, and affected groups) - The final rule will not change current cost or burdens. 3. . Notes - None	
45	Federal Motor Carrier Safety Administration	2126-ZA01	Redundant Credentialing (RRR)	The FMCSA will coordinate with the Transportation Security Administration to identify whether there is a policy that could be put into place to reduce any redundancies in credentialing requirements for drivers who carry hazardous materials.	1	01/01/2013			SB - N, IC - N, SLT - N.	08/2011
46	National Highway Traffic Safety Administration	2127-AK98	Pedestrian Safety Global Technical Regulation (RRR)	This rulemaking would provide requirements to protect pedestrian heads and legs when impacted by the front end of vehicles. NHTSA initiated this rulemaking following the establishment of the Global Technical Regulation (GTR) by the UNECE's World Forum for the Harmonization of Vehicle Regulations (WP.29) in November 2008 and plans to base the new FMVSS on the GTR.	4				Before NHTSA can propose a pedestrian standard based on the GTR additional research is needed to address technical issues related to the test procedure and test devices. SB: Y IC: N SLT: N	08/2011
47	National	2127-	Federal Motor	This rulemaking would	5	07/31/2012	12/07/2012	12/04/2012	NHTSA	08/2011

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	Highway Traffic Safety Administration	AK99	Vehicle Standard No. 108; Lamps, reflective devices, and associated equipment - Color Boundaries (RRR)	amend Federal Motor Vehicle Safety Standard No. 108; Lamps, reflective devices, and associated equipment, to include the color definitions of green and blue. These color definitions were removed during a 2007 administrative rewrite of the standard; however, it has been brought to the agency's attention that removing these definitions will cause undue hardship on the regulated entities.					anticipates that this rulemaking will restore flexibilities to manufacturers. SB: Y IC: N SLT: N	
48	National Highway Traffic Safety Administration	2127-AL00	Federal Motor Vehicle Safety Standard No. 108; Lamps, reflective devices, and associated equipment - Reconsideration (RRR)	This rulemaking would respond to petitions for reconsideration of the December 4, 2007 final rule affecting Federal Motor Vehicle Safety Standard No. 108; Lamps, reflective devices, and associated equipment, which was an administrative rewrite. This response included several minor technical corrections to the final rule to correct typos and improperly written requirements that inadvertently created substantive changes.	5		07/29/2011	08/08/2011	By reorganizing the standard and clarifying requirements with this final rule response to petitions for reconsideration, the government anticipates saving money by reducing the amount of interpretations that may have to be issued on the lighting standard. SB: N IC: N SLT: N	08/2011
49	National	2127-	FMVSS No.	This rulemaking would	5		07/27/2011	09/09/2011	SB: Y IC: N SLT: N	08/2011

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	Highway Traffic Safety Administration	AL02	126, Petition for Reconsideration of Electronic Stability Control (ESC) (RRR)	address a petition for reconsideration received by NHTSA to the April 6, 2007 electronic stability control final rule. The Alliance petitioned NHTSA to amend the language in the ESC final rule regarding multifunction control, two-part tell tales, and outrigger to harmonize with the Global Technical Regulation No. 8 Electronic Stability Control. There are no measurable costs or benefits associated with this action.					N	
50	National Highway Traffic Safety Administration	2127-AL03	Part 571 FMVSS No. 205, Glazing Materials, GTR (RRR)	This rulemaking would enhance FMVSS No. 205 by adopting a Global Technical Regulation (GTR), which contains updated performance tests for glazing materials that are composed of glass, laminated glass, or glass faced with plastic compared to what is currently in FMVSS No. 205. The tests in the GTR would allow manufacturers to achieve efficiencies in the certification process while not degrading safety or imposing new burdens.	4				SB: Y IC: N SLT: N Those manufacturers only testing to the current FMVSS 205 (ANSI Z26.1) and not ECE Regulation 43 would experience increased testing costs of between \$1,900 and \$2,100. Those manufacturers currently testing to both standards would experience a net savings. Because we do not know how	08/2011

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									many manufacturers are testing to multiple glazing standards, we cannot directly estimate the overall economic impact of the proposal. However, we do not believe that the economic impacts of this proposal would be greater than \$0.009 to \$0.01 per vehicle for a new make and model based on the possible increase in testing costs of \$1,900 to \$2,100 divided by an average vehicle design lifetime sales of 210,000 units.	
51	National Highway Traffic Safety Administration	2127-AL05	Amend FMVSS No. 210 to Incorporate the Use of a New Force Application Device (RRR)	This rulemaking would amend Federal Motor Vehicle Safety Standard (FMVSS) No. 210, Seat belt assembly anchorages, to replace the existing body blocks for testing the strength of seat belts with a new Force Application	2		10/30/2014		SB: Y IC: N SLT: N We anticipate that this rule will reduce testing costs compared to current standard. This rule will also reduce NHTSA compliance costs	08/2011

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			<p>Device and associated positioning procedure. Because the device is easier to use than the current body blocks, this rulemaking would simplify the compliance test of the standard and make NHTSA’s evaluation of seat belt anchorage strength more effective. We estimate the one-time cost of purchasing a set of these devices (approximately \$40,000) would be offset by the continual labor cost savings in setting up the devices for testing. NHTSA’s testing has demonstrated that the proposed force application devices do not appear to affect the stringency of the standard.</p>					<p>and industry testing costs annually starting with the effective date. We estimate the cost of each of the two sizes of the Force Application Device to be approximately \$8,000 each. Assuming a vehicle manufacturer or testing facility purchases a set of two FAD1s and three FAD2s, the principal cost associated with this NPRM is the one-time purchase cost of the set, totaling \$40,000. The FADs require significantly less effort, time and personnel to install in the test vehicle. Thus, we believe there would be associated cost savings which could off-set the</p>	
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									purchase cost of the FADs.	
52	National Highway Traffic Safety Administration	2127-AL17	Make Inoperative FMVSS 226 (RRR)	This rulemaking responds to a petition from Bruno Independent Living Aids to amend 49 CFR Part 595, Subpart C, Make Inoperative Exemptions, Vehicle Modifications to Accommodate People With Disabilities. Bruno is requesting that the agency include a new exemption relating to the Federal motor vehicle safety standard for ejection mitigation that would allow them to modify vehicles without taking the vehicle out of compliance to facilitate the mobility of physically disabled drivers and passengers.	3		07/30/2014	07/9/14	SB:Y IC:N SLT:N	07/2014
53	National Highway Traffic Safety Administration	2127-AL24	Rapid Tire Deflation Test in FMVSS No. 110 (RRR)	This rulemaking would clarify the rapid tire deflation test included in FMVSS No. 110, Tire Selection and Rims for Motor Vehicles. After a recent review of the standard by the agency, we have tentatively concluded that the rapid tire deflation test is unclear as currently stated with respect to testing	4				SB: Y IC: N SLT: N This rule would not impose any costs upon manufacturers and may result in cost savings. This rule would relieve light trailer manufacturers of the burden, and the associated	07/2013

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				of towed vehicles.					costs, associated with the rim retention requirement.	
54	National Highway Traffic Safety Administration	2127-ZA06	Evaluation of Occupant Crash Protection - FMVSS 208, Advanced Air Bags (RRR)	Evaluation of Advanced Air Bag Occupant Crash Protection systems for Passenger Cars and Light Trucks. We currently expect this evaluation to be completed in December 2012. This evaluation will focus on efforts to reduce injuries and fatalities resulting from occupants being too close to full powered air bags.	4			09/30/2013	SB - N SLT - N IC - N	08/2011
55	National Highway Traffic Safety Administration	2127-ZA07	Evaluation of Electronic Stability Control Systems - FMVSS 126 (RRR)	Evaluation of Electronic Stability Control Systems for Passenger Cars and Light Trucks. This evaluation examined all aspects of the new standard.	5			06/30/2011	SB - N SLT - N IC - N	08/2011
56	National Highway Traffic Safety Administration	2127-ZA08	Evaluation of Tire Pressure Monitoring Systems - FMVSS 138 (RRR)	Evaluation of Tire Pressure Monitoring Systems. We currently expect that this evaluation will be completed in August 2012. This section of the evaluation examines whether tire pressure has improved. Later we will evaluate the crash reduction due to better tire pressure. A cost tear down of TPMS	5			11/30/2012	SB - N SLT - N IC - N	08/2011

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				systems has been completed.						
57	National Highway Traffic Safety Administration	2127-ZA09	Evaluation of Occupant Protection in Interior Impact - FMVSS 201, Upper Interior Padding (RRR)	Evaluation of the Upper Interior Padding for Occupant Protection in Interior Impacts. This evaluation focused on upper interior structures (pillars and roof rails). Many years ago the agency evaluated padded instrument panels and other interior parts.	5			11/30/2011	SB - N SLT - N IC - N	08/2011
58	National Highway Traffic Safety Administration	2127-Z (pending)	Evaluation of FMVSS No. 301, Fuel System Integrity, as Upgraded in 2005 to 2009	This evaluation examined the final rule to upgrade FMVSS No. 301, Fuel System Integrity. The rule was issued December 1, 2003, and amended the prior standards in rear and side impacts for new vehicles starting in 2005.	5			06/30/2014		07/2014
59	Federal Railroad Administration	2130-AC27	Positive Train Control Systems Amendments (RRR)	This rulemaking removes provisions relating to the alternative route analysis and residual risk analysis used to determine whether Positive Train Control System implementation may be avoided.	5	06/18/2012	04/19/2012	05/14/2012	SB - N SLT - N IC - N The potential cost savings from this rulemaking could reach \$590 million over 20 years when discounted at 7% and \$775 million over 20 years when discounted at 3%.	08/2011
60	Federal Railroad Administration	2130-AC32	Positive Train Control Systems: De	This rulemaking would revise Positive Train Control regulations by defining the	3	12/30/2013	07/30/2014		SB - N SLT - N IC - N This rulemaking could	08/2011

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			Minimis Exception, Yard Movements, En Route Failures; Miscellaneous Grade Crossing/Signal and Train Control Amendments (RRR)	de minimis exception and en route failures, proposing exceptions relating to yard movements that may not be considered on the main line system, and amending regulations governing grade crossing and signal and train control systems. The rulemaking is in response to a petition for rulemaking from the Association of American Railroads.					have positive net benefits of \$156.2 million when discounted at 7% over 20 years and \$211 million over 20 years when discounted at 3%.	
61	Federal Railroad Administration	2130-AC40	Qualification and Certification of Locomotive Engineers; Miscellaneous Revisions (RRR)	This rulemaking would make conforming revisions to Part 240 "Qualification and certification of locomotive engineers" consistent with Part 242 "Qualification and Certification of Conductors". The promulgation of the conductor certification regulation highlighted areas in the regulation governing locomotive engineer certification that may require conforming changes. Such changes could include amending the program submission process, adding 49 CFR 218, subpart F violations as revocable offenses, handling engineer and conductor petitions for	2		08/28/2014			01/2013

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				review with a single FRA board, and revising filing requirements for petitions to the Locomotive Engineer Review Board.					
62	Federal Railroad Administration	2130-AC41	Hours of Service Recordkeeping ; Electronic Recordkeeping Amendments (RRR)	This rulemaking would propose to provide simplified recordkeeping requirements to allow Class III and commuter railroads to utilize electronic recordkeeping. It would propose to permit railroads without electronic recordkeeping systems to manage reports of excess service internally without submitting them to the FRA, as currently required. The rule would not require the use of electronic recordkeeping, would be better tailored to small operations, and is expected to decrease the burden hours spent on recordkeeping.	2		09/30/2014		01/2013
63	Federal Railroad Administration	2130-AC43	Safety Glazing Standards; Miscellaneous Revisions (RRR)	This rulemaking would propose to eliminate the requirement to stencil the interior wall of a locomotive, passenger car, or caboose which has compliant FRA glazing (section 223.17), update FRA's interpretation of	2		08/15/2014		01/2013

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				"historical or antiquated equipment[,]" add a definition of the term to the rule text, and generally update the part to remove passed compliance dates.						
64	Federal Railroad Administration	2130-AC44	Revisions to Signal System Reporting Requirements (RRR)	This rulemaking eliminated the requirement to submit a signal system report every 5 years. FRA believes that the information contained in such reports is available to FRA through other sources and the need for a separate and somewhat duplicative report every 5 years is unnecessary.	5		05/15/2014	07/02/2014	SB: N, IC: N, SLT: N	01/2013
65	Federal Railroad Administration	2130-ZA00	Revised Proposal for Revisions to the Schedules of Civil Penalties for a Violation of a Federal Railroad Safety Law or Federal Railroad Administration Safety Regulation or Order (RRR)	In 2008 FRA issued for comment a revised proposal (New Proposal) that, if adopted, would amend, line-by-line, FRA's schedules ("Schedules") of civil penalties issued as appendices to FRA's rail safety regulations, as well as other guidance, in order to reflect more accurately the degree of safety risk associated with a violation of each regulatory requirement and to ensure that the civil monetary penalty amounts are consistent across all FRA	5				SB - N, IC - N, SLT - N A comment on this action was received in DOT's 2011 Retrospective Regulatory Review that requested that FRA not take any further action in this regard. FRA did not advance this effort and is terminating the current activity. If FRA determines	05/2012

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				safety regulations.					modification of its penalty schedules is necessary it will begin a new proceeding. Thus, FRA has been responsive to the comment.	
66	Federal Railroad Administration	2130-ZA06	Development of Electronic Federal Custody and Control Form (RRR)	This action would respond to a comment received from the Union Pacific Railroad that an electronic recordkeeping option should be available for various recordkeeping requirements found in 49 CFR §§ 40.45 and 40.225. The Federal Custody and Control Form, which is required by 49 CFR § 40.45, is actually owned by HHS. However, this form has been adopted by DOT for DOT's drug testing program. HHS is working with OMB and the Federal Agencies to develop an electronic version of the Federal Custody and Control Form.	4				SB - Y, IC - Y, SLT - N This action is being prompted by a comment that was received during the RRR process. As OMB has approved the eCCF ICR, OST is now drafting a rule which would allow railroads to take advantage of using the eCCF.	05/2012
67	Federal Railroad Administration	2130-ZA07	National Environmental Policy Act (RRR)	This action would respond to a comment received from the North Carolina Department of Transportation that it would	5			01/14/2013	SB - N, IC - Y, SLT - Y This action was prompted by a comment that was	05/2012

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				<p>be prudent and more efficient if FRA could accept NEPA documents that have been prepared by FTA or FHWA, in order to fulfill FRA's responsibilities under NEPA. In sum, it appears that the North Carolina Department of Transportation is objecting to the fact that FRA does not have the authority to use FTA or FHWA's categorical exclusions. Categorical exclusions have been created by FTA and FHWA based upon their individual experience in assessing and implementing projects that allow FTA/FHWA to conclude that a particular category of actions does not typically lead to environmental impacts. FRA's funding programs do not have this long history. However, FRA has been working to update its list of categorical exclusions consistent with CEQ's November 23, 2010 guidance on Establishing, Applying, and Revising Categorical Exclusions.</p>					<p>received during the RRR process. FRA issued the final document containing updated categorical exceptions on January 14, 2013. FRA considers this action complete.</p>	
68	Federal Railroad	2130-ZA08	Crashworthiness Standards	This action would respond to a comment received from	5				SB - N, IC - N, SLT - N This	05/2012

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Administration		(RRR)	<p>SRC, a tourist railroad, that FRA’s crashworthiness standards in 49 CFR Part 238 are detrimental to the use and growth of passenger rail transportation. However, FRA has tailored the application of its crashworthiness standards. Similarly, FRA has established a policy to issue waivers under appropriate circumstances to help limit the impact of its crashworthiness standards on light rail equipment that shares use of trackage or rights-of-way with conventional rail equipment. FRA has also continued to explore means of making its crashworthiness standards more performance-based. FRA has developed guidelines through the RSAC process for waiver approval to use alternative, performance-based crashworthiness standards for passenger equipment operating at speeds up to 125 mph. FRA is also pursuing a similar approach through the RSAC process to develop standards for passenger rail equipment</p>					<p>action is being prompted by a comment that was received during the RRR process. Letter was sent to the commenter explaining FRA's position in this matter on March 28, 2012. FRA considers this action complete.</p>	
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				operating at speeds up to 220 mph.							
69	Federal Railroad Administration	2130-ZA09	Occupational Noise Exposure Rule Exemption (RRR)	This entry was prompted by a comment received from SRC, a tourist railroad, in which the SRC urged FRA to continue the current exemption in 49 CFR Part 227 for tourist, scenic, historic, or excursion operations. FRA agrees that the exemption is appropriate and plans to retain the existing exemption in the regulation.	5					SB - N, IC - N, SLT - N This entry was prompted by a comment that was received during the RRR process. FRA agrees with the commenter that the exemption is appropriate and has no plans to remove the exemption from the existing regulations and has so notified the commenter. FRA considers this action complete.	05/2012
70	Federal Transit Administration	2132-AB02	Major Capital Investment Projects (RRR)	This rulemaking would create a new regulatory framework for FTA's evaluation and rating of projects seeking funding under the discretionary New Starts and Small Starts programs authorized by 49 U.S.C. 5309. Specifically, this rulemaking would simplify the measures for assessing the mobility	5	10/31/2012	12/01/2012	01/09/2013	Includes Retrospective Review under E.O.13563: Anticipated cost savings: FTA estimates current overall New and Small Starts annual paperwork burden hours to be approximately	08/2011	

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			<p>improvements and cost-effectiveness of projects; would place greater emphasis on the environmental benefits of projects and the effects of projects on local economic development; would clarify the criteria for assessing the local financial commitment of project sponsors; would streamline the evaluation process for projects that remain within a certain envelope of cost and scope during the project development process; and would provide a very quick evaluation process for certain types of projects seeking funding under the Small Starts program.</p>					<p>275 hours for each of the estimated 135 respondents totaling 37,070 hours and annual costs totaling \$2,780,250. The proposals in the NPRM and accompanying proposed guidance, if adopted, would modify the time required to prepare and submit an applications. Thus, FTA estimates burden hours would be approximately 260 hours for each of the estimated 135 respondents totaling 35,070 hours and annual costs totaling \$2,630,250. These and other paperwork requirement trade-offs were an express objective</p>	
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									in developing this NPRM. SB - N IC - N SLT - Y This item encompasses the third and fourth FTA item in the August RRR plan.	
71	Federal Transit Administration	2132-AB03	Environmental Impact and Related Procedures (RRR)	This rulemaking established a number of categorical exclusions (CE) from the requirement that an environmental assessment or an environmental impact statement be prepared under section 102 of the National Environmental Policy Act of 1969 (NEPA) for FTA-funded actions. The CEs were developed after an extensive effort, and are consistent with Council on Environmental Quality guidance, Executive Order 13571 on 'Streamlining Service Delivery and Improving Customer Service,' and the Presidential Memorandum on 'Speeding Infrastructure Development through More Efficient and Effective Permitting and Environmental Review' They were developed to identify activities that FTA	5	12/12/2012	03/13/2013	02/07/2013	SB - N IC - N SLT - Y This item encompasses the first and second FTA items in the August RRR plan. FTA expects costs to be minimal.	01/2012

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				believes do not have a significant effect on the environment. The CEs cover some of the same actions as the prior CEs, but provide a tool that would expedite the delivery of transit projects without compromising environmental quality. The rulemaking also made targeted revisions to the joint FTA/FHWA NEPA regulation that only apply to FTA and will serve to support FTA's focus on streamlining its environmental process.						
72	Maritime Administration	2133-AB77	MARAD NEPA Procedures (RRR)	MARAD originally planned to update its NEPA practices by a regulation. However, because it is not required under the law and because other similarly situated operating administrations within DOT have chosen to update NEPA through policy/order, MARAD is abandoning its rulemaking effort in favor of updating its existing order consistent with DOT administrative practice. Accordingly, this former rulemaking effort is now a policy effort.	5	07/31/2013	09/27/2013		Includes Retrospective Review under E.O.13563: SB no IC no SLT no cost/benefits unknown at this time MARAD is part of an interagency group within DOT working on this issue	08/2011
73	Maritime	2133-	Administrative	Administrative Claims, Part	5	10/19/2012	10/30/2012	10/30/2012	This rule is	08/2011

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Administration	AB79	Claims, Part 327 (RRR)	<p>327 These provisions are extremely out of date and revision would provide clarity and modernize the rule. Subpart I of Part 327 is proposed to be updated to include technical changes, such as corrections to statutory references, some of which were made obsolete as the result of the codification of the Appendix to title 46 of the United States Code. MarAd also proposes to modernize the regulation by allowing the use of pictures and video recordings as evidence in administrative actions and litigation. Subpart II would provide that no civil suit can be filed against the United States 'until the expiration of the 6-month period after the claim has been presented in writing to the agency owning or operating the vessel causing the injury or damage.' Subpart III would provide a means whereby an administrative claim can be filed with respect to any other admiralty matters not addressed in Subparts I and II or in the Contracts Disputes Act (41 U.S.C. §</p>					<p>completed. Final Rule published 10/30/2012. SB no IC no SLT no; costs/benefits: no costs; minimal benefits from clarification of rule</p>	
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				601 et. seq.). This would provide a means to address administrative admiralty claims made by other persons injured aboard vessels and the owners of damaged vessels filing claims.						
74	Maritime Administration	2133-AB80	Operating Differential Subsidy and Construction Differential Subsidy Programs (RRR)	These programs had been superseded or unfunded for more than 30 years. Rationale for deleting these sections was to remove any confusion the public would have had as to the existence of these programs.	5	03/30/2012	03/30/2012	02/02/2012	This rule is completed. Final rule published 2/02/2012. Includes Retrospective Review under E.O.13563: SB no IC no SLT no; costs/benefits: none, removal of obsolete rules	08/2011
75	Maritime Administration	2133-AB81	Foreign Transfer Regulations (RRR)	This rule would update statutory references, provide clarity, and modernize the foreign transfer regulations.	5	04/05/2013	06/14/2013	06/14/2013	This rule has been completed. Final Rule published 6/14/2013. SB no IC no SLT no costs/benefits minimal from clarification.	08/2011
76	Maritime Administration	2133-AB82	War Risk Ship Valuation (RRR)	This rulemaking would remove outdated information related to War Risk Evaluation. Certain parts of these regulations refer to a War Valuation Committee that no longer	5	03/31/2013	02/15/2014	03/31/2014	This rule has been completed. Final Rule published 3/31/1014. No costs/benefits expected from removing	08/2011

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				exists and specify methods for valuation that are not being used by MARAD. Pursuant to DOT's retrospective review plan under Executive Order 13563, this action would eliminate requirements that no longer address current issues.					obsolete rule language. SB - N, IC - N, SLT - N	
77	Pipeline and Hazardous Materials Safety Administration	2137-AE38	Hazardous Materials: Compatibility with the Regulations of the International Atomic Energy Agency (IAEA) (RRR)	This rulemaking would amend the HMR requirements for the transportation of Class 7 (radioactive materials) based on recent changes contained in the International Atomic Energy Agency (IAEA) regulations. This rulemaking would more fully align the HMR with the international standards and would update, clarify, correct and provide relief of certain regulatory requirements applicable to the transportation of radioactive materials. This rulemaking was recently downgraded to nonsignificant and will not appear on next month's report.	3	06/12/2012	06/27/2014		HM-250; SB - Y, IC - N, SLT - N; PHMSA initiated this rulemaking to harmonize with NRC and reduce regulatory burden. NRC's NPRM published May 16, 2013. PHMSA has coordinated with NRC to develop the final rule. Annualized cost estimate ranging from \$161K-487K over a 5-year period at a 3% discount rate. This rulemaking may result in a decrease in the annual burden and costs of OMB Control Number	05/2012

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									2137-0034 due to reductions in the shipping paper requirements for excepted quantizes of RAM shipments.	
78	Pipeline and Hazardous Materials Safety Administration	2137-AE62	Hazardous Materials: Approval and Communication Requirements for the Safe Transportation of Air Bag Inflators, Air Bag Modules, and Seat-Belt Pretensioners (RRR)	This rulemaking revises the Hazardous Materials Regulations applicable to air bag inflators, air bag modules, and seat-belt pretensioners. This rulemaking incorporates into the regulations the provisions of certain special permits with proven safety records. The rulemaking also revises the current approval and documentation requirements for a material appropriately classified as a UN3268 air bag inflator, air bag module, or seat-belt pretensioner. These revisions reduce the regulatory burden on the automotive industry while maintaining the current level of safety.	5	06/06/2013	07/31/2013	07/30/2013	HM-254; SB - Y, IC - Y, SLT - N; PHMSA initiated this rulemaking to reduce the burden on industry from applying for special permits for practices with an established safety record. This final rule should provide savings of at least \$1.14 million annually to the automotive industry and the government. Some of the savings derive from: 1) a decrease of \$18,000.00 in the annual burden and costs under OMB Control Number 2137-0051 due to	05/2012

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									<p>incorporating provisions contained in certain widely-used or longstanding special permits that have an established safety record, 2) a decrease of \$11,385.00 in the annual burden and cost to OMB Control Number 2137-0557 due to the larger cost savings of reducing the number of approvals required by testers of air bags and air bag modules, and 3) a decrease of approximately \$890,000 in the annual burden and cost to shippers no longer being required to put the EX numbers on shipping papers for air bag</p>	
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									modules.	
79	Pipeline and Hazardous Materials Safety Administration	2137-AE70	Hazardous Materials: Revision of Requirements for Fireworks Approvals (RRR)	This rulemaking amends the HMR by revising and clarifying requirements for the examination, testing, certification, and transportation of certain Division 1.4G consumer fireworks (UN0336 Fireworks). Further, this rulemaking establishes DOT-approved fireworks certification agencies that provide an alternative to the approval process for Division 1.4G consumer fireworks. PHMSA also revises the procedural regulations pertaining to certification agencies. These actions clarify regulations with respect to PHMSA's fireworks approval process and provide regulatory flexibility in seeking authorization for the transportation of Division 1.4G consumer fireworks.	5	09/30/2013		07/16/2013	HM-257; SB-Y, IC-Y, SLT-N PHMSA estimates total annual benefits of this final rule will be between approximately \$14.5 million and \$26.5 million, and total annual costs will be between \$4 million and \$7 million, resulting in total annual net benefits of between \$11 million and \$19 million. PHMSA identified this initiative through an internal review.	09/2012
80	Pipeline and Hazardous Materials Safety Administration	2137-AE72	Pipeline Safety: Gas Transmission (RRR)	In this rulemaking, PHMSA will be revisiting the requirements in the Pipeline Safety Regulations addressing integrity management principles for Gas Transmission pipelines.	2	08/05/2013	11/19/2014		SB- Y IC-N SLT-N;	05/2012

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				In particular, PHMSA will be reviewing the definition of an HCA (including the concept of a potential impact radius), the repair criteria for both HCA and non-HCA areas, requiring the use of automatic and remote controlled shut off valves, valve spacing, and whether applying the integrity management program requirements to additional areas would mitigate the need for class location requirements.						
81	Pipeline and Hazardous Materials Safety Administration	2137-AE77	Hazardous Materials: Minor Editorial Corrections and Clarifications (RRR)	This rulemaking would correct editorial errors, respond to requests for clarification, and editorially revise regulatory text to improve the clarity of certain provisions in the Hazardous Materials Regulations. The intended effect of this rule is to enhance the accuracy, and reduce misunderstandings of the regulations. The amendments contained in this rule are minor changes and do not impose new requirements.	5	09/30/2011		09/13/2011	HM-244D; SB - N, IC - N, SLT - N; The amendments contained in this rulemaking are minor changes and do not impose new requirements, and do not impose any new costs to industry since there is no cost for the benefit of minor regulatory clarity.	08/2011
82	Pipeline and Hazardous	2137-AE78	Hazardous Materials:	This rulemaking updates and clarifies existing	5	12/31/2012	02/28/2013	03/11/2013	HM-218G; SB - Y, IC - N, SLT -	08/2011

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Materials Safety Administration		Miscellaneous Amendments (RRR)	requirements by incorporating changes into the Hazardous Materials Regulations (HMR) based on PHMSA's own initiatives through an extensive review of the HMR and previously issued letters of interpretation. Specifically, among other provisions, PHMSA provides for the continued use of approvals until final administrative action is taken, when a correct and completed application for approval renewal was received 60 days prior to expiration date; updates various entries in the hazardous materials table and the corresponding special provisions; clarifies the lab pack requirements for temperature controlled materials; corrects an error in the HMR with regard to the inspection of cargo tank motor vehicles containing corrosive materials; and revises the training requirements to require that a hazardous materials employer ensure their hazardous materials employee training records are available upon request to					N; The amendments in the final rule are marginally cost beneficial but are difficult to quantity. These changes reduce the paperwork burden, ensure consistency between domestic and international regulations, and result in net benefits without compromising safety. PHMSA issues a rulemaking similar to this one every two years to improve the quality of its regulations.	
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				an authorized official of the Department of Transportation or the Department of Homeland Security.						
83	Pipeline and Hazardous Materials Safety Administration	2137-AE79	Hazardous Materials: Miscellaneous Amendments; Petitions for Rulemaking (RRR)	This rulemaking addresses petitions that requested minor changes to the Hazardous Materials Regulations (HMR) for purposes of clarifying the HMR or enhancing safety, while offering some net economic benefits. These petitions require an equivalent or increased level of safety as is currently required by the HMR. Among the petitions included in this rulemaking are: P-1479 - pertaining to manufacturer and third-party laboratory package markings; P-1554 - IBC material thickness standards; P-1555 - drop test requirements for small quantities of certain hazardous materials transported by air and vessel; and P-1556 - incorporating a special permit that allows the dangerous cargo manifest to be in locations designated by the master of the vessel	5		02/28/2013	03/07/2013	HM-219; SB - Y, IC - Y, SLT - N; The amendments in the final rule are marginally cost beneficial but are difficult to quantify. These changes reduce packaging and transportation costs, reduce the paperwork burden, ensure consistency between domestic and international regulations, and result in net benefits without compromising safety. PHMSA plans to issue a rulemaking similar to this one every two years to address petitions for rulemaking submitted by the regulated community.	08/2011

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				besides 'on or near the bridge' while the vessel is in port.					
84	Pipeline and Hazardous Materials Safety Administration	2137-AE80	Hazardous Materials: Miscellaneous Pressure Vessel Requirements (DOT Spec Cylinders) (RRR)	This rulemaking would revise certain requirements of the Hazardous Materials Regulations (HMR) applicable to the manufacture, maintenance, and use of DOT specification cylinders. These revisions clarify certain important safety requirements, incorporate industry consensus standards and, where appropriate, decrease the regulatory burden without compromising the safe transportation of compressed gases in commerce. This rulemaking responds to eleven petitions for rulemaking, incorporates two special permits into the HMR and addresses the National Transportation Safety Board (NTSB) Recommendation I-93-1. Among other provisions, PHMSA would provide requirements for the transport of fire suppression systems, clarify cylinder specification and requalification requirements,	2		10/31/2014	HM-234; SB - Y, SLT - N, IC - N; PHMSA anticipates that this NPRM will generally reduce burdens for most stakeholders and eliminate the need to apply for special permits, as three special permits may be incorporated and lower paperwork burden. Other benefits include simplifying hazard communication requirements and increased filling density for certain gases leading to potentially fewer vehicle trips. A future rulemaking may result in a decrease in the annual burden and costs under certain OMB Control Numbers.	08/2011

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				and adopt new and update current incorporations by reference of industry consensus standards issued by the Compressed Gas Association.						
85	Pipeline and Hazardous Materials Safety Administration	2137-AE81	Hazardous Materials: Reverse Logistics (RRR)	This rulemaking would address changes to the Hazardous Materials Regulations (HMR) that are applicable to reverse logistics based on petitions received by PHMSA. The issue of reverse logistics involves the transportation of hazardous materials that have been damaged or returned from the retailer to a return center. Specifically, the rulemaking would establish a regulatory definition of 'reverse logistics' and outline the responsibilities of those that offer hazardous materials returned by retail customers.	2	12/27/2013	10/22/2014		HM-253; SB - Y, SLT - N, IC - N; The NPRM aims to identify ways to reduce the burden on the regulated community when returning retail products that pose a low hazard in transportation. These actions possibly include the return of damaged retail products from the consumer back to the distribution facility. Further, this action is in support of governmental efforts to provide regulatory relief to the regulated community while enhancing existing safety.	08/2011

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86	Pipeline and Hazardous Materials Safety Administration	2137-AE82	Hazardous Materials: Adoption of Certain Special Permits and Competent Authorities Into Regulations (RRR)	This rulemaking amended the Hazardous Materials Regulations (HMR) to incorporate provisions contained in certain widely used or longstanding special permits and competent authorities that have established safety records. Incorporating such provisions into the HMR are intended to provide wider access to the regulatory flexibility offered in the special permits and competent authorities. The adoption of the provisions eliminated the need for numerous application and renewal requests. Key special permits included here (1) allow the transportation of "Self-heating solid, organic n.o.s. (spent bleaching earth)" in sift-proof bulk packaging; (2) allow the use of regulated medical waste shipping names and markings that differ from those prescribed in the HMR; (3) allow for the transportation of Class 9 solid coal pitch compounds in non-specification open top or closed-top sift proof	5	10/29/2013	02/28/2014	03/18/2014	HM-233C; SB - N, SLT - N, IC - N; This final incorporated over 20 special permits and competent authority approvals into regulations. It provides an economic benefit to the hazardous materials transportation industry as a whole while maintaining an appropriate level of safety. We estimated that this final rule will reduce the paperwork burden identified under OMB Control No. 2137-0051 by \$4,682 per year. PHMSA will also have nominal savings since it will no longer need to process, review, and maintain these special permits and CA	08/2011
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				metal cans or fiber drums; and (4) allow for the transportation of self-inflating life-saving appliances that contain non-specification steel cylinders when being transported between a vessel and an authorized facility for servicing. This rulemaking action facilitates commerce activity and reduces paperwork burdens while maintaining an appropriate level of safety. Incorporation of these provisions reduces the compliance burden and cost on both industry and government.					approvals.	
87	Pipeline and Hazardous Materials Safety Administration	2137-AE85	Pipeline Safety: Periodic Updates of Regulatory References to Technical Standards and Miscellaneous Amendments (RRR)	This rulemaking would amend the pipeline safety regulations to incorporate by reference all or parts of new, updated, or reaffirmed editions of voluntary consensus standards. The use of voluntary consensus standards allows pipeline operators to use the most current industry technologies, materials, and management practices available in today's market. It also would make non-substantive edits and clarify	3	04/15/2014	09/12/2014		SB - N SLT - N IC - N	08/2011

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				regulatory language in certain provisions. These amendments to the pipeline safety regulations would not require pipeline operators to undertake any significant new pipeline safety initiatives.						
88	Pipeline and Hazardous Materials Safety Administration	2137-AE86	Hazardous Materials: Requirements for the Safe Transportation of Bulk Explosives (RRR)	This rulemaking would amend the Hazardous Materials Regulations (HMR) by establishing standards for the safe transportation of bulk explosives. This rulemaking would be responsive to two petitions for rulemaking submitted by industry representatives, requesting this action. Developing requirements for the HMR would provide wider access to the regulatory flexibility currently only offered by special permit and competent authorities. The HMR would authorize the transportation of certain explosives, ammonium nitrate, ammonium nitrate emulsions, and other specific hazardous materials in bulk packagings, which are not otherwise authorized under the HMR. These hazardous materials are used	2	07/05/2013	09/30/2014		HM-233D; SB - N, SLT - N, IC - N; This NPRM is responsive to two petitions for rulemaking submitted by industry representatives, requesting action. Developing requirements for the HMR would provide wider access to the regulatory flexibility currently only offered by special permit and competent authorities. This rulemaking is expected to result in a decrease of \$10.6 million in the annual burden and cost to	05/2012

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				in blasting operations on specialized vehicles, multi-purpose bulk trucks (MBTs). MBTs are used as mobile work platforms to create blends of explosives that are unique for each blast site.					multiple OMB Control Numbers due to decreased paperwork burdens.	
89	Pipeline and Hazardous Materials Safety Administration	2137-AE87	Hazardous Materials: Harmonization with International Standards (RRR)	The Federal hazardous materials transportation law requires the Secretary of Transportation to ensure that, to the extent practicable, regulations governing the transportation of hazardous materials in commerce are consistent with standards adopted by international authorities (49 U.S.C. 5120(b)). Harmonization enhances safety, facilitates compliance and improves the efficiency of the global transportation system by minimizing the regulatory burden on the public thus promoting trade. After a thorough review of the provisions recently adopted by various international regulatory bodies, PHMSA has identified areas in the Hazardous Materials Regulations (HMR) in which harmonization with	5	12/31/2012		01/07/2013	HM-215L; SB - N, SLT - N, IC - Y; The primary benefit of this final rule is harmonizing the HMR with the international hazardous materials standards and reducing the regulatory compliance costs faced by U.S. companies. PHMSA estimates that not harmonizing with international regulations will cost U.S. companies an additional \$62 million per year to comply with both the HMR and international	05/2012

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			<p>international regulations will provide an enhanced level of safety, an economic benefit or in many instances both safety and economic benefits. As a result, this rulemaking amends the HMR, where appropriate, to maintain alignment with international standards that will become effective as of January 1, 2013 and consequently facilitate the safe global trade of hazardous materials. Revisions in this rulemaking include, but are not limited to; the introduction of regulatory requirements to address chemicals under pressure, the modification of packaging instructions for various hazardous materials to permit greater flexibility in package selection while achieving a consistent level of safety, the adoption of Internationally recognized standards for testing and proper use of flexible bulk containers and the revision of various entries in the hazardous materials table to maintain global alignment including revision of vessel stowage codes for shipments</p>					<p>standards. This rulemaking may result in a decrease of \$5,000.00 to OMB Control Number 2137-0018 due allowing the use of metals other than steel or aluminum for drums and boxes, as well as the proposed new Flexible Bulk Container package authorization. This rulemaking may result in a decrease of \$15,000.00 to OMB Control Number 2137-0572 due to decreased testing requirements for non-bulk packages.</p>	
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				of Class 1 Explosive materials. We expect the regulatory changes will result in minimal compliance costs for the regulated industry; we firmly believe consistent regulatory requirements reduce compliance costs and increase flexibility.						
90	Pipeline and Hazardous Materials Safety Administration	2137-AE90	Hazardous Materials: Minor Editorial Corrections and Clarifications (RRR)	This rulemaking would correct editorial errors, respond to requests for clarification, and editorially revise regulatory text to improve the clarity of certain provisions in the Hazardous Materials Regulations. The intended effect of this rule is to enhance the accuracy, and reduce misunderstandings of the regulations. The amendments contained in this rule are minor changes and do not impose new requirements.	5	09/28/2012		10/05/2012	HM-244E; SB - N, IC - N, SLT - N; The amendments contained in this final rule are minor changes and do not impose new requirements, and do not impose any new costs to industry since there is no cost for the benefit of minor regulatory clarity. PHMSA regularly issues similar rules to continually improve its regulations.	05/2012
91	Pipeline and Hazardous Materials	2137-AE94	Pipeline Safety: Operator	This rulemaking would address miscellaneous issues that have been raised	2	06/10/2013	04/30/2015		SB-Y IC-N SLT-N;	09/2012

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	Safety Administration		Qualification, Cost Recovery, Accident and Incident Notification, and Other Changes (RRR)	because of the reauthorization of the pipeline safety program in 2012 and petitions for rulemaking from many affected stakeholders. Some of the issues that this rulemaking would address include: renewal process for special permits, cost recovery for design reviews, and incident reporting.						
92	Pipeline and Hazardous Materials Safety Administration	2137-AF04	Hazardous Materials: Miscellaneous Amendments (RRR)	PHMSA is amending the Hazardous Materials Regulations (HMR) to make miscellaneous amendments to update and clarify certain regulatory requirements. The amendments in this rulemaking have been identified through PHMSA's own initiatives and review of previously issued letters of interpretation. These amendments promote safer transportation practices, eliminate unnecessary regulatory requirements, address petitions for rulemaking, facilitate international commerce, and simplify the regulations. These amendments also update various entries in the Hazardous Materials Table	2	02/28/2014	07/28/2014		HM-218H: SB - N, SLT - N, IC - N;	01/2014

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				(HMT) and corresponding special provisions, make minor amendments to the labeling requirements, revise the marking requirements applicable to odorization, make amendments for the continuing qualification of specification cargo tanks, and revise the exceptions for smokeless powder and black powder.						
93	Pipeline and Hazardous Materials Safety Administration	2137-AF05	Hazardous Materials: Harmonization with International Standards (RRR)	Harmonization enhances safety, facilitates compliance, and improves the efficiency of the global transportation system by minimizing the regulatory burden on the public thus promoting trade. After a thorough review of the provisions recently adopted by various international regulatory bodies, PHMSA has identified areas in the Hazardous Materials Regulations (HMR) in which harmonization with international regulations will provide an enhanced level of safety, an economic benefit or in many instances both safety and economic benefits. As a result, this rulemaking would amend the HMR, where	2	07/31/2014			HM-215M: SB - N, SLT - N, IC - Y;	01/2014

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				appropriate, to maintain alignment with international standards that will become effective as of January 1, 2015 and consequently facilitate the safe global trade of hazardous materials. Proposals in this rulemaking include, but are not limited to; the introduction of regulatory requirements to address adsorbed gasses, exceptions for small quantities of marine pollutants, provisions for the safe transport of damaged or defective batteries, the revision of various entries in the hazardous materials table to maintain global alignment, and the incorporation by reference of various international standards.						
94	Pipeline and Hazardous Materials Safety Administration	2137-ZA03	Special Permit and Approval Applicant Fitness Determinations ; Public Meeting (RRR)	On February 29, 2012, PHMSA conducted a public meeting to discuss Special Permit and Approval applicant fitness determinations. The public meeting was held in Washington, DC, and provided interested persons with an opportunity to submit oral comments and participate in discussions	5	02/02/2012		02/02/2012	Based on the substantial and constructive nature of the comments received from the public at this hearing, PHMSA is undertaking a major reconstruction of its fitness	05/2012

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				concerning the criteria used when determining an applicant's minimum level of fitness. As discussed in the public meeting, less than 1% of application fitness checks conducted have led to a determination of 'Unfit.'					determinations process. As the restructuring progresses, input will be sought from the public once again. Once the restructuring is complete, PHMSA at that time will assess whether there is a need for any rulemaking.	
95	Pipeline and Hazardous Materials Safety Administration	2137-ZA04	Research and Review of Incident Reporting Requirements (RRR)	In FY2011 PHMSA accepted two petitions for rulemaking (P-1562; PHMSA-2010-0207 and P-1566; PHMSA-2010-0225) that requested revisions to the incident reporting requirements. As a result of these petitions and a FY 2012 610 review, PHMSA conducted research to evaluate the effectiveness of detailed hazardous materials incident reporting in § 171.16. Overall, the research concluded that the data collected is useful for evaluating regulatory change. In addition, as a result of the research, PHMSA is working to create a streamlined and	5	06/27/2011		06/27/2011	P-1562; PHMSA-2010-0207. P-1566; PHMSA-2010-0225. Both of those petitions asked for changes to the incident reporting requirements, that may result in a decrease in the annual burden and costs under OMB Control Number 2137-0039, Hazardous Materials Incidents Reports, due to a decreased number of incident reports that would need	05/2012

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				simplified electronic submission process.					to be submitted (i.e. add an exception to the current list of exceptions to reporting).	
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