



MAJOR ACCOMPLISHMENTS

2017 - 2021

by The Office of the Secretary of Transportation

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January 2021

Reestablished America's lead in commercial space flight, automated vehicles, and drones.

Automated Vehicles

Provided unprecedented clarity on the safe development and integration of automated vehicles into America's transportation system, unlocking billions in private investment.

Granted permission for the temporary authorization of 87 automated driving system-equipped vehicles for testing across 89 different projects in 20 states. Issued the first-ever exemption for an automated vehicle.

Published ADS 2.0, AV 3.0, and AV 4.0, establishing the Department's safety-first focus and policy for the development of automated vehicles, as well as the broader U.S. Government's posture for surface transportation automated vehicles.

Commercial Space Flight

Provided the support and resources needed for the Federal Aviation Administration (FAA) to reform the rules around space launch and reentry, helping the United States retake its role as the top space-faring nation.

Licensed 354 launches, permitted 46 experimental launches, and granted 12 spaceport operator licenses and 24 active launch licenses.

Created an office dedicated exclusively to spaceport policy.

Created a Center of Excellence for Commercial Space Transportation.

Drones

Established the Unmanned Aircraft Systems (UAS) Integration Pilot Program, enabling unprecedented partnership as the Department worked hand-in-hand with innovators to safely enable UAS operations and help the United States retake its mantle as a leader of advanced aviation.

Approved over 465,000 authorizations, exemptions, and waivers for UAS operators.

Published final rules on Remote ID and Operations Over People.

Automated Vehicles Cont.

Reformed existing Federal Motor Vehicle Safety Standards for crashworthiness to accommodate vehicles without steering controls and occupantless delivery vehicles in a manner that does not compromise safety.

Launched the AV TEST Initiative, a first-of-its-kind voluntary platform connecting developers, operators, manufacturers, and all levels of government to promote safe testing and eventual deployment of automated vehicles.

NETT Council

Established the Non-Traditional and Emerging Transportation Technology (NETT) Council to provide innovators clarity for the future of their technologies and help them navigate federal bureaucracy. Guidance published by the Council unlocked hundreds of millions of dollars of investments in advanced transportation systems, such as hyperloop.

The actions of the past four years will save lives over the next decade.

Data and Technology

Supported advanced vehicle technology by providing \$60 million in Automated Driving System Demonstration Grants.

Achieved 100 percent deployment of positive train control. Provided \$3.4 billion in supporting grants and loans.

Launched the Safety Data Initiative, a collaborative effort for using data to identify systemic factors contributing to safety risks.

The Pipeline and Hazardous Materials Safety Administration (PHMSA) announced an investment in a world-class pipeline research testing site at the Department of Transportation's Transportation Technology Center (TTC) in Pueblo, Colorado.

Process Reform

Partnered with 30 States and rail transit systems to strengthen and certify 31 State Safety Oversight (SSO) Programs.

Published the SAFE Vehicles Rule, updating regulations on Corporate Average Fuel Economy (CAFE). This rule will save thousands of lives, prevent hundreds of thousands of injuries, and make vehicles more affordable to Americans.

Public Engagement

Raised public awareness about the dangers of driving impaired with "Drive High, Get a DUI." Additional public messaging highlighted the dangers of railroad crossings with "Stop: Trains Can't."

Launched a new campaign to raise awareness of increased unsafe driving during the COVID-19 emergency.

To safely integrate new technologies: launched AV TEST to increase public awareness of on-road testing for automated vehicle; delivered safety information through FAA's virtual Drone Safety Webinars to educate and update drone pilots and the public safety community.

Emergency Response

Provided immediate relief to Georgia in response to the I-85 bridge collapse and collaborated to rebuild and reopen the bridge in just 49 days—ahead of schedule and below budget.

Provided \$5.4 billion of emergency relief funding over four years to 47 states, the District of Columbia, American Samoa, the Northern Mariana Islands, Puerto Rico, and the Virgin Islands in response to hurricanes and natural disasters.

Internal Coordination

Revitalized the Safety Council Executive Team meetings to lead a cross-modal effort on critical safety issues.

Convened DOT Safety Summits on topics such as performance-based regulatory approaches, culture, automation, and data integration.

Convened the Coordinating Council on Access and Mobility following a decade of dormancy. The CCAM was charged with improving coordination across federally-funded transportation services for people with disabilities, older adults, and individuals of low income, with the goal of increasing access and efficiency of transportation for these targeted populations.

Recertifying the 737 MAX

Over 20 months, the FAA worked to identify and resolve the safety issues identified with the Boeing 737 MAX in the wake of two tragic accidents. The review process included a number of external panels that issued recommendations to the agency, as well as over 60,000 hours of work by FAA personnel. On November 18, 2020, the FAA rescinded the March 13, 2019 grounding order and issued an airworthiness directive for the 737 MAX, allowing aircraft that meet the new requirements to return to commercial service.

Reduced the time required to complete environmental impact statements by 43 percent, delivering infrastructure years faster.

Streamlining Permitting

Advanced permitting reform and project delivery by updating processes, reducing paperwork requirements, and holding bureaucracy accountable for project timelines. Reduced the time required to complete environmental impact statements for infrastructure projects from 7 years to 4 years, working toward the goal of 2 years.

Founded the Infrastructure Permitting Improvement Center to make all phases of project delivery more efficient. Provided substantial input into reshaping the Council on Environmental Quality NEPA regulations.

Investing in Infrastructure

The Department worked with Congress to secure a “down payment” on the President’s larger infrastructure plan, obtaining \$20 billion in additional investment over four years.

Supported \$300 billion in infrastructure investment by improving the Department’s financing programs.

Gave over 7,700 discretionary grants, totaling \$39 billion.

Enhancing Competitiveness

Released the first ever multimodal National Freight Strategic Plan, which identifies a vision and sets goals to improve the performance of the American freight system.

Repealed regulation inhibiting innovation and preventing the adoption of commonsense solutions. Examples include FHWA’s Proprietary Products Rule, as well as lifting the prohibition on plastic pipe products for pipelines.

Supporting Rural America

Addressed years-long underinvestment in rural America by ensuring that rural areas receive equal consideration in the Department’s major infrastructure grant programs. Congress agreed with the Department and mandated that urban areas receive no more than 50 percent of the BUILD programs moving forward, a huge win for rural America.

Established the Rural Opportunities to Use Transportation for Economic Success Program (ROUTES) to provide support to rural communities seeking discretionary grant funding. ROUTES helps communities who do not have the same resources to spend on grant applications as their urban counterparts.

Supporting the Underserved

The Department directed investment into underserved, low-income rural and urban communities by updating the funding criteria used by the Department for discretionary grant programs.

Committed more than \$2.1 billion to Opportunity Zones.

Tribal Self-Governance

Established the Tribal Transportation Self-Governance Program to provide a flexible, effective framework for the Federal Government and Indian Tribes to work collaboratively and improve transportation infrastructure delivery in Indian country. The program grants participating Tribes greater control, flexibility, and decision-making authority over federal funds to carry out tribal transportation programs, functions, services, and activities in tribal communities.

Delivered over 80 regulatory reforms and more than \$98 billion in savings to the economy while improving safety.

SAFE Vehicles Rule

The SAFE Vehicles Rule, issued with the Environmental Protection Agency, will reduce regulatory costs by as much as \$163 billion and boost new vehicle sales by up to 2.7 million vehicles by model year 2029, making the U.S. fleet safer and more affordable.

The rule will reduce the average cost of new vehicles by up to \$1,400 and is projected to save approximately 3,000 lives and avoid nearly 400,000 injuries by making newer, safer vehicles more affordable for American families.

Commercial Space Flight

This historic, comprehensive update to commercial space launch and reentry licensing requirements will facilitate greater growth in the commercial space industry and help America maintain its #1 position in the world.

Hours of Service Reform

The Hours of Service Rule will reduce regulatory costs by over \$4 billion and provide relief and flexibility for commercial truck drivers.

LNG by Rail

Liquefied Natural Gas (LNG) by Rail will enhance our Nation's energy infrastructure by enabling the safe transportation of LNG by rail to more parts of the country where this energy source is needed. The rule will encourage the export of American natural gas and reduce seasonal gas shortages in New England.

Proprietary Products

The repeal of a century-old restriction on the use of proprietary or patented products will provide greater flexibility for States to use proprietary or patented materials in Federal-Aid highway projects.

Repeal of ECP Brake Rule

The repeal of the electronically controlled pneumatic (ECP) Brake Rule will prevent hundreds of millions of dollars in unjustified expenses for shippers of flammable liquids without compromising safety.



KEEPING AMERICA MOVING DURING COVID-19 —

The Department took critical action to address the COVID-19 emergency and minimize disruption to transportation networks.

The Department supported implementation of travel restrictions to contain the spread of COVID-19 from high-risk areas to the United States.



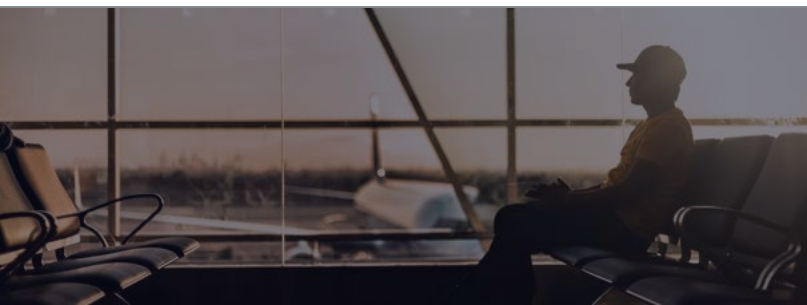
On March 13, 2020, the Federal Motor Carrier Safety (FMCSA) Administration issued an Emergency Declaration allowing truckers to safely extend their hours of service, enabling critical medical supplies to be moved and ensuring America's grocery stores and essential businesses got the supplies they needed.

The Department allocated more than \$35 billion from the Coronavirus Aid, Relief, and Economic Security (CARES) Act, including \$25 billion for transit systems, \$10 billion for airports, and \$1 billion for Amtrak.



The Department issued over 200 emergency regulatory relief actions including waivers, exemptions, special permits, statements of enforcement discretion, and guidance, to ensure the continuity of critical supply chains and operations.

The Department's Transportation Safety Institute trained technicians around the country to safely and expeditiously transport COVID-19 test samples from testing sites to laboratories.



The FAA created the Facility Tracker Map to provide the public updates on FAA air traffic facilities affected by COVID-19. Every evening by 7 p.m. EST, the public received timely updates and learned about the resiliency of the nation's air traffic organization. By the end of 2020, the Facility Tracker Map had received more than 536,000 views.