use of automated collection techniques or other forms of information technology.

Please note that comments submitted in response to this Notice are public record. Before including any detailed personal information, you should be aware that your comments as submitted, including your personal information, will be available for public review.

Abstract of Proposed Collection

The collection is the continuation of information collected and needed by the Bureau of Educational and Cultural Affairs in administering the Exchange Visitor Program (J-Nonimmigrant) under the provisions of the Mutual Educational and Cultural Exchange Act, as amended (22 U.S.C. 2451, *et seq.*). The Form DS–2019 is the document that provides the information needed to identify an individual (and spouse and dependents, where applicable) seeking to enter the United States as an Exchange Visitor in J-Nonimmigrant status. Minor changes have been made to the wording in the 212(e) section entitled Signature of Responsible Officer or Alternate Responsible Officer. This change does not increase cost or burden.

Methodology

Access to Form DS–2019 is made available to Department-designated sponsors electronically via the Student and Exchange Visitor Information System (SEVIS).

Kevin Bryant,

Deputy Director.

[FR Doc. 2020–23567 Filed 10–23–20; 8:45 am]

BILLING CODE 4710–05–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Docket No. FAA–2020–0998; Notice of Availability Docket No. 20–ASO–26]

Notice of Availability of the Final Environmental Assessment (Final EA)/ Finding of No Significant Impact (FONSI) and the Record of Decision (ROD) for the South-Central Florida Metroplex Project

AGENCY: Federal Aviation Administration, (FAA), Department of Transportation.

ACTION: Notice of availability.

SUMMARY: The FAA, Eastern Service Center, is issuing this notice to advise the public of the availability of the Final Environmental Assessment (Final EA)/ Finding of No Significant Impact (FONSI) and the Record of Decision (ROD) for the South-Central Florida Metroplex Project.

FOR FURTHER INFORMATION CONTACT: Lisa Favors, Federal Aviation Administration, Operations Support Group, Eastern Service Center, 1701 Columbia Avenue, College Park, Georgia 30337, (404) 305–5604. Additional information about the FAA's actions and environmental review of this project is available at the following website: *http://www.metroplexenvironmental.com/fl_metroplex/fl_introduction.html.*

SUPPLEMENTARY INFORMATION: The FAA prepared a Final Environmental Assessment (EA), dated October 15, 2020, to assess the potential environmental impacts of the South-Central Florida Metroplex project in compliance with the National Environmental Policy Act of 1969, 42 U.S.C. 4321 *et seq.* Council on Environmental Quality regulation, 40 CFR parts 1500–1508, the requirements of Section 106 of the National Historic Preservation Act, and all other applicable special purpose laws. The Final EA responds to agency and public comments received by the FAA and it updates the Draft EA issued on May 11, 2020. This notice announces that based on the information and analysis contained in the Final EA, and after reviewing comments received on the Draft EA, the FAA is issuing a Finding of No Significant Impact and Record of Decision (FONSI/ROD) for the South-Central Florida Metroplex Project. The FONSI/ROD documents the FAA's determination that the South-Central Florida Metroplex Project would not significantly affect the quality of the human environment and that an Environmental Impact Statement (EIS) is therefore not necessary. The FONSI/ROD also documents the FAA's decision to proceed with the proposed action detailed in the Final EA. The South-Central Florida Metroplex Project will improve the operational efficiency of the national airspace system in the South-Central Florida area by optimizing aircraft arrival and departure procedures at a number of airports.

Availability: The Final EA and FONSI/ROD is available at the following locations:

(1) Online at *http://metroplexenvironmental.com.*

(2) Electronic Versions of the documentation have been sent to 117 libraries in the General Study Area with a request to make the digital document available to patrons. A complete list of these libraries with electronic copies of the documentation is available online at the website above. The FAA recognizes that libraries may be closed due to the COVID–19 public health emergency and, therefore, availability through these libraries may be impacted.

(3) If you are unable to access the documentation through one of these means, by contacting Lisa Favors at 404–305–5604.

Lisa Favors,

EPS Operations Support Group, Eastern Service Center, Air Traffic Organization.

[FR Doc. 2020–23534 Filed 10–23–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2000–7257, Notice No. 91]

Railroad Safety Advisory Committee; Charter Renewal

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Announcement of charter renewal of the Railroad Safety Advisory Committee (RSAC).

SUMMARY: FRA announces the charter renewal of the RSAC, a Federal Advisory Committee established by the U.S. Secretary of Transportation in accordance with the Federal Advisory Committee Act to provide information, advice, and recommendations to the FRA Administrator on matters relating to railroad safety. This charter renewal will be effective for two years from the date it is filed with Congress.

FOR FURTHER INFORMATION CONTACT: Kenton Kilgore, RSAC Designated Federal Officer/RSAC Coordinator, FRA Office of Railroad Safety, 202–493–6286; or Larry Woolverton, Executive Officer, FRA Office of Railroad Safety, 202–493–6212.

SUPPLEMENTARY INFORMATION: This notice is provided in accordance with the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. App. 2).[1] RSAC is composed of 34 representatives from stakeholder organizations representing various rail industry perspectives. The diversity of the committee ensures the requisite range of views and expertise necessary to discharge its responsibilities. Please see

[1] FRA notes it inadvertently published two notifications in the **Federal Register** identified as Notice No. 89 related to the RSAC. See 85 FR 55574 (Sep. 8, 2020), and 84 FR 57943 (Oct. 29, 2019). FRA is numbering this document as Notice No. 91, to reflect that it is actually the ninety-first notification related to the RSAC.

the RSAC website for additional information at *https://rsac.fra.dot.gov/.*

Issued in Washington, DC.

Quintin Kendall,

Deputy Administrator.

[FR Doc. 2020–23554 Filed 10–23–20; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2018–0100; Notice 2]

Daimler Trucks North America, Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Notice of petition denial.

SUMMARY: Daimler Trucks North America (DTNA) has determined that certain model year (MY) 2011–2019 DTNA motor vehicles do not fully comply with Federal Motor Vehicle Safety Standard (FMVSS) No. 108, *Lamps, Reflective Devices, and Associated Equipment.* DTNA filed a noncompliance report dated September 19, 2018. DTNA subsequently petitioned NHTSA on October 11, 2018, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety. This document announces and explains the denial of DTNA's petition.

FOR FURTHER INFORMATION CONTACT: Leroy Angeles, Office of Vehicle Safety Compliance, NHTSA, telephone (202) 366–5304, facsimile (202) 366–3081.

SUPPLEMENTARY INFORMATION:

I. Overview

DTNA has determined that certain MY 2011–2019 DTNA motor vehicles do not fully comply with paragraph S6.2 of FMVSS No. 108, *Lamps, Reflective Devices, and Associated Equipment* (49 CFR 571.108). DTNA filed a noncompliance report dated September 19, 2018, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports.* DTNA subsequently petitioned NHTSA on October 11, 2018, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556, *Exemption for Inconsequential Defect or Noncompliance.*

Notice of receipt of DTNA's petition was published with a 30-day public comment period on April 23, 2019, in the **Federal Register** (84 FR 16930). No comments were received. To view the petition and all supporting documents, log onto the Federal Docket Management System (FDMS) website at *https://www.regulations.gov/,* and then follow the online search instructions to locate docket number ''NHTSA–2018–0100.''

II. Vehicles Involved

Approximately 14,340 MY 2011–2019 Western Star 4700 and 4900, Freightliner Business Class M2, 114SD, 108SD, 122SD, and Coronado motor vehicles manufactured between May 4, 2010, and August 23, 2018, are potentially involved.

III. Noncompliance

In its noncompliance report, DTNA stated that the noncompliance is that the brake lights in the subject vehicles illuminate with Automatic Traction Control (ATC) activation and, therefore, do not meet the requirements specified in S6.2.1 of FMVSS No. 108.

IV. Rule Requirements

Paragraphs S6.2.1 and S7.3.5, Table I-a of FMVSS No. 108, include the requirements relevant to this petition. No additional lamp, reflective device, or other motor vehicle equipment is permitted to be installed that impairs the effectiveness of lighting equipment required by FMVSS No. 108. Stop lamps must be activated upon application of the service brakes. The stop lamps may also be activated by a device designed to retard the motion of the vehicle.

V. Summary of DTNA's Petition

DTNA describes the subject noncompliance and contends that the noncompliance is inconsequential as it relates to motor vehicle safety.

In support of its petition, DTNA offers the following reasoning:

1. ATC events occur during low traction conditions such as snow, ice, and mud. The duration of the event can be very short and may not even be noticed by the following driver. If brake light illumination for an ATC event is noticed, it would help to provide early warning of an adverse road condition ahead and encourage the following driver to slow down. Below are several examples of ATC events:

a. *Taking off from a stop:* ATC can be very helpful to a driver when taking off from a stop in low traction conditions. From time to time, a vehicle will park with one drive axle wheel end right over a patch of ice, and without ATC, it can be difficult to take off. This happens after the vehicle has been stopped and is trying to move. It seems unlikely that the activation of the brake lights during this ATC event would cause a safety concern to following drivers since the vehicle is stationary.

b. *Low speed:* At low speed, hazard warning lights are commonly used to warn other drivers of adverse road conditions such as those that are in effect when an ATC event may occur. Since the hazard lights may already be applied in this case, the addition of momentary brake light activation is unlikely to cause confusion.

c. *High Speed:* For an ATC event to occur at high speed, it would signify that road conditions have changed rapidly. One way it could happen is if the vehicle has been climbing a hill on dry roads in sub-freezing conditions and crosses a patch of ice. This causes a wheel to lose traction and the ATC applies brake force to that wheel end. The torque is transferred to other wheel ends causing a momentary brake light illumination. If it is a small ice patch, the event may be over and the vehicle may continue on its way. If the ice patch is large, it is imperative that the vehicle slows down to a safe speed under slick conditions and warns others of the impending slowdown. As soon as slick road conditions are noticed and wheels begin to slip, the driver would let up on the throttle.

Brakes are commonly applied causing the brake lights to illuminate when a driver sees or senses a change in road conditions such as an icy patch. Reducing vehicle speed in adverse conditions increases safety, so signaling changing road conditions to following drivers would improve safety and give them the opportunity to increase the following distance. DOT guidance supports this goal:

- NHTSA's Winter Driving Tips says: ''Drive slowly. It's harder to control or stop your vehicle on a slick or snow-covered road. Increase your following distance enough so that you'll have plenty of time to stop for vehicles ahead of you.''
- FMCSA released CMV Driving Tips; Tip #1 is: Reduce Your Driving Speed in Adverse Road and/or Weather Conditions. ''You should reduce your speed by ⅓ on wet roads and by ½ or more on snow-packed roads (*i.e.,* if you would normally be traveling at a speed of 60 mph on dry pavement, then on a wet road you should reduce your speed to 40 mph, and on a snow-packed road you should reduce your speed to 30 mph). When you come upon slick, icy roads you should drive slowly and cautiously and pull off the road if you