

initiating a PTC system service outage. To obtain FRA's approval in this context, a railroad must submit a request to amend its FRA-certified PTC system pursuant to 49 CFR 236.1021(m), which outlines the process, content requirements, and FRA decision deadline (*i.e.*, 45 days) for this specific type of request for amendment (RFA).

Under 49 CFR 236.1021(e), FRA's regulations provide that FRA will publish a notice in the **Federal Register** and invite public comment, if an RFA includes a request for approval of a material modification or discontinuance of a PTC system. During FRA's review of a railroad's RFA, FRA will consider any comments or data submitted within the timeline specified in the notice and to the extent practicable, without delaying implementation of valuable or necessary safety and functional modifications to a PTC system. *See* 49 CFR 236.1021; *see also* 49 CFR 236.1011(e).

In addition, 49 CFR 236.1021(f) specifies that FRA will review the RFA, including the proposed temporary outage, and determine whether granting the request is "in the public interest and consistent with railroad safety, taking into consideration all changes in the method of operation and system functionalities, both within normal PTC system availability and in the case of a system failed state (unavailable)." If FRA approves the railroad's request to amend its FRA-certified PTC system, involving a limited outage period, FRA may attach conditions to that approval, which may include, for example, the following types of conditions, among other reporting requirements:

(1) The host railroad and its applicable tenant railroads must comply with the operating rules specified in the host railroad's FRA-approved PTCSP that would otherwise apply when a PTC system is temporarily disabled;

(2) The host railroad shall make reasonable efforts to schedule the temporary disabling of its PTC system for times posing the least risk to railroad safety;

(3) The host railroad shall notify FRA (via [PTC.Correspondence@dot.gov](mailto:PTC.Correspondence@dot.gov)) and each applicable tenant railroad at least 7 days before the host railroad temporarily disables its PTC system. In its notification, the host railroad must include the exact date and period of time during which the PTC system will be disabled, and explain how that date and period of time pose the least risk to railroad safety;

(4) The host railroad shall notify all applicable train crews, including tenant railroads' train crews, about the PTC system outage, including in accordance

with the host railroad's operating rules and practices, which may require, for example, such information to be provided via track bulletins, dispatcher bulletins, or special instructions;

(5) The host railroad shall place its PTC system back into service without undue delay, and the PTC system may not be disabled longer than the approved timeframe; and

(6) During the period in which the PTC system is temporarily disabled, the host railroad and its tenant railroads must comply with the operating restrictions under 49 CFR 236.1029(b), including the applicable speed limitations.

Please be advised that this notice focuses on outages resulting from infrastructure upgrades or capital projects and does not address all types of PTC system outages. Other provisions in FRA's PTC regulations may instead apply and govern, depending on the exact circumstances. For example, please see 49 CFR 236.1005(g) through (k) for the requirements and procedures associated with temporary rerouting for emergencies or planned maintenance. In addition, please see 49 CFR 236.1029(b), which outlines the requirements that apply when a railroad's PTC system experiences an *en route* failure, including a cut out or malfunction.

FRA remains available to provide technical assistance to railroads and other stakeholders and to advise about any railroad-specific scenarios that may arise. FRA appreciates railroads' commitment to operating their FRA-certified, interoperable PTC systems on PTC-mandated main lines, as generally required by law, outside these special, limited circumstances.

Issued in Washington, DC.

**John Karl Alexy,**

*Associate Administrator for Railroad Safety,  
Chief Safety Officer.*

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## DEPARTMENT OF TRANSPORTATION

### Maritime Administration

[Docket No. MARAD-2023-0087]

#### Coastwise-Qualified Launch Barges: 46 CFR 389.3(a) Notifications

**AGENCY:** Maritime Administration (MARAD), Department of Transportation (DOT).

**ACTION:** Notice and request for comments.

**SUMMARY:** To maximize the use of coastwise-qualified vessels, in January of each calendar year, MARAD requests

owners and operators of coastwise-qualified launch barges or other interested parties to notify the Agency of their interest in, and provide certain information relating to, the transportation, installation, or launching of platform jackets. MARAD publishes the notifications as a resource to companies contemplating these operations on the outer continental shelf. The notifications should include information set forth in the Supplementary Information section below.

**DATES:** Submit comments on or before May 30, 2023.

**ADDRESSES:** You may submit comments identified by DOT Docket Number MARAD-2023-0087 by any of the following methods:

- *Website/Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Search "MARAD-2023-0087" and follow the instructions for submitting comments on the electronic docket site.

- *Mail or Hand Delivery:* Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE, West Building, Room W12-140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except on Federal holidays.

*Note:* All submissions must include the agency name and docket number for this notice. All comments received will be posted without change to <http://www.regulations.gov> including any personal information provided.

*Docket:* For access to the docket to read comments received, go to <http://www.regulations.gov> and search using "MARAD-2023-0087."

#### FOR FURTHER INFORMATION CONTACT:

Jennifer Meurer, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE, Room W23-453, Washington, DC 20590. Telephone: (202) 731-6220. Email: [Jennifer.Meurer@dot.gov](mailto:Jennifer.Meurer@dot.gov).

**SUPPLEMENTARY INFORMATION:** Pursuant to 46 U.S.C. 55108, the Secretary of Transportation has the authority to adopt procedures that timely provide information that would maximize the use of coastwise-qualified vessels for the transportation of platform jackets between U.S. coastwise points and the outer continental shelf. This authority has been delegated to MARAD. The regulations promulgated under the authority of 46 U.S.C. 55108 and 46 CFR 389.3(a), require that MARAD publish a notice in the **Federal Register** requesting notification from owners, operators, or potential operators of coastwise-qualified launch barges, or

other interested parties, of: (1) their interest in participating in the transportation and, if needed, the launching or installation of offshore platform jackets; (2) the contact information for their company; and (3) the specifications of any currently owned or operated coastwise-qualified launch barges or plans to construct such a vessel. The notification should indicate that the vessel's certificate of documentation has a coastwise endorsement. The information provided in the notifications will be published at <http://MARAD.dot.gov>. 46 CFR 389.3(e).

#### Privacy Act

In accordance with 5 U.S.C. 553(c), MARAD solicits comments from owners and operators of coastwise-qualified launch barges to compile a list of vessels that could potentially be available to transport, and if necessary, launch or install platform jackets. All timely comments will be considered; however, to facilitate comment tracking, commenters should provide their name or the name of their organization. If comments contain proprietary or confidential information, commenters may contact the agency for alternate submission instructions. Anyone can search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). For information on DOT's compliance with the Privacy Act, please visit <https://www.transportation.gov/privacy>. (Authority: 46 U.S.C. 55108, 49 CFR 1.93(a), 46 CFR 389.)

By Order of the Maritime Administrator,  
**T. Mitchell Hudson, Jr.**,  
*Secretary, Maritime Administration.*  
 [FR Doc. 2023-08910 Filed 4-26-23; 8:45 am]  
**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### Regional Infrastructure Accelerator Demonstration Program

**AGENCY:** Build America Bureau, U.S. Department of Transportation (DOT).  
**ACTION:** Notice of Funding Opportunity (NOFO).

**SUMMARY:** The Build America Bureau (the Bureau) is issuing this NOFO to solicit applications from eligible parties for \$24 million in Regional Infrastructure Accelerator (RIA) grants. RIA grants assist entities in developing improved infrastructure priorities and financing strategies for the accelerated development of a project that is eligible

for funding under the Transportation Infrastructure Finance and Innovation Act (TIFIA) Credit Program under Chapter 6 of Title 23, United States Code. These grants are intended to support RIAs that: (1) serve a defined geographic area; (2) act as a resource to qualified entities in the geographic area; and (3) demonstrate the effectiveness of the RIA to expedite the delivery of projects eligible for the TIFIA credit program. Projects are not required to apply for or receive TIFIA credit assistance to be eligible; however, applicants who are considering the appropriateness of innovative financing methods to accelerate the delivery of eligible projects are strongly encouraged to apply.

**SUPPLEMENTARY INFORMATION:** Each section of this notice contains information and instructions relevant to the application process for the RIA grants. All applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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#### A. Program Description

1. *Background:* The Bureau is responsible for driving transportation infrastructure development projects in the United States through innovative financing programs. Its mission is to provide access to the Bureau's credit programs in a streamlined, expedient, and transparent manner. In accomplishing its mission, the Bureau also provides technical assistance and encourages innovative best practices in project planning, financing, delivery, and monitoring. The Bureau draws upon the full resources of DOT to best utilize the expertise of DOT's Operating Administrations while promoting a culture of innovation and customer service. Section 1441 of the FAST Act<sup>1</sup> authorized the Program. In 2021, the Bureau selected the first five Regional Infrastructure Accelerators: (1) Fresno Council of Governments, (2) Chicago Metropolitan Agency for Planning, (3) Northeast Ohio Area-wide Coordinating Agency (4), San Diego Association of Governments, and (5) Pacific Northwest Economic Region. In 2022, five

additional Regional Infrastructure Accelerators were selected: (1) Central Ohio Transit Authority (COTA), (2) Dona Ana County, New Mexico, (3) Panhandle Regional Planning Commission, Texas, (4) Resilient SR 37 Program, California and, (5) Suffolk County, New York Midway Crossing Project. The Consolidated Appropriations Act, 2022,<sup>2</sup> appropriated \$12 million for the Program and the Consolidated Appropriations Act, 2023,<sup>3</sup> appropriated an additional \$12 million for the Program, which are collectively the source of funding for this NOFO.

The intent of this Program is to demonstrate and evaluate the viability and effectiveness of a small number of accelerators in expediting the development and delivery of specific transportation projects within the geographic area of each RIA designated by the Bureau. It is the intent of the Bureau to expand the Program coverage building on the earlier designation of RIAs. Therefore, the Bureau continues to be keenly interested in testing several RIA models to address needs based on common transportation infrastructure make-up and challenges within regions, particularly those with less capacity or experience in using innovative financing and project delivery methods, and those supporting eligible entities that are likely to be first time users of the Bureau's credit programs, such as the TIFIA credit program. The Bureau plans to select between six and ten RIAs for awards under this program based on proposals submitted by eligible applicants in response to this notice. Ideally, when considering both the first and the second rounds of awards under this program, there will be a diversity of RIAs selected for awards based on geography (*e.g.*, rural, urban, disadvantaged community), organizational structure (*e.g.*, within a State or Metropolitan Planning Organization), operational business model and focus.

2. *Regional Designation:* For the purpose of this Program, the Bureau will consider regional designation as broadly defined in the following categories:

- a. *State or Multi-State:* An RIA that serves one State or a group of State entities with common interest in transportation projects being delivered.
- b. *Urban or Metropolitan Planning Organization (MPO):* An RIA that serves a local government or group of local jurisdictions with transportation functions within a metropolitan area.

<sup>2</sup> Public Law 117-103, div. L, tit. I, 136 Stat. 49, 699 (Mar. 15, 2022).

<sup>3</sup> Public Law 117-328, div. L, tit. I (Dec. 29, 2022).

<sup>1</sup> Public Law 114-94, 129 Stat. 1312, 1435 (Dec. 4, 2015).