

## **DEPARTMENT OF TRANSPORTATION (DOT)**

### **Introduction: Departmental Mission**

The mission of the U.S. Department of Transportation (Department or DOT) is to deliver the world's leading transportation system, serving the American people and economy through the safe and efficient movement of people and goods.

### **The Department's Regulatory Philosophy, Initiatives, and Priorities**

The safety of our transportation system is the Department's number one priority. As such, DOT issues regulations to make America's transportation system the safest in the world for the benefit of all who use it, including by leveraging proven interventions and modern technology. Towards this goal, DOT regulates safety in the aviation, motor carrier, railroad, motor vehicle, commercial space, transit, and pipeline transportation areas. The Department also writes the necessary implementing rules for programs involving highways, airports, mass transit, the maritime industry, railroads, motor transportation, and vehicle safety. In addition, DOT is responsible for developing policies that implement a wide range of regulations that govern programs such as acquisition and grants management, access for people with disabilities, information technology, worker safety and health, property asset management, seismic safety, security, emergency response, and the use of aircraft and vehicles.

During the first Trump Administration, the Department oversaw the Federal Government's largest deregulatory program. DOT intends to build upon this success in the second Trump Administration. Therefore, DOT is seeking to remove regulatory requirements that impose undue burdens or impede timely project delivery to encourage and to incentivize American ingenuity. Consolidating and updating transportation policies and regulations, while promoting and enforcing more efficient and effective requirements where necessary, will reduce barriers to project delivery and rapid development in technological advancements. DOT has initiated many efforts to improve the regulatory process by enhancing transparency; ensuring compliance with requirements applicable to DOT rulemakings; and implementing best practices for rulemaking, including economic analyses and appropriate outreach to interested parties. The Department produces its most effective work when it adheres to the best reading of the statute and is informed by robust

public input, reliable data, and sound economics. These improvements to DOT's regulatory procedures increase opportunities to obtain those essential building blocks for good governance, thereby strengthening the overall quality and fairness of the Department's administrative actions.

Unleashing innovation is also a DOT priority. The development and adoption of transportation technology in recent decades has accelerated the transformation of every mode of transportation. DOT and its regulatory actions must adapt so that Americans can receive the full benefits of our global leadership in transportation innovation. The Regulatory Plan reflects this Administration's commitment to unleashing American ingenuity and enabling the commercial deployment of innovative transportation technologies while maintaining key safety standards. The Department will achieve this objective through strategies including, but not limited to, the development of an automated vehicle regulatory framework, as well as the removal of barriers for new entrants in aviation.

To improve America's transportation, DOT is rescinding burdensome and costly regulations; unleashing American innovation; and reaffirming DOT's priority to safety. This work is informed by various Executive Orders, such as Executive Order 14154, "Unleashing American Energy," 90 FR 8353 (Jan. 29, 2025); Executive Order 14151, "Ending Radical and Wasteful Government DEI Programs and Preferencing," 90 FR 8339 (Jan. 29, 2025); Executive Order 14148, "Initial Rescissions of Harmful Executive Orders and Actions," 90 FR 8237 (Jan. 28, 2025); Executive Order 14192, "Unleashing Prosperity Through Deregulation," (90 FR 9065 (Feb. 6, 2025); and Executive Order 14219, "Ensuring Lawful Governance and Implementing the President's 'Department of Government Efficiency' Deregulatory Initiative," (90 FR 10583 (Feb. 19, 2025).

The Department carries out its responsibilities through the Office of the Secretary (OST) and the following operating administrations (OAs): Federal Aviation Administration (FAA); Federal Highway Administration (FHWA); Federal Motor Carrier Safety Administration (FMCSA); Federal Railroad Administration (FRA); Federal Transit Administration (FTA); Great Lakes St. Lawrence Seaway Development Corporation (GLS); Maritime Administration (MARAD); National Highway Traffic Safety Administration (NHTSA); and Pipeline and Hazardous Materials Safety

Administration (PHMSA). Since each OA has its own area of focus, we summarize the regulatory priorities of each below. More information about each of the rules discussed below can be found in the DOT Unified Agenda.

### **Office of the Secretary of Transportation**

OST provides leadership in formulating and executing well-balanced national and international transportation objectives, policies, and programs, and oversees the regulatory processes for the Department. OST implements the Department's regulatory policies and procedures and is responsible for ensuring the involvement of senior officials in regulatory decision making. Through the Office of the General Counsel (OGC), OST is also responsible for ensuring that the Department complies with the Administrative Procedure Act; Executive Orders, including Executive Order 12866 and Executive Order 14192; DOT's regulatory policies and procedures; and other legal and policy requirements affecting the Department's rulemaking activities.

At the start of the Trump Administration, OST put in place DOT-wide policies and procedures to increase accountability, to ensure more robust public participation, and to strengthen the overall quality and fairness of DOT's administrative actions. These policies and procedures place DOT at the forefront of the Federal government's effort to eliminate unnecessary, excessively complex, and legally dubious Federal regulations that impose excessive costs that limit our Nation's economic growth and ability to build and to innovate in the marketplace, while at the same time ensuring the safest and most efficient transportation system in the world. Regulated entities and the public will benefit from these enhanced policies and procedures through improved agency deliberations, more opportunities to comment on rulemakings and guidance documents, and increased fairness in regulatory enforcement actions. OST provides guidance and training regarding compliance with regulatory requirements and processes for personnel throughout the Department. In addition, OST plays an instrumental role in the Department's efforts to improve our economic analyses; regulatory flexibility analyses; other related analyses; retrospective reviews of rules; and data quality, including peer reviews. OGC is the lead office that works with the Office of Information and Regulatory Affairs (OIRA), in

the Office of Management and Budget (OMB), to comply with the requirements of Executive Orders, including Executive Order 12866, Executive Order 14192, and Executive Order 14219; to coordinate the Department's response to OMB's intergovernmental review of other agencies' significant rulemaking documents; and to implement other relevant Administration rulemaking directives. OGC also works closely with representatives of other agencies, the White House, and congressional staff to provide information on how various proposals would affect the ability of the Department to perform its safety, infrastructure, and other missions.

OST is engaged in a rulemaking to ensure that the Department operates its Disadvantaged Business Enterprise (DBE) and Airport Concession Disadvantaged Business Enterprise (ACDBE) Programs in a nondiscriminatory fashion, in line with the law and the Constitution. In addition, OST is taking steps to protect aviation consumers. OST is working on a rulemaking to enhance the safety of air travel for individuals with disabilities who use wheelchairs. This rulemaking is intended to restore commonsense governance while maintaining core accessibility protections for air travelers with disabilities.

### **Federal Aviation Administration**

FAA is charged with operating and maintaining the most complex aviation system in the world safely and efficiently. FAA is conducting a rulemaking that would require all cockpit voice recorders within existing aircraft to increase the current two-hour recording duration requirement to 25 hours for covered aircraft. This rulemaking is being undertaken in response to a statutory mandate and a recommendation from the National Transportation Safety Board.

FAA is also proceeding with a rulemaking to support the integration of Unmanned Aircraft Systems (UAS) into the national airspace system by enabling the design and operation of UAS at low altitudes beyond visual line of sight and for third-party services that support these operations. This rulemaking is intended to provide a predictable and clear pathway for safe, routine, and scalable UAS operations in various sectors.

In addition, FAA will proceed with rulemakings to advance aerospace innovation through the regulation and development of supersonic flight. FAA will also proceed with rulemakings to support American innovation in new space-based industries, space exploration capabilities, and

cutting-edge defense systems.

### **Federal Highway Administration**

FHWA carries out the Federal highway program in partnership with State and local agencies to meet the Nation's transportation needs. FHWA's mission is to improve the quality and performance of our Nation's highway system and its intermodal connectors. FHWA is working on a "Buy America" rulemaking to encourage the use of American-manufactured products by adding a "Buy America" standard for electric vehicle (EV) chargers. The new standard would direct that EV chargers comply with the applicable requirements for manufactured products except that for projects obligated on or after the effective date of the rule, chargers would be manufactured in the United States and the cost of components of a charger that are mined, produced, or manufactured in the United States would be 100 percent of the total cost of all components of the charger. This proposal is designed to provide a strong incentive for manufacturers to shift more rapidly toward domestic manufacturing processes.

FHWA, in collaboration with FTA and FRA, is proceeding with a rulemaking to update the Department's approach to National Environmental Policy Act (NEPA) compliance. Those updates include streamlining the public involvement process, implementing new flexibilities under the Fiscal Responsibility Act, establishing new categorical exclusions, and making other updates to the Department's NEPA process to make it more streamlined and efficient.

### **Federal Motor Carrier Safety Administration**

The mission of FMCSA is to reduce crashes, injuries, and fatalities involving commercial trucks and buses. FMCSA regulations establish minimum safety standards for motor carriers, commercial drivers, commercial motor vehicles, and State agencies receiving certain motor carrier safety grants and issuing commercial drivers' licenses.

FMCSA is committed to improving safety on our Nation's roads. As one means of accomplishing this goal, FMCSA promulgated a rulemaking to limit the authority for State Driver Licensing Agencies to issue non-domiciled Commercial Learner's Permits and Commercial Driver's Licenses to individuals domiciled in a foreign jurisdiction. This change strengthens the security of the Commercial Driver's License issuance process and enhances the safety of

commercial motor vehicle operations.

In addition, FMCSA and NHTSA continue to work together on a rulemaking to require automatic emergency braking systems for certain heavy vehicles. This rulemaking responds to a statutory mandate and will improve roadway safety by reducing the number of crashes, and the fatalities and injuries resulting from those crashes, in which the heavy vehicle is the striking vehicle.

### **National Highway Traffic Safety Administration**

The mission of NHTSA is to save lives, prevent injuries, and reduce economic costs due to roadway crashes. The statutory responsibilities of NHTSA relating to motor vehicles include reducing the number, and mitigating the effects of, motor vehicle crashes and related fatalities and injuries; providing safety performance information to aid prospective purchasers of vehicles, child restraints, and tires; and improving automotive fuel efficiency requirements. NHTSA pursues policies that enable safety technologies and encourages the development of non-regulatory approaches when feasible in meeting its statutory mandates. NHTSA issues new standards, regulations, and amendments to existing standards and regulations, when appropriate.

NHTSA has proposed revisions to existing Corporate Average Fuel Economy (CAFE) standards applicable to vehicles produced in model years 2022–2031 to bring the CAFE program into compliance with relevant statutory requirements, including the legal prohibition on considering dedicated alternative and dual-fuel vehicles and credit trading when setting CAFE standards. This review is being conducted in accordance with Secretary Sean Duffy’s Memorandum, “Fixing the CAFE Program” (Jan. 28, 2025).

NHTSA is also committed to modernizing the Federal Motor Vehicle Safety Standards (FMVSS) to accommodate the safe deployment of automated driving system (ADS)-equipped vehicles, or automated vehicles (AVs). NHTSA’s AV Framework, part of DOT’s innovation agenda, has three principles: (1) to prioritize the safety of ongoing AV operations on public roads; (2) to unleash innovation by removing unnecessary regulatory barriers; and (3) to enable commercial deployment of AVs to enhance safety and mobility for the American public. NHTSA continues to advance rulemakings aimed at achieving these principles, including rulemakings to

address the applicability of certain FMVSS to ADS-equipped vehicles that lack manual controls.

### **Federal Railroad Administration**

FRA's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future. FRA exercises regulatory authority over all areas of railroad safety and, where feasible, incorporates flexible performance standards. FRA is reviewing its regulations to ensure that, as the railroad industry looks to deploy state-of-the-art technology to make a safe system even safer, FRA's regulations do not hinder safety advancements. FRA is also focused on removing or updating unnecessary, redundant, or outdated regulatory requirements.

FRA, in collaboration with FTA and FHWA, is also proceeding with a rulemaking to update the Department's approach to National Environmental Policy Act (NEPA) compliance. Those updates include streamlining the public involvement process, implementing new flexibilities under the Fiscal Responsibility Act, establishing new categorical exclusions, and making other updates to the Department's NEPA process to make it more streamlined and efficient.

### **Federal Transit Administration**

The mission of FTA is to improve public transportation for America's communities. To further that end, FTA provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries; oversees safety measures; and helps develop next-generation technology research. FTA's regulatory activities implement the laws that apply to recipients' uses of Federal funding and the terms and conditions of FTA grant awards.

FTA, in collaboration with FHWA and FRA, is also proceeding with a rulemaking to update the Department's approach to National Environmental Policy Act (NEPA) compliance. Those updates include streamlining the public involvement process, implementing new flexibilities under the Fiscal Responsibility Act, establishing new categorical exclusions, and making other updates to the Department's NEPA process to make it more streamlined and efficient.

### **Maritime Administration**

MARAD administers Federal laws and programs to improve and strengthen the maritime

transportation system to meet the economic and security needs of the Nation. To that end, MARAD's efforts are focused on ensuring a strong American presence in the domestic and international trades and expanding maritime opportunities for American businesses and workers.

MARAD's regulatory objectives and priorities reflect its responsibility to ensure the availability of water transportation services for American shippers and consumers and, in times of war or national emergency, for the U.S. armed forces.

MARAD is proceeding with a rulemaking to establish procedures for processing deepwater port applications. In doing so, MARAD will transfer certain responsibilities for processing deepwater port applications from the United States Coast Guard to the Maritime Administration. This rulemaking will effectuate more efficient processing of deepwater port applications.

#### **Pipeline and Hazardous Materials Safety Administration**

PHMSA has responsibility for rulemaking focused on hazardous materials transportation and pipeline safety. In addition, PHMSA administers programs under the Federal Water Pollution Control Act, as amended by the Oil Pollution Act of 1990.

PHMSA is proceeding with a rulemaking to address class location requirements for natural gas transmission pipelines, specifically as they pertain to actions operators are required to take following class location changes due to population growth near the pipeline. Operators have suggested that performing integrity management measures on pipelines where class locations have changed due to population increases would be an equally safe, but less costly, alternative to the current requirements of either reducing pressure, pressure testing, or replacing pipe.

In addition, PHMSA is committed to reducing unnecessary regulatory burden by proceeding with a rulemaking to amend the Hazardous Materials Regulations. In doing so, PHMSA will be reducing costs for hazardous materials transporters and eliminating unnecessary regulatory burdens on fuel transportation, all while maintaining or increasing the level of safety provided in the Hazardous Materials Regulations.

#### **Great Lakes St. Lawrence Seaway Development Corporation**

GLS's mission is to serve the U.S. intermodal and international transportation system by

improving the operation and maintenance of a safe, reliable, and efficient deep-draft waterway, in cooperation with its Canadian counterpart. GLS also encourages the development of trade through the Great Lakes Seaway System, which contributes to the comprehensive economic development of the entire Great Lakes region.

GLS has two rulemakings executed annually pursuant to international agreement. One rulemaking reviews and revises GLS's joint regulations with the St. Lawrence Seaway Management Corporation of Canada (SLSMC). The other rulemaking, also executed in coordination with SLSMC, sets forth the levels of tolls assessed on all commodities and vessels transiting the facilities operated by GLS and SLSMC.

<p><b>DOT—Federal Motor Carrier Safety Administration (FMCSA)</b></p>	<p><b>PROPOSED RULE STAGE</b></p>
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**1. • COMMERCIAL DRIVER'S LICENSE (CDL) STANDARDS [2126-AD03]**

**Priority:**

Other Significant. Major status under 5 U.S.C. 801 is undetermined.

**Regulatory Accounting:**

Regulatory

**Legal Authority:**

49 U.S.C. 31308

**Relevant Executive Orders:**

14286

**CFR Citation:**

Not Yet Determined

**Legal Deadline:**

None

**Abstract:**

The Federal Motor Carrier Safety Administration (FMCSA) is proposing to amend its regulations to enhance the security standards for the State-issued commercial driver's licenses (CDLs) and

commercial learner’s permits (CLPs). This action would strengthen the integrity of the CDL and CLP issuance process and reduce the risk of fraud. The proposed changes would update requirements for document verification and record retention, helping to ensure the identity of CDL and CLP holders and contributing to the safety and security of the nation's transportation system.

**Statement of Need:**

TBD

**Summary of Legal Basis:**

TBD

**Alternatives:**

TBD

**Anticipated Cost and Benefits:**

TBD

**Risks:**

TBD

**Timetable:**

Action	Date	FR Cite
NPRM	06/00/26	

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

State

**Agency Contact:**

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