

improvements to address any remaining concerns.

While the SWEPT System has validation control points in place, there are still opportunities for additional enhancements regarding quality assurance to ensure these documents are included in all project files. It is FHWA's expectation that documentation to support a project's decision will be included in the SWEPT system prior to project closeout.

#### Update From Previous Audit Findings

The FHWA reported a non-compliance observation related to some FDOT project files that lacked documentation to support the environmental analysis or decision as part of Audit #1, Audit #2, and Audit #3. Also, as part of Audit #3, FHWA identified the lack of documentation to support the project authorization. The FDOT and FHWA have productively worked together to resolve documentation issues from these previous audits. The FDOT implemented several process improvements to address noted procedural deficiencies.

*2017 Audit #1, Non-Compliance Observation #1 and 2018 Audit #2, Non-Compliance Observation #1: Some FDOT project files contain insufficient documentation to support the environmental analysis or decision.*

To address the 2017 and 2018 findings, FDOT implemented enhancements to SWEPT including revisions to the Type 1 CE checklist, the Type 2 CE form, and the reevaluation form. They added STIP and the Transportation Improvement Plan planning consistency uploading instructions, added validation for data within the Type 1 CE checklist for right-of-way, wetlands, floodplains, and waterways, added an attachment point for the project commitment record in the Type 1 CE checklist, allowed multiple attachments for Section 7 Endangered Species Act concurrence letters, integrated Section 4(f) approvals for applicable classes of action, and developed a spreadsheet tool for the project managers to verify which documents need to be uploaded to the project file. The FDOT also updated the PD&E manual, conducted training for their staff on the SWEPT and PD&E manual enhancements and on the areas of noted deficiencies. The FDOT also developed computer based training in some of these areas for future use.

*2019 Audit #3, Non-Compliance Observation #1: Some FDOT project files contain insufficient documentation to support the project authorization, environmental analysis or decision.*

To address the 2019 findings, FDOT implemented enhancements to SWEPT by adding validation for data within the Type 1 CE checklist for bridge permits. The FDOT also updated the PD&E manual, conducted training for their staff on the SWEPT, and made PD&E manual enhancements in the noted deficiency areas. The FDOT also developed computer based training for class of actions, CEs, and environmental assessments.

The improvements made in response to the 2017, 2018, and 2019 observations were assessed during this final audit and are considered sufficient to address the issues underlying the non-compliance observations in those audits.

#### Finalizing This Report

The FHWA received two responses to the **Federal Register** Notice during the public comment period for this draft report. One comment from the American Road and Transportation Builders Association voiced support of this program and another was made by a citizen. The citizen's comment was unrelated to this report. This report is a finalized version of the draft report without substantive changes.

[FR Doc. 2023–20220 Filed 9–18–23; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Motor Carrier Safety Administration

[Docket No. **FMCSA–2014–0107; FMCSA–2014–0385; FMCSA–2014–0386; FMCSA–2021–0014; FMCSA–2018–0135; FMCSA–2018–0138**]

#### Qualification of Drivers; Exemption Applications; Hearing

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), Department of Transportation (DOT).

**ACTION:** Notice of renewal of exemptions; correction.

**SUMMARY:** In a notice of renewal of exemptions published in the **Federal Register** on September 6, 2023, FMCSA announced its decision to renew exemptions for eight individuals from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate commercial motor vehicle (CMV) drivers. The exemptions enable these hard of hearing and deaf individuals to continue to operate CMVs in interstate commerce. The notice inadvertently published an individual's legal name incorrectly. This notice corrects that error.

**DATES:** This correction is effective September 6, 2023. Comments on the notice must still be received on or before October 5, 2023.

**FOR FURTHER INFORMATION CONTACT:** Ms. Christine A. Hydock, Chief, Medical Programs Division, FMCSA, DOT, 1200 New Jersey Avenue SE, Room W64–224, Washington, DC 20590–0001, (202) 366–4001, [fmcsamedical@dot.gov](mailto:fmcsamedical@dot.gov). Office hours are from 8:30 a.m. to 5 p.m. ET Monday through Friday, except Federal holidays. If you have questions regarding viewing materials in the docket, contact Dockets Operations, (202) 366–9826.

#### SUPPLEMENTARY INFORMATION:

##### Correction

On September 6, 2023, FMCSA published a notice of renewal of exemptions (88 FR 60732) with an effective date of September 12, 2023, which FMCSA announced its decision to renew exemptions for eight individuals from the hearing requirement in the Federal Motor Carrier Safety Regulations (FMCSRs) for interstate CMV drivers. The notice inadvertently published Alex Courtney O'Donnell Bertling's legal name incorrectly. Through this notice, FMCSA corrects the September 6, 2023, notice of renewal of exemptions by correctly indicating Alex Courtney O'Donnell Bertling's legal name.<sup>1</sup>

In FR Doc. 2023–18993 appearing on page 60732 in the **Federal Register** of September 6, 2023, the following correction is made:

1. On page 60733, in the third column, "Courtney Bertling (OR)" is corrected to read "Alex Courtney O'Donnell Bertling (OR)".

Issued under authority delegated in 49 CFR 1.87.

**Larry W. Minor,**

*Associate Administrator for Policy.*

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<sup>1</sup> The published version of the original notice is included in the docket for this correction.