

## **DEPARTMENT OF HOMELAND SECURITY (DHS)**

### **2026 Statement of Regulatory Priorities**

The Department of Homeland Security (DHS or Department) was established in 2003 pursuant to the Homeland Security Act of 2002, Public Law 107-296. The DHS mission statement provides the following: “With honor and integrity, we will safeguard the American people, our homeland, and our values.”

Fulfilling that mission requires the dedication of more than 271,000 employees in jobs that range from aviation and border security to emergency response, from cybersecurity analyst to chemical facility inspector. Our duties are wide-ranging, but our goal is clear: keep America safe.

There are six overarching homeland security missions that make up DHS’s strategic plan: (1) Counter terrorism and homeland security threats; (2) secure U.S. borders; (3) administer the nation’s legal immigration system; (4) secure cyberspace and critical infrastructure; (5) strengthen preparedness and respond to incidents; and (6) combat crimes of exploitation and protect victims. See also 6 U.S.C. 111(b)(1) (identifying the primary mission of the Department).

In achieving those goals, we are committed to upholding and strengthening the nation’s economic security and prosperity. We are continually strengthening our partnerships with communities, first responders, law enforcement, and Government agencies—at the Federal, State, local, tribal, and international levels. We are accelerating the deployment of science, technology, and innovation in order to make America more secure, and we are becoming leaner, smarter and more efficient, ensuring that every security resource is used as effectively as possible. For a further discussion of our mission, see the DHS website at <https://www.dhs.gov/mission>.

The regulations in the Department’s 2026 regulatory plan and agenda support the Department’s mission, and also address legislative initiatives such as those found in the One Big Beautiful Bill Act, the REAL ID Act, and the Implementing Recommendations of the 9/11 Commission Act of 2007.

In addition, the regulations advance the President’s priorities as outlined in executive orders and presidential memoranda, including Executive Order 14165, Securing Our Borders; Executive Order 14159, Protecting the American People Against Invasion; and Executive Order 14267, Reducing Anti-Competitive Regulatory Barriers. Consistent with the priorities in these and related executive actions, the Department is strengthening the integrity of its immigration programs and ensuring that immigration benefits are only issued to aliens that establish eligibility after thorough screening and vetting. In this effort, DHS is enhancing vetting of aliens who seek to enter the United States and who apply for benefits

such as work authorization or admission as students or exchange visitors. DHS is also working to reduce asylum fraud and backlogs, address vulnerabilities in the transportation system, guard against cyber-attacks and threats to critical infrastructure, reduce barriers to American innovation, and streamline operations across its components. DHS is committed to supporting fair competition in the marketplace and is pursuing actions to facilitate private-sector engagement in disaster response efforts and innovation in the technology sector. In addition, DHS is working to restore American dominance in the maritime industry by eliminating needless barriers to entry for mariners and outdated requirements for vessel owners and operators.

DHS is committed to reviewing existing regulations, consistent with Executive Orders 14192 and 14219, and to rescinding any regulations that may be contrary to the public interest or administration policy, or unduly burdensome on private enterprise. These actions will improve the Department's ability to accomplish its mission and support broader Administration priorities. In fiscal year 2026, based on current estimates, DHS has already or plans to finalize the following actions:

- 0 Executive Order 14192 regulatory action;
- 24 Executive Order 14192 deregulatory actions;
- 19 Executive Order 14192-exempt regulations; and
- 2 additional regulations that do not yet have an Executive Order 14192 designation.

DHS strives for organizational excellence and uses a centralized and unified approach to manage its regulatory resources. The Office of the General Counsel manages the Department's regulatory program, including the agenda and regulatory plan. In addition, DHS senior leadership reviews each significant regulatory project in order to ensure that the project fosters and supports the Department's mission.

The DHS 2026 regulatory plan includes regulations from multiple DHS components, including U.S. Citizenship and Immigration Services (USCIS), U.S. Immigration and Customs Enforcement (ICE), U.S. Coast Guard (Coast Guard), U.S. Customs and Border Protection (CBP), Transportation Security Administration (TSA), Cybersecurity and Infrastructure Security Agency (CISA) and Federal Emergency Management Agency (FEMA). Below, we describe the regulations that comprise the DHS 2026 regulatory plan.

### **United States Citizenship and Immigration Services**

USCIS oversees lawful immigration to the United States. USCIS is restoring integrity to the legal immigration system by prioritizing enhanced screening and vetting to deter, detect, and disrupt immigration fraud and threats to our national security and public safety. In the coming year, USCIS will pursue regulatory actions to further these priorities and to fortify our ability to process and issue accurate and timely eligibility determinations in strict adherence to U.S. immigration law, regulations, and policy.

*Improving the Process of Certification of Form N-648, Medical Certification for Disability Exceptions.* DHS will propose to amend its regulations governing the process of certifying Form N-648, Medical Certification for Disability Exceptions, by certain medical professionals. Through this certification process, aliens qualify for exemptions from the English proficiency and civics requirements for naturalization. The proposed amendments seek to strengthen the safeguards designed to protect the integrity of the naturalization process and reduce the ability of medical professionals to exploit vulnerabilities in the process. These changes would ensure proper administration of the disability exception process by implementing streamlined certification procedures for Form N-648 requests.

*Naturalization Application Fee Adjustments.* DHS will propose to adjust the fees that USCIS charges for Form N-400, Application for Naturalization, and Form N-336, Request for a Hearing on a Decision in Naturalization Proceedings, eliminate the reduced fee option for Form N-400, and eliminate the availability of fee waivers for both forms. Adjusting these fees would allow USCIS to recover operating costs more fully and support the issuance of accurate and timely eligibility determinations. Armed forces service members filing under INA 328 or INA 329 would remain exempt from paying the fees when filing for naturalization under statutes for members of the armed forces.

*Protecting the Integrity of Naturalization through Enhanced Educational Standards.* DHS will propose to amend regulations governing the educational requirements for naturalization. Naturalization is the most significant immigration benefit offered by the U.S. and it is a privilege that allows aliens to become fully vested members of American society, with important rights and responsibilities that all citizens should exercise and respect. DHS will propose to establish a framework and a standard for applicants to meet showing they have satisfied the educational requirements to ensure only those aliens who meet all eligibility requirements—including the ability to read, write, and speak English and an understanding of U.S. government and civics—are able to naturalize. DHS will also propose additional flexibilities to allow USCIS to modify the way it administers the naturalization test, including allowing third parties to administer the test.

*Sponsor Reimbursement and Deeming.* To uphold the rule of law, preserve hard-earned taxpayer resources, and protect benefits for American citizens in need, DHS will propose to amend its regulations relating to the mechanisms by which the Federal government, as well as the States and state agencies, hold the sponsors of aliens to their commitments to financially support those aliens. These amendments will include changes relating to requests for reimbursement and actions to compel reimbursement. DHS will also propose to amend its regulations to clarify the responsibilities of States and state agencies administering Federal means-tested public benefits to attribute a sponsor's income and resources to an alien when determining the eligibility and the amount of benefits of an alien for Federal means-tested public benefits programs. The goal is to hold individuals who have agreed to financially support aliens

responsible for repaying American taxpayers for any means-tested public benefits received by those sponsored aliens.

### **United States Immigration and Customs Enforcement**

ICE is the principal criminal investigative arm of DHS and one of the three DHS components charged with the criminal and civil enforcement of the Nation's immigration laws. ICE's primary mission is to enforce immigration laws in order to preserve national security and public safety, while also mitigating transnational threats and safeguarding our nation, communities, lawful immigration, trade, travel, and financial systems. During the coming year, ICE will focus on rulemakings that relate to foreign students, fees, and streamlining immigration processes in line with executive orders and Administration priorities. ICE highlights the rule below, which promotes fiscal responsibility and enhancing oversight of foreign student programs.

*Establishing a Fixed Time Period of Admission and an Extension of Stay Procedure for Nonimmigrant Academic Students, Exchange Visitors, and Representatives of Foreign Information Media.* On August 28, 2025, ICE proposed to amend the regulations governing the admission period of aliens in the F, J, and I classifications into the United States. Currently, aliens under those classifications are admitted into the United States for a period known as duration of status, which is an unspecified period of time, to engage in activities authorized under the alien's respective nonimmigrant classification. This rule will replace the duration of status framework with a fixed period of admission. This rule will ensure that DHS has an effective mechanism to periodically and directly assess whether these aliens are complying with the conditions of their classifications and U.S. immigration laws, while also addressing fraud and national security concerns.

### **United States Coast Guard**

The Coast Guard is a military, multi-mission, maritime service of the United States and the only military organization within DHS. It is the principal Federal agency responsible for maritime safety, security, and stewardship in U.S. ports and waterways. The Coast Guard delivers daily value to the nation through its unique resources, authorities, and capabilities.

The United States is a maritime nation, and our security, resilience, and economic prosperity are intrinsically linked to the oceans. Safety, efficient waterways, and freedom of transit on the high seas are essential to our well-being. The Coast Guard is leaning forward, poised to meet the demands of the modern maritime environment. The Coast Guard creates value for the public through solid prevention and response efforts. Activities involving oversight and regulation, enforcement, maritime presence, and public and private partnership foster increased maritime safety, security, and stewardship. The Coast

Guard supports the Department's overarching goals of mobilizing and organizing our Nation to secure the homeland from terrorist attacks, natural disasters, and other emergencies.

To empower its deregulatory endeavors, the Coast Guard has established over a dozen Process Improvement Teams (Deregulatory PIT Crews) that identified dozens of deregulatory ideas. The Coast Guard is deregulating through guidance documents, legislative change proposals, legacy stakeholder ideas, leveraging AI, program evaluation and evidence building, information collection requests, and several maritime sectors specific to Coast Guard jurisdiction. In fiscal year 2026, the Coast Guard plans to finalize the following 3 deregulatory actions.

*Clarification of Certain Mariner Training Requirements.* The Coast Guard will propose to remove certain Coast Guard merchant mariner requirements related to International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW) and the Seafarer's Training Certification and Watchkeeping Code endorsements from its regulations. The Coast Guard has determined these training requirements exceed current international certification and training standards of the STCW and cause a misalignment between the training of U.S. mariners and of mariners of other countries. The Coast Guard is taking this action to reduce the regulatory burden on U.S. mariners and to promote equivalent compliance standards with international requirements.

*Electronic Chart and Navigation Equipment Carriage Requirements.* This deregulatory action will revise regulations associated with the approval and carriage of navigation equipment, navigational charts, and publications. It will allow the use of electronic navigational charts and publications and certain classes of electronic charting systems to meet navigational equipment carriage requirements. This action will align Coast Guard regulations with current industry behavior. By establishing clear and updated standards for both paper and electronic navigational charts and systems, the Coast Guard regulations will reflect technological advancements and operational practices adopted by the maritime industry, and it will make navigational charting easier for the mariner.

*Shipping Safety Fairways Along the Atlantic Coast.* The Coast Guard published a notice of proposed rulemaking on January 19, 2024 to establish shipping safety fairways and other routing measures along the Atlantic Coast. The Coast Guard will reopen the comment period to request comments on a supplemental regulatory analysis and draft programmatic environmental impact statement. Fairways are marked routes for vessel traffic in which any obstructions are prohibited. The proposed fairways will be based on studies about vessel traffic along the Atlantic Coast. This action would ensure that obstruction-free routes are preserved to and from US ports and along the Atlantic coast; reduce the risk of collisions, allisions and grounding; and alleviate the chance of increased time and expenses in transit. These routing measures would facilitate the direct and unobstructed transit of ships, and the Coast Guard

believes that the assurances such routing measures provide would allow for improved medium- and long-term planning strategies, further serving shipping companies and their vessels.

### **United States Customs and Border Protection**

CBP is the DHS agency principally responsible for the security of our Nation's borders, both at and between the ports of entry into the United States. CBP must accomplish its border security and enforcement mission without stifling the flow of legitimate trade and travel. The primary mission of CBP is its homeland security mission, that is, to prevent terrorists and terrorist weapons from entering the United States. An important aspect of this mission involves improving security at our borders and ports of entry, but it also means extending our zone of security beyond our physical borders.

CBP also administers laws concerning the importation of goods into the United States and enforces the laws concerning the entry of persons into the United States. This includes regulating and facilitating international trade; collecting import duties; enforcing U.S. trade, immigration, and other laws of the United States at our borders; inspecting imports; overseeing the activities of persons and businesses engaged in importing; enforcing the laws concerning smuggling and trafficking in contraband; apprehending aliens attempting to enter the United States illegally; protecting our agriculture and economic interests from harmful pests and diseases; servicing all people, vehicles, and cargo entering the United States; maintaining export controls; and protecting U.S. businesses from theft of their intellectual property.

The Homeland Security Act of 2002 provides that, although many functions of the former U.S. Customs Service were transferred to DHS, the Secretary of Treasury retains legal authority over customs revenue functions. By Treasury Department Order No. 100-20, the Secretary of the Treasury delegated to the Secretary of Homeland Security authority to prescribe regulations pertaining to the customs revenue functions. CBP plans to prioritize customs revenue-related regulations that streamline CBP procedures, protect the public, or are required by either statute or executive order.

CBP intends to issue several regulations to improve security at our borders and ports of entry as well as facilitate lawful trade. During the upcoming year, CBP will also work on projects to streamline CBP processing, reduce duplicative processes, reduce burdens on the public, and automate paper forms.

#### *Homeland Security Functions*

*Advance Passenger Information System (APIS): Electronic Validation of Travel Documents.* CBP intends to amend current APIS regulations to incorporate additional carrier requirements. This change would further enable CBP to determine whether each passenger is traveling with valid, authentic travel documents prior to the passenger boarding the aircraft. This rule is deregulatory and will result in time

savings to passengers and cost savings to CBP. The rule will also enhance national security, because it will require air carriers to transmit to CBP additional data elements regarding contact information for all commercial aircraft passengers arriving in the United States. CBP also expects that the collection of these elements would support border operations and the Center for Disease Control and Prevention's mission in monitoring and tracing the contacts for persons involved in health incidents.

*Automated Commercial Environment (ACE) Electronic Export Manifest for Rail Cargo.* This rule will enhance national security by requiring exporters transporting cargo by rail to submit export manifest data electronically to CBP in the ACE. CBP officers are able to review electronic manifests faster than paper manifests, and so the rule would reduce the time burden for CBP, carriers, and transmitters.

### *Customs Revenue Functions*

*Elimination of Paper-Based Bond Applications and the Automated Processing of Bond Applications.* CBP will propose to replace the paper-based bond application and approval process with an electronic process. The proposed rule would implement the successful National Customs Automation Program test of the electronic bond process.

## **Transportation Security Administration**

TSA protects the Nation's transportation systems to ensure freedom of movement for people and commerce. TSA applies an intelligence-driven, risk-based approach to all aspects of its mission. This approach results in layers of security to mitigate risks effectively and efficiently.

TSA has prioritized regulatory actions that are required to meet statutory mandates, necessary for national and homeland security, and consistent with the goals of Executive Order 14192, *Unleashing Prosperity Through Deregulation* and other Administration priorities. In fiscal year 2026, TSA plans to issue the following three deregulatory and security-related actions.

*Update to Procedures for State Certification for Remote Application and Issuance.* This deregulatory rule would reduce burdens for individuals to apply for REAL ID-compliant driver's licenses and identification cards by establishing a procedure for TSA to approve States' remote application and issuance processes. Enabling remote processes will eliminate the need for individuals to travel to Departments of Motor Vehicle (DMV) offices and may reduce the burden on States to provide resources at DMV offices for in-person processing. This rulemaking is necessary to implement authority under the REAL ID Modernization Act, which authorized electronic submission of information and remote issuance of REAL ID cards under regulations prescribed by the Secretary of Homeland Security. States currently certified as meeting REAL ID standards would need to update their REAL ID certification documentation to

confirm that their remote processes meet, or are comparable to, the existing standards. By enabling REAL ID application and issuance processes to conform to the modern modalities of electronic transactions with which the public is already familiar, this rule would accelerate and expand adoption of REAL ID-compliant cards.

*Unmanned Aircraft Systems Beyond Visual Line of Sight Operations Security.* This final rule is intended to provide a predictable and clear pathway for private industry to engage in safe, routine, and scalable unmanned aircraft systems (UAS) operations that include package delivery, agriculture, aerial surveying, operations training, demonstration, recreation, and flight testing. On June 6, 2025, the President issued Executive Order 14305, Restoring American Airspace Sovereignty, which noted the public safety benefits and security risks associated with UAS and also required Federal agencies to address the serious threats to our homeland that could be conducted if a UAS is weaponized. Concurrently, the President issued Executive Order 14307, Unleashing American Drone Dominance, which requires the Federal Aviation Administration (FAA) to issue a final rule to enable beyond visual line of sight UAS operations for commercial and public safety purposes. In August 2025, TSA and FAA issued a joint proposed rule. TSA is working on a final rule, which it will issue in conjunction with FAA's final rule. The rule is an enabling rule as it will enable operations that are generally prohibited currently. While there may be costs associated in complying with mitigating security requirements necessary to permit these operations, the overall impact is expected to be deregulatory.

*Vetting of Certain Surface Transportation Employees.* This final rule will establish the requirements and procedures to conduct the vetting of certain higher-risk railroad, public transportation, and over-the-road bus employees, and to recover the costs of the vetting services. This rulemaking is required by the Implementing Recommendations of the 9/11 Commission Act, and it will enhance the security of surface transportation by ensuring that workers who are central to operations do not pose a threat to transportation or national security, or of terrorism. The final rule will address the public comments that TSA received in response to the May 2023 proposed rule.

### **Cybersecurity and Infrastructure Security Agency**

CISA leads the national effort to understand, manage, and reduce risk to the cyber and physical infrastructure that Americans rely on every hour of every day. CISA's mission expands across three primary areas: cybersecurity, infrastructure security, and emergency communications. CISA is the operational lead for federal cybersecurity and the national coordinator for critical infrastructure security and resilience.

*Cybersecurity Incident Reporting for Critical Infrastructure Act (CIRCIA) Reporting Requirements.* In March 2022, CIRCIA was signed into law. CIRCIA directs CISA to develop and implement regulations

requiring covered entities to submit reports to CISA regarding covered cyber incidents and ransom payments. CISA published a proposed rule on April 4, 2024. CISA received significant public comments, many of which emphasized the need to reduce the scope and burden of the reporting requirements, improve harmonization with other federal cyber incident reporting requirements, and ensure clarity. CISA is working to address Congressional intent and streamline CIRCIA’s requirements, consistent with feedback to the NRPM.

**Federal Emergency Management Agency**

FEMA is responsible for helping the American people before, during, and after disasters. FEMA supports the people and communities of our Nation by providing experience, perspective, and resources in emergency management. FEMA is particularly focused on national resilience in the face of the risks of flooding, drought, extreme heat, and wildfire. FEMA has made a series of efforts to make assistance available promptly to those who need it, and to reduce administrative barriers and burdens. FEMA continues to prioritize those efforts and to improve them.

FEMA is working on deregulatory actions and has included certain ones in the 2026 Agenda. FEMA also plans to revise or repeal guidance documents and information collections to streamline program implementation and reduce burdens on the public. Additionally, FEMA is awaiting the recommendations of the FEMA Review Council, which was established by Executive Order 14180 (January 24, 2025).

*Removal of Updates to Floodplain Management and Protection of Wetlands Regulations.* FEMA plans to rescind the July 11, 2024 final rule, Updates to Floodplain Management and Protection of Wetlands Regulations to Implement the Federal Flood Risk Management Standard (FFRMS). This action is consistent with Executive Order 14148, Initial Rescissions of Harmful Executive Orders and Actions (January 20, 2025), which rescinded the executive order that had established the FFRMS. On March 25, 2025, FEMA stopped implementation of the FFRMS. FEMA is undertaking rulemaking to remove the FFRMS from its regulations. Removing the standard will streamline FEMA’s regulations, streamline program implementation, reduce Federal spending, minimize transfers, and reduce burdens on the public.

**BILLING CODE 9110-9B-P**

<p><b>DHS—U.S. Citizenship and Immigration Services (USCIS)</b></p>	<p><b>PROPOSED RULE STAGE</b></p>
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**1. • IMPROVING THE PROCESS OF CERTIFICATION OF FORM N-648, MEDICAL CERTIFICATION FOR DISABILITY EXCEPTIONS [1615-AD07]**

**Priority:**

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

**Regulatory Accounting:**

Fully or Partially Exempt

**Unfunded Mandates:**

Undetermined

**Legal Authority:**

8 U.S.C. 1103; 8 U.S.C. 1423; 8 U.S.C. 1443

**Relevant Executive Orders:**

14161

**CFR Citation:**

8 CFR part 312; 8 CFR 106.2; 8 CFR part 336

**Legal Deadline:**

None

**Abstract:**

DHS proposes to amend its regulations governing the process of certifying Form N-648, Medical Certification for Disability Exceptions by certain medical professionals. Through this certification process, aliens qualify for exemptions from the English proficiency and civics requirements for naturalization. The proposed amendments seek to strengthen the integrity of the naturalization process by implementing streamlined certification procedures for medical professionals and ensuring that only qualified aliens are granted exemptions. These changes are intended to enhance safeguards designed to prevent fraudulent submissions and ensure proper administration of disability exception process for naturalization.

**Statement of Need:**

Across the country and over the decades, there have been numerous instances where the medical certification process has been exploited. Some medical professionals have been arrested, indicted and convicted for submitting fraudulent Forms N-648 in violation of various federal statutes. This rule is intended to mitigate some of the concerns with the exploitation of the Form N-648 process, thereby further enhancing the integrity of naturalization process.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of the proposed provisions.

**Timetable:**

Action	Date	FR Cite
NPRM	07/00/26	

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

Undetermined

**Federalism:**

Undetermined

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**RIN:** 1615-AD07

DHS—USCIS	
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**2. • NATURALIZATION APPLICATION FEE ADJUSTMENTS [1615-AD08]**

**Priority:**

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

**Regulatory Accounting:**

Fully or Partially Exempt

**Unfunded Mandates:**

Undetermined

**Legal Authority:**

8 U.S.C. 1356(m), (n)

**CFR Citation:**

8 CFR 106.2; 8 CFR 106.3

**Legal Deadline:**

None

**Abstract:**

DHS is proposing to adjust the fees that USCIS charges for Form N-400 and Form N-336 to ensure recovery of the cost of adjudication. This includes eliminating fee waivers (except for armed forces service members when filing for naturalization under statutes for members of the armed forces) and reduced fees for these forms.

**Statement of Need:**

These proposed changes provide additional resources to further support USCIS's financial sustainability and provide additional resources for continued review of the integrity of the naturalization process.

**Alternatives:**

DHS is currently considering the specific impacts of the proposed provisions.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of the proposed provisions.

**Timetable:**

Action	Date	FR Cite
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NPRM	03/00/26	
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**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

Undetermined

**Federalism:**

Undetermined

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**RIN:** 1615-AD08

DHS—USCIS	
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**3. • PROTECTING THE INTEGRITY OF NATURALIZATION THROUGH ENHANCED EDUCATIONAL STANDARDS [1615-AD13]**

**Priority:**

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

**Regulatory Accounting:**

Fully or Partially Exempt

**Unfunded Mandates:**

Undetermined

**Legal Authority:**

8 U.S.C. 1103; 8 U.S.C. 1423; 8 U.S.C. 1443

**Relevant Executive Orders:**

14161

**CFR Citation:**

8 CFR part 312, 8 CFR part 316 , 8 CFR part 3

**Legal Deadline:**

None

**Abstract:**

DHS proposes to amend its regulations governing the educational requirements for naturalization. DHS proposes to establish a framework and a standard for applicants to meet the educational requirements for naturalization. With this proposed rule, USCIS is seeking to further enhance the integrity of the naturalization test. DHS also proposes additional flexibilities to allow USCIS to modify the way it administers the naturalization tests, including by allowing for third party administration of the test.

**Statement of Need:**

Aliens applying for naturalization must demonstrate an understanding of the English language, including an ability to read, write, and speak words in ordinary usage (English language requirements). Aliens must also demonstrate a knowledge and understanding of the fundamentals of the history, and of the principles and form of government, of the United States (civics requirements). Current regulations do not provide specifics on how aliens should meet the educational requirements. These changes would ensure the proper assimilation of lawful immigrants into the United States and promote a unified American identity and attachment to the Constitution, laws, and founding principles of the United States. With this proposed rule, USCIS is seeking to further enhance the integrity of the naturalization test and provide additional flexibilities in administering the naturalization test. Current regulations limit the administration of the naturalization test by requiring the test as part of the naturalization application and interview with an officer.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of the proposed provisions.

**Timetable:**

Action	Date	FR Cite
NPRM	07/00/26	

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

Undetermined

**Federalism:**

Undetermined

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**RIN:** 1615-AD13

DHS—USCIS	
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4. • SPONSOR REIMBURSEMENT AND DEEMING 8 CFR § 213A [1615-AD15]

**Priority:**

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

**Regulatory Accounting:**

Fully or Partially Exempt

**Unfunded Mandates:**

Undetermined

**Legal Authority:**

INA 213A (8 U.S.C. 1183a); 8 U.S.C. 1631; 8 U.S.C. 1632

**CFR Citation:**

8 CFR 213a

**Legal Deadline:**

None

**Abstract:**

DHS proposes to amend its regulations relating to the mechanisms by which the Federal government, as well as the States and state agencies, hold the sponsors of aliens to their commitments to financially support those aliens. The project will include amendments relating to requests for reimbursement and actions to compel reimbursement. DHS will also amend its regulations to clarify the responsibilities of States and state agencies to attribute a sponsor's income and resources to an alien when determining the eligibility and the amount of benefits of an alien for means-tested public benefits programs.

**Statement of Need:**

Existing regulations relating to sponsor reimbursement and deeming fail to adequately convey the steps that States and state agencies must take to comply with their statutory obligations. These regulations would better aid States and state agencies in fulfilling those obligations, and expand the Federal role in forcing sponsors to financially support the sponsored aliens and reimburse the expenses associated with public benefit use by those aliens.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of the proposed provisions.

**Timetable:**

Action	Date	FR Cite
NPRM	03/00/26	

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

Undetermined

**Federalism:**

Undetermined

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**RIN:** 1615-AD15

DHS—U.S. Coast Guard (USCG)	PROPOSED RULE STAGE
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**5. SHIPPING SAFETY FAIRWAYS ALONG THE ATLANTIC COAST [1625-AC57]**

**Priority:**

Other Significant

**Regulatory Accounting:**

Deregulatory

**Legal Authority:**

46 U.S.C. 70001; 46 U.S.C. 70003; 46 U.S.C. 70034

**Relevant Executive Orders:**

14269

**CFR Citation:**

33 CFR 166; 33 CFR 167

**Legal Deadline:**

None

**Abstract:**

The Coast Guard is proposing the establishment of shipping safety fairways along the Atlantic Coast of the United States. Fairways are marked routes for vessel traffic in which any fixed obstructions are prohibited. The proposed fairways are based on studies about vessel traffic along the Atlantic Coast and do not conflict with other ocean users. Coast Guard establishes shipping safety fairways to maintain safe and secure access to major ports of the U.S. Marine Transportation System.

**Statement of Need:**

This rulemaking would establish shipping safety fairways along the Atlantic Coast of the United States to facilitate the direct and unobstructed transits of ships and facilitate development on the outer continental shelf. The rulemaking would also establish traffic separation schemes, precautionary areas, and a fairway anchorage. The establishment of these routing measures would ensure that obstruction-free routes are preserved to and from US ports and along the Atlantic Coast.

**Anticipated Cost and Benefits:**

Establishing fairways would streamline interagency coordination between the Coast Guard, the Bureau of Ocean Energy Management, and other stakeholders during the wind energy leasing process. By clearly identifying historic vessel travel lanes and areas with high vessel traffic early on, this rule would enable efficient communication and decision-making. Additionally, it would provide clarity on less-trafficked, open-water areas suitable for future energy exploration projects, facilitating quicker and more effective planning. Coast Guard is determining the costs of the rule.

**Timetable:**

<b>Action</b>	<b>Date</b>	<b>FR Cite</b>
ANPRM	06/19/20	85 FR 37034
ANPRM Comment Period End	08/18/20	
NPRM	01/19/24	89 FR 3587
Notification of Public Meeting; Extension of Comment Period	03/25/24	89 FR 20582
NPRM Comment Period Extended End	05/17/24	
NPRM Comment Period Reopened	03/00/26	
Final Rule	11/00/26	

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

None

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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RIN: 1625-AC57

<b>DHS—U.S. Customs and Border Protection (USCBP)</b>	<b>FINAL RULE STAGE</b>
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**6. ADVANCE PASSENGER INFORMATION SYSTEM: ELECTRONIC VALIDATION OF TRAVEL**

**DOCUMENTS [1651-AB43]**

**Priority:**

Other Significant

**Regulatory Accounting:**

Deregulatory

**Legal Authority:**

49 U.S.C. 44909; 8 U.S.C. 1221; 19 U.S.C. 1431

**CFR Citation:**

19 CFR 122

**Legal Deadline:**

None

**Abstract:**

U.S. Customs and Border Protection (CBP) regulations require commercial air carriers to electronically transmit passenger information to CBP's Advance Passenger Information System (APIS) prior to an aircraft's arrival in or departure from the United States. CBP proposed to incorporate additional carrier requirements that would enable CBP to validate each passenger's travel documents prior to the passenger boarding the aircraft. The proposed changes, if implemented, would also require air carriers to transmit additional data elements through APIS for all commercial aircraft passengers arriving in the United States in order to support border operations and national security. This rule is deregulatory and will result in time savings to passengers and cost savings to CBP.

**Statement of Need:**

This Rule is needed to increase the safety of the traveling public, the air carrier industry, and the United States.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of the proposed provisions. Based on the analysis for the NPRM, DHS estimates this rule will result in an annualized net benefit of approximately \$1 million due to time savings for CBP and travelers who will now be able to correct errors immediately.

**Timetable:**

Action	Date	FR Cite
NPRM	02/02/23	88 FR 7016
NPRM Comment Period End	04/03/23	
Final Action	04/00/26	

**Regulatory Flexibility Analysis Required:**

No

**Government Levels Affected:**

None

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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RIN: 1651-AB43

DHS—USCBP	
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**7. AUTOMATED COMMERCIAL ENVIRONMENT (ACE) ELECTRONIC EXPORT MANIFEST FOR RAIL CARGO [1651-AB52]**

**Priority:**

Other Significant

**Regulatory Accounting:**

Deregulatory

**Legal Authority:**

19 U.S.C. 1415

**CFR Citation:**

123.93

**Legal Deadline:**

None

**Abstract:**

This rulemaking proposes to create a new regulation requiring the submission of export manifest data electronically to U.S. Customs and Border Protection (CBP) in the Automated Commercial Environment (ACE) for cargo transported by rail pursuant to section 343(a), of the Trade Act of 2002, as amended (19 U.S.C. 1415), for any train departing the United States. The proposed regulation would mandate the electronic transmission of rail export manifest information, identify the parties eligible to transmit information, describe the time frames prior to departure of the train in which the information is due, and identify an initial filing that must occur 24 hours prior to departure from the port of export while requiring that remaining data be transmitted at least two hours prior to such departure. This rule is deregulatory and will result in both time savings and cost savings for carriers, transmitters, and CBP.

**Statement of Need:**

This Rule is needed to address important cargo security concerns while providing efficiencies to the trade.

**Anticipated Cost and Benefits:**

Based on the analysis for the NPRM, CBP expects that this rule would result in a present value total combined net cost savings of \$49.8 million using a two percent discount rate, or approximately \$3.8 million annualized (2023 U.S. dollars) to CBP, outbound rail carriers and other related parties during the period of analysis (2016 to 2030). CBP anticipates that this proposed rule would also provide added benefits from enhanced cargo security measures by improving compliance and the enforcement of U.S. export laws and regulations on U.S. rail exports, while also improving the facilitation of the export process.

**Timetable:**

Action	Date	FR Cite
NPRM	01/13/25	90 FR 2874
NPRM Comment Period End	03/14/25	
Final Rule	04/00/26	

**Regulatory Flexibility Analysis Required:**

No

**Government Levels Affected:**

None

**International Impacts:**

This regulatory action will be likely to have international trade and investment effects, or otherwise be of international interest.

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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**RIN:** 1651-AB52

<b>DHS—Transportation Security Administration (TSA)</b>	<b>FINAL RULE STAGE</b>
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**8. VETTING OF CERTAIN SURFACE TRANSPORTATION EMPLOYEES [1652-AA69]**

**Priority:**

Other Significant

**Regulatory Accounting:**

Regulatory

**Legal Authority:**

49 U.S.C. 114; Pub. L. 108-90, sec. 520; Pub. L. 110-53, secs. 1411, 1414, 1512, 1520, 1522, and 1531

**Relevant Executive Orders:**

14157; 14159; 14161; 14165

**CFR Citation:**

49 CFR 1500 ; 49 CFR 1530; 49 CFR 1570; 49 CFR 1572; 49 CFR 1580; 49 CFR 1582; 49 CFR 1584; ...

**Legal Deadline:**

Other, Statutory, August 3, 2008, background and immigration status check for all public transportation and railroad frontline employees is due no later than 12 months after date of enactment.

Sections 1411 and 1520 of Pub. L. 110-53, Implementing Recommendations of the 9/11 Commission Act of 2007 (9/11 Act), (121 Stat. 266, Aug. 3, 2007), require background checks of frontline public transportation and railroad employees not later than one year from the date of enactment. Requirement will be met through regulatory action.

**Abstract:**

TSA will finalize regulations to establish the requirements and procedures to conduct the vetting of certain railroad, public transportation, and over-the-road bus employees, and to recover the costs of the vetting services. On May 23, 2023, TSA issued a notice of proposed rulemaking proposing these standards. TSA is evaluating all comments received and will publish the final rule. This regulation is related to 1652-AA55, Security Training for Surface Transportation Employees.

**Statement of Need:**

This rulemaking is required by the Implementing Recommendations of the 9/11 Commission Act, Pub. L. 110-53, (121 Stat. 266, Aug. 3, 2007), and will enhance the security of surface transportation by ensuring that workers who are central to operations do not pose a threat to transportation or national security, or of terrorism.

**Anticipated Cost and Benefits:**

The vetting of railroad, public transportation, and over-the-road bus employees covered under the rule will result in costs to TSA and to industry. TSA is required to recover vetting costs by collecting user fees from the individuals who are subject to the requirements rather than the public at large. TSA also anticipates ancillary costs (e.g. updating contact information, compliance inspections) associated with compliance with the rule. Anticipated benefits include reducing security risks by identifying and/or mitigating potential insider threats through vetting.

**Timetable:**

Action	Date	FR Cite
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NPRM	05/23/23	88 FR 33472
NPRM Comment Period End	08/21/23	
NPRM Extension of Comment Period	08/22/23	88 FR 57044
NPRM Extension Comment Period End	10/01/23	
Final Rule	11/00/26	

**Regulatory Flexibility Analysis Required:**

Yes

**Small Entities Affected:**

Businesses, Governmental Jurisdictions, Organizations

**Government Levels Affected:**

Local

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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**Related RIN:**

Related to 1652-AA55, Related to 1652-AA56

**RIN:** 1652-AA69

DHS—TSA	
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**9. MINIMUM STANDARDS FOR DRIVER'S LICENSES AND IDENTIFICATION CARDS ACCEPTABLE BY FEDERAL AGENCIES FOR OFFICIAL PURPOSES; PROCEDURES FOR REMOTE APPLICATION AND ISSUANCE [1652-AA78]**

**Priority:**

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

**Regulatory Accounting:**

Deregulatory

**Legal Authority:**

49 U.S.C. 30301 note; 6 U.S.C. 111, 112; 49 U.S.C. 114

**Relevant Executive Orders:**

14159; 14161; 14165

**CFR Citation:**

6 CFR 37

**Legal Deadline:**

None

**Abstract:**

TSA is amending regulations implementing the REAL ID Act by issuing a procedural final rule that enables individuals to apply for, and for States to issue, REAL ID-compliant driver's licenses and identification cards remotely. The final rule requires States that elect to implement remote systems to update their existing REAL ID certification documentation to demonstrate how their remote systems meet, or are comparable to, existing standards of this part. Remote processes would eliminate the need for individuals to travel to Departments of Motor Vehicle offices and enable States to reduce support personnel at those offices. By reducing application and issuance burdens on individuals and States, this rule accelerates and expands adoption of REAL ID-compliant cards.

**Statement of Need:**

This rulemaking is necessary to implement authority under the REAL ID Modernization Act, Section 1001 of Title X, Consolidated Appropriations Act, 2021, Pub. L .116-260 (Dec.27,2020), which authorized electronic submission of information and remote issuance of REAL ID cards under regulations prescribed by the Secretary.

**Anticipated Cost and Benefits:**

Allowance of a REAL ID remote issuance process will result in costs to States and TSA and cost savings for individuals. Individuals will realize cost savings from avoiding travel to the State Department of Motor Vehicles. States and TSA will incur administrative costs associated with submitting and reviewing remote issues applications. States may also incur costs to develop and implement remote issuance processes as

well as potential cost savings associated with offering a fully remote option. Anticipated benefits include increased efficiencies as well as the acceleration and potential expansion of REAL ID adoption.

**Timetable:**

Action	Date	FR Cite
Final Action	11/00/26	

**Regulatory Flexibility Analysis Required:**

No

**Small Entities Affected:**

No

**Government Levels Affected:**

Federal, State

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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**RIN: 1652-AA78**

DHS—TSA	
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**10. • NORMALIZING UNMANNED AIRCRAFT SYSTEMS BEYOND VISUAL LINE OF SIGHT**

**OPERATIONS [1652-AA80]**

**Priority:**

Other Significant. Major under 5 U.S.C. 801.

**Regulatory Accounting:**

Deregulatory

**Legal Authority:**

49 U.S.C. 114, 44901, 44903

**Relevant Executive Orders:**

14157; 14159; 14161; 14305; 14307; 14165

**CFR Citation:**

49 CFR 1540; 49 CFR 1544; 49 CFR 1550

**Legal Deadline:**

Final, Statutory, December 7, 2025, Deadline for FAA BVLOS Final Rule under section 930 of Pub. L. 118-63 (May 16, 2024).

**Abstract:**

This final rule is intended to provide a predictable and clear pathway for safe, routine, and scalable UAS operations that include package delivery, agriculture, aerial surveying, civic interest, operations training, demonstration, recreation, and flight testing. This final rule will be issued in conjunction with the FAA's final rule. FAA's final rule provides performance-based regulations enabling the design and operation of unmanned aircraft systems at low altitudes beyond visual line of sight and for third-party services, to include UAS Traffic Management, that support these operations. The FAA Reauthorization Act of 2024 directs the development of this rulemaking. TSA's rule is necessary to support the secure integration of BVLOS UAS operations into the national air space system.

TSA's final rule makes complementary changes to its regulations to require necessary security measures on these operations consistent with its current regulatory structure for civil aviation.

**Statement of Need:**

TSA has proposed revisions to its regulations to ensure that the FAA's regulation of BVLOS UAS operations under part 108 does not inadvertently create a security gap under TSA regulations.

**Anticipated Cost and Benefits:**

TSA is continuing to assess the anticipated costs and benefits of the final rule.

**Timetable:**

Action	Date	FR Cite
NPRM	08/07/25	90 FR 38212

NPRM Comment Period End	10/06/25	
Final Rule	05/00/26	

**Regulatory Flexibility Analysis Required:**

Yes

**Small Entities Affected:**

Businesses

**Government Levels Affected:**

Local

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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**Related RIN:**

Related to 2120-AL82

**RIN:** 1652-AA80

<b>DHS—U.S. Immigration and Customs Enforcement (USICE)</b>	<b>FINAL RULE STAGE</b>
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**11. ESTABLISHING A FIXED TIME PERIOD OF ADMISSION AND AN EXTENSION OF STAY  
PROCEDURE FOR NONIMMIGRANT ACADEMIC STUDENTS, EXCHANGE VISITORS, AND  
REPRESENTATIVES OF FOREIGN INFORMATION MEDIA [1653-AA95]**

**Priority:**

Economically Significant. Major under 5 U.S.C. 801.

**Regulatory Accounting:**

Fully or Partially Exempt

**Legal Authority:**

8 U.S.C. 1101; 8 U.S.C. 1103; 8 U.S.C. 1182; 8 U.S.C. 1184

**CFR Citation:**

8 CFR 214; 8 CFR 274a; 8 CFR 248

**Legal Deadline:**

None

**Abstract:**

This rule proposes to eliminate the Duration of Status admission for F, J, and I nonimmigrant categories and replace it with a date-limited authorized period of stay when entering the United States. The fixed date would eliminate confusion over how long foreign students, exchange visitors, and representatives of foreign information media may stay in the United States. It would also improve the Department's efforts to reduce overstay rates and address fraud and national security concerns.

**Statement of Need:**

The failure to provide certain categories of nonimmigrants with specific dates for their authorized periods of stay has contributed to fraud, exploitation, and abuse in the system. These changes will allow DHS to effectively assess whether these nonimmigrants are complying with the conditions of their classifications and U.S. immigration law while also mitigating national security risks.

**Anticipated Cost and Benefits:**

Through this NPRM, the DHS proposed changes would have an annualized cost ranging from \$390.3 million to \$392.4 million (using 3 and 7 percent discount rates, respectively).

**Timetable:**

Action	Date	FR Cite
NPRM	08/28/25	90 FR 42070
NPRM Comment Period End	09/29/25	
Final Action	03/00/26	

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

Federal

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**RIN:** 1653-AA95

<b>DHS—Federal Emergency Management Agency (FEMA)</b>	<b>FINAL RULE STAGE</b>
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**12. REMOVAL OF UPDATES TO FLOODPLAIN MANAGEMENT AND PROTECTION OF WETLANDS REGULATIONS [1660-AB18]**

**Priority:**

Other Significant

**Regulatory Accounting:**

Other

**Legal Authority:**

6 U.S.C. 101 et seq.; 42 U.S.C. 4001 et seq.; 42 U.S.C. 4321 et seq.; E.O. 11988 of May 24, 1977, 42 FR 26951, 3 CFR, 1977 Comp., p. 117; E.O. 11990 of May 24, 1977, 42 FR 26961, 3 CFR, 1977 Comp., p. 121

**Relevant Executive Orders:**

14148; 14219; 14267

**CFR Citation:**

44 CFR part 9

**Legal Deadline:**

None

**Abstract:**

This rule would rescind certain provisions in the July 11, 2024, final rule titled Updates to Floodplain Management and Protection of Wetlands Regulations to Implement the Federal Flood Risk Management Standard. FEMA had issued this rule due to Executive Order 14030, which reinstated the Federal Flood Risk Management Standard (FFRMS). On January 20, 2025, President Trump issued Executive Order 14148, Initial Rescissions of Harmful Executive Orders and Actions. This Executive Order rescinded Executive Order 14030, thereby eliminating the standard. FEMA stopped implementation of the FFRMS on March 25, 2025, consistent with Executive Order 14148. FEMA is now undertaking rulemaking to remove the specific requirements of Executive Order 14030 from its regulations. Removing the standard from Part 9 will streamline FEMA's regulations, streamline program implementation, and reduce burdens on the public.

**Statement of Need:**

In 2024, following Executive Order 14030, FEMA incorporated the Federal Flood Risk Management Standard (FFRMS) into 44 CFR Part 9. However, in January 2025, Executive Order 14148 rescinded Executive Order 14030, thereby eliminating the FFRMS. FEMA stopped implementing the FFRMS in March 2025 and plans to update 44 CFR Part 9 to remove the FFRMS from FEMA's regulations.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of this action.

**Timetable:**

Action	Date	FR Cite
Interim Final Rule	09/00/26	

**Regulatory Flexibility Analysis Required:**

No

**Government Levels Affected:**

Federal, Local, State, Tribal

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**RIN:** 1660-AB18

<b>DHS—Cybersecurity and Infrastructure Security Agency (CISA)</b>	<b>FINAL RULE STAGE</b>
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**13. CYBER INCIDENT REPORTING FOR CRITICAL INFRASTRUCTURE ACT (CIRCA) REPORTING REQUIREMENTS [1670-AA04]**

**Priority:**

Other Significant. Major under 5 U.S.C. 801.

**Regulatory Accounting:**

Fully or Partially Exempt

**Legal Authority:**

6 U.S.C. 681 et seq.

**CFR Citation:**

6 CFR 226

**Legal Deadline:**

NPRM, Statutory, March 15, 2024, Notice of Proposed Rulemaking.

Final, Statutory, October 4, 2025, Final Rule.

**Abstract:**

The Cybersecurity and Infrastructure Security Agency (CISA) will finalize regulations to implement certain aspects of the Cyber Incident Reporting for Critical Infrastructure Act of 2022 (CIRCIA). Specifically, CIRCIA directs CISA to develop and implement regulations requiring covered entities to submit reports to CISA regarding covered cyber incidents and ransom payments. CISA published the NPRM on April 4, 2024. CISA received significant public comments on the proposed rule, many of which emphasized the need to reduce the scope and burden of the proposed reporting requirements, improve harmonization of CIRCIA with other federal cyber incident reporting requirements, and clarify terms. CISA is considering the public comments and examining options for the rulemaking. Additional information about this rulemaking is available at [www.cisa.gov/circia](http://www.cisa.gov/circia).

**Statement of Need:**

Congress directed CISA to promulgate regulations requiring covered entities to report covered cyber incidents and ransom payments to CISA.

**Summary of Legal Basis:**

This regulation is statutorily mandated by 6 U.S.C. 681 et seq.

**Anticipated Cost and Benefits:**

CISA is continuing to assess the anticipated costs and benefits of the final rule.

**Timetable:**

Action	Date	FR Cite
NPRM	04/04/24	89 FR 23644
NPRM Comment Period Extended	05/06/24	89 FR 37141
NPRM Correction	06/03/24	89 FR 47471
NPRM Comment Period End	06/03/24	
NPRM Comment Period Extended End	07/03/24	

Final Rule	05/00/26	
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**Regulatory Flexibility Analysis Required:**

Yes

**Small Entities Affected:**

Businesses, Governmental Jurisdictions, Organizations

**Government Levels Affected:**

Local, State, Tribal

**URL For More Information:**

<https://www.regulations.gov>

**URL For Public Comments:**

<https://www.regulations.gov>

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**RIN:** 1670-AA04

<b>DHS—Customs Revenue Functions (CUSTREV)</b>	<b>FINAL RULE STAGE</b>
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**14. ELECTRONIC BOND TRANSMISSION [1685-AA24]**

**Priority:**

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

**Regulatory Accounting:**

Deregulatory

**Legal Authority:**

19 U.S.C. 66; 19 U.S.C. 1411(a)(2)(D); 19 U.S.C. 1623; 19 U.S.C. 1624

**CFR Citation:**

19 CFR part 113

**Legal Deadline:**

None

**Abstract:**

This Notice of Proposed Rulemaking proposes to amend the CBP regulations to require that most bonds be transmitted to CBP electronically via a specialized system by the surety securing the bond, or by the principal on a bond secured by cash in lieu of surety. The proposed amendments eliminate the more onerous and inefficient paper-based bond application and approval processes. Moving forward, the proposed amendments would implement the successful National Customs Automation Program test for electronic bonds ("eBonds").

**Statement of Need:**

The proposed rule is needed to modernize existing regulations and reduce burdens on the public.

**Anticipated Cost and Benefits:**

DHS is currently considering the specific impacts of the provisions.

**Timetable:**

Action	Date	FR Cite
NPRM	02/13/26	91 FR 6986
NPRM Comment Period End	04/14/26	
Final Rule	To Be	Determined

**Regulatory Flexibility Analysis Required:**

Undetermined

**Government Levels Affected:**

None

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**Related RIN:**

Previously reported as 1515-AE49

**RIN:** 1685-AA24

**BILLING CODE 9110-9B-P**