

Sections 390.17 and 393.3 of the Federal Motor Carrier Safety Regulations (49 CFR parts 350–399) permit the use of additional equipment and accessories on CMVs beyond those which are minimally required by the regulations, provided that such equipment and accessories do not decrease the safety of operation of the CMVs on which they are used. While advanced driver assistance systems such as automatic emergency braking, lane departure warning, forward collision warning, and others are not currently required to be used on CMVs, the use of such systems is permitted provided they do not impair the effectiveness of the required safety systems.

## II. Meeting Participation and Information the Agency Seeks From the Public

The listening session is open to the public. Speakers should try to limit their remarks to 3–5 minutes, and no preregistration is required. Attendees may submit material to FMCSA staff at the session to include in the public docket referenced in this notice. Those participating in the webcast will have the opportunity to submit comments online that will be read aloud at the session with comments made in the meeting room. FMCSA will docket the transcript of the webcast, a separate transcription of the listening session prepared by an official court reporter, and all other materials submitted to Agency personnel.

In anticipation of the continued development of HACVs, FMCSA seeks information on issues that need to be addressed to ensure that the Federal safety regulations provide appropriate standards for the safe operation of HACVs from design and development through testing and deployment. Specifically, FMCSA welcomes comments and information on the application of the following regulatory provisions in title 49 CFR to HACVs: Part 383 (Commercial Driver's Licenses); part 391 (Qualifications of Drivers); sections 392.80 and 392.82 (use of electronic devices); part 395 (Hours of Service of Drivers); and part 396 (Inspection, Repair, and Maintenance).

The FMCSA also requests public comments on how enforcement officials could identify CMVs capable of various levels of automated operation and the types of HACV equipment that can be effectively inspected at roadside. The Agency welcomes the opportunity to work with all interested parties to identify actions that may be necessary to address regulatory barriers while ensuring the safe operation of HACVs.

Issued on: April 12, 2017.

**Daphne Y. Jefferson,**

*Deputy Administrator.*

[FR Doc. 2017–07723 Filed 4–14–17; 8:45 am]

**BILLING CODE 4910–EX–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### 49 CFR Chapter VI

[Docket No. FTA–2013–0030]

**RIN 2132–AB20**

#### **The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management**

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Advance notice of proposed rulemaking; withdrawal.

**SUMMARY:** This action withdraws an FTA advance notice of proposed rulemaking (ANPRM), The National Public Transportation Safety Plan, the Public Transportation Agency Safety Plan, and the Public Transportation Safety Certification Training Program; Transit Asset Management. FTA has issued separate notices of proposed rulemakings for the several rules included in the ANPRM, under different RIN numbers. Accordingly, FTA is not using RIN 2132–AB20 for any of the notices of proposed rulemakings and therefore the ANPRM is withdrawn.

**DATES:** *Effective Date:* The advance notice of proposed rulemaking published on October 3, 2013 (78 FR

61251) is withdrawn as of April 17, 2017.

#### **FOR FURTHER INFORMATION CONTACT:**

Chaya Koffman, Assistant Chief Counsel, Legislation and Regulations Division, Office of Chief Counsel, phone: (202) 366–3101, fax: (202) 366–3809, or email: *Chaya.Koffman@dot.gov*.

#### **SUPPLEMENTARY INFORMATION:**

##### **Background**

On July 6, 2012, the President signed into law the Moving Ahead for Progress in the 21st Century Act (MAP–21), Public Law 112–141. MAP–21 made a number of fundamental changes to the statutes that authorize the Federal transit programs at 49 U.S.C. Chapter 53. Under discussion in the October 3, 2013 ANPRM were several provisions within the Public Transportation Safety Program (National Safety Program) authorized at 49 U.S.C. 5329 and the transit asset management requirements (National TAM System) authorized at 49 U.S.C. 5326.

FTA has published several notices of proposed rulemakings (NPRMs) and final rules for the Public Transportation Safety Program: Public Transportation Agency Safety Plan NPRM (RIN 2132–AB23); Public Transportation Safety Certification Training Program NPRM (RIN 2132–AB25); State Safety Oversight final rule (RIN 2132–AB19); Public Transportation Safety Program final rule (RIN 2132–AB22); and a proposed National Safety Plan (RIN 2132–ZA04). Further, FTA published a final rule for Transit Asset Management (RIN 2132–AB07). Each of these rulemakings has been assigned a distinct RIN, and RIN 2132–AB20 is not being used for any of the rules.

##### **The Withdrawal**

■ In consideration of the foregoing, the ANPRM for FTA Docket No. FTA–2013–0030, as published in the **Federal Register** on October 3, 2013 (78 FR 61251), is hereby withdrawn.

**Matthew Welbes,**

*Executive Director.*

[FR Doc. 2017–07673 Filed 4–14–17; 8:45 am]

**BILLING CODE 4910–57–P**