#  Report on DOT Significant Rulemakings

**Table of Contents**

**Federal Aviation Administration**

1. [Airport Safety Management System](#1)

2. [Regulation Of Flight Operations Conducted By Alaska Guide Pilots](#2)

3. [Pilot Professional Development](#3)

4. [System Safety Assessment](#4)

5. [Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)](#5)

6. [Applying the Flight, Duty, and Rest Rules of 14 CFR part 135 to Tail-End Ferry Operations (FAA Reauthorization](#6)

7. [Pilot Records Database (HR 5900)](#7)

8. [Pilot Biometric Certificates (FAA Reauthorization)](#8)

9. [Aircraft Registration and Airmen Certification Fees](#9)

10. [Permanent Requirement for Helicopters to use the New York North Shore Helicopter Route](#10)

11. [Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II) (FAA Reauthorization)](#11)

12. [Requirements to File Notice of Construction of Meteorological Evaluation Towers and Other Renewable Energy Projects](#12)

13. [Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages (Orbital Debris)](#13)

14. [Registration and Marking Requirements for Small Unmanned Aircraft](#14)

15. [Operations of Small Unmanned Aircraft Over People](#15)

16. [Unmanned Aircraft Systems Expanded Operations](#16)

17. [Revision of ADS-B Out Requirements](#17)

18. [Streamlined Launch and Reentry Licensing Requirements](#18)

19. [Safe and Secure Operations of Small Unmanned Aircraft Systems](#19)

20. [Domestic Noise Certification of Supersonic Aircraft](#20)

21. [Remote Identification of Unmanned Aircraft Systems](#21)

22. [UAS Flight Restrictions near Critical Infrastructure Facilities](#22)

23. [Use of Supplemental Restraints in Flight Operations for Compensation or Hire](#23)

**Federal Highway Administration**

24. [Pavement Markings](#30)

25. [National Bridge Inspection Standards (MAP-21)](#31)

26. [Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs](#32)

**Federal Motor Carrier Safety Administration**

27. [Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border](#33)

28. [Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States](#34)

29. [Certification of Safety Auditors, Safety Investigators, and Safety Inspectors](#35)

30. [Consumer Complaint Information](#36)

31. [New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999](#37)

32. [MAP-21 Enhancements and Other Updates to the Unified Registration System](#38)

33. [Heavy Vehicle Speed Limiters](#39)

34. [Amendments to Motor Carrier Safety Assistance Program](#40)

35. [Broker and Freight Forwarder Financial Responsibility](#41)

36. [Controlled Substances and Alcohol Testing: State Driver's Licensing Agency Downgrade of Commercial Driver's License](#42)

37. [Application for Employment](#43)

38. [Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles](#44)

39. [Hours of Service of Drivers](#45)

40. [Hours of Service of Drivers of Commercial Motor Vehicles; Transportation of Agricultural Commodities](#46)

**Federal Railroad Administration**

41. [Risk Reduction Program](#48)

42. [Emergency Escape Breathing Apparatus](#49)

43. [High-Speed Intercity Passenger Rail (HSIPR) Program; Buy America Program Requirements](#50)

44. [Train Crew Staffing and Location](#51)

45. [Locomotive Recording Devices](#52)

**Federal Transit Administration**

46. [Buy America: Amendments (MAP-21)](#55)

47. [Protecting Transit Operators from the Risk of Assaults](#56)

**National Highway Traffic Safety Administration**

48. [Tire Fuel Efficiency Consumer Information - Part 2](#57)

49. [Heavy Vehicle Speed Limiters](#58)

50. [Establish Side Impact Performance Requirements for Child Restraint Systems (MAP-21)](#59)

51. [Motorcoach Rollover Structural Integrity (MAP-21)](#60)

52. [FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets](#61)

53. [Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage](#62)

54. [Upgrade of LATCH Usability Requirements (MAP-21)](#63)

55. [Upgrade FMVSS No. 213 for Improved Child Occupant Protection](#64)

56. [Rear Seat Belt Reminder System](#65)

57. [Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication](#66)

58. [Retroreflective Tape and Underride Guards for Single Unit Trucks](#67)

59. [Requirements for Importing Motor Vehicles and Motor Vehicle Equipment](#68)

60. [49 CFR Part 577 Defect and Noncompliance Notification](#69)

61. [The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks](#70)

62. [49 CFR Part 578, Civil Penalties](#71)

63. [Pilot Program for Collaborative Research on Motor Vehicles with High or Full Driving Automation](#72)

64. [Removing Regulatory Barriers for Automated Driving Systems](#73)

65. [Occupant Protection for Automated Driving Systems](#74)

66. [Considerations for Telltales, Indicators and Warnings in ADS Vehicles](#75)

**Office of the Secretary**

67. [Carrier-Supplied Medical Oxygen, Service Request Reporting, and Seating Accommodations with Extra Legroom](#79)

68. [Use of Mobile Wireless Devices for Voice Calls on Aircraft](#80)

69. [Accessible In-Flight Entertainment and Accessible Lavatories on Single-Aisle Aircraft](#81)

70. [Air Transportation Consumer Protection Requirements for Ticket Agents](#82)

71. [Traveling by Air with Service Animals](#83)

72. [Defining Unfair or Deceptive Practices](#84)

73. [Processing Buy America and Buy American Waivers Based on Nonavailability](#85)

**Pipeline and Hazardous Materials Safety Administration**

74. [Pipeline Safety: Safety of Hazardous Liquid Pipelines](#87)

75. [Pipeline Safety: Safety of Gas Transmission Pipelines, MAOP Reconfirmation, Expansion of Assessment Requirements and Other Related Amendments](#88)

76. [Pipeline Safety: Amendments to Parts 192 and 195 to require Valve installation and Minimum Rupture Detection Standards](#89)

77. [Hazardous Materials: Enhanced Safety Provisions for Lithium Batteries Transported by Aircraft (FAA Reauthorization Act of 2018)](#91)

78. [Pipeline Safety: Underground Storage Facilities for Natural Gas](#92)

79. [Hazardous Materials: Vapor Pressure of Unrefined Petroleum Products and Class 3 Materials](#93)

80. [Pipeline Safety: Enhanced Emergency Order Procedures](#94)

81. [Pipeline Safety: Class Location Requirements](#95)

82. [Pipeline Safety: Gas Pipeline Regulatory Reform](#96)

83. [Pipeline Safety: Safety of Gas Gathering Pipelines](#97)

84. [Pipeline Safety: Safety of Gas Transmission Pipelines, Repair Criteria, Integrity Management Improvements, Cathodic Protection, Management of Change, and Other Related Amendments](#98)

85. [Hazardous Materials: Liquefied Natural Gas by Rail](#99)

86. [Pipeline Safety: Repair Criteria for Hazardous Liquid Pipelines](#100)

87. [Pipeline Safety: Amendments to Liquefied Natural Gas Facilities](#101)

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| **Federal Aviation Administration** |
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| Federal Aviation Administration |
| 1.  |

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| **Airport Safety Management System** | Red |

 |
| **Popular Title**: Airport SMS |
| **RIN 2120-AJ38** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 10/07/2010; End of Comment Period 01/05/2011; Extension of Comment Period 12/10/2010; End of Extended of Comment Period 03/07/2011; Extension of Comment Period 03/07/2011; End of Extended of Comment Period 07/05/2011. SNPRM Publication: 07/14/2016; End of SNPRM Comment Period 09/12/2016. |
| **Abstract:** This rulemaking would require certain airport certificate holders to develop, implement, maintain, and adhere to a safety management system (SMS) for its aviation related activities. An SMS is a formalized approach to managing safety by developing an organization-wide safety policy, developing formal methods of identifying hazards, analyzing and mitigating risk, developing methods for ensuring continuous safety improvement, and creating organization-wide safety promotion strategies. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionPeer ReviewForeign |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:**  | Final rule: 11/05/2012 |

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| **Rulemaking Project Initiated:** 07/22/2008 |
| **Docket Number:** FAA-2010-0997 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 04/23/2018  | 12/27/2019  |   |
| Effective Date  |   | 02/27/2020  |   |

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

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

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| Federal Aviation Administration |
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| **Regulation Of Flight Operations Conducted By Alaska Guide Pilots** | Red |

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| **Popular Title**: Alaska Guide Pilots |
| **RIN 2120-AJ78** |
| **Stage:** Undetermined |
| **Previous Stage:** None  |
| **Abstract:** The rulemaking would establish regulations concerning Alaska guide pilot operations. The rulemaking would implement Congressional legislation and establish additional safety requirements for the conduct of these operations. The intended effect of this rulemaking is to enhance the level of safety for persons and property transported in Alaska guide pilot operations. In addition, the rulemaking would add a general provision applicable to pilots operating under the general operating and flight rules concerning falsification, reproduction, and alteration of applications, logbooks, reports, or records. This rulemaking is a statutory mandate under section 732 of the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century, (Pub. Law 106-181). |
| **Effects:**

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|   | Regulatory Flexibility ActInformation Collection |

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

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| **Rulemaking Project Initiated:** 05/04/2010 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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| **Explanation for any delay:** | Other, higher priorities |

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

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| Federal Aviation Administration |
| 3.  |

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| **Pilot Professional Development** | Red |

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| **Popular Title**: Pilot Professional Development |
| **RIN 2120-AJ87** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 10/07/2016; End of Comment Period 01/05/2017. |
| **Abstract:** This rulemaking would amend the regulations for air carrier training programs under part 121. The action is necessary to ensure that air carriers establish or modify training programs to address mentoring, leadership and professional development of flight crewmembers in part 121 operations. This rulemaking is required by the Airline Safety and Federal Aviation Administration Act of 2010. |
| **Effects:**

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|   | Information Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM: 04/20/2015 |

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| **Rulemaking Project Initiated:** 08/01/2010 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/12/2018  | 07/31/2019  |   |
| Effective Date  |   | 09/30/2019  |   |

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

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

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| Federal Aviation Administration |
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| **System Safety Assessment** | Black |

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| **Popular Title**: System Safety Assessment |
| **RIN 2120-AJ99** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would standardize regulations and guidance for conducting airplane-level safety assessments of various critical systems installed on transport category airplanes. Current differences happened over time as system safety rules and policies were developed independently. This rulemaking would adopt Aviation Rulemaking Advisory Committee recommendations and harmonize with the European Aviation Safety Agency CS-25. |
| **Effects:**

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

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| **Rulemaking Project Initiated:** 03/03/2011 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 08/06/2012  | 12/30/2019  |   |
| End of Comment Period  | 10/04/2012  | 02/28/2020 |   |

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

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

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| Federal Aviation Administration |
| 5.  |

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| **Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)** | Green |

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| **Popular Title**: Tail End Ferry in Part 121 |
| **RIN 2120-AK22** |
| **Stage:** NPRM |
| **Previous Stage:** NPRM: Publication Approved; Publication Date; End of Comment Period. |
| **Abstract:** This rulemaking would apply the flight, duty, and rest requirements for domestic, flag and supplemental operations to ferry flights that follow domestic, flag or supplemental all-cargo operations. A ferry flight that follows a domestic, flag or supplemental all-cargo operation would be subject to the same flight, duty, and rest rules as the all-cargo operation it follows. This rule is necessary as it would make part 121 flight, duty, and rest limits applicable to tail-end ferry flights that follow an all-cargo operation. |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Initiation date: 08/14/2012 |

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| **Rulemaking Project Initiated:** 02/14/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/19/2013  | 05/15/2020  |   |
| End of Comment Period  | 02/18/2014  | 07/15/2020  |   |

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

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

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| Federal Aviation Administration |
| 6.  |

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| **Applying the Flight, Duty, and Rest Rules of 14 CFR part 135 to Tail-End Ferry Operations (FAA Reauthorization** | Black |

 |
| **Popular Title**: 135 Tail-End Ferry |
| **RIN 2120-AK26** |
| **Stage:** ANPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would require a flightcrew member who is employed by an air carrier conducting operations under part 135, and who accepts an additional assignment for flying under part 91 from the air carrier or from any other air carrier conducting operations under part 121 or 135, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times under part 135. |
| **Effects:**

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

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| **Rulemaking Project Initiated:** 01/15/2013 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 02/27/2015  | 05/15/2020 |   |
| End of Comment Period  | 05/28/2015  | 07/15/2020  |   |

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

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

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| Federal Aviation Administration |
| 7.  |

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| **Pilot Records Database (HR 5900)** | Black |

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| **Popular Title**: Pilot Records Database |
| **RIN 2120-AK31** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would implement a Pilot Records Database as required by Public Law 111-216 (Aug. 1, 2010). Section 203 amends the Pilot Records Improvement Act by requiring the FAA to create a pilot records database that contains various types of pilot records. These records would be provided by the FAA, air carriers, and other persons who employ pilots. The FAA must maintain these records until it receives notice that a pilot is deceased. Air carriers would use this database to perform a record check on a pilot prior to making a hiring decision. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionPrivacy |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final: 08/01/2010 |

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| **Rulemaking Project Initiated:** 08/01/2010 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 01/30/2015  | 09/15/2019  |   |
| End of Comment Period  | 04/30/2015  | 11/15/2019  |   |

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

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

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| Federal Aviation Administration |
| 8.  |

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| **Pilot Biometric Certificates (FAA Reauthorization)** | Green |

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| **Popular Title**: Pilot Biometric Certificates |
| **RIN 2120-AK33** |
| **Stage:** Undetermined |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would require the issuance of pilot certificates that are resistant to tampering, alteration, and counterfeiting. The certificates would include a photograph of the individual to whom the certificate is issued and will be a smart card that is able to accommodate biometric identifiers. Certificates would also be compliant with Federal Information Processing Standards Publication 201 (FIPS-201) or Personal Identity Verification-Interoperability (PIV-I) standards for processing through security checkpoints into airport sterile areas. Under section 321 of the FAA Modernization and Reform Act of 2012 (Pub. Law 112-95), the FAA is required to begin issuing new certificates no later than November 10, 2012. |
| **Effects:**

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|   | Information CollectionPrivacy |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final: 11/10/2012 |

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| **Rulemaking Project Initiated:** 02/14/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Aviation Administration |
| 9.  |

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| **Aircraft Registration and Airmen Certification Fees** | Black |

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| **Popular Title**: Registry Fees |
| **RIN 2120-AK37** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would establish fees for airman certificates, medical certificates, and provision of legal opinions pertaining to aircraft registration or recordation. This rulemaking also would revise existing fees for aircraft registration, recording of security interests in aircraft or aircraft parts, and replacement of an airman certificate. This rulemaking addresses provisions of the FAA Modernization and Reform Act of 2012. This rulemaking is intended to recover the estimated costs of the various services and activities for which fees would be established or revised. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation Collection |

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

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| **Rulemaking Project Initiated:** 02/14/2012 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/05/2015  | 05/31/2020 |   |
| End of Comment Period  | 06/03/2015  | 07/31/2020  |   |

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

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

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| Federal Aviation Administration |
| 10.  |

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

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| **Popular Title**: New York North Shore Helicopter Route |
| **RIN 2120-AK39** |
| **Stage:** Undetermined |
| **Previous Stage:** Undetermined |
| **Abstract:** This rulemaking would delete the expiration date and make permanent the requirement to use the New York North Shore Helicopter Route. The current rule requiring use of the route expires on August 6, 2020. This rule will protect and enhance public welfare by making the current rule permanent, thereby continuing to reduce helicopter overflights and attendant noise disturbance over nearby communities. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 09/24/2013 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Aviation Administration |
| 11.  |

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| **Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II) (FAA Reauthorization)** | Black |

 |
| **Popular Title**: Helicopter Air Ambulance II |
| **RIN 2120-AK57** |
| **Stage:** Undetermined |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would develop training requirements for crew resource management, flight risk evaluation, and operational control of the pilot in command, as well as to develop standards for the use of flight simulation training devices and line-oriented flight training. Additionally, it would establish requirements for the use of safety equipment for flight crewmembers and flight nurses. These changes will aide in the increase in aviation safety and increase survivability in the event of an accident. Without these changes, the Helicopter Air Ambulance industry may continue to see the unacceptable high rate of aircraft accidents. This rulemaking is a statutory mandate under section 306(e) of the FAA Modernization and Reform Act of 2012 (Public Law 112-95). |
| **Effects:**

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|   | Regulatory Flexibility ActInformation Collection |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM: 08/18/2014 |

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| **Rulemaking Project Initiated:** 01/15/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Aviation Administration |
| 12.  |

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

 |
| **Popular Title**: Part 77 Notice Requirements |
| **RIN 2120-AK77** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would add specific requirements for proponents who wish to construct meteorological evaluation towers at a height of 50 feet above ground level (AGL) up to 200 feet AGL to file notice of construction with the FAA. This rule also requires sponsors of wind turbines to provide certain specific data when filing notice of construction with the FAA. This rulemaking is a statutory mandate under section 2110 of the FAA Extension, Safety, and Security Act of 2016 (Public Law 114-190). |
| **Effects:**

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final: 07/18/2017 |

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| **Rulemaking Project Initiated:** 09/29/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/02/2017  | 08/20/2019  |   |
| End of Comment Period  | 06/02/2017  | 10/21/2019  |   |

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

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

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| Federal Aviation Administration |
| 13.  |

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| **Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages (Orbital Debris)** | Black |

 |
| **Popular Title**: Orbital Debris Mitigation Methods |
| **RIN 2120-AK81** |
| **Stage:** NPRM |
| **Previous Stage:** |
| **Abstract:** Orbital debris poses a growing threat to space operations. Debris mitigation guidelines, standards, and policies must be revised periodically, enforced domestically, and adopted internationally to mitigate the operational impacts of orbital debris. To help accomplish this, FAA, in consultation with appropriate Federal partners would update its existing orbital debris mitigation regulations to more-closely align with the U.S. Government Orbital Debris Mitigation Standard Practices, and would update current launch collision avoidance regulations to match U.S. Air Force Space Command (AFSPC) practice. |
| **Effects:**

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

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| **Rulemaking Project Initiated:** 03/12/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 08/11/2016  | 12/15/2019  |   |
| End of Comment Period  | 10/17/2016  | 02/15/2020  |   |

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

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

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| Federal Aviation Administration |
| 14.  |

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

 |
| **Popular Title**: Small UAS Registration |
| **RIN 2120-AK82** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR Publication: 12/16/2015; IFR End of Comment Period 01/15/2016 IFR Effective Date: 01/15/2016. |
| **Abstract:** This rulemaking would provide an alternative, streamlined and simple, web-based aircraft registration process for the registration of small unmanned aircraft, including small unmanned aircraft operated as model aircraft, to facilitate compliance with the statutory requirement that all aircraft register prior to operation. It would also provide a simpler method for marking small unmanned aircraft that is more appropriate for these aircraft. This action responds to public comments received regarding the proposed registration process in the Operation and Certification of Small Unmanned Aircraft notice of proposed rulemaking, the request for information regarding unmanned aircraft system registration, and the recommendations from the Unmanned Aircraft System Registration Task Force. |
| **Effects:**

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|   | Regulatory Flexibility ActInformation CollectionPrivacyEUNAFTAForeign |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 11/24/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Aviation Administration |
| 15.  |

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| **Operations of Small Unmanned Aircraft Over People** | Black |

 |
| **Popular Title**: Ops of Small Unmanned Aircraft over People (DEREG) |
| **RIN 2120-AK85** |
| **Stage:** NPRM |
| **Previous Stage:** NPRM: Publication Approved 01/29/2019; Publication Date 02/13/2019; End of Comment Period 04/15/2019. |
| **Abstract:** This rulemaking would address the performance-based standards and means-of-compliance for operation of small unmanned aircraft systems (UAS) over people not directly participating in the operation or not under a covered structure or inside a stationary vehicle that can provide reasonable protection from a falling small unmanned aircraft. This rule would provide relief from certain operational restrictions implemented in the Operation and Certification of Small Unmanned Aircraft Systems final rule (RIN 2120-AJ60). |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility Act |

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

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| **Rulemaking Project Initiated:** 03/30/2016 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/30/2016  | 01/08/2019  | 02/13/2019  |
| End of Comment Period  | 03/30/2017  | 04/08/2019  | 04/15/2019  |

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

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

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| Federal Aviation Administration |
| 16.  |

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| --- | --- |
| **Unmanned Aircraft Systems Expanded Operations** | Black |

 |
| **Popular Title**: UAS XOps (DEREG) |
| **RIN 2120-AL01** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Approved; Publication Date; End of Comment Period. |
| **Abstract:** This rulemaking would enable expanded operations of small unmanned aircraft systems (sUAS) in the national airspace system (NAS). As a result, it would increase the utility of sUAS for operations under 14 CFR part 107, and would advance technology by encouraging innovation in this rapidly developing segment of the aviation industry. |
| **Effects:**

|  |  |
| --- | --- |
|   | Privacy |

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

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| **Rulemaking Project Initiated:** 12/06/2016 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| --- |
| Federal Aviation Administration |
| 17.  |

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| --- | --- |
| **Revision of ADS-B Out Requirements** | Black |

 |
| **Popular Title**: ADS-B Out Exceptions (DEREG) |
| **RIN 2120-AL16** |
| **Stage:** Final Rule |
| **Previous Stage:** |
| **Abstract:** The purpose of this rulemaking is to remove the requirement that all aircraft equipped with Automatic Dependent Surveillance-Broadcast Out (ADS-B Out) must transmit at all times. This rule provides an exception to ADS-B requirements, removing the transmission requirement for certain operations carried out in the interest of national security. The changes would provide relief to those government agencies that operate aircraft equipped with ADS-B Out but require the ability to terminate the transmission signal when conducting national security, sensitive, intelligence and law enforcement missions that could be compromised by the requirement to transmit flight information over non-encrypted signals. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 09/01/2017 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 05/17/2019  |   |

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

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

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| Federal Aviation Administration |
| 18.  |

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| --- | --- |
| **Streamlined Launch and Reentry Licensing Requirements** | Black |

 |
| **Popular Title**: Streamlined CST Regulations (DEREG) |
| **RIN 2120-AL17** |
| **Stage:** NPRM |
| **Previous Stage:** |
| **Abstract:** This action would fundamentally change how the FAA licenses launches and reentries in 14 CFR Chapter III by proposing a regulatory approach that relies on performance-based regulations rather than prescriptive regulations. This action would primarily consolidate and revise parts 415, 417, 431, and 435 into a single regulatory part that states safety objectives to be achieved for the launch of suborbital and orbital expendable and reusable launch vehicles, and the reentry of reentry vehicles, and will leave design or operational solutions up to the applicant. This action will be accompanied by a body of Advisory Circulars or standards that collectively provide at least one acceptable means of compliance for all performance-based regulations in the new part. This action would also enable flexible timeframes, remove unnecessary ground safety regulations, redefine when launch begins to allow specified pre-flight operations prior to license approval, and allow applicants to seek a license to launch from multiple sites. This proposal would significantly streamline and simplify licensing of launch and reentry operations, would enable novel operations, and would result in net cost savings. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 09/01/2017 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 09/28/2018  | 04/15/2019  |   |
| End of Comment Period  | 11/28/2018  |   |   |

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

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

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| --- |
| Federal Aviation Administration |
| 19.  |

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| --- | --- |
| **Safe and Secure Operations of Small Unmanned Aircraft Systems** | Black |

 |
| **Popular Title**: UAS to Reduce Risk to Public Safety |
| **RIN 2120-AL26** |
| **Stage:** ANPRM |
| **Previous Stage:** |
| **Abstract:** This action would solicit public comments for several operational limitations, airspace restrictions, hardware requirements, and associated identification or tracking technologies for Unmanned Aircraft Systems (UAS). The ANPRM will ask a series of questions regarding the balance of needs between UAS operators and the law enforcement and national defense communities. This action is necessary to address safety and security concerns from the homeland security, federal law enforcement, and national defense communities. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 09/20/2017 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 05/23/2018  | 01/08/2019  | 02/13/2019  |
| End of Comment Period  | 07/23/2018  | 03/11/2019  | 04/15/2019  |

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

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

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| --- |
| Federal Aviation Administration |
| 20.  |

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| --- | --- |
| **Domestic Noise Certification of Supersonic Aircraft** | Black |

 |
| **Popular Title**: Domestic Noise Certification (DEREG) |
| **RIN 2120-AL29** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would propose updates and additions to the noise certification rules to accommodate noise certification of new civil supersonic aircraft. The current noise regulations are limited in applicability to subsonic aircraft and the Concorde. These regulations must be amended to broaden their applicability, provide definitions, and adopt noise levels and test requirements that would apply to new design supersonic aircraft. |
| **Effects:**

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| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 02/20/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/01/2019  | 05/24/2019  |   |
| End of Comment Period  | 02/03/2020  | 08/22/2019  |   |

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

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

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| --- |
| Federal Aviation Administration |
| 21.  |

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| --- | --- |
| **Remote Identification of Unmanned Aircraft Systems** | Black |

 |
| **Popular Title**: Remote ID UAS |
| **RIN 2120-AL31** |
| **Stage:** NPRM |
| **Previous Stage:** Publication Approved; Publication Date; End of Comment Period. |
| **Abstract:** This action would implement system(s) for the remote identification of certain unmanned aircraft systems. The remote identification of unmanned aircraft systems in the national airspace system would further address security and law enforcement concerns regarding the further integration of these aircraft into the national airspace while also enabling greater operational capabilities by these same aircraft. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 02/20/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 05/01/2019  | 07/21/2019  |   |
| End of Comment Period  | 07/01/2019  | 09/29/2019  |   |

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

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

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| --- |
| Federal Aviation Administration |
| 22.  |

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| --- | --- |
| **UAS Flight Restrictions near Critical Infrastructure Facilities** | Black |

 |
| **Popular Title**: UAS Flight Restrictions |
| **RIN 2120-AL33** |
| **Stage:** NPRM |
| **Previous Stage:** |
| **Abstract:** This action would implement section 2209, Applications for designation, of Public Law 114-190, the FAA Extension, Safety and Security Act of 2016 (130 Stat. 634). Specifically, this rule would establish the criteria and procedures for the operator or proprietor of eligible fixed site facilities to apply to the FAA for a UAS-specific flight restriction. In addition, this rule would establish the substantive criteria based on the enumerated statutory considerations (i.e. national security and aviation safety) that the FAA will use in determining to grant or deny a petition, as well as the procedures for notifying the petitioner of the determination made and the process for resubmission of any denial. Lastly, this rule would establish the process to be used by the FAA to implement the UAS-specific flight restriction and notify the public. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically Significant |

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| **Prompting action:** None |
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| **Legal Deadline:**  | Final: 01/11/2017 |

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| **Rulemaking Project Initiated:** 02/20/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/01/2020  | 10/29/2019  |   |
| End of Comment Period  | 10/19/2019  | 12/29/2019  |   |

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

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

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| --- |
| Federal Aviation Administration |
| 23.  |

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| --- | --- |
| **Use of Supplemental Restraints in Flight Operations for Compensation or Hire** | Black |

 |
| **Popular Title**: Supplemental Restraints |
| **RIN 2120-AL37** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would ensure that any supplemental passenger restraint used by an aircraft occupant during "doors off" flight operations has a release mechanism accessible to that occupant. The intended effect of this rulemaking is to ensure that any supplemental passenger restraint system can be quickly released with minimal difficulty to ensure egress from the aircraft in an emergency. |
| **Effects:**

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| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 03/23/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 09/06/2019  | 12/08/2019  |   |
| End of Comment Period  | 10/07/2019  | 02/09/2020  |   |

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

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

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| **Federal Highway Administration** |
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| Federal Highway Administration |
| 24.  |

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| **Pavement Markings** | Red |

 |
| **Popular Title**: Pavement Markings |
| **RIN 2125-AF34** |
| **Stage:** SNPRM |
| **Previous Stage:** NPRM: Publication Date 4/22/2010; End of C/P: 8/20/10; SNPA: 1/4/17; End of C/P: 5/4/17. |
| **Abstract:** This rulemaking would amend the Manual on Uniform Traffic Control Devices, incorporated by reference in 23 CFR part 655, subpart F, to include standards, guidance, options, and supporting information related to maintaining minimum levels of retroreflectivity for pavement markings on all roads open to public travel. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 12/07/2009 |
| **Docket Number:** FHWA-2009-0139 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 05/14/2012  | 12/23/2016  |  01/04/2017  |
| End of Comment Period | 07/14/2012  | 04/23/2017  | 05/04/2017  |

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

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

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| Federal Highway Administration |
| 25.  |

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| --- | --- |
| **National Bridge Inspection Standards (MAP-21)** | Green |

 |
| **Popular Title**: NBIS |
| **RIN 2125-AF55** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would update 23 CFR Part 650, Subpart C, National Bridge Inspection Standards, to incorporate changes made by section 1111 of MAP-21. This rulemaking would also update this Subpart to provide clarification of the requirements related to complex structures, critical findings, and inspection intervals. Finally, this rulemaking would update 23 CFR Part 650 by removing Subparts D and G as the programs covered by these regulations have been eliminated. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| --- | --- |
| **Legal Deadline:**  | Final Rule: 10/01/2015 |

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| **Rulemaking Project Initiated:** 07/06/2012 |
| **Docket Number:** FHWA-2017-0047 |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 07/03/2014  | 08/19/2019  |   |
| End of Comment Period  | 08/15/2014  | 10/21/2019  |   |

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

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

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| Federal Highway Administration |
| 26.  |

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| --- | --- |
| **Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs** | Black |

 |
| **Popular Title**: Uniform Act |
| **RIN 2125-AF79** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** The FHWA is proposing to amend its Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 regulations at 49 CFR part 24. The revisions are prompted by enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21). Section 1521 of MAP-21 amendments included increases in statutory relocation benefits and a reduction of length of occupancy requirements. This proposal is intended to develop regulations on the use of those amendments. The FHWA is also proposing to update the Uniform Act regulations to reflect the agency's experience with the Federal-aid highway program since the last comprehensive rulemaking for part 24, which occurred in 2005. The updates include streamlining processes to better meet current Federal-aid highway program needs, and eliminating duplicative and outdated regulatory language. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 09/25/2017 |
| **Docket Number:** FHWA-2018-0039 |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 09/21/2018  | 08/19/2019  |   |
| End of Comment Period  | 11/26/2018  | 10/21/2019  |   |

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

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

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| **Federal Motor Carrier Safety Administration** |
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| Federal Motor Carrier Safety Administration |
| 27.  |

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| **Application by Certain Mexico-Domiciled Motor Carriers to Operate Beyond U.S. Municipalities and Commercial Zones on the U.S.-Mexico Border** | Red |

 |
| **Popular Title**: Mexico-Domiciled Motor Carriers |
| **RIN 2126-AA34** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR: Publication Date 03/19/2002; End of Comment Period 04/18/2002.  |
| **Abstract:** This rulemaking would change FMCSA regulations to govern applications by Mexican carriers to operate beyond municipalities and commercial zones at the United State-Mexico border. It would also revise the application form, OP-1MX, to be filed by these Mexican motor carriers. The revised form would require additional information about the applicant´s business and operating practices to allow the FMCSA to determine if the applicant can meet the safety standards established for operating in interstate commerce in the United States. Carriers that had previously submitted an application would have to submit the updated form. These changes are needed to implement part of the North American Free Trade Agreement (NAFTA). On January 16, 2003, the Ninth Circuit Court remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents as ruled by the Ninth Circuit. FMCSA originally planned to publish a final rule by November 20, 2003. |
| **Effects:**

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|   | Information CollectionNAFTA |

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

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| **Rulemaking Project Initiated:** 02/07/2001 |
| **Docket Number:** FMCSA-98-3298 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 28.  |

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

 |
| **Popular Title**: Safety Monitoring |
| **RIN 2126-AA35** |
| **Stage:** Undetermined |
| **Previous Stage:** IFR: Publication Date 03/19/2002; End of Comment Period 04/18/2002. |
| **Abstract:** This rule would implement a safety monitoring system and compliance initiative designed to evaluate the continuing safety fitness of all Mexico-domiciled carriers within 18 months after receiving a provisional Certificate of Registration or provisional authority to operate in the United States. It also would establish suspension and revocation procedures for provisional Certificates of Registration and operating authority, and incorporate criteria to be used by FMCSA in evaluating whether Mexico-domiciled carriers exercise basic safety management controls. The interim rule included requirements that were not proposed in the NPRM but which are necessary to comply with the FY-2002 DOT Appropriations Act. On January 16, 2003, the Ninth Circuit Court of Appeals remanded this rule, along with two other NAFTA-related rules, to the agency, requiring a full environmental impact statement and an analysis required by the Clean Air Act. On June 7, 2004, the Supreme Court reversed the Ninth Circuit and remanded the case, holding that FMCSA is not required to prepare the environmental documents. FMCSA originally planned to publish a final rule by November 28, 2003. |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility ActFederalism Information CollectionNAFTA |

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

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| **Rulemaking Project Initiated:** 02/07/2001 |
| **Docket Number:** FMCSA-1998-3299 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 29.  |

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

 |
| **Popular Title**: Safety Auditors Certification |
| **RIN 2126-AA64** |
| **Stage:** NPRM |
| **Previous Stage:** IFR: Date of Publication 03/19/02; Effective Date 06/17/02; End of Comment Period 05/20/02, IFR: Notice Extending Compliance Date 06/17/02; End of Extended C/P 07/17/02. IFR: Notice of Statutory Compliance Date 12/23/03, Reinstated IFR 1/01/04. Undetermined: Publication Approved; Publication Date; End of Comment Period. Undetermined: Publication Approved; Publication Date; End of Comment Period. |
| **Abstract:** This rulemaking would require that any safety inspection, safety audit, or compliance review be conducted by a certified inspector, auditor, or investigator. It is required by section 211 of the Motor Carrier Safety Improvement Act. The agency will issue a notice of proposed rulemaking that addresses issues not clarified in the IFR. |
| **Effects:**

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|   | None  |

 |
| **Prompting action:** Statute |
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| **Legal Deadline:**  | NPRM: 12/09/2000 |

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| **Rulemaking Project Initiated:** 12/09/1999 |
| **Docket Number:** FMCSA-2001-11060 |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 01/23/2018  | 07/25/2019  |   |
| End of Comment Period  | 03/23/2018  | 09/26/2019  |   |

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| **Explanation for any delay:** | Other, higher priorities |

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

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| Federal Motor Carrier Safety Administration |
| 30.  |

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| **Consumer Complaint Information** | Red |

 |
| **Popular Title**: Consumer Complaint Information |
| **RIN 2126-AB01** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Date 02/20/2008, End of Comment Period 4/21/2008. |
| **Abstract:** The rulemaking would require each motor carrier of household goods to submit a quarterly report of specific identified information regarding complaints that each receives from shippers and consumers to the Agency. This rule responds to Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). |
| **Effects:**

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| --- | --- |
|   | Information CollectionPrivacy |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Report in place: 08/10/2006 |

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| **Rulemaking Project Initiated:** 08/10/2005 |
| **Docket Number:** FMCSA-2008-0029 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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| **Explanation for any delay:** | Lack of resourcesLack of staffing |

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

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| Federal Motor Carrier Safety Administration |
| 31.  |

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| **New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999** | Red |

 |
| **Popular Title**: MCSIA 210(b) New Entrant Knowledge Test |
| **RIN 2126-AB17** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: Publication Date 08/25/2009; End of Comment Period 10/26/2009. |
| **Abstract:** This rulemaking would consider methods for ensuring a new applicant carrier is knowledgeable about the applicable safety requirements before being granted New Entrant authority. The agency is considering whether to implement a proficiency examination as part of its revised New Entrant Safety Assurance Process as well as other alternatives. This rulemaking responds to issues raised in a petition from Advocates for Highway and Auto Safety regarding new entrant applicant knowledge. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 02/26/2009 |
| **Docket Number:** FMCSA-2001-11061 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 32.  |

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| --- | --- |
| **MAP-21 Enhancements and Other Updates to the Unified Registration System** | Green |

 |
| **Popular Title**: URS 2 |
| **RIN 2126-AB56** |
| **Stage:** Undetermined |
| **Previous Stage:** None NPRM: Publication Date; End of Comment Period. |
| **Abstract:** FMCSA proposes to implement several provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that relate to the FMCSA's Unified Registration System (URS) as well as update and codify the Agency's procedures for granting, suspending, and revoking registration. These procedures would apply to all entities required to register under the Agency's commercial or safety jurisdiction. Many of the proposed provisions codify existing Agency practices, while others improve on existing processes and procedures. FMCSA proposes this rule to achieve greater transparency, uniformity, efficiency, and predictability with respect to granting, suspending, or revoking registration. |
| **Effects:**

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| --- | --- |
|   | Information CollectionPrivacyNAFTAForeign |

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

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

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 33.  |

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

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| **Popular Title**: Heavy Vehicle Speed Limiters |
| **RIN 2126-AB63** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Published 9/7/16, C/P Ends 11/7/16 NPRM: Publication Approved 09/01/2016; Publication Date 09/07/2016; End of Comment Period 11/07/2016. |
| **Abstract:** This joint NHTSA and FMCSA rulemaking would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy vehicles. This rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy vehicles. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 05/29/2013 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 34.  |

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| --- | --- |
| **Amendments to Motor Carrier Safety Assistance Program** | Black |

 |
| **Popular Title**: 350 Rewrite |
| **RIN 2126-AC02** |
| **Stage:** NPRM |
| **Previous Stage:** Publication Date. |
| **Abstract:** FMCSA proposes amendments to the Agency's financial assistance programs resulting from the Fixing America's Surface Transportation (FAST) Act, including the funding formula recommendations derived from the Motor Carrier Safety Assistance Program (MCSAP) Formula Working Group (working group). This proposal would reorganize the Agency's regulations to create a standalone subpart for the High Priority Program. It would also include other programmatic changes to reduce redundancies, require the use of multi-year MCSAP Commercial Vehicle Safety Plans (CVSPs), and align the financial assistance programs with FMCSA's current enforcement and compliance programs. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 11/16/2016 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 04/05/2018  | 09/27/2019  |   |
| End of Comment Period  | 06/05/2018  | 11/27/2019  |   |

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| **Explanation for any delay:** | Awaiting development of additional data |

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

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| Federal Motor Carrier Safety Administration |
| 35.  |

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| **Broker and Freight Forwarder Financial Responsibility** | Black |

 |
| **Popular Title**: Broker Trust Funds and Surety Bonds |
| **RIN 2126-AC10** |
| **Stage:** ANPRM |
| **Previous Stage:** ANPRM: published 8/27/18, C/P ended 11/26/18. |
| **Abstract:** FMCSA plans to initiate a rulemaking action pertaining to section 32918 of the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 raised the financial security amount for brokers from $10,000 to $75,000 and, for the first time, established financial security requirements for freight forwarders. In the ANPRM, the Agency will consider eight separate areas: 1) group surety bonds/trust funds, 2) assets readily available, 3) immediate suspension of broker/freight forwarder operating authority, 4) surety or trust responsibilities in cases of broker/freight forwarder financial failure or insolvency, 5) enforcement authority, 6) entities eligible to provide trust funds for form BMC-85 filings, 7) Form BMC-84 and BMC-85 trust fund revisions, and 8) household goods (HHG). |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 09/21/2017 |
| **Docket Number:** FMCSA-2016-0102 |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/23/2018  | 09/28/2018  | 09/27/2018  |
| End of Comment Period  | 05/23/2018  | 11/28/2018  | 11/26/2018  |

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

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

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| Federal Motor Carrier Safety Administration |
| 36.  |

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| **Controlled Substances and Alcohol Testing: State Driver's Licensing Agency Downgrade of Commercial Driver's License** | Black |

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| **Popular Title**: Drug and Alcohol testing: CDL Downgrade |
| **RIN 2126-AC11** |
| **Stage:** NPRM |
| **Previous Stage:** |
| **Abstract:** The Commercial Driver's License Drug and Alcohol Clearinghouse (Clearinghouse) final rule (81 Fed. Reg. 87686 (Dec. 5, 2016), requires State Driver Licensing Agencies (SDLAs) to check the Clearinghouse before issuing, renewing, transferring, or upgrading a Commercial Driver's License (CDL) to determine whether the driver is qualified to operate a commercial motor vehicle. FMCSA proposes to require State Driver's Licensing Agencies SDLAs to remove the commercial learner's permit (CLP) or commercial driver's license (CDL) privilege from the driver license of individuals who, under current regulations, are prohibited from operating a commercial motor vehicle (CMV) due to controlled substance (drug) and alcohol program violations. At a minimum, States would be required to downgrade the driver license by changing the commercial status from "licensed" to "eligible" on the CDLIS driver record. Under the proposed rule, States could not restore the CLP or CDL privilege to the license until the driver completes the return-to-duty (RTD) requirements that would allow the resumption of safety-sensitive functions, such as operating a CMV. SDLAs would rely on applicable State law and procedures to accomplish the downgrade and any subsequent reinstatement of the CLP or CDL privilege. In addition, under this proposal, SDLAs could not issue, renew, upgrade, or transfer the CDL, or issue, renew, or upgrade the CLP, of any driver who is prohibited from operating a CMV due to drug and alcohol program violations. This Notice of Proposed Rulemaking (NPRM) will improve roadway safety by helping to ensure that CLP and CDL holders who engage in prohibited drug or alcohol-related conduct complete the necessary RTD requirements before resuming operation of a CMV on public roads. This NPRM does not propose any other changes to the Clearinghouse final rule, nor does it propose any changes to the drug and alcohol testing requirements in part 382 and part 40. |
| **Effects:**

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|   | Federalism  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 11/01/2017 |
| **Docket Number:**  |
| **Dates for NPRM:**No Schedule Available

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 09/24/2018 | 09/11/2019 |  |
| End of Comment Period  | 11/22/2018  | 11/11/2019 |  |

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| **Explanation for any delay:** N/A |
| ***Federal Register* Citation for NPRM:** None |

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| Federal Motor Carrier Safety Administration |
| 37.  |

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| **Application for Employment** | Black |

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| **Popular Title**: Application for Employment (DEREG) |
| **RIN 2126-AC13** |
| **Stage:** ANPRM |
| **Previous Stage:** ANPRM: published 3/8/19, C/P ends 5/7/19. |
| **Abstract:** FMCSA is considering changes to the requirement to have prospective drivers complete an employment application. FMCSA requests comment on the value of and need for this requirement. Comment also is sought on ways the requirement for an employment application could be changed to reduce the associated paperwork burdens for drivers and motor carriers, including but not limited to the complete elimination of the requirement. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/16/2018 |
| **Docket Number:** FMCSA-2018-0247 |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 10/31/2018  | 05/01/2019  | 03/08/2019  |
| End of Comment Period  | 01/02/2019  | 07/01/2019  | 05/07/2019  |

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

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

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| Federal Motor Carrier Safety Administration |
| 38.  |

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| **Safe Integration of Automated Driving Systems-Equipped Commercial Motor Vehicles** | Black |

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| **Popular Title**: ADS CMVs |
| **RIN 2126-AC17** |
| **Stage:** ANPRM |
| **Previous Stage:** |
| **Abstract:** FMCSA requests public comment about Federal Motor Carrier Safety Regulations (FMCSRs) that may need to be updated, modified, or eliminated to facilitate the safe introduction of automated driving systems (ADS) equipped commercial motor vehicles (CMVs) onto our Nation's roadways. FMCSA requests comment on specific regulatory requirements that are likely to be affected by an increased integration of ADS-equipped CMVs. However, the Agency is not seeking comments on its financial responsibility requirements because they are not directly related to CMV technologies and because future insurance requirements will depend in part on the evolution of State tort law with respect to liability for the operation of ADS-equipped vehicles. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 03/22/2018 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/28/2018  | 05/19/2019  |   |
| End of Comment Period  | 03/01/2019  | 07/19/2019  |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 39.  |

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| **Hours of Service of Drivers** | Black |

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| **Popular Title**: HOS |
| **RIN 2126-AC19** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM: published 8/23/18, end of Extended Comment Period 10/10/2018. |
| **Abstract:** The introduction of electronic logging devices and their ability to accurately record hours-of-service (HOS) regulations for drivers of commercial motor vehicles (CMVs) have prompted numerous requests from Congress and the public for FMCSA to consider revising certain HOS provisions. On August 23, 2018, FMCSA published an Advance Notice of Proposed Rulemaking (ANPRM) and convened five listening sessions to obtain information on how HOS provisions could be improved. In consideration of the available data, comments to the docket and the remarks of the participants at the listening sessions, FMCSA proposes revisions to certain HOS provisions to provide greater flexibility for drivers’ subject to the HOS rules without adversely affecting safety. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/02/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/07/2019  |   |   |
| End of Comment Period  | 07/26/2019  |   |   |

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

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

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| Federal Motor Carrier Safety Administration |
| 40.  |

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| **Hours of Service of Drivers of Commercial Motor Vehicles; Transportation of Agricultural Commodities** | Black |

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| **Popular Title**: HOS - Ag Commodities |
| **RIN 2126-AC24** |
| **Stage:** ANPRM |
| **Previous Stage:** |
| **Abstract:** FMCSA seeks comment to assist in determining whether, and if so to what extent, the Agency should revise or otherwise clarify the definitions of "agricultural commodity" or "livestock" in the "Hours of Service (HOS) of Drivers" regulations. Currently, during harvesting and planting seasons as determined by each State, drivers transporting agricultural commodities, including livestock, are exempt from the HOS requirements from the source of the commodities to a location within a 150-air-mile radius from the source. This ANPRM is prompted by indications that the current definition of these terms may not be understood or enforced consistently when determining whether the HOS exemption applies. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 09/20/2018 |
| **Docket Number:** FMCSA-2018-0348 |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/18/2019  | 05/13/2019  |   |
| End of Comment Period  | 05/20/2019  | 07/15/2019  |   |

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

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

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| **Federal Railroad Administration** |
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| Federal Railroad Administration |
| 41.  |

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| **Risk Reduction Program** | Red |

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| **Popular Title**: Risk Reduction Program |
| **RIN 2130-AC11** |
| **Stage:** Final Rule |
| **Previous Stage:** ANPRM: Publication Date 12/08/2010; End of Comment Period 02/07/2011 NPRM: Publication Date 02/27/14; End of Comment Period 04/27/15. |
| **Abstract:** This rule requires each Class I freight railroad and each freight railroad with inadequate safety performance to develop and implement a Risk Reduction Program (RRP) to improve the safety of its operations. RRP is a comprehensive, system-oriented approach to safety that determines a railroad operation's level of risk by identifying and analyzing applicable hazards, and involves developing plans to mitigate, if not eliminate, that risk. Each railroad has flexibility to tailor an RRP to its specific railroad operations. Each railroad must implement its RRP under a written RRP plan that FRA has reviewed and approved and conduct an annual internal assessment of its RRP. FRA will audit railroad's RRP processes and procedures. Section 103 of the Rail Safety Improvement Act of 2008 (RSIA) mandates this rulemaking. |
| **Effects:**

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

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule: 10/16/2012 |

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| **Rulemaking Project Initiated:** 10/16/2008 |
| **Docket Number:** FRA-2009-0038 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 02/26/2016  | 08/06/2019  |   |
| Effective Date  |   | 09/05/2019  |   |

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

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

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| Federal Railroad Administration |
| 42.  |

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

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| **Popular Title**: Emergency Escape Breathing Apparatus |
| **RIN 2130-AC14** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Date 10/05/2010, End of Comment Period 12/06/2010. |
| **Abstract:** Section 413 of the Rail Safety Improvement Act of 2008 (RSIA) requires the Secretary to prescribe regulations requiring railroads to provide specified emergency escape breathing apparatus (EEBA) for all crew members in locomotive cabs on freight trains carrying poison-inhalation-hazard hazardous material and provide training in its use. FRA cannot identify an economical means of compliance. Therefore, FRA instead issued a guidance document that railroads will use to develop EEBA programs to protect railroad employees involved in transporting hazardous materials posing an inhalation hazard. In this guidance document, FRA highlighted factors to consider when selecting appropriate EEBA devices and explained various programmatic components to evaluate when developing an EEBA program. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Final Rule: 04/16/2010 |

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| **Rulemaking Project Initiated:** 10/16/2008 |
| **Docket Number:** FRA-2009-0044 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| --- |
| Federal Railroad Administration |
| 43.  |

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

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| **Popular Title**: Buy America Program Requirements |
| **RIN 2130-AC23** |
| **Stage:** Undetermined |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would establish regulations for FRA´s Buy America requirements as part of the High-Speed Intercity Passenger Rail (HSIPR) program. The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) authorized the appropriation of funds to establish several new passenger rail grant programs, including capital investment grants to support intercity passenger rail service (§301), high-speed corridor development (§501), and congestion grants (§302). FRA has consolidated these and other closely related programs into the HSIPR program, as detailed in FRA´s HSIPR Interim Guidance and FY 2010 Interim Guidance. Spending authorized under PRIIA is subject to the Buy America provision of 49 U.S.C. § 24405(a). This rulemaking would provide standards to govern FRA´s application of the Buy America provision to all PRIIA-authorized spending as part of the HSIPR program. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorInformation Collection |

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

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| **Rulemaking Project Initiated:** 09/14/2010 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Railroad Administration |
| 44.  |

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

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| **Popular Title**: Train Crew Staffing and Location |
| **RIN 2130-AC48** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: 03/15/2016; End of Comment Period 05/16/2016. |
| **Abstract:** This rule would establish requirements to appropriately address known safety risks posed by train operations that use fewer than two crewmembers. FRA is considering options based on public comments on the proposed rule and other information. |
| **Effects:**

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|   | Regulatory Flexibility Act |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 03/27/2014 |
| **Docket Number:** FRA-2014-0033 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Federal Railroad Administration |
| 45.  |

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| **Locomotive Recording Devices** | Black |

 |
| **Popular Title**: Locomotive Recording Devices |
| **RIN 2130-AC51** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** The FAST Act requires the Secretary to promulgate regulations requiring each railroad carrier that provides regularly scheduled intercity rail passenger or commuter rail passenger transportation to the public to install inward- and outward-facing image recording devices in all controlling locomotives of passenger trains. This rulemaking would require the installation of inward- and outward-facing locomotive video cameras on controlling locomotives of passenger trains. The recordings would be used to help determine the cause of railroad accidents and to prevent similar accidents. They would also be used to ensure passenger railroad employee compliance with applicable Federal railroad safety regulations and railroad rules, particularly regulations prohibiting the use of personal electronic devices. This rulemaking attempts to fulfill NTSB recommendations urging FRA to adopt regulations requiring locomotive-mounted audio and video recording devices. FRA is requesting comments regarding whether audio recording devices should be required. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

 |
| **Prompting action:** None |
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| **Legal Deadline:**  | FAST Act: 12/04/2017 |

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| **Rulemaking Project Initiated:** 06/18/2015 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 01/19/2016  | 05/01/2019  |   |
| End of Comment Period  | 03/21/2016  | 06/30/2019  |   |

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| **Explanation for any delay:** | Additional Coordination and New Legislation |

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

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| **Federal Transit Administration** |
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| Federal Transit Administration |
| 46.  |

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

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

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|   | Information Collection |

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

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| **Rulemaking Project Initiated:** 01/10/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 01/10/2014  | 03/25/2020  |   |
| End of Comment Period  | 03/14/2014  | 03/27/2020  |   |

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

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

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| Federal Transit Administration |
| 47.  |

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| --- | --- |
| **Protecting Transit Operators from the Risk of Assaults** | Black |

 |
| **Popular Title**: Operator Assault |
| **RIN 2132-AB30** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** Pursuant to section 3022 of the Fixing America's Surface Transportation Act (Pub. L. 114-94; December 4, 2015) (FAST Act), FTA proposes to require recipients of Federal transit funding to assess the risk of assault to transit operators and then determine what, if any, mitigation should be implemented to ensure the safety of its transit operators. In accordance with the FAST Act, FTA will consider the different safety needs of drivers of different modes, differences in operating environments, the use of technology to mitigate driver assault risks, existing experience, and the impact of the rule on future rolling stock procurements and vehicles currently in revenue service. |
| **Effects:**

|  |  |
| --- | --- |
|   | Major |

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

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| **Rulemaking Project Initiated:** 12/04/2015 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/28/2017  | 05/06/2019  |   |
| End of Comment Period  | 08/28/2017  | 05/06/2019  |   |

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

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

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| **National Highway Traffic Safety Administration** |
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| National Highway Traffic Safety Administration |
| 48.  |

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| **Tire Fuel Efficiency Consumer Information - Part 2** | Red |

 |
| **Popular Title**: Tire Fuel Efficiency Part 2 (DEREG) |
| **RIN 2127-AK76** |
| **Stage:** SNPRM |
| **Previous Stage:** NPRM: Publication Date 06/22/2009; Comment Period End 08/21/2009. |
| **Abstract:** This rulemaking would respond to requirements of the Energy Independence and Security Act of 2007 to establish a national tire fuel efficiency consumer information program for replacement tires designed for use on motor vehicles. On March 30, 2010, NHTSA published a final rule specifying the test procedures to be used to rate the performance of replacement passenger car tires for this new program (75 FR 15893). This rulemaking would address how this information would be made available to consumers. |
| **Effects:**

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| --- | --- |
|   | EUNAFTAForeign |

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

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| **Rulemaking Project Initiated:** 12/19/2007 |
| **Docket Number:** NHTSA-2011-0099 |
| **Dates for SNPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 08/15/2012  | 06/30/2019  |   |
| End of Comment Period  | 10/15/2012  | 08/29/2019  |   |

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

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

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| National Highway Traffic Safety Administration |
| 49.  |

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| **Heavy Vehicle Speed Limiters** | Red |

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| **Popular Title**: Heavy Vehicle Speed Limiters |
| **RIN 2127-AK92** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: Publication Approved 08/29/2016; Publication Date 09/07/2016; End of Comment Period 11/07/2016. |
| **Abstract:** This joint NHTSA and FMCSA rulemaking would respond to petitions from American Trucking Association and Roadsafe America to require the installation of speed limiting devices on heavy vehicles. This rulemaking would consider a new FMVSS that would require the installation of speed limiting devices on heavy vehicles. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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

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

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| National Highway Traffic Safety Administration |
| 50.  |

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| --- | --- |
| **Establish Side Impact Performance Requirements for Child Restraint Systems (MAP-21)** | Red |

 |
| **Popular Title**: Side Impact Test Procedure for CRS |
| **RIN 2127-AK95** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 01/28/14; End of C/P: 04/28/14; Reopen C/P: 06/04/14; End of Reopened C/P: 10/02/14 |
| **Abstract:** This rulemaking would include side impact performance requirements, a side impact test procedure, and the use of a new side impact dummy in FMVSS No. 213, "Child restraint systems," to evaluate the performance of child restraint systems in side impacts. This rulemaking is mandated by MAP-21. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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

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

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 04/30/2017  | 09/30/2019  |   |
| Effective Date  |   | 10/30/2019 |   |

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

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

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| National Highway Traffic Safety Administration |
| 51.  |

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

 |
| **Popular Title**: Motorcoach Rollover Structural Integrity |
| **RIN 2127-AK96** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 08/06/14; End of C/P: 10/06/14 |
| **Abstract:** This rulemaking would promulgate a new FMVSS for rollover structural integrity requirements for motorcoaches and large buses, would address 6 recommendations issued by the NTSB on motorcoach roof strength and structural integrity, and is mandated by MAP-21. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 03/18/2011 |
| **Docket Number:** NHTSA–2014–0085 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/31/2015  | 06/30/2019  |   |
| Effective Date  |   | 07/30/2019 |   |

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| **Explanation for any delay:** | Other, higher priorities |

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

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| National Highway Traffic Safety Administration |
| 52.  |

|  |  |
| --- | --- |
| **FMVSS No. 218 and Enforcement Policy Concerning Novelty Helmets** | Red |

 |
| **Popular Title**: Novelty Helmets Enforcement |
| **RIN 2127-AL01** |
| **Stage:** Final Rule  |
| **Previous Stage:** Undetermined: Publication Date.  |
| **Abstract:** This rulemaking would clarify which helmets are motor vehicle equipment subject to the minimum requirements of FMVSS No. 218. In addition, this rulemaking would employ certain criteria to more readily identify helmets that do not comply. The rulemaking would provide an alternative compliance process to provide manufacturers employing innovative technologies with an opportunity to establish compliance with FMVSS No. 218 if their products do not meet the aforementioned criteria |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 04/21/2011 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 07/30/2017 |  05/31/2019 |   |

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

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

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| National Highway Traffic Safety Administration |
| 53.  |

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| --- | --- |
| **Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage** | Black |

 |
| **Popular Title**: Alternative Fuel Consumer Information |
| **RIN 2127-AL12** |
| **Stage:** Undetermined |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would as required by the Energy Independence and Security Act of 2007 (EISA) and promulgated under 49 U.S.C. § 32908(g), develop and implement a consumer information campaign to: (1) improve understanding of automobile performance related to fuel economy, greenhouse gas emissions, and other pollutant emissions; (2) inform consumers of the benefits of using alternative fuels and the location of alternative fueling stations; (3) and increase awareness of automotive thermal management technologies. This rulemaking is the third, and final, phase of consumer information initiatives required by EISA. The first phase promulgated new Fuel Economy and Environment labels for new automobiles, and was finalized in May 2011 (2127-AK73). The second phase (2127-AK75), currently being developed, addresses EISA requirements to: affix a permanent and prominent display that identifies new automobiles that are capable of operating on alternative fuels; attach a label to the fuel tank filler compartment of alternative fuel vehicles; and include in the owner´s manual for vehicles capable of operating on alternative fuels information describing the benefits of using alternative fuels, including their renewable nature and environmental benefits. |
| **Effects:**

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| --- | --- |
|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | EISA statutory deadline: 06/16/2011 |

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| **Rulemaking Project Initiated:** 12/19/2007 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| National Highway Traffic Safety Administration |
| 54.  |

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| **Upgrade of LATCH Usability Requirements (MAP-21)** | Black |

 |
| **Popular Title**: Upgrade of LATCH Usability Requirements |
| **RIN 2127-AL20** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: 01/23/15; End of C/P: 03/24/15 |
| **Abstract:** This rulemaking would amend FMVSS No. 225, Child restraint anchorage systems, to improve the ease of use for lower anchorages and tether in all rear seating positions in accordance with MAP-21, address comments on LATCH usability received in response to the LATCH public meeting held on February 8, 2007, and standardize features of LATCH for enabling simple and standardized consumer messaging to facilitate increased LATCH use and correct child seat installation. This upgrade of FMVSS No. 225 is in accordance with Section 6 of Executive Order 13563 (76 FR 3821, January 21, 2011) that urges agencies to conduct periodic retrospective evaluation of regulations and modify, streamline, expand, or repeal them in accordance with what has been learned from the evaluation. |
| **Effects:**

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| --- | --- |
|   | EUNAFTAForeign |

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| **Prompting action:** Statute |
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| --- | --- |
| **Legal Deadline:**  | Initiate NPRM: 10/01/2013Publish Final Rule: 10/01/2015 |

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| **Rulemaking Project Initiated:** 02/27/2012 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| National Highway Traffic Safety Administration |
| 55.  |

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| --- | --- |
| **Upgrade FMVSS No. 213 for Improved Child Occupant Protection** | Black |

 |
| **Popular Title**: FMVSS No. 213 Upgrade |
| **RIN 2127-AL34** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** In accordance with MAP-21 § 31501(b)(1), this rulemaking would upgrade FMVSS No. 213 seat assembly and test parameters. NHTSA is considering updates to the standard seat geometry, seat cushion stiffness, and seat belt assembly that could better replicate real world conditions. In addition, revision to the frontal crash sled pulse is being considered to be more representative of crash pulses of the current vehicle fleet. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** 2011 Retrospective Regulatory Review |
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| **Legal Deadline:**  | Initiate Rulemaking: 10/01/2014Final Rule: 10/01/2016 |

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| **Rulemaking Project Initiated:** 01/17/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 08/30/2018  | 05/30/2019  |   |
| End of Comment Period  | 10/30/2018  | 07/29/2019  |   |

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

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

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| National Highway Traffic Safety Administration |
| 56.  |

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| --- | --- |
| **Rear Seat Belt Reminder System** | Black |

 |
| **Popular Title**: Rear Seat Belt Reminder System |
| **RIN 2127-AL37** |
| **Stage:** NPRM |
| **Previous Stage:** None. |
| **Abstract:** This rulemaking would amend FMVSS No. 208, "Occupant crash protection," to require automobile manufacturers to install a seat belt reminder system for the front passenger and rear designated seating positions in passenger vehicles. The seat belt reminder system is intended to increase belt usage and thereby improve the crash protection of vehicle occupants who would otherwise have been unbelted. This rulemaking would respond in part to a petition for rulemaking submitted by Public Citizen and Advocates for Highway and Auto Safety, as well as MAP-21 requirements. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | Initiate: 10/01/2014Final Rule: 10/01/2015 |

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

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/31/2016  |  05/31/2019 |   |
| End of Comment Period  | 05/31/2016 |  07/30/2019 |   |

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

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

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| National Highway Traffic Safety Administration |
| 57.  |

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| --- | --- |
| **Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication** | Black |

 |
| **Popular Title**: Vehicle to Vehicle (V2V) Communication |
| **RIN 2127-AL55** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM 08/20/14; End of C/P 10/20/14; NPRM 01/12/17; End of C/P 04/12/17 |
| **Abstract:** This rulemaking would require that all light vehicles be capable of V2V communication by use of on-board dedicated short-range radio communication (DSRC) devices, which would broadcast messages about a vehicle's speed, heading, brake status, and other information to other vehicles and receive the same information from the messages, with extended range and ´line-of-sight´ capabilities. |
| **Effects:**

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| --- | --- |
|   | Economically SignificantMajorPrivacy |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

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| **Rulemaking Project Initiated:** 07/09/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| National Highway Traffic Safety Administration |
| 58.  |

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

 |
| **Popular Title**: Retroreflective Tape for Single Unit Trucks |
| **RIN 2127-AL57** |
| **Stage:** Other |
| **Previous Stage:** ANPRM: 07/23/15; End of C/P: 09/21/15; ANPRM C/P Extended: 10/06/15; End of Extended C/P: 11/05/15 Undetermined: Publication Date. ANPRM: Publication Date 07/23/2015; End of Comment Period 09/21/2015; Notice of Withdrawal; Effective Date. |
| **Abstract:** NHTSA withdraws its July 23, 2015 Advanced Notice of Proposed Rulemaking (ANPRM) that responded in part to a petition for rulemaking regarding possible amendments to the Federal motor vehicle safety standards (FMVSSs) relating to rear underride guards. The ANPRM requested comment on NHTSA's analysis of the costs and benefits of amending the FMVSS to single unit trucks (SUTs) either to be equipped with improved rear underride guards or with retroreflective tape to improve visibility to other drivers. NHTSA has determined based on the comments received, as well as further agency analysis of the petitions, that the changes considered in the ANPRM are not justified at this time. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

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

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| **Rulemaking Project Initiated:** 09/03/2014 |
| **Docket Number:**  |
| **Dates for Other:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Notice of Withdrawal  | 10/31/2018  | 04/28/2019  |   |

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

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

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| --- |
| National Highway Traffic Safety Administration |
| 59.  |

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| --- | --- |
| **Requirements for Importing Motor Vehicles and Motor Vehicle Equipment** | Black |

 |
| **Popular Title**: Importing Motor Vehicles and Equipment |
| **RIN 2127-AL61** |
| **Stage:** Undetermined |
| **Previous Stage:** None  |
| **Abstract:** This rulemaking would amend regulations that pertain to the importation of motor vehicles and motor vehicle equipment subject to the Federal motor vehicle safety, bumper, and theft prevention standards. The amendments would implement a recently enacted statute, codified at 49 U.S.C. § 30164(c)-(f), that authorizes NHTSA to issue regulations conditioning the importation of a motor vehicle or motor vehicle equipment upon the manufacturer (including the importer) providing such information that is necessary to identify and track the product by name and the manufacturer's address, and each retailer or distributor to which the manufacturer directly supplied motor vehicles or motor vehicle equipment. |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 06/11/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| National Highway Traffic Safety Administration |
| 60.  |

|  |  |
| --- | --- |
| **49 CFR Part 577 Defect and Noncompliance Notification** | Black |

 |
| **Popular Title**: Part 577 Defect and Noncompliance Notifications |
| **RIN 2127-AL66** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: 01/25/16; End of C/P: 03/10/16; NPRM: 09/01/16; End of C/P: 10/31/16 |
| **Abstract:** Under the agency's regulation, 49 CFR Part 577, NHTSA requires manufacturers of motor vehicles and motor vehicle equipment to inform owners, dealers, and distributors about defects related to motor vehicle safety or a noncompliance with the federal motor vehicle safety standards. In MAP-21 Congress authorizes the Secretary of Transportation to amend the means of notification required under 49 U.S.C. § 30118, to be in a manner other than, or in addition to, first-class mail. MAP-21 also authorizes the Secretary of Transportation to improve the efficacy of recalls by requiring manufacturers to send additional notifications of defects or noncompliance if a second notification by the manufacturer does not result in an adequate number of motor vehicles or replacement equipment being returned for remedy. 49 U.S.C.§ 30119(e). |
| **Effects:**

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| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 08/12/2015 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| --- |
| National Highway Traffic Safety Administration |
| 61.  |

|  |  |
| --- | --- |
| **The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks** | Black |

 |
| **Popular Title**: CAFE MYs 2022-2025 |
| **RIN 2127-AL76** |
| **Stage:** NPRM |
| **Previous Stage:** Notice:07/27/16; End of C/P: 09/26/2016 Undetermined: Publication Date. |
| **Abstract:** The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) proposed a rule to adjust the corporate average fuel economy (CAFE) and greenhouse gas (GHG) emissions standards for model years (MYs) 2021 through 2026 light-duty vehicles. EPA established national GHG emissions standards under the Clean Air Act that extend through 2025, and NHTSA established augural CAFE standards for MY 2022-2025 vehicles under the Energy Policy and Conservation Act, as amended by the Energy Independence and Security Act (EISA). This joint rulemaking proposes adjustments to those standards, following conclusion of the Mid-Term Evaluation (MTE) process and EPA's Final Determination that it is appropriate to adjust the MY 2022-2025 GHG emission standards. |
| **Effects:**

|  |  |
| --- | --- |
|   | Economically SignificantMajor |

 |
| **Prompting action:** Statute |
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| **Legal Deadline:**  | Publish Final Rule: 04/01/2020 |

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| **Rulemaking Project Initiated:** 06/10/2016 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/30/2018  | 08/31/2018  | 08/24/2018  |
| End of Comment Period  | 08/30/2018  | 10/31/2018  | 10/26/2018  |

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

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

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| National Highway Traffic Safety Administration |
| 62.  |

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| --- | --- |
| **49 CFR Part 578, Civil Penalties** | Black |

 |
| **Popular Title**: 49 CFR Part 578, Civil Penalties |
| **RIN 2127-AL94** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM 04/02/18; End of C/P 05/02/18 NPRM: Publication Date 04/02/2018; End of Comment Period 05/02/2018. |
| **Abstract:** This rulemaking, if finalized, would establish a civil penalty rate applicable to automobile manufacturers that fail to meet applicable CAFE standards and are unable to offset such a deficit with compliance credits. NHTSA proposed this civil penalty rate based on a tentative determination regarding the applicability of the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015, and in accordance with the Energy Policy and Conservation Act of 1975 (EPCA) and the Energy Independence and Security Act of 2007 (EISA). If finalized, the rulemaking would also increase the maximum penalty permitted for other violations of EPCA, as amended, to account for inflation, pursuant to the Federal Civil Penalties Inflation Adjustment Act Improvements Act of 2015. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

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| **Rulemaking Project Initiated:** 01/31/2018 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 08/31/2018  | 04/30/2019  |   |

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

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

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| National Highway Traffic Safety Administration |
| 63.  |

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| --- | --- |
| **Pilot Program for Collaborative Research on Motor Vehicles with High or Full Driving Automation** | Black |

 |
| **Popular Title**: ADS Pilot Program (DEREG) |
| **RIN 2127-AL99** |
| **Stage:** ANPRM |
| **Previous Stage:** |
| **Abstract:** This notice seeks public comments on NHTSA's progress in developing proposals for the establishment of a pilot research program for the safe on-road testing and development of the emerging advanced vehicle safety technologies, especially automated driving systems. Such systems have the potential to reduce the number of fatalities and injuries resulting from driver choices and errors, including decisions to drive while intoxicated, distracted, or fatigued. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 02/20/2018 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/31/2018  |   | 10/10/2018  |
| End of Comment Period  | 02/24/2019  | 12/10/2018  | 12/10/2018  |

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

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

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| --- |
| National Highway Traffic Safety Administration |
| 64.  |

|  |  |
| --- | --- |
| **Removing Regulatory Barriers for Automated Driving Systems** | Black |

 |
| **Popular Title**: Removing Barriers to ADS (DEREG) |
| **RIN 2127-AM00** |
| **Stage:** ANPRM |
| **Previous Stage:** |
| **Abstract:** This notice seeks comment on existing motor vehicle regulatory barriers to the introduction and certification of automated driving systems. NHTSA is developing the appropriate analysis of requirements that are necessary to maintain the agency's continued focus on safety while enabling innovative vehicle designs and removing or modifying those requirements that would no longer be appropriate if a human driver will not be operating the vehicle. NHTSA previously published a Federal Register notice requesting public comment on January 18, 2018. In response to comments received from the January notice, the agency initiated this ANPRM to begin the rulemaking process. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 02/20/2018 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 12/31/2018  | 05/19/2019  |   |
| End of Comment Period  | 02/24/2019  | 07/19/2019  |   |

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

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

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| --- |
| National Highway Traffic Safety Administration |
| 65.  |

|  |  |
| --- | --- |
| **Occupant Protection for Automated Driving Systems** | Black |

 |
| **Popular Title**: Occupant Protection for ADS |
| **RIN 2127-AM06** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This action proposes to amend crashworthiness regulations that may be necessary to facilitate the certification of motor vehicles equipped without driver controls. The agency published a Federal Register notice on January 18, 2018 requesting comment on existing regulatory barriers that may block the introduction and certification of ADS-equipped vehicles, particularly those without human controls. NHTSA will consider comments received from this notice, agency research, stakeholder engagement, and internal agency analysis to remove crashworthiness-related regulatory barriers. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 07/26/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/31/2019  | 05/31/2019  |   |
| End of Comment Period  | 05/31/2019  | 07/28/2019  |   |

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

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

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| --- |
| National Highway Traffic Safety Administration |
| 66.  |

|  |  |
| --- | --- |
| **Considerations for Telltales, Indicators and Warnings in ADS Vehicles** | Black |

 |
| **Popular Title**: None |
| **RIN 2127-AM07** |
| **Stage:** ANPRM |
| **Previous Stage:** None  |
| **Abstract:** This action seeks comments on amending the Federal motor vehicle safety standards to address the applicability and appropriateness of safety messaging (telltales, indicators, and warnings) in vehicles without conventional driver controls. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 07/26/2018 |
| **Docket Number:**  |
| **Dates for ANPRM:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 09/30/2019  |  |   |
| End of Comment Period  | 11/30/2019  |  |   |

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

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

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| **Office of the Secretary** |
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| Office of the Secretary |
| 67.  |

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| --- | --- |
| **Carrier-Supplied Medical Oxygen, Service Request Reporting, and Seating Accommodations with Extra Legroom** | Red |

 |
| **Popular Title**: Medical Oxygen; Legroom; Accommodation Requests |
| **RIN 2105-AE12** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: 06/08/2010; C/P End: 08/09/2010. |
| **Abstract:** This rulemaking would follow up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. This rulemaking would consider (1) whether carriers should be required to supply in-flight medical oxygen for a fee to passengers who require it to access air transportation; (2) whether carriers should be required to report to the Department annually the number of requests for disability assistance they receive; and (3) whether to broaden the scope of passengers with disabilities who must be afforded seats with extra leg room, and whether carriers should be required to provide seating accommodations with extra leg room in all classes of service. The issue of whether carriers should be required to provide accessible lavatories on single aisle aircraft has been transferred to RIN 2105-AE32. The topic of service animals is removed from this rulemaking action and will be addressed in a new rulemaking action under RIN 2105-AE63. (The issue of Accessibility of Web Sites and Automated Kiosks at U.S. Airports was addressed under RIN 2105-AD96.) This rulemaking would follow up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| --- | --- |
| **Legal Deadline:**  | Deadline to issue NPRM.: 07/15/2017 |

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| **Rulemaking Project Initiated:** 04/25/2011 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Office of the Secretary |
| 68.  |

|  |  |
| --- | --- |
| **Use of Mobile Wireless Devices for Voice Calls on Aircraft** | Black |

 |
| **Popular Title**: Mobile Wireless Devices |
| **RIN 2105-AE30** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: 02/24/2014; End of C/P: 03/26/2014. |
| **Abstract:** This rulemaking would explore whether DOT should adopt a rule to disclose or restrict voice communications on passengers´ mobile wireless devices on scheduled flights within, to and from the United States. In 2013, the Federal Communications Commission (FCC) issued a notice of proposed rulemaking that, if adopted would, among other things, create a pathway for airlines to permit the use of cellphones or other mobile wireless devices to make or receive calls on board aircraft. At present, however, air carriers do not offer voice call service within U.S. airspace. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

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

 |
| **Rulemaking Project Initiated:** 01/07/2014 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Office of the Secretary |
| 69.  |

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| --- | --- |
| **Accessible In-Flight Entertainment and Accessible Lavatories on Single-Aisle Aircraft** | Black |

 |
| **Popular Title**: In-Flight Entertainment and Accessible Lavatories |
| **RIN 2105-AE32** |
| **Stage:** NPRM |
| **Previous Stage:** NPRM 07/15/17 (for Accessible Lavatories) |
| **Abstract:** This rulemaking follows-up on an air travel accessibility issue discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule: whether carriers should be required to ensure that the same in-flight entertainment available to all passengers is accessible to passengers with disabilities. This rulemaking would also address one of the topics initially proposed under RIN 2105-AE12: whether carriers should be required to provide accessible lavatories on certain new single aisle aircraft. The topic of service animals was removed from RIN 2105-AE12 and will be addressed in a new rulemaking action under RIN 2105-AE63. (The issue of Accessibility of Web Sites and Automated Kiosks at U.S. Airports was addressed under RIN 2105-AD96.) In 2016, a DOT negotiated rulemaking committee reached consensus on both in-flight entertainment and accessible lavatories, so it is appropriate to address these issues together in one rulemaking. The lavatory issue in this rulemaking action was transferred from RIN 2105-AE12. |
| **Effects:**

|  |  |
| --- | --- |
|   | Negotiated Rulemaking  |

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

 |
| **Rulemaking Project Initiated:** 03/07/2014 |
| **Docket Number:**  |
| **Dates for NPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 07/25/2017  | 12/02/2019  |   |
| End of Comment Period  | 10/25/2017  | 03/02/2020  |   |

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| **Explanation for any delay:** | Additional coordination needed for regulatory evaluationAdditional research and data analysis necessary. |

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

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| --- |
| Office of the Secretary |
| 70.  |

|  |  |
| --- | --- |
| **Air Transportation Consumer Protection Requirements for Ticket Agents** | Black |

 |
| **Popular Title**: Consumer Protection Reqs: Air Transp. Ticket Agent |
| **RIN 2105-AE57** |
| **Stage:** Undetermined |
| **Previous Stage:** NPRM: 5/23/14; End of C/P: 08/21/14. |
| **Abstract:** This rulemaking would address a number of proposals to enhance protections for air travelers and to improve the air travel environment. Specifically, this rulemaking would enhance airline passenger protections by addressing whether to codify in regulation a definition of the term "ticket agent." The rulemaking would also consider whether to require large travel agents to adopt minimum customer service standards and prohibit the unfair and deceptive practice of post-purchase price increases. These issues, previously part of a rulemaking known as Airline Pricing Transparency and Other Consumer Protection Issues, (2105-AE11) have been separated into this proceeding. |
| **Effects:**

|  |  |
| --- | --- |
|   | Major |

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

 |
| **Rulemaking Project Initiated:** 07/18/2016 |
| **Docket Number:**  |
| **Dates for Undetermined:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| --- |
| Office of the Secretary |
| 71.  |

|  |  |
| --- | --- |
| **Traveling by Air with Service Animals** | Black |

 |
| **Popular Title**: Service Animals |
| **RIN 2105-AE63** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM: 05/23/18; End of C/P: 07/09/18. |
| **Abstract:** This rulemaking would address the appropriate definition of a service animal and include safeguards to ensure safety and reduce the likelihood that passengers wishing to travel with their pets on aircraft will be able to falsely claim that their pets are service animals. This NPRM follows up on air travel accessibility issues discussed in the preamble of the 2008 Air Carrier Access Act (ACAA) final rule. This rulemaking covers one of the topics initially proposed under RIN 2105-AE12. |
| **Effects:**

|  |  |
| --- | --- |
|   | None  |

 |
| **Prompting action:** Statute |
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|  |  |
| --- | --- |
| **Legal Deadline:**  | FAA Extension, Safety, and Security Act of 2016 required issuance of NPRM on service animals.: 07/15/2017 |

 |
| **Rulemaking Project Initiated:** 01/12/2017 |
| **Docket Number:**  |
| **Dates for NPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/08/2019  | 09/09/2019  |   |
| End of Comment Period  | 05/08/2019  | 11/12/2019  |   |

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| **Explanation for any delay:** |  |

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

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| --- |
| Office of the Secretary |
| 72.  |

|  |  |
| --- | --- |
| **Defining Unfair or Deceptive Practices** | Black |

 |
| **Popular Title**: Defining Unfair or Deceptive Practices |
| **RIN 2105-AE72** |
| **Stage:** NPRM |
| **Previous Stage:** |
| **Abstract:** This rulemaking would define the phrase "unfair or deceptive practice" found in the Department's aviation consumer protection statute. The Department's statute is modeled after a similar statute granting the Federal Trade Commission (FTC) the authority to regulate unfair or deceptive practices. Using the FTC's policy statements as a guide, the Department has found a practice to be unfair if it causes or is likely to cause substantial harm, the harm cannot reasonably be avoided, and the harm is not outweighed by any countervailing benefits to consumers or to competition. Likewise, the Department has found a practice to be deceptive if it misleads or is likely to mislead a consumer acting reasonably under the circumstances with respect to a material issue (one that is likely to affect the consumer's decision with regard to a product or service). This rulemaking would codify the Department's existing interpretation of "unfair or deceptive practice," and seek comment on any whether changes are needed. The rulemaking is not expected to impose monetary costs, and will benefit regulated entities by providing a clearer understanding of the Department's interpretation of the statute. |
| **Effects:**

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| --- | --- |
|   | Regulatory Flexibility Act |

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| **Prompting action:** Secretarial/Head of Operating Administration Decision |
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| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 02/27/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 03/11/2019  | 08/09/2019  |   |
| End of Comment Period  | 05/10/2019  | 10/09/2019  |   |

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

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

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| Office of the Secretary |
| 73.  |

|  |  |
| --- | --- |
| **Processing Buy America and Buy American Waivers Based on Nonavailability** | Black |

 |
| **Popular Title**: Buy America(n) Nonavailability Waivers |
| **RIN 2105-AE79** |
| **Stage:** NPRM |
| **Previous Stage:** None  |
| **Abstract:** This rule will establish the applicable regulatory standard for waivers from the Buy America requirement on the basis that a product or item is not manufactured in the United States meeting the applicable Buy America requirement. This standard will require the use of items and products with the maximum known amount of domestic content. The rule will also establish the required information, which is expected to be consistent across the Department, the applicants must provide in applying for such waivers. |
| **Effects:**

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

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| **Prompting action:** Presidential Direction |
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| --- | --- |
| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 07/31/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/24/2019  | 08/30/2019  |   |
| End of Comment Period  | 08/26/2019  | 10/30/2019  |   |

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

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

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| **Pipeline and Hazardous Materials Safety Administration** |
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| Pipeline and Hazardous Materials Safety Administration |
| 74.  |

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

 |
| **Popular Title**: OPS: Hazardous Liquid Pipelines |
| **RIN 2137-AE66** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM 10/13/2015 |
| **Abstract:** This rulemaking amends the Pipeline Safety Regulations to improve protection of the public, property, and the environment by closing regulatory gaps where appropriate, and ensuring that operators are increasing the detection and remediation of unsafe conditions, and mitigating the adverse effects of hazardous liquid pipeline failures. |
| **Effects:**

|  |  |
| --- | --- |
|   | Regulatory Flexibility Act |

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

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| **Rulemaking Project Initiated:** 08/13/2010 |
| **Docket Number:** PHMSA-2010-0229 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 10/03/2016  | 06/28/2019  |   |
| Effective Date  |   | 07/28/2019  |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 75.  |

|  |  |
| --- | --- |
| **Pipeline Safety: Safety of Gas Transmission Pipelines, MAOP Reconfirmation, Expansion of Assessment Requirements and Other Related Amendments** | Red |

 |
| **Popular Title**: OPS: Gas Transmission |
| **RIN 2137-AE72** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: 04/08/2016 |
| **Abstract:** This rulemaking amends the pipeline safety regulations to address the testing and pressure reconfirmation of certain previously untested gas transmission pipelines and certain gas transmission pipelines with inadequate records, require operators incorporate seismicity into their risk analysis and data integration, require the reporting of maximum allowable operating pressure exceedances, allow a 6-month extension of integrity management reassessment intervals with notice, and expand integrity assessments outside of high consequence areas to other populated areas. |
| **Effects:**

|  |  |
| --- | --- |
|   | Major |

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| **Prompting action:** 2011 Retrospective Regulatory Review |
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| --- | --- |
| **Legal Deadline:** None |  |

 |
| **Rulemaking Project Initiated:** 01/04/2011 |
| **Docket Number:** PHMSA-2011-0023 |
| **Dates for Final Rule:**

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| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 08/20/2019  |   |
| Effective Date  |   | 10/19/2019  |   |

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

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

|  |
| --- |
| Pipeline and Hazardous Materials Safety Administration |
| 76.  |

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

 |
| **Popular Title**: OPS: Rupture Detection and Valves |
| **RIN 2137-AF06** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** PHMSA is proposing to revise the Pipeline Safety Regulations applicable to newly constructed or entirely replaced natural gas transmission and hazardous liquid pipelines to improve rupture mitigation and shorten pipeline segment isolation times in high consequence and select non-high consequence areas. The proposed rule defines certain pipeline events as "ruptures" and outlines certain performance standards related to rupture identification and pipeline segment isolation. PHMSA also proposes specific valve maintenance and inspection requirements, and 9-1-1 notification requirements to help operators achieve better rupture response and mitigation. The rule addresses congressional mandates, incorporate recommendations from the National Transportation Safety Board, and are necessary to reduce the serious consequences of large-volume, uncontrolled releases of natural gas and hazardous liquids. |
| **Effects:**

|  |  |
| --- | --- |
|   | MajorRegulatory Flexibility Act |

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

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| **Rulemaking Project Initiated:** 11/21/2013 |
| **Docket Number:**  |
| **Dates for NPRM:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 01/06/2015  | 08/07/2019  |   |
| End of Comment Period  | 02/26/2015  | 10/07/2019  |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 77.  |

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| **Hazardous Materials: Enhanced Safety Provisions for Lithium Batteries Transported by Aircraft (FAA Reauthorization Act of 2018)** | Black |

 |
| **Popular Title**: OHMS: Revised Lithium Battery Provisions by Air |
| **RIN 2137-AF20** |
| **Stage:** Interim Final Rule |
| **Previous Stage:** N/A |
| **Abstract:** This rulemaking amends the Hazardous Materials Regulations (HMR; 49 CFR parts 171-180) to (1) prohibit the transport of lithium ion cells and batteries as cargo on passenger aircraft; (2) require all lithium ion cells and batteries to be shipped at not more than a 30 percent state of charge on cargo-only aircraft; and (3) limit the use of alternative provisions for small lithium cell or battery to one package per consignment. The amendments will not restrict passengers or crew members from bringing personal items or electronic devices containing lithium cells or batteries aboard aircraft, or restrict the air transport of lithium ion cells or batteries when packed with or contained in equipment. To accommodate persons in areas potentially not serviced daily by cargo aircraft, PHMSA is providing a limited exception for not more than two replacement lithium cells or batteries specifically used for medical devices to be transported by passenger aircraft and at a state of charge greater than 30 percent, under certain conditions and as approved by the Associate Administrator. This rulemaking is necessary to meet the FAA Reauthorization Act of 2018, address a safety hazard, and harmonize the HMR with emergency amendments to the 2015-2016 edition of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Technical Instructions). |
| **Effects:**

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|   | Information CollectionForeign |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | FAA Reauthorization Act of 2018 (§333): 01/03/2019 |

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| **Rulemaking Project Initiated:** 01/25/2016 |
| **Docket Number:** PHMSA-2016-0014 |
| **Dates for Interim Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 11/01/2016  | 02/14/2019  | 03/06/2019  |
| End of Comment Period  | 11/30/2016  | 03/16/2019  | 05/06/2019  |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 78.  |

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| **Pipeline Safety: Underground Storage Facilities for Natural Gas** | Black |

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| **Popular Title**: OPS: Underground Storage Facilities Natural Gas |
| **RIN 2137-AF22** |
| **Stage:** Final Rule |
| **Previous Stage:** Interim Final Rule: Publication Date 12/19/2016; End of Comment Period 02/17/2017; Effective Date 01/18/2017. Response to petition FR 06/20/2017 |
| **Abstract:** PHMSA issued an interim final rule that requires operators of underground storage facilities for natural gas to comply with minimum safety standards, including compliance with API RP 1171, Functional Integrity of Natural Gas Storage in Depleted Hydrocarbon Reservoirs and Aquifer Reservoirs, and API RP 1170, Design and Operation of Solution-mined Salt Caverns Used for Natural Gas Storage. The next planned action is to finalize the interim final rule. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 02/17/2016 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 08/27/2019  |   |
| Effective Date  |   | 10/26/2019  |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 79.  |

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| **Hazardous Materials: Vapor Pressure of Unrefined Petroleum Products and Class 3 Materials** | Black |

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| **Popular Title**: OHMS: Vapor Pressure Unrefined Petro and Class 3 |
| **RIN 2137-AF24** |
| **Stage:** Undetermined |
| **Previous Stage:** ANPRM: 1/18/2017. |
| **Abstract:** In this rulemaking, PHMSA is assessing the merits of a petition for rulemaking submitted by the Attorney General of the State of New York regarding vapor pressure standards for the transportation of crude oil. The petition requests that PHMSA implement a Reid Vapor Pressure (RVP) limit less than 9.0 pounds per square inch (psi) for crude oil transported by rail. PHMSA will use the comments in response to the ANPRM to help assess and respond to the petition and to evaluate any other potential regulatory actions related to sampling and testing of crude oil and other Class 3 hazardous materials. PHMSA will also evaluate the potential safety benefits and costs of utilizing vapor pressure thresholds within the hazardous materials classification process for unrefined petroleum-based products and Class 3 hazardous materials. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 06/23/2016 |
| **Docket Number:** PHMSA-2016-0077 |
| **Dates for Undetermined:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   |   |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 80.  |

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| **Pipeline Safety: Enhanced Emergency Order Procedures** | Black |

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| **Popular Title**: OPS: Enhanced Emergency Order Procedures |
| **RIN 2137-AF26** |
| **Stage:** Final Rule |
| **Previous Stage:** Interim Final Rule: Publication Date 10/14/2016; End of Comment Period 12/13/2016; Effective Date 10/14/2016. |
| **Abstract:** PHMSA issued an interim final rule (IFR) that established regulations implementing the emergency order authority conferred on the Secretary of Transportation by the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016 (PIPES Act of 2016 or Act). These regulations are mandated by the PIPES Act of 2016 and establish procedures for the issuance of emergency orders (restrictions, prohibitions) to address unsafe conditions or practices posing an imminent hazard. The purpose of these requirements is to improve PHMSA's existing enforcement authority to allow us to respond immediately and effectively to conditions or practices that pose serious threats to life, property, or the environment. The next planned action is to finalize the interim final rule. |
| **Effects:**

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|   | None  |

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| **Prompting action:** Statute |
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| **Legal Deadline:**  | The PIPES Act of 2016, which amends 49 U.S.C. § 60117, requires the Secretary of Transportation to issue a temporary regulation no later than 60 days and a final regulation no later than 270 days.: 08/22/2016 |

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| **Rulemaking Project Initiated:** 08/16/2016 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 05/15/2019  |   |
| Effective Date  |   | 06/14/2019  |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 81.  |

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| **Pipeline Safety: Class Location Requirements** | Black |

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| **Popular Title**: OPS: Class Location Requirements |
| **RIN 2137-AF29** |
| **Stage:** NPRM |
| **Previous Stage:** ANPRM, 83 FR 36861, July 31, 2018. ANPRM: Publication Approved 07/27/2018; Publication Date 07/31/2018; End of Comment Period 10/01/2018. |
| **Abstract:** This rulemaking regards existing class location requirements for natural gas transmission lines, 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. The ANPRM requested public comment to inform future regulatory or deregulatory efforts related to this topic. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 06/29/2017 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 11/15/2019 |   |
| End of Comment Period  |   | 11/15/2020 |   |

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

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

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

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| **Pipeline Safety: Gas Pipeline Regulatory Reform** | Black |

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| **Popular Title**: OPS: Gas Pipeline Regulatory Reform |
| **RIN 2137-AF36** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** This rulemaking would amend the Pipeline Safety Regulations to adopt a number of actions that ease regulatory burdens on the construction and operation of gas transmission, gas distribution and gas gathering pipeline systems. These amendments include regulatory relief actions identified by internal agency review, existing petitions for rulemaking, and public comments on the Department of Transportation Regulatory Review and Transportation Infrastructure notices. |
| **Effects:**

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|   | Economically SignificantMajor |

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

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| **Rulemaking Project Initiated:** 02/20/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 02/01/2019  | 08/14/2019  |   |
| End of Comment Period  | 04/01/2019  | 10/14/2019  |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 83.  |

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| **Pipeline Safety: Safety of Gas Gathering Pipelines** | Black |

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| **Popular Title**: OPS: Safety of Gas Gathering Pipelines |
| **RIN 2137-AF38** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 04/08/2016. |
| **Abstract:** This rulemaking would require all gas gathering pipeline operators to report incidents and annual pipeline data. PHMSA is also extending regulatory safety requirements to Type A gathering lines in Class 1 locations and is proposing to change certain definitions related to gas gathering operation. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 03/01/2018 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 08/14/2019  | 06/26/2020  |   |
| Effective Date  |   | 08/26/2020  |   |

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

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

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| Pipeline and Hazardous Materials Safety Administration |
| 84.  |

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| **Pipeline Safety: Safety of Gas Transmission Pipelines, Repair Criteria, Integrity Management Improvements, Cathodic Protection, Management of Change, and Other Related Amendments** | Black |

 |
| **Popular Title**: OPS: Safety of Gas Transmission Pipelines: IM Impr. |
| **RIN 2137-AF39** |
| **Stage:** Final Rule |
| **Previous Stage:** NPRM: Publication Date 04/08/2016. |
| **Abstract:** This rulemaking would amend the pipeline safety regulations relevant to gas transmission pipelines by adjusting the repair criteria in high consequence areas and creating new criteria for non-high consequence areas, requiring the inspection of pipelines following extreme events, requiring safety features on in-line inspection tool launchers and receivers, updating and bolstering pipeline corrosion control, codifying a management of change process, clarifying certain integrity management provisions, and strengthening integrity management assessment requirements. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 03/01/2018 |
| **Docket Number:**  |
| **Dates for Final Rule:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/12/2019  | 12/20/2019  |   |
| Effective Date  |   | 02/20/2020  |   |

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

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

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

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| **Hazardous Materials: Liquefied Natural Gas by Rail** | Black |

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| **Popular Title**: OHMS: LNG by Rail (DEREG) |
| **RIN 2137-AF40** |
| **Stage:** NPRM |
| **Previous Stage:** N/A |
| **Abstract:** Liquefied natural gas (LNG) is a critical energy resource for the 21st century. Currently, the Hazardous Materials Regulations (HMR) do not authorize the bulk transport of LNG in rail tank cars. PHMSA, in collaboration with the Federal Railroad Administration, believes this is a potential area for industry innovation to support infrastructure development while maintaining a high level of safety. This deregulatory rulemaking action would develop a framework for the safe transport of LNG in rail tank cars. |
| **Effects:**

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|   | None  |

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

 |
| **Rulemaking Project Initiated:** 03/19/2018 |
| **Docket Number:** PHMSA-2018-0025 |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 02/25/2019  | 07/29/2019  |   |
| End of Comment Period  | 04/26/2019  | 09/27/2019  |   |

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

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

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

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| **Pipeline Safety: Repair Criteria for Hazardous Liquid Pipelines** | Black |

 |
| **Popular Title**: Repair Criteria for HL Pipelines |
| **RIN 2137-AF44** |
| **Stage:** NPRM |
| **Previous Stage:** None |
| **Abstract:** PHMSA plans a notice of proposed rulemaking that would modify the provisions for determining the need to make repairs to hazardous liquid pipelines, commonly referred to as repair criteria, in High Consequence Areas (HCAs) and develop new repair criteria for hazardous liquid pipelines in non-HCAs. |
| **Effects:**

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|   | None  |

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

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| **Rulemaking Project Initiated:** 07/16/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  | 06/26/2020 |   |   |
| End of Comment Period  | 08/26/2020 |   |   |

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

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

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

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| **Pipeline Safety: Amendments to Liquefied Natural Gas Facilities** | Black |

 |
| **Popular Title**: LNG Rule |
| **RIN 2137-AF45** |
| **Stage:** NPRM |
| **Previous Stage:** None: Undetermined: Publication Approved; Publication Date; End of Comment Period. |
| **Abstract:** PHMSA is proposing to update incorporated industry standards and revise all subparts of Part 193 as needed. These updates to Part 193 will address the risks associated with today's liquefied natural gas facilities, including permanent, small scale liquefied natural gas pipeline facilities as required by Section 27 of the PIPES Act of 2016. |
| **Effects:**

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|   | None  |

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

 |
| **Rulemaking Project Initiated:** 07/16/2018 |
| **Docket Number:**  |
| **Dates for NPRM:**

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| **Milestone** | **Originally ScheduledDate** | **New ProjectedDate** | **ActualDate** |
| Publication Date  |   | 09/02/2019 |   |
| End of Comment Period  |   | 10/02/2019 |   |

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

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