

# Report on DOT Significant Rulemakings

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## Federal Aviation Administration

Federal Aviation Administration

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| 1. <b>Airport Safety Management System</b> | Red |
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**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:**

- Regulatory Flexibility Act
- Information Collection
- Peer Review
- Foreign

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** Final rule : 11/05/2012

**Rulemaking Project Initiated:** 07/22/2008

**Docket Number:** FAA-2010-0997

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	12/08/2017		
To OMB	01/09/2018		
OMB Clearance	04/09/2018		
Publication Date	04/23/2018		

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

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

Federal Aviation Administration

2. **Prohibition Against Certain Flights Within the Territory and Airspace of Afghanistan** Red

**Popular Title:** Afghanistan SFAR

**RIN 2120-AJ69**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Date 05/26/2010;End of Comment Period 06/10/2010.

**Abstract:** This rulemaking would prohibit flight operations below flight level (FL) 160 within the territory and airspace of Afghanistan by all U.S. air carriers; U.S. commercial operators; persons exercising the privileges of a U.S. airman certificate, except if the flight is on behalf of a foreign air carrier; and operators of U.S.-registered aircraft, except when such operators are foreign air carriers. The FAA finds this action necessary to prevent a potential hazard to persons and aircraft engaged in such flight operations.

**Effects:**

Foreign

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** NPRM : 06/10/2011

**Rulemaking Project Initiated:** 01/08/2010

**Docket Number:** FAA-2010-0289

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

3. <b>Regulation Of Flight Operations Conducted By Alaska Guide Pilots</b>	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:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/04/2010

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

4. **Pilot Professional Development** Red

**Popular Title:** Pilot Professional Development

**RIN 2120-AJ87**

**Stage:** Final Rule

**Previous Stage:** None NPRM: Publication Approved 09/21/2016;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:**

Information Collection

**Prompting action:** Statute

**Legal Deadline:** NPRM : 04/20/2015

**Rulemaking Project Initiated:** 08/01/2010

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	01/12/2018	11/30/2017	
To OMB	02/27/2018	01/17/2018	
OMB Clearance	05/25/2018	04/17/2018	
Publication Date	06/12/2018	05/03/2018	

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

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



5. <b>System Safety Assessment</b>	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:**

EU

NAFTA

Foreign

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/03/2011

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST		12/05/2017	
To OMB		02/02/2018	
OMB Clearance		05/04/2018	
Publication Date	08/06/2012	05/23/2018	
End of Comment Period	10/04/2012	07/27/2018	

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

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

6.	<b>Applying the Flight, Duty, and Rest requirements to Ferry Flights that Follow Domestic, Flag, or Supplemental All-Cargo Operations (Reauthorization)</b>	Green
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**Popular Title:** Prohibition of Tail End Ferry in Part 121

**RIN 2120-AK22**

**Stage:** NPRM

**Previous Stage:** NPRM:

**Abstract:** This rulemaking would require a flightcrew member 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 of such title, to apply the period of the additional assignment toward any limitation applicable to the flightcrew member relating to duty periods or flight times. This rule is necessary as it will make part 121 flight, duty, and rest limits applicable to tail-end ferries that follow an all-cargo flight.

**Effects:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** Initiation date : 08/14/2012

**Rulemaking Project Initiated:** 02/14/2012

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/30/2013	08/22/2013	09/05/2013
Returned to Mode			04/23/2014
Resubmitted to OST			11/07/2014
Returned to Mode/2		08/13/2015	08/13/2015
Resubmitted to OST/2		01/26/2016	11/17/2015
Returned to Mode/3		07/14/2016	07/14/2016
Resubmitted to OST/3		11/30/2016	08/30/2016
To OMB	08/30/2013	11/16/2017	
OMB Clearance	11/29/2013	02/24/2018	
Publication Date	12/19/2013	03/05/2018	
End of Comment Period	02/18/2014	06/07/2018	

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

**Federal Register Citation for NPRM:** None

7. <b>Transport Airplane Fuel Tank and System Lightning Protection</b>	Black
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**Popular Title:** Fuel Tank & System Lightning

**RIN 2120-AK24**

**Stage:** Final Rule

**Previous Stage:** NPRM Publication 12/18/2015; Close of comment period 03/18/2015. NPRM: Publication Approved 12/09/2014; Publication Date 12/18/2014; End of Comment Period 03/18/2015.

**Abstract:** This rulemaking would amend certain airworthiness regulations for transport category airplanes regarding lightning protection of fuel tanks and systems by establishing design requirements for both normal conditions and possible failures of fuel tank structure and systems that could lead to fuel tank explosions, adding new maintenance requirements related to lightning protection features, and imposing specific requirements for airworthiness limitations in the instructions for continued airworthiness. It would also create performance-based standards for prevention of catastrophic fuel vapor ignition caused by lightning by regulating the risk due to both ignition sources and fuel tank flammability. This change would allow designers to take advantage of flammability reduction technologies whose effectiveness was not foreseen when earlier revisions to these rules were written. This change would also relieve some of the administrative burdens created by the current regulations.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** Final : 07/18/2016

**Rulemaking Project Initiated:** 11/02/2011

**Docket Number:** FAA-2014-1027

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	03/13/2017	09/14/2017	08/07/2017
To OMB	03/13/2017	10/19/2017	
OMB Clearance	03/13/2017	01/19/2018	
Publication Date	03/20/2017	01/30/2018	

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

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

Federal Aviation Administration

8.	<b>Applying the Flight, Duty, and Rest Rules of 14 CFR part 135 to Tail-End Ferry Operations (FAA Reauthorization)</b>	Black
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**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:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/15/2013

**Docket Number:**

**Dates for ANPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
To OST	10/14/2014	01/09/2015	01/09/2015
Returned to Mode		08/13/2015	08/13/2015
Resubmitted to OST/2		10/31/2017	
To OMB	11/14/2014	12/21/2017	
OMB Clearance	02/12/2015	03/21/2018	
Publication Date	02/27/2015	04/04/2018	
End of Comment Period	05/28/2015	08/03/2018	

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

**Federal Register Citation for ANPRM:** None

9. <b>Pilot Records Database (HR 5900)</b>	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:**

Regulatory Flexibility Act  
Information Collection  
Privacy

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 08/01/2010

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/12/2014	12/15/2016	12/16/2016
To OMB	10/15/2014	11/14/2017	
OMB Clearance	01/13/2015	02/14/2018	
Publication Date	01/30/2015	02/26/2018	
End of Comment Period	04/30/2015	05/28/2018	

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

**Federal Register Citation for NPRM:** None

10.	<b>Pilot Biometric Certificates (FAA Reauthorization)</b>	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:**

Information Collection

Privacy

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/14/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

11. <b>Aircraft Registration and Airmen Certification Fees</b>	<b>Black</b>
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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:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/14/2012

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
To OST	10/20/2014	03/04/2016	07/07/2016
To OMB	11/20/2014	01/18/2018	
OMB Clearance	02/18/2015	04/16/2018	
Publication Date	03/05/2015	04/30/2018	
End of Comment Period	06/03/2015	07/30/2018	

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

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

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

**Popular Title:** New York North Shore Helicopter Route

**RIN 2120-AK39**

**Stage:** Undetermined

**Previous Stage:**None

**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:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/24/2013

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None



Federal Aviation Administration

13.	<b>Helicopter Air Ambulance Pilot Training and Operational Requirements (HAA II) (FAA Reauthorization)</b>	Black
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**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:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** Statute

**Legal Deadline:** NPRM : 08/18/2014

**Rulemaking Project Initiated:** 01/15/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

14.	<b>Requirements to File Notice of Construction of Meteorological Evaluation Towers and Other Renewable Energy Projects</b>	Black
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**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:**

Major  
Federalism  
EIS  
Privacy

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/29/2014

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	10/12/2016	03/20/2018	
To OMB	11/17/2016	05/08/2018	
OMB Clearance	02/17/2017	08/09/2018	
Publication Date	03/02/2017	08/21/2018	
End of Comment Period	06/02/2017	10/19/2018	

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

**Federal Register Citation for NPRM:** None

Federal Aviation Administration

15. 

<b>Orbital Debris Mitigation Methods for Launch Vehicle Upper Stages (Orbital Debris)</b>	Black
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**Popular Title:** Orbital Debris

**RIN 2120-AK81**

**Stage:** NPRM

**Previous Stage:** : .

**Abstract:** This rulemaking would update current 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. Strategic Command (USSTRATCOM) practice.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/12/2013

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST		05/15/2017	06/30/2017
To OMB		11/14/2017	
OMB Clearance		02/14/2018	
Publication Date	08/11/2016	02/28/2018	
End of Comment Period	10/17/2016	04/30/2018	

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

**Federal Register Citation for NPRM:** None

16.	<b>Registration and Marking Requirements for Small Unmanned Aircraft</b>	Black
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**Popular Title:** Small UAS Registration

**RIN 2120-AK82**

**Stage:** Final Rule

**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:**

- Regulatory Flexibility Act
- Information Collection
- Privacy
- EU
- NAFTA
- Foreign

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 11/24/2015

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	12/22/2017	10/13/2017	10/16/2017
To OMB	02/05/2018	12/28/2017	
OMB Clearance	05/07/2018	02/28/2018	
Publication Date	05/21/2018	03/13/2018	

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

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

17. <b>Operations of Small Unmanned Aircraft Over People</b>	Black
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**Popular Title:** Ops of Small Unmanned Aircraft over People

**RIN 2120-AK85**

**Stage:** NPRM

**Previous Stage:** NPRM: Publication Approved ;Publication Date ;End of Comment Period .

**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:**

Regulatory Flexibility Act

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/30/2016

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/22/2016		10/07/2016
To OMB	10/21/2016		11/10/2016
OMB Clearance	12/20/2016	05/14/2018	
Publication Date	12/30/2016	05/23/2018	
End of Comment Period	03/30/2017	08/21/2018	

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

**Federal Register Citation for NPRM:** None

18. <b>Unmanned Aircraft Systems Expanded Operations</b>	Black
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**Popular Title:** UAS XOps

**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

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/06/2016

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

Federal Aviation Administration

19.	<b>Extension of the Prohibition against Certain Flights in the Baghdad (ORBB) Flight Information Region (FIR)</b>	Black
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**Popular Title:** ORBB FIR

**RIN 2120-AL06**

**Stage:** Final Rule

**Previous Stage:** . . Final Rule: Publication Approved ;Publication Date .

**Abstract:** This action extends the prohibition of flight operations in the Baghdad (ORBB) Flight Information Region (FIR) by all United States (U.S.) air carriers, U.S. commercial operators, persons exercising the privileges of a U.S. airman certificate, except when such persons are operating a U.S.-registered aircraft for a foreign air carrier, and operators of U.S.-registered civil aircraft, except when such operators are foreign air carriers. The extension of the expiration date is necessary due to continued hazards to persons and aircraft engaged in such flight operations. This Special Federal Aviation Regulation (SFAR) will now remain in effect until May 11, 2019.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/16/2017

**Docket Number:** FAA-2003-14766

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	03/08/2017		03/16/2017
To OMB	04/06/2017		06/08/2017
OMB Clearance	05/05/2017		07/28/2017
Publication Date	05/10/2017	11/30/2017	

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

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

## Federal Highway Administration

Federal Highway Administration

20. **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:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/07/2009

**Docket Number:** FHWA-2009-0139

**Dates for SNPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	01/06/2012	07/31/2014	08/04/2014
Returned to Mode			08/15/2014
Resubmitted to OST		10/29/2014	10/29/2014
To OMB	02/06/2012	03/22/2016	04/04/2016
OMB Clearance	05/07/2012	11/28/2016	11/28/2016
Publication Date	05/14/2012	12/23/2016	01/04/2017
End of Comment Period	07/14/2012	04/23/2017	05/04/2017

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

**Federal Register Citation for SNPRM:** None



21. 

<b>National Bridge Inspection Standards (MAP-21)</b>	<b>Green</b>
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**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.

**Effects:**

None

**Prompting action:** Statute**Legal Deadline:** Final Rule : 10/01/2015**Rulemaking Project Initiated:** 07/06/2012**Docket Number:****Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	02/21/2014	10/02/2017	
To OMB	03/21/2014	11/06/2017	
OMB Clearance	06/23/2014	02/06/2018	
Publication Date	07/03/2014	02/16/2018	
End of Comment Period	08/15/2014	04/16/2018	

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

22. <b>Congestion Mitigation and Air Quality Improvement Program (MAP-21)</b>	<b>Black</b>
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**Popular Title:** CMAQ PM 2.5

**RIN 2125-AF63**

**Stage:** Other

**Previous Stage:** NPRM: 8/4/14; End of C/P: 10/3/14 Final Rule: Publication Approved ;Publication Date ;Effective Date . Withdrawal: Publication Date .

**Abstract:** This rulemaking would implement section 1113(b)(6) of MAP-21. That section requires priority use of Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds in areas that are designated nonattainment or maintenance for fine particulate matter (PM 2.5) National Ambient Air Quality Standards under the Clean Air Act. That section did not specify the values to be applied to determine the weighted population. This rulemaking would establish the appropriate weighting factor for determining the weighted population of a PM 2.5 nonattainment area. The FHWA intends to withdraw this rulemaking because it has been implementing this program since MAP-21 using the weighted population value of 1.2 without issue, and because the proposed rule stage did not indicate that any other alternative was necessary or preferable.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/06/2012

**Docket Number:** FHWA-2013-0018

**Dates for Other:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
Notice of Withdrawal	06/30/2017	11/01/2017	

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

**Federal Register Citation for Other:** None

Federal Highway Administration

23. **Tribal Transportation Self-Governance Program** Black

**Popular Title:** Tribal Self-Governance

**RIN 2125-AF70**

**Stage:** Undetermined

**Previous Stage:**None

**Abstract:** This rulemaking would establish regulations to implement section 1121 of the FAST Act to establish a Tribal Transportation Self-Governance Program.

**Effects:**

Tribal  
Negotiated Rulemaking

**Prompting action:** Statute

**Legal Deadline:** Section 1121 of the FAST Act requires "proposed regulations . . . shall be published by the Secretary not later than 21 months after such date of enactment." : 09/04/2017  
Section 1121 of the FAST Act provides that "the authority to promulgate regulations . . . shall expire 30 months after such date of enactment." : 06/04/2018  
Section 1121 of the FAST Act allows a 180 day extension of the NPRM deadline if the negotiated rulemaking committee concludes that it cannot meet the deadline and the Secretary so notifies the appropriate committees of Congress. : 03/03/2018

**Rulemaking Project Initiated:** 02/19/2016

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

24. 

<b>Covered Heavy-Duty Tow and Recovery Vehicles</b>	<b>Black</b>
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**Popular Title:** Heavy-Duty Tows

**RIN 2125-AF74**

**Stage:** Undetermined

**Previous Stage:**None

**Abstract:** This rulemaking would ensure that vehicles and vehicle configurations with gross weights over a quantified limit would be limited from unsafe use of bridges and tunnels with inadequate structural capacity, while still providing reasonable access to the Interstate Highway System, to ensure the safety of the traveling public. It would update FHWA's Truck Size and Weight, Route Designations - Length, Width and Weight Limitations in response to Section 1410 of the FAST Act, which added a number of new vehicle exemptions for Interstate weight limits to 23 U.S.C. 127, including an exemption for the operation of Covered Heavy-Duty Tow and Recovery Vehicles.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 08/09/2016

**Docket Number:**

**Dates for Undetermined:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

25.	<b>Metropolitan Planning Organization Coordination and Planning Area Reform</b>	Black
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**Popular Title:** MPO Coordination Revision

**RIN 2125-AF75**

**Stage:** Final Rule

**Previous Stage:** None.

**Abstract:** This rulemaking would revise the transportation planning regulations by removing the provisions requiring that boundaries of metropolitan planning areas (MPA) include an urbanized area in its entirety and include the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. This rulemaking would also remove requirements for metropolitan planning organizations (MPO) to merge, create unified transportation planning products, or petition the Secretary for an exemption when there is more than one MPO in an MPA. These provisions were repealed by statute on May 12, 2017 (P.L. 115-33, 131 Stat. 845). This rulemaking would remove the language from the CFR. This repeal would result in cost savings and reduce burdens for regulatory compliance.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/10/2017

**Docket Number:** FHWA-2017-003

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/14/2017	07/13/2017	07/13/2017
To OMB	08/31/2017	08/11/2017	08/16/2017
OMB Clearance	11/30/2017	11/13/2017	
Publication Date	12/07/2017	12/01/2017	

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

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

Federal Highway Administration

26.	<b>National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program</b>	Black
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**Popular Title:** GHG Measure

**RIN 2125-AF76**

**Stage:** NPRM

**Previous Stage:** NPRM: 10/5/17; End of C/P: 11/6/17

**Abstract:** This rulemaking would seek additional comment on one of the measures established in the Transportation Performance Management regulations to assess the performance of the NHS under the NHPP is Percent Change in Tailpipe CO 2 Emissions on the NHS from the Calendar Year 2017 (also referred to as the GHG measure). This measure is calculated using data on fuel use and VMT. This rulemaking provides additional opportunity for comment. Additional information will aid FHWA in determining whether the measure should be retained, revised, or repealed.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/12/2017

**Docket Number:** FHWA-2017-0025

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
To OST	07/13/2017		07/14/2017
To OMB	08/31/2017	09/21/2017	09/25/2017
OMB Clearance	11/30/2017	12/21/2017	09/29/2017
Publication Date	12/06/2017	12/29/2017	10/05/2017
End of Comment Period	03/06/2018	03/29/2018	11/06/2017

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

**Federal Register Citation for NPRM:** None

Federal Highway Administration

27.	<b>Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs</b>	Black
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**Popular Title:** Uniform Act

**RIN 2125-AF79**

**Stage:** Undetermined

**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:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/25/2017

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

## Federal Motor Carrier Safety Administration

Federal Motor Carrier Safety Administration

28. **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. FMCSA will determine the next steps to be taken after the pilot program on the long haul trucking provisions of NAFTA is completed.

**Effects:**

Information Collection  
NAFTA

**Prompting action:** International Agreement

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/07/2001

**Docket Number:** FMCSA-98-3298

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None



Federal Motor Carrier Safety Administration

29.	<b>Safety Monitoring System and Compliance Initiative for Mexico-Domiciled Motor Carriers Operating in the United States</b>	Red
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**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. FMCSA will determine the next steps to be taken after the pilot program on the long haul trucking provisions of NAFTA is completed.

**Effects:**

- Regulatory Flexibility Act
- Federalism
- Information Collection
- NAFTA

**Prompting action:** International Agreement

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/07/2001

**Docket Number:** FMCSA-1998-3299

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

30. **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. Based on comments to the Interim Final Rule (IFR), the agency will issue a Final Rule that addresses issues not clarified in the IFR.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** NPRM : 12/09/2000

**Rulemaking Project Initiated:** 12/09/1999

**Docket Number:** FMCSA-2001-11060

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST		02/05/2018	
To OMB		06/16/2018	
OMB Clearance		06/18/2018	
Publication Date	01/23/2018	07/04/2018	
End of Comment Period	03/23/2018	09/05/2018	

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

**Federal Register Citation for NPRM:** None

Federal Motor Carrier Safety Administration

31. **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:**

Information Collection

Privacy

**Prompting action:** Statute

**Legal Deadline:** Report in place : 08/10/2006

**Rulemaking Project Initiated:** 08/10/2005

**Docket Number:** FMCSA-2008-0029

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

**Explanation for any delay:** Lack of resources  
Lack of staffing

**Federal Register Citation for Undetermined:** None

Federal Motor Carrier Safety Administration

32. **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:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/26/2009

**Docket Number:** FMCSA-2001-11061

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

33. <b>MAP-21 Enhancements and Other Updates to the Unified Registration System</b>	Green
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**Popular Title:** URS 2

**RIN 2126-AB56**

**Stage:** Undetermined

**Previous Stage:** None

**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:**

Information Collection

Privacy

NAFTA

Foreign

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/06/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

34. <b>Heavy Vehicle Speed Limiters</b>	Black
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**Popular Title:** Heavy Vehicle Speed Limiters

**RIN 2126-AB63**

**Stage:** NPRM

**Previous Stage:** NPRM: Published 9/7/16, C/P Ends 11/7/16

**Abstract:** This joint rulemaking with NHTSA would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy trucks. In response to the petitions, NHTSA requested public comment on the subject and received thousands of comments supporting the petitioner's request. Based on the available safety data and the ancillary benefit of reduced fuel consumption, this rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy trucks. We believe this rule would have minimal cost, as all heavy trucks already have these devices installed, although some vehicles do not have the limit set. This rule would decrease the estimated 1,115 fatal crashes annually involving vehicles with a GVWR of over 11,793.4 kg (26,000 lbs) on roads with posted speed limits of 55 mph or above.

**Effects:**

Economically Significant

Major

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/29/2013

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	11/20/2013		08/08/2014
To OMB	12/25/2013	05/15/2015	05/18/2015
OMB Clearance	03/18/2014	04/22/2016	08/12/2016
Publication Date	03/24/2014	08/26/2016	09/07/2016
End of Comment Period	05/22/2014	10/26/2016	11/07/2016

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

**Federal Register Citation for NPRM:** None

Federal Motor Carrier Safety Administration

35. **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 address changes in the Agency's grant programs resulting from the Fixing America's Surface Transportation (FAST) Act, including the funding formula changes resulting from the Motor Carrier Safety Assistance Program (MCSAP) Formula Working Group. This proposal also includes other programmatic changes to reduce redundancies, adopt the use of electronic application formats, and to align the grant programs with FMCSA's current enforcement and compliance programs.

**Effects:**

Federalism

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 11/16/2016

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	11/06/2017	03/09/2018	
To OMB	12/25/2017	04/13/2018	
OMB Clearance	03/27/2018	07/16/2018	
Publication Date	04/05/2018	08/01/2018	
End of Comment Period	06/05/2018	10/01/2018	

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

**Federal Register Citation for NPRM:** None

## Federal Railroad Administration

Federal Railroad Administration

36. **Risk Reduction Program**

Red

**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:**

None

**Prompting action:** Statute

**Legal Deadline:** Final Rule : 10/16/2012

**Rulemaking Project Initiated:** 10/16/2008

**Docket Number:** FRA-2009-0038

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/21/2015	11/18/2016	11/30/2016
Returned to Mode		01/19/2017	01/19/2017
Resubmitted to OST		11/10/2017	
To OMB	11/20/2015	12/26/2017	
OMB Clearance	02/18/2016	03/27/2018	
Publication Date	02/26/2016	04/06/2018	

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

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



37. <b>Emergency Escape Breathing Apparatus</b>	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 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 effective emergency escape breathing apparatus (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:**

None

**Prompting action:** Statute

**Legal Deadline:** Final Rule : 04/16/2010

**Rulemaking Project Initiated:** 10/16/2008

**Docket Number:** FRA-2009-0044

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

**Explanation for any delay:** Additional coordination necessary  
Other, higher priorities

**Federal Register Citation for Undetermined:** None

Federal Railroad Administration

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

**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:**

Economically Significant  
Major

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/14/2010

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

39. <b>Passenger Equipment Safety Standards Amendments</b>	Black
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**Popular Title:** Passenger Equipment Safety Standards Amendments

**RIN 2130-AC46**

**Stage:** Final Rule

**Previous Stage:** NPRM: Publication Approved 12/01/2016; Publication Date 12/06/2016; End of Comment Period 02/06/2017; End of Extended Comment Period 3/21/17 .

**Abstract:** This rulemaking would update existing safety standards for passenger rail equipment. Specifically, the rulemaking would add a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nation-wide, interoperable, high-speed passenger rail service at speeds up to 220 mph. The Tier III standards require operations at speeds above 125 mph to be in an exclusive right-of-way without grade crossings. This rule would also establish crashworthiness and occupant protection performance requirements as an alternative to those currently specified for Tier I passenger trainsets. Additionally, the rule would increase from 150 mph to 160 mph the maximum speed for passenger equipment that complies with FRA's Tier II standards. The rule is expected to ease regulatory burdens, allow the development of advanced technology, and increase safety benefits.

**Effects:**

Economically Significant

Major

Regulatory Flexibility Act

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 04/22/2013

**Docket Number:** FRA-2013-0060

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	05/22/2017	01/05/2018	
To OMB	07/24/2017	02/23/2018	
OMB Clearance	10/23/2017	05/23/2018	
Publication Date	10/31/2017	06/04/2018	

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

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

Federal Railroad Administration

40. **Train Crew Staffing and Location** Black

**Popular Title:** Train Crew Staffing and Location

**RIN 2130-AC48**

**Stage:** Final Rule

**Previous Stage:** NPRM: 03/15/2016; End of Comment Period 05/16/2016. Final Rule: Publication Approved  
;Publication Date ;Effective Date .

**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:**

Regulatory Flexibility Act

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/27/2014

**Docket Number:** FRA-2014-0033

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	04/04/2017	10/13/2016	10/17/2016
To OMB	05/23/2017	11/22/2016	12/23/2016
Returned to Mode			01/26/2017
Resubmitted to OST		02/28/2018	
Resubmitted to OMB		04/20/2018	
OMB Clearance	08/23/2017	07/23/2018	
Publication Date	09/08/2017	08/03/2018	

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

Awaiting appointment/confirmation of political appointees

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

41. <b>Locomotive Recording Devices</b>	Black
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**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

**Legal Deadline:** FAST Act : 12/04/2017

**Rulemaking Project Initiated:** 06/18/2015

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/14/2015	05/16/2016	04/28/2016
Returned to Mode			01/20/2017
Resubmitted to OST		10/23/2017	
To OMB	10/13/2015	12/04/2017	
OMB Clearance	01/11/2016	03/05/2018	
Publication Date	01/19/2016	03/15/2018	
End of Comment Period	03/21/2016	05/15/2018	

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

**Federal Register Citation for NPRM:** None

Federal Railroad Administration

42.	<b>Track Safety Standards; Improving Rail Integrity</b>	Black
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**Popular Title:** Track Safety Standards; Improving Rail Integrity

**RIN 2130-AC53**

**Stage:** NPRM

**Previous Stage:**None

**Abstract:** Proper recognition and understanding of dangerous track conditions and defects is critical to avoiding train derailments. FRA is proposing this rulemaking to help ensure railroads identify and take proper remedial action to address dangerous track conditions before accidents occur. This rulemaking would amend or add regulations addressing rail defect continuous testing, rail head wear, inspection records, continuous welded rail, rail inspection car operator qualifications, and rail inspection frequencies.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/26/2014

**Docket Number:**

**Dates for NPRM:**

<b>Milestone</b>	<b>Originally Scheduled Date</b>	<b>New Projected Date</b>	<b>Actual Date</b>
To OST	12/18/2015	07/20/2018	
To OMB	02/12/2016	09/14/2018	
OMB Clearance	05/13/2016	12/14/2018	
Publication Date	05/27/2016	12/28/2018	
End of Comment Period	07/27/2016	02/28/2019	

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

Awaiting development of additional data

Unanticipated issues requiring further analysis

**Federal Register Citation for NPRM:** None

## Federal Transit Administration

Federal Transit Administration

43. **Public Transportation Agency Safety Plans** Black

**Popular Title:** Public Transportation Agency Safety Plans

**RIN 2132-AB23**

**Stage:** Final Rule

**Previous Stage:** NPRM: 02/05/2016; End of C/P: 04/05/2016

**Abstract:** This rulemaking would establish requirements for States or recipients to develop and implement individual agency safety plans. The requirements of this rulemaking will be based on the principles and concepts of Safety Management Systems (SMS). SMS is the formal, top-down, organization-wide approach to managing safety risks and assuring the effectiveness of a transit agency's safety risk controls. SMS includes systematic procedures, practices, and policies for managing hazards and risks.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/15/2014

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	09/01/2016		09/01/2016
To OMB	10/06/2016	10/17/2016	10/24/2016
OMB Clearance	01/06/2017	01/13/2017	01/06/2017
Returned to Mode			01/23/2017
Resubmitted to OST		10/12/2017	10/05/2017
Resubmitted to OMB		11/16/2017	
OMB Clearance/2		02/16/2018	
Publication Date	01/13/2017	02/22/2018	

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

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

44. <b>Protecting Transit Operators from the Risk of Assaults</b>	Black
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**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

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/04/2015

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	12/19/2016	10/19/2017	
To OMB	02/21/2017	11/23/2017	
OMB Clearance	06/21/2017	03/23/2018	
Publication Date	06/30/2017	03/29/2018	
End of Comment Period	08/30/2017	05/29/2018	

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

**Federal Register Citation for NPRM:** None



45.	<b>Metropolitan Planning Organization Coordination and Planning Area Reform</b>	Black
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**Popular Title:** MPO Reform Rule

**RIN 2132-AB33**

**Stage:** Final Rule

**Previous Stage:** None

**Abstract:** This rulemaking would revise the transportation planning regulations by removing the recently enacted provisions requiring that boundaries of metropolitan planning areas (MPA) include an urbanized area in its entirety and include the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan. This rulemaking would also remove requirements for metropolitan planning organizations (MPO) to merge, create unified transportation planning products, or petition the Secretary for an exemption when there is more than one MPO in an MPA. This change would result in cost savings and reduce burdens for regulatory compliance.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/10/2017

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	07/14/2017		07/13/2017
To OMB	08/31/2017		08/16/2017
OMB Clearance	11/30/2017		
Publication Date	12/07/2017		

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

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

## National Highway Traffic Safety Administration

National Highway Traffic Safety Administration

46. **Tire Fuel Efficiency Consumer Information - Part 2** Red

**Popular Title:** Tire Fuel Efficiency Part 2

**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 & 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:**

EU  
NAFTA  
Foreign

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 12/19/2007

**Docket Number:** NHTSA-2011-0099

**Dates for SNPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	04/03/2012	11/21/2015	10/21/2015
To OMB	05/14/2012	10/04/2016	10/13/2016
Returned to Mode			01/26/2017
Resubmitted to OST		04/14/2018	
OMB Clearance	08/13/2012	08/25/2018	
Publication Date	08/15/2012	08/30/2018	
End of Comment Period	10/15/2012	10/30/2018	

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

**Federal Register Citation for SNPRM:** None

47. **Mandatory Event Data Recorder Requirements** Red**Popular Title:** Mandatory EDR Requirements**RIN 2127-AK86****Stage:** Undetermined**Previous Stage:** NPRM: 12/13/12; End of C/P: 02/11/13

**Abstract:** This rulemaking would mandate the installation of Event Data Recorders (EDRs) in light vehicles. Part 563 presently requires vehicle manufacturers who are voluntarily installing EDRs to be in compliance with the regulation by September 1, 2012. This rulemaking would not modify any of the Part 563 data elements, data capture and format requirements, data retrieval specifications, or data survivability and crash test requirements. Moreover, this rulemaking to mandate EDRs across the entire light vehicle fleet could contribute to advancements in vehicle designs, and advanced restraint and other safety countermeasures.

**Effects:**

None

**Prompting action:** None**Legal Deadline:** None**Rulemaking Project Initiated:** 02/22/2011**Docket Number:****Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

48. **Heavy Vehicle Speed Limiters** Red

**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 rulemaking would respond to petitions from ATA and Roadsafe America to require the installation of speed limiting devices on heavy trucks. In response to the petitions, NHTSA requested public comment on the subject and received thousands of comments supporting the petitioner's request. Based on the available safety data and the ancillary benefit of reduced fuel consumption, this rulemaking would consider a new Federal Motor Vehicle Safety Standard that would require the installation of speed limiting devices on heavy trucks. We believe this rule would have minimal cost, as all heavy trucks already have these devices installed, although some vehicles do not have the limit set.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/18/2011

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

National Highway Traffic Safety Administration

49. **Sound for Hybrid and Electric Vehicles** Red

**Popular Title:** Quieter Vehicles Sound Alert

**RIN 2127-AK93**

**Stage:** Final Rule

**Previous Stage:**None

**Abstract:** This rulemaking would respond to The Pedestrian Safety Enhancement Act of 2010, which directs the Secretary of Transportation to study and establish a motor vehicle safety standard that provides for a means of alerting blind and other pedestrians of motor vehicle operation for hybrid and electric vehicles.

**Effects:**

EU

NAFTA

Foreign

**Prompting action:** None

**Legal Deadline:** Initiate rulemaking : 07/05/2012

Final Rule : 01/03/2014

**Rulemaking Project Initiated:** 03/18/2011

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	11/11/2014	06/22/2015	07/08/2015
Publication Date	03/30/2015	12/14/2016	12/14/2016
Final Rule Delay of Effective Date		02/06/2017	02/06/2017
Final Rule; Further Delay of Effective Date		03/21/2017	05/22/2017
Further Delayed Effective Date		09/05/2017	09/05/2017

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

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

National Highway Traffic Safety Administration

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

**Popular Title:** Side Impact Test Procedure for CRS

**RIN 2127-AK95**

**Stage:** Undetermined

**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. It is estimated that the costs and benefits of this rulemaking will be minimal. This rulemaking would be responsive to requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

**Effects:**

Economically Significant  
Major

**Prompting action:** Statute

**Legal Deadline:** Final Rule : 10/01/2014

**Rulemaking Project Initiated:** 03/18/2011

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

51. **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. In August 2007, NHTSA published a motorcoach safety plan identifying four specific priority items: seat belts on motorcoaches, rollover structural integrity, emergency evacuation, and fire safety. The DOT published a comprehensive motorcoach safety action plan in November 2009 that reiterated NHTSA's motorcoach safety priorities. This rulemaking also addresses 6 recommendations issued by the NTSB on motorcoach roof strength and structural integrity and is responsive to requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

**Effects:**

None

**Prompting action:** Statute**Legal Deadline:** Publish Final Rule : 10/01/2014**Rulemaking Project Initiated:** 03/18/2011**Docket Number:** NHTSA-2014-0085**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	08/24/2015	04/21/2018	
To OMB	09/27/2015	05/26/2018	
OMB Clearance	12/26/2015	08/25/2018	
Publication Date	12/31/2015	08/30/2018	

**Explanation for any delay:** Other, higher priorities**Federal Register Citation for Final Rule:** None

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:**None

**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. This rulemaking would be responsive to requirements of MAP-21 legislation.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 04/21/2011

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	02/12/2017	06/21/2018	
To OMB	04/26/2017	07/26/2018	
OMB Clearance	07/26/2017	10/25/2018	
Publication Date	07/30/2017	10/30/2018	

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

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



53. <b>Part 572 Q3s 3-year-old Side Impact Dummy (MAP-21)</b>	Black
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**Popular Title:** Part 572 Q3s Side Impact Dummy

**RIN 2127-AL04**

**Stage:** Final Rule

**Previous Stage:** NPRM: 11/21/13; End of C/P: 01/24/14

**Abstract:** This rulemaking would incorporate a new anthropomorphic test device in Title 49, Part 572 of the CFR. The new device is a crash test dummy that represents a 3-year-old-child. The dummy, known as the Q3s, was developed to evaluate injuries to children in side impact crashes. If adopted into Part 572, NHTSA would be able to propose the new dummy's use in future side impact upgrades of Federal Motor Vehicle Safety Standard No. 213, "Child restraint systems." This rulemaking would be responsive to requirements of the Moving Ahead for Progress in the 21st Century (MAP-21) Act.

**Effects:**

EU

NAFTA

Foreign

**Prompting action:** Statute

**Legal Deadline:** Publish Final Rule : 10/01/2014

**Rulemaking Project Initiated:** 06/08/2011

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	04/28/2018		
To OMB	05/26/2018		
OMB Clearance	08/25/2018		
Publication Date	08/30/2018		

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

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

54.	<b>Consumer Information on Fuel Economy, Emissions, and Alternative Fuel Usage</b>	Black
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**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 USC § 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:**

None

**Prompting action:** Statute

**Legal Deadline:** EISA statutory deadline : 06/16/2011

**Rulemaking Project Initiated:** 12/19/2007

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

55.	<b>Amend Definition of 3-Wheeled Vehicles</b>	Yellow
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**Popular Title:** Amend Definition of 3-Wheeled Vehicles

**RIN 2127-AL15**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Date ;End of Comment Period .

**Abstract:** This rulemaking would change the regulatory definition of motorcycle to exclude three-wheeled vehicles that are configured like passenger cars. Under the existing regulatory definition of motorcycle in Part 571.3, three-wheeled motor vehicles are classified as motorcycles. This is appropriate for motorcycles with sidecars, trikes, and other three-wheeled vehicles that are based on a motorcycle-like configuration. However, other three-wheeled vehicles have passenger-car characteristics such as fully enclosed cabins, hinged doors with roll-up windows, steering wheels, and side-by-side seating. Because these car-like vehicles ride on three wheels instead of four, they are not required to meet federal safety standards for passenger cars (although they are subject to motorcycle safety standards.) Various car-like three-wheeled vehicle models have been imported into the U.S. and have been available for sale to the public. NHTSA believes consumers who purchase these vehicles are likely to assume that these vehicles have the same safety features and crash protection as passenger cars certified to federal safety standards.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/10/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

56. <b>Upgrade of LATCH Usability Requirements (MAP-21)</b>	Black
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**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 of lower anchorages and tethers in all rear seating positions in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), P.L. 112-141, address comments on LATCH usability received in response to the public, 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:**

EU  
NAFTA  
Foreign

**Prompting action:** Statute

**Legal Deadline:** Initiate NPRM : 10/01/2013  
Publish Final Rule : 10/01/2015

**Rulemaking Project Initiated:** 02/27/2012

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

57.	<b>Upgrade FMVSS No. 213 for Improved Child Occupant Protection</b>	Black
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**Popular Title:** FMVSS No. 213 Upgrade

**RIN 2127-AL34**

**Stage:** NPRM

**Previous Stage:**None

**Abstract:** In accordance with section 31501(b) of MAP-21, 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 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. Prior to MAP-21, the agency had expressed its intention of examining potential upgrades to the frontal sled test in FMVSS No. 213 in its 2009-2011 Priority Plan (76 FR 17808, Docket No. NHTSA-2009-0108).

**Effects:**

None

**Prompting action:** 2011 Retrospective Regulatory Review

**Legal Deadline:** Initiate Rulemaking : 10/01/2014

Final Rule : 10/01/2016

**Rulemaking Project Initiated:** 01/17/2013

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	04/21/2018		
To OMB	05/26/2018		
OMB Clearance	08/25/2018		
Publication Date	08/30/2018		
End of Comment Period	10/30/2018		

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

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

58. **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 Federal Motor Vehicle Safety Standard 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 seat 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 to requirements in MAP-21.

**Effects:**

Economically Significant

Major

**Prompting action:** Statute

**Legal Deadline:** Initiate : 10/01/2014

Final Rule : 10/01/2015

**Rulemaking Project Initiated:** 07/06/2012

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	11/22/2015	06/21/2018	
To OMB	12/27/2015	07/26/2018	
OMB Clearance	03/26/2016	10/25/2018	
Publication Date	03/31/2016	10/30/2018	
End of Comment Period	05/31/2016	12/29/2018	

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

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

59.	<b>Federal Motor Vehicle Safety Standard (FMVSS) 150 - Vehicle to Vehicle (V2V) Communication</b>	Black
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**Popular Title:** Vehicle to Vehicle (V2V) Communication

**RIN 2127-AL55**

**Stage:** Undetermined

**Previous Stage:** ANPRM NPRM: Publication Approved 12/28/2016;Publication Date 01/12/2017;End of Comment Period .

**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:**

Economically Significant

Major

Privacy

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/09/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

60. <b>Retroreflective Tape for Single Unit Trucks</b>	<b>Black</b>
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**Popular Title:** Retroreflective Tape for Single Unit Trucks

**RIN 2127-AL57**

**Stage:** Undetermined

**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

**Abstract:** This rulemaking would consider requirements for rear impact guards and other safety strategies on single unit trucks to mitigate underride crashes into the rear of single unit trucks. This rulemaking would respond, in part, to a petition for rulemaking from the Insurance Institute for Highway Safety and another from Mrs. Karth and the Truck Safety Coalition regarding improved rear impact guards for single unit trucks, as outlined in the July 10, 2014 grant of the petition.

**Effects:**

Economically Significant  
Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/03/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None



61. <b>Requirements for Importing Motor Vehicles and Motor Vehicle Equipment</b>	<b>Black</b>
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**Popular Title:** Importing Motor Vehicles and Equipment

**RIN 2127-AL61**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Approved ;Publication Date ;End of Comment Period .

**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) to (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. To further implement the statute, the regulations would condition the importation of a motor vehicle or motor vehicle equipment upon the manufacturer's compliance with: (a) certain statutory provisions; (b) a request from NHTSA for reports and records the manufacturer is required to maintain with respect to the vehicle or equipment; (c) a request from NHTSA for inspection of premises or of the vehicle or equipment; (d) an order or voluntary agreement to remedy a safety-related defect or a noncompliance with a Federal motor vehicle safety standard (FMVSS) in the vehicle or equipment; and (e) regulations implementing these requirements. The amendments would provide an opportunity for the manufacturer to present information to NHTSA before the agency decides that importation of the manufacturer's products should be restricted, as well as procedures for the manufacturer to petition for the reinstatement of its ability to import motor vehicle or motor vehicle equipment.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 06/11/2015

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

62. **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 the Moving Ahead for Progress in the 21st Century Act (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). This ANRPM is the most appropriate course to obtain additional information that will help us decide which means are the most effective in motivating owners, purchasers, and dealers to participate in recall campaigns, to aid the agency in developing a rule implementing the notification requirements under MAP-21.

**Effects:**

None

**Prompting action:** None**Legal Deadline:** None**Rulemaking Project Initiated:** 08/12/2015**Docket Number:****Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

63. **Passenger Car and Light Truck Corporate Average Fuel Economy Standards MYs 2022-2025** 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:** This rulemaking would address Corporate Average Fuel Economy (CAFE) standards for light trucks and for passenger cars for model years 2022 - 2025. This rulemaking would respond to requirements of the Energy Independence and Security Act of 2007 (EISA), Title 1, Subtitle A, Section 102, as it amends 49 USC 32902, which was signed into law December 19, 2007. The statute requires that corporate average fuel economy standards be prescribed separately for passenger automobiles and non-passenger automobiles to achieve a combined fleet fuel economy of at least 35 mpg by model year 2020. For model years 2021 to 2030, the average fuel economy required to be attained by each fleet of passenger and non-passenger automobiles shall be the maximum feasible for each model year. The law requires the standards be set at least 18 months prior to the start of the model year.

**Effects:**

Economically Significant  
Major

**Prompting action:** Statute**Legal Deadline:** Publish Final Rule : 04/01/2020**Rulemaking Project Initiated:** 06/10/2016**Docket Number:****Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	11/24/2017	11/19/2017	
To OMB	12/30/2017	12/23/2017	
OMB Clearance	03/30/2018	03/23/2018	
Publication Date	06/30/2018	03/30/2018	
End of Comment Period	08/30/2018		

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

National Highway Traffic Safety Administration

64. **Revised Regulations for Implementing the 911 Grant Program** Black

**Popular Title:** 911 Grant Program

**RIN 2127-AL86**

**Stage:** NPRM

**Previous Stage:** .

**Abstract:** This rulemaking would seek comment on proposed revisions to the National Telecommunications and Information Administration's and the National Highway Traffic Safety Administration's joint regulations implementing the changes to the E911 Grant Program required by the Next Generation 911 Advancement Act of 2012. The program will provide grants to States and tribal organizations to improve emergency 911 public safety answering points.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/18/2017

**Docket Number:**

**Dates for NPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	05/25/2017		05/25/2017
To OMB	06/26/2017		07/11/2017
OMB Clearance	08/25/2017	11/25/2017	09/13/2017
Publication Date	08/30/2017	11/30/2017	09/21/2017
End of Comment Period	10/30/2017	12/30/2017	11/06/2017

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

**Federal Register Citation for NPRM:** None

National Highway Traffic Safety Administration

65. **Removing Unnecessary Regulatory Barriers to Automated Safety Technologies** Black

**Popular Title:** Removing Automated Safety Technologies Barriers

**RIN 2127-AL91**

**Stage:** Other

**Previous Stage:** .

**Abstract:** The National Highway Traffic-Safety Administration (NHTSA) seeks comments to identify any unnecessary regulatory barriers to Automated Safety Technologies, and for the testing and compliance certification of motor vehicles with unconventional automated vehicles designs, particularly those that are not equipped with controls for a human driver; e.g., steering wheel, brake or accelerator pedal. Further, NHTSA seeks comments on the research that would be required to remove such barriers. This action will inform subsequent steps in the regulatory process to amend Federal motor vehicle safety standards (FMVSS) and other motor vehicle regulations in order to safely lay a path for innovative automated vehicle designs and technology.

**Effects:**

Economically Significant

Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 09/20/2017

**Docket Number:**

**Dates for Other:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	10/11/2017		
To OMB	10/25/2017		
OMB Clearance	11/24/2017		
Publication Date	11/30/2017		
End of Comment Period	01/31/2018		

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

**Federal Register Citation for Other:** None

Office of the Secretary

Office of the Secretary

66.	<b>Carrier-Supplied Medical Oxygen, Service Request Reporting, and Seating Accommodations with Extra Legroom</b>	Red
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**Popular Title:** Medical Oxygen; Legroom; Accommodation Requests

**RIN 2105-AE12**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Date 06/08/2010; Comment Period End 08/09/2010. SNPRM: Publication Approved ;Publication Date ;End of Comment Period .

**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. The statutory deadline requiring the Department to issue a supplemental notice of proposed rulemaking regarding the items identified in RIN 2105-AE12 is July 15, 2017.

**Effects:**

None

**Prompting action:** Secretarial/Head of Operating Administration Decision

**Legal Deadline:** Deadline to issue NPRM. : 07/15/2017

**Rulemaking Project Initiated:** 04/25/2011

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

67. <b>Use of Mobile Wireless Devices for Voice Calls on Aircraft</b>	Black
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**Popular Title:** Mobile Wireless Devices

**RIN 2105-AE30**

**Stage:** Undetermined

**Previous Stage:** ANPRM: 02/24/2014; End of Comment Period 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

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/07/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

68. 

<b>Reporting Ancillary Airline Passenger Revenues</b>	<b>Black</b>
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**Popular Title:** Ancillary Airline Passenger Revenues

**RIN 2105-AE31**

**Stage:** Undetermined

**Previous Stage:** NPRM: Publication Date 07/15/2011; End of Comment Period 09/13/2011.

**Abstract:** This Notice of Proposed Rulemaking (NPRM) issued on July 15, 2011 (76 F.R. 41726 et seq.) proposed to collect more detailed revenue information regarding airline imposed fees from those air carriers meeting the definition of "large certificated air carriers." The proposal revised reporting requirements to improve data collection on the amount of revenue air carriers receive from different, specific types of optional fees.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 10/01/2010

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None



69.	<b>Accessible In-Flight Entertainment and Accessible Lavatories on Single-Aisle Aircraft</b>	Black
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**Popular Title:** In-Flight Entertainment and Accessible Lavatories

**RIN 2105-AE32**

**Stage:** Undetermined

**Previous Stage:** None

**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. The statutory deadline requiring the Department to issue a notice of proposed rulemaking regarding the items identified in RIN 2105-AE12 (including accessible lavatories) is July 15, 2017.

**Effects:**

Negotiated Rulemaking

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 03/07/2014

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

70.	<b>Geographic-Based Hiring Preferences in Administering Federal Awards</b>	Black
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**Popular Title:** Local Hiring

**RIN 2105-AE38**

**Stage:** Withdrawal

**Previous Stage:** NPRM: 03/06/15; End of Extended C/P: 05/06/15.

**Abstract:** This notice withdraws a rulemaking that proposed to amend DOT's regulations in 2 CFR Part 1201 implementing the Government-wide Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards to permit recipients and subrecipients to impose geographic-based hiring preferences whenever not otherwise prohibited by Federal statute.

**Effects:**

Major

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 02/02/2015

**Docket Number:**

**Dates for Withdrawal:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	06/14/2017		06/14/2017
Publication Date	07/10/2017	09/25/2017	10/06/2017

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

**Federal Register Citation for Withdrawal:** None

71. <b>Transparency of Airline Ancillary Service Fees</b>	Black
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**Popular Title:** Ancillary Service Fees and the GDS Issue

**RIN 2105-AE56**

**Stage:** Undetermined

**Previous Stage:** SNPRM: 01/19/17; C/P Suspended: 03/02/17. SNPRM: Publication Approved 01/16/2017; Publication Date 01/19/2017; End of Comment Period 03/20/2017.

**Abstract:** This SNPRM explored whether to require airlines and ticket agents to disclose at all points of sale the fees for certain basic ancillary services associated with the air transportation consumers are buying or considering buying. The rulemaking previously known as Airline Pricing Transparency and Other Consumer Protection Issues was separated into three proceedings. Two other proceedings address other provisions identified in the NPRM. See RIN 2105-AE11 and 2105-AE57.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/18/2016

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

72. <b>Air Transportation Consumer Protection Requirements for Ticket Agents</b>	Black
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**Popular Title:** Consumer Protection Reqs: Air Transp. Ticket Agent

**RIN 2105-AE57**

**Stage:** Undetermined

**Previous Stage:** NPRM: 5/23/2014; End of C/P: 08/21/2014. Final Rule: Publication Approved ;Publication Date .

**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

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/18/2016

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

73. <b>Traveling by Air with Service Animals</b>	Black
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**Popular Title:** Service Animals

**RIN 2105-AE63**

**Stage:** Undetermined

**Previous Stage:** None

**Abstract:** This rulemaking would address the appropriate definition of a service animal and include safeguards to 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. The Department is required to by statute to issue a supplemental notice of proposed rulemaking regarding the items identified in RIN 2105-AE12 by July 15, 2017.

**Effects:**

None

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/12/2017

**Docket Number:**

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			
End of Comment Period			

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

**Federal Register Citation for Undetermined:** None

## Pipeline and Hazardous Materials Safety Administration

### Pipeline and Hazardous Materials Safety Administration

74. **Pipeline Safety: Safety of Hazardous Liquid Pipelines**

Red

**Popular Title:** OPS: Liquid Hazardous Pipelines

**RIN 2137-AE66**

**Stage:** Final Rule

**Previous Stage:** NPRM 10/13/2015

**Abstract:** This rulemaking would amend 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

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 08/13/2010

**Docket Number:** PHMSA-2010-0229

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	05/13/2016	08/01/2016	07/29/2016
To OMB	06/21/2016	10/19/2016	10/18/2016
OMB Clearance	09/21/2016	12/20/2016	01/10/2017
Returned to Mode			01/23/2017
Resubmitted to OST		12/14/2017	
Resubmitted to OMB		01/24/2018	
OMB Clearance/2		04/24/2018	
Publication Date	10/03/2016	04/27/2018	

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

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

75. <b>Pipeline Safety: Gas Transmission</b>	Red
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**Popular Title:** OPS: Gas Transmission

**RIN 2137-AE72**

**Stage:** Final Rule

**Previous Stage:** ANPRM 8/25/2011; End of C/P 12/2/2011; End of Extended C/P 1/20/2012. NPRM: Publication Approved 03/11/2016; Publication Date 04/08/2016; End of Comment Period 06/08/2016; Extension of Comment Period . NPRM: Publication Approved 03/11/2016; Publication Date 04/08/2016; End of Comment Period 06/08/2016; Extension of Comment Period .

**Abstract:** This rulemaking would amend the pipeline safety regulations to address integrity management principles for gas transmission pipelines. The rulemaking would address repair criteria for high-consequence areas (HCA) and non-HCA areas, assessment methods, validating and integrating pipeline data, risk assessments, knowledge gained through the integrity management program, corrosion control, change management, gathering lines, and safety features on launchers and receivers.

**Effects:**

Major

**Prompting action:** 2011 Retrospective Regulatory Review

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/04/2011

**Docket Number:** PHMSA-2011-0023

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST		03/29/2018	
To OMB		05/10/2018	
OMB Clearance		08/10/2018	
Publication Date		08/22/2018	

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

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

76. 

<b>Pipeline Safety: Issues related to the use of Plastic Pipe in Gas Pipeline Industry (RRR)</b>	<b>Black</b>
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**Popular Title:** OPS: Plastic Pipe Rule (RRR)

**RIN 2137-AE93**

**Stage:** Final Rule

**Previous Stage:** NPRM published 5/21/2015; C/P closed 7/31/2015

**Abstract:** PHMSA is amending the Federal Pipeline Safety Regulations that govern the use of plastic piping systems in the transportation of natural and other gas. These amendments are necessary to enhance pipeline safety, adopt innovative technologies and best practices, and respond to petitions from stakeholders. The amendments include an increased design factor for polyethylene (PE) pipe, stronger mechanical fitting requirements, new and updated riser standards, new accepted uses of Polyamide-11 (PA-11) thermoplastic pipe, authorization to use Polyamide-12 (PA-12) thermoplastic pipe and new or updated consensus standards for pipe, fittings, and other components.

**Effects:**

Regulatory Flexibility Act

**Prompting action:** Statute

**Legal Deadline:** None

**Rulemaking Project Initiated:** 05/11/2012

**Docket Number:**

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST		10/23/2017	
To OMB		12/04/2017	
OMB Clearance		03/05/2018	
Publication Date	06/30/2016	03/15/2018	

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

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



Pipeline and Hazardous Materials Safety Administration

77.	<b>Hazardous Materials: Oil Spill Response Plans and Information Sharing for High-Hazard Flammable Trains</b>	Black
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**Popular Title:** OHMS: Oil Spill Resp Plans and Info Sharing HHFT

**RIN 2137-AF08**

**Stage:** Final Rule

**Previous Stage:** ANPRM: Published 8/1/2014; C/P closed 9/30/2014. NPRM: Published 7/29/2016; C/P closed 9/27/2016.

**Abstract:** This rulemaking would expand the applicability of comprehensive oil spill response plans (OSRP) based on thresholds of liquid petroleum oil that apply to an entire train consist. The rulemaking would also require railroads to share information about high-hazard flammable train operations with state and tribal emergency response commissions to improve community preparedness in accordance with the Fixing America's Surface Transportation Act of 2015 (FAST Act). Finally, the rulemaking would incorporate by reference an initial boiling point test for flammable liquids for better consistency with the American National Standards Institute/American Petroleum Institute Recommend Practices 3000, "Classifying and Loading of Crude Oil into Rail Tank Cars," First Edition, September 2014.

**Effects:**

Regulatory Flexibility Act  
Information Collection

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 07/16/2014

**Docket Number:** PHMSA-2014-0105

**Dates for Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	03/01/2017	11/15/2017	
To OMB	04/17/2017	01/02/2018	
OMB Clearance	07/17/2017	04/02/2018	
Publication Date	07/28/2017	04/11/2018	

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

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

78.

<b>Hazardous Materials: Enhanced Safety Provisions for Lithium Batteries Transported by Aircraft</b>	Black
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**Popular Title:** OHMS: Revised Lithium Battery Provisions by Air

**RIN 2137-AF20**

**Stage:** Interim Final Rule

**Previous Stage:** N/A

**Abstract:** This rulemaking action would amend the Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180) applicable to the transport of lithium cells and batteries by aircraft. The IFR contains three amendments: (1) a prohibition on the transport of lithium ion cells and batteries as cargo on passenger aircraft; (2) a requirement that lithium ion cells and batteries be shipped at not more than a 30 percent state of charge aboard cargo-only aircraft; and (3) a limitation on the use of alternative provisions for small lithium cell or battery shipments to one package per consignment or overpack. These amendments are consistent with three emergency amendments to the 2015–2016 International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Technical Instructions). The amendments in this IFR do not restrict passengers or crew members from bringing personal items or electronic devices containing lithium batteries aboard aircraft in carry-on or checked baggage, or restrict cargo-only aircraft from transporting lithium ion batteries at a state of charge exceeding 30 percent when packed with or contained in equipment. PHMSA is providing limited relief from the passenger aircraft prohibition and the state of charge restriction for small lithium ion batteries transported entirely within Alaska, Hawaii, and U.S. territories.

**Effects:**

Foreign

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 01/25/2016

**Docket Number:** PHMSA-2016-0014

**Dates for Interim Final Rule:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST		06/02/2016	06/14/2016
To OMB		08/19/2016	08/17/2016
OMB Clearance		12/16/2016	01/13/2017
Returned to Mode			01/23/2017
Resubmitted to OST		09/22/2017	09/20/2017
Resubmitted to OMB		10/27/2017	
OMB Clearance/2		01/26/2018	
Publication Date	11/01/2016	02/07/2018	
End of Comment Period	11/30/2016	04/14/2018	

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

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

Pipeline and Hazardous Materials Safety Administration

79.	<b>Hazardous Materials: Vapor Pressure of Unrefined Petroleum Products and Class 3 Materials</b>	Black
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**Popular Title:** OHMS: Vapor Pressure Unrefined Petro and Class 3

**RIN 2137-AF24**

**Stage:** Undetermined

**Previous Stage:** ANPRM: Published 1/18/2017; C/P Extension published 3/21/2017; C/P Extension closed 5/19/2017.

**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 this 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:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 06/23/2016

**Docket Number:** PHMSA-2016-0077

**Dates for Undetermined:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST			
To OMB			
OMB Clearance			
Publication Date			

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

**Federal Register Citation for Undetermined:** None

80.	<b>Pipeline Safety: Class Location Requirements</b>	Black
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**Popular Title:** OPS: Class Location Requirements

**RIN 2137-AF29**

**Stage:** ANPRM

**Previous Stage:** N/A

**Abstract:** This rulemaking regards existing class location requirements, specifically as they pertain to actions operators are required to take following class location changes. 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. This request for public comment would be used to inform future regulatory or deregulatory efforts related to this topic.

**Effects:**

None

**Prompting action:** None

**Legal Deadline:** None

**Rulemaking Project Initiated:** 06/29/2017

**Docket Number:**

**Dates for ANPRM:**

Milestone	Originally Scheduled Date	New Projected Date	Actual Date
To OST	11/06/2017		
To OMB	12/26/2017		
Publication Date	04/09/2018		
End of Comment Period	06/11/2018		

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

**Federal Register Citation for ANPRM:** None