

include a formal transmittal memo from an ADOT environmental manager, a review package (hard copy or electronic), and a completed ADOT EA/EIS Quality Control Checklist.

Training

The audit team reviewed ADOT's 2020 Training Plan and ADOT's PAIR responses pertaining to its training program. The ADOT's training program includes in-house, web-based, and instructor-led courses training opportunities for staff. Since assuming NEPA responsibilities, ADOT has held several formal training courses and plans to continue these efforts during the upcoming year. The ADOT provides new hires with structured onboarding training which includes coaching, mentoring, and collaborative on-the-job training to facilitate professional development. The ADOT EP Training Officer tracks staff training needs and completion of courses and updates this document quarterly. Staff remarked during interviews on the availability of training offered to them and opportunities to travel out of State for specialty technical courses.

Successful Practices

The audit team commends ADOT for developing a detailed training plan and committing resources to provide training opportunities for staff. The ADOT EP encourages staff to pursue individual training interests and has undertaken efforts to ensure staff maintains professional certifications. The ADOT EP has developed a web-based training course for staff as an introduction to NEPA Assignment. To further support the training program, ADOT EP utilizes a dedicated training coordinator within the environmental section.

Finalizing This Report

The FHWA published a draft version of this report in the **Federal Register** on December 28, 2020 (85 FR 84454), and made it available for public review and comment for 30 days in accordance with 23 U.S.C. 327(g). The FHWA received two responses to the **Federal Register** notice during the public comment period for the draft report. One comment was submitted by ADOT. The nature of ADOT's comment was substantially the same as those provided by ADOT during their preliminary review of the draft report which were considered in developing the draft report. The FHWA considered this additional comment from ADOT and determined no changes were needed to the content of the report since the comment had been previously

considered in the draft report. The final version of the audit report reflects consideration of all of ADOT's comments. The second comment from the American Road and Transportation Builders Association expressed their support of the program and did not require any changes to the content of the report. This is FHWA's final version of the audit report.

The FHWA acknowledges that ADOT has begun to address some of the observations identified in this report and recognizes ADOT's efforts toward improving their program. The FHWA will consider the results of this audit in preparing the scope of the next annual audit. The next audit report will include a summary that describes the status of ADOT's corrective and other actions taken in response to this audit's conclusions.

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2006-26367]

Meetings: Motor Carrier Safety Advisory Committee (MCSAC); Notice of Public Meeting

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

ACTION: Notice of public meeting.

SUMMARY: FMCSA announces a meeting of MCSAC, which will take place via videoconference.

DATES: The meeting will be held Monday and Tuesday, December 6 and 7, 2021, from 9:15 a.m. to 4:30 p.m., Eastern Time. Requests for accommodations because of a disability must be received by Monday, November 29. Requests to register and/or to submit written materials to be reviewed during the meeting must be received no later than Monday, November 29.

ADDRESSES: The meeting will be held via videoconference. Those members of the public who would like to participate should go to <https://www.fmcsa.dot.gov/advisory-committees/mcsac/meetings> to access the meeting, task statements, a detailed agenda for the entire meeting, meeting minutes and additional information on MCSAC and its activities. The meeting will be recorded, and a link to the recording will be posted on the FMCSA website.

FOR FURTHER INFORMATION CONTACT: Ms. Shannon L. Watson, Senior Advisor to

the Associate Administrator for Policy, Federal Motor Carrier Safety Administration, U.S. Department of Transportation, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 360-2925, mcsac@dot.gov. Any MSCAC-related request or submission should be sent via email to the person listed in this section.

Information may also be submitted by docket through Docket Number FMCSA-2006-26367 using any of the following methods:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.
- **Fax:** 202-493-2251.
- **Mail:** Docket Operations; U.S. Department of Transportation, 1200 New Jersey Avenue SE, Room W12-140, Washington, DC 20590.
- **Hand Delivery:** Docket Operations, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC, between 9 a.m. and 5 p.m., E.T. Monday through Friday, except Federal holidays. To be sure someone is there to help you, please call (202) 366-9317 or (202) 366-9826 before visiting Docket Operations.

SUPPLEMENTARY INFORMATION:

I. Background

Purpose of the Committee

MCSAC was established to provide FMCSA with advice and recommendations on motor carrier safety programs and motor carrier safety regulations. MCSAC is composed of up to 25 voting representatives from the motor carrier safety advocacy, safety enforcement, labor, and industry sectors. The diversity of MCSAC ensures the requisite range of views and expertise necessary to discharge its responsibilities. MCSAC operates as a discretionary committee under the authority of the U.S. Department of Transportation (DOT), established in accordance with the provisions of the Federal Advisory Committee Act (FACA), as amended (5 U.S.C. app. 2).

Meeting Agenda

MCSAC will resume consideration of Task 21-1, relating to supply chains for the transportation industrial base. Task 21-1 includes discussions about workforce skills for the motor carrier sector and identified gaps, opportunities, and potential best practices in meeting the future workforce needs and driver retention for the motor carrier industry. The task also includes discussions about the role of transportation systems in supporting existing supply chains and risks

associated with those transportation systems and the safe and efficient transportation of passengers and freight across our Nation. Subsequent to its July meeting, MCSAC engaged its Driver Subcommittee for its consideration of workforce needs, the results of which are to be submitted to MCSAC for its consideration and final recommendations to FMCSA.

Additionally, MCSAC will resume consideration of Task 20–1, which relates to changes to the package and small goods delivery sector. A number of companies are now using small vehicles (e.g., vehicles with a gross vehicle weight rating less than 10,000 pounds) to deliver goods, and there appears to be a gap in safety oversight of both drivers and vehicles. For this task, members will hear from FMCSA experts on trends in the Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) crash and highway safety data.

II. Meeting Participation

Advance registration is requested. Please register at www.fmcsa.dot.gov/mcsac by the deadline referenced in the **DATES** section. The meeting will be open to the public for its entirety. The U.S. Department of Transportation is committed to providing equal access to this meeting for all participants. If you need alternative formats or services because of a disability, such as sign language, interpretation, or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section.

Oral comments from the public will be heard throughout the meeting, at the discretion of the MCSAC chairman and designated federal officer. FMCSA asks that individuals from the public limit their comments to one minute on the issues under consideration only. Members of the public may submit written comments to the person listed in the **FOR FURTHER INFORMATION CONTACT** section on the topics to be considered during the meeting by the deadline referenced in the **DATES** section.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2021–24245 Filed 11–4–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Early Scoping Notice for the Central Puget Sound Regional Transit Authority Proposed Everett Link Extension (EVLE) From Lynnwood to Everett, WA

AGENCY: Federal Transit Administration, Department of Transportation (DOT).

ACTION: Early scoping notice.

SUMMARY: The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority (Sound Transit) issue this early scoping notice to advise tribes, agencies, and the public that FTA and Sound Transit will explore potential route and station alternatives for the Everett Link light rail extension (EVLE or Project) and are starting to determine the scope of the environmental issues associated with the Project. The Project would extend Link light rail from the Lynnwood City Center Station to the Everett Station area in Snohomish County, Washington, and improve connections to the regional transit system and major activity centers. Potential alternatives for a light rail operations and maintenance facility (OMF North) in Snohomish County will also be explored to support the regional Link light rail program, including EVLE. **DATES:** Two online public early scoping meetings will be held at the following times (all times are Pacific Standard Time):

- Wednesday, November 17, 2021, from 12:00–1:30 p.m.
- Thursday, November 18, 2021, from 6:00–7:30 p.m.

These early scoping meetings will be conducted in a webinar format, accessible via the internet and by teleconference. Registration for an online public early scoping meeting can be done in advance of the meeting at everettlink.participate.online.

FTA and Sound Transit have also scheduled an interagency and tribal early scoping meeting on November 8, 2021, to receive comments from tribes and agencies who have an interest in the proposed Project. Invitations to the tribal and agency early scoping meeting will be sent to appropriate federal, tribal, state, and local government units and will include details on how to participate in the online meeting.

Supplemental information about the Project is provided in the following sections. Sound Transit will also provide information on the alternatives analysis at the early scoping meetings, along with opportunities for comments. Information is also available on the

Sound Transit website at <https://www.soundtransit.org/system-expansion/everett-link-extension>.

Written early scoping comments are requested by December 10, 2021, and can be mailed or emailed to the addresses below. Comments can also be provided via the online comment form available at the website address below or left as a voicemail at the phone number below.

ADDRESSES: Kathy Fendt, Sound Transit, 401 S Jackson Street, Seattle, WA 98104–2826, Email:

EverettLinkComments@soundtransit.org

soundtransit.org, Project website:

everettlink.participate.online, Voicemail Phone Number: 888–512–8599.

Information in alternative formats: 800–201–4900/TTY: 711 or accessibility@soundtransit.org.

FOR FURTHER INFORMATION CONTACT:

Mark Assam, Environmental Protection Specialist, Region 10, Federal Transit Administration, 915 Second Avenue, Suite 3142, Seattle WA 98174, phone: 206–220–4465, email: Mark.Assam@dot.gov.

SUPPLEMENTARY INFORMATION:

Early Scoping

Early scoping is an optional element of the NEPA process that is intended to invite public, agency, and tribal comments at the earliest reasonable time in project planning, as in the case for this Project, where alignment and siting variations are under consideration in a broadly defined study area. FTA is the lead federal agency under NEPA. Early scoping is also being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (Washington Administrative Code 197–11–410). Sound Transit is the lead agency under SEPA.

Early scoping can ensure that tribes, agencies, and the public have the opportunity to review and provide comments on the proposal that can then be used to inform subsequent steps in the NEPA process.

Early scoping is being initiated for EVLE during the Project's alternatives development phase. This early scoping notice invites the public and other interested parties to comment on the scope of the alternatives development analysis, including the following: (a) The purpose and need for the Project; (b) the range of alternatives for light rail route, station, and OMF locations; (c) the impacts and benefits to the social, built, and natural environments; and (d) other considerations that are relevant to the evaluation of alternatives. These early scoping efforts are being