

infrastructure within rural areas (23 U.S.C. 151(f)(8)(F)(i));

(2) Priority goes to projects that expand access to electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure within low- and moderate-income neighborhoods (23 U.S.C. 151(f)(8)(F)(ii)); and

(3) Priority goes to projects that expand access to electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, or natural gas fueling infrastructure within communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes, as determined by the Secretary (23 U.S.C. 151(f)(8)(F)(iii)).

Secretarial Statutory Additional Considerations—Community Program Only

The following are Secretarial Statutory Additional Considerations for the CFI Program which are unique to the Community Program.

(1) The extent to which the project contributes to geographic diversity among eligible entities, including achieving a balance between urban and rural communities (23 U.S.C. 151(f)(8)(G)(i)); and

(2) The extent to which the project meets current or anticipated market demands for charging or fueling infrastructure, including faster charging speeds with high-powered capabilities necessary to minimize the time to charge or refuel current and anticipated vehicles (23 U.S.C. 151(f)(8)(G)(ii)).

Application and/or Project Narrative

- A description of how the project aligns with the project merit criteria and statutory application information.

- DOT has designated five project merit criteria which will be used to evaluate and rate the responsiveness of an application to the statutory required selection considerations will evaluate projects using the following criteria: (1) Safety, (2) Climate Change, Resilience and Sustainability, (3) Equity and Justice40, (4) Workforce Development, Job Quality, and Wealth Creation, and (5) CFI Program Vision.

- A detailed project budget, including the grant request amount, other Federal funds, and non-Federal contributions. DOT requires this information to calculate the cost share requirements outlined in statute. Applicants will be required to provide supporting documentation in sufficient detail to describe the project cost breakdown.

- Project Readiness.

- Other identification numbers, such as their Data Universal Numbering System (DUNS) number, Unique Entity Identifier under 2 CFR part 25, etc. All applicants will be required to have pre-registered with the System for Award Management (SAM) at <https://sam.gov/SAM/>.

Grant Agreement Stage

The grant agreement is an agreement between FHWA and the recipient. If a grant recipient under the CFI is a State Department of Transportation (State DOT), or if a State DOT serves as a pass-through entity to a non-State DOT recipient, CFI funds will be awarded upon the execution of a project agreement: a type of grant agreement for administration of funds allocated to a State DOT in the FHWA Fiscal Management Information System (FMIS).

If a grant recipient under the CFI is any other eligible applicant (*i.e.*, not a State DOT), CFI funds will be awarded upon the execution of a grant agreement between FHWA and the recipient. A non-State DOT selected to receive a CFI award may elect to have a State DOT administer the CFI funds, subject to agreement with the State DOT.

Project Management Stage

The reporting requirements under this stage are necessary to ensure the proper and timely expenditure of Federal funds within the scope of the approved project. The requirements comply with the Common Grant Rule. During the project management stage, the grantee will complete Quarterly Progress and Monitoring Reports to ensure that the project budget and schedule will be maintained to the maximum extent possible, that the project will be completed with the highest degree of quality, and that compliance with Federal regulations will be met. The FHWA may also require substantive requirements of the report include: The project's overall status; project significant activities and issues; action items/outstanding issues; project scope overview; project schedule; project cost; an SF-425 Federal Financial Report; and certifications. This reporting requirement will greatly reduce the need for on-site visits by staff.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Respondents: 2,050.

Estimated Average Burden for First Year per Response: 46.

Estimated Total Annual Burden: 25,600.

Authority: The Paperwork Reduction Act of 1995; 44 U.S.C. chapter 35, as amended; and 49 CFR 1.48.

Issued On: April 27, 2023.

Michael Howell,

Information Collection Officer.

[FR Doc. 2023-09314 Filed 5-1-23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety Administration

[Docket No. FMCSA-2022-0209]

Women of Trucking Advisory Board (WOTAB); Notice of Public Meeting

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

ACTION: Notice of public meeting.

SUMMARY: This notice announces a meeting of the WOTAB.

DATES: The meeting will be held on Tuesday, May 16, 2023, from 10 a.m. to 4:30 p.m. ET. Requests for accommodations for a disability must be received by Tuesday, May 9. Requests to submit written materials for consideration during the meeting must be received no later than Tuesday, May 9.

ADDRESSES: The meeting will be held virtually for its entirety. Please register in advance of the meeting at www.fmcsa.dot.gov/wotab. Copies of WOTAB task statements and an agenda for the entire meeting will be made available at www.fmcsa.dot.gov/wotab at least 1 week in advance of the meeting. Once approved, copies of the meeting minutes will be available at the website following the meeting. You may visit the WOTAB website at www.fmcsa.dot.gov/wotab for further information on the committee and its activities.

FOR FURTHER INFORMATION CONTACT: Ms. Shannon L. Watson, Designated Federal Officer, WOTAB, FMCSA, 1200 New Jersey Avenue SE, Washington, DC 20590, (202) 360-2925, wotab@dot.gov. Any committee-related request should be sent to the person listed in this section.

SUPPLEMENTARY INFORMATION:

I. Background

WOTAB was created under the Federal Advisory Committee Act (FACA) in accordance with section 23007(d)(1) of the Bipartisan Infrastructure Law (BIL) (Pub. L. 117-58), which requires the Federal Motor

Carrier Safety Administration (FMCSA) to establish WOTAB. WOTAB will review and report on policies that provide education, training, mentorship, and outreach to women in the trucking industry and identify barriers and industry trends that directly or indirectly discourage women from pursuing and retaining careers in trucking.

WOTAB operates in accordance with FACA under the terms of the WOTAB charter, filed February 11, 2022.

II. Agenda

The agenda will cover the following topics:

- WOTAB will review and conclude its deliberations on Task 22–1, Crime Prevention for Women Drivers of Commercial Motor Vehicles, and finalize its report.
- WOTAB will begin consideration of Task 23–1, Barriers to the Participation of Women Minority Groups and Women Who Live in Rural, Suburban, or Urban Areas Women to Entering the Trucking Workforce.
- For each topic, FMCSA will include presentations by Agency experts and those in the field under discussion.

III. Public Participation

The meeting will be open to the public via virtual platform. Advance registration via the website is required.

DOT is committed to providing equal access to this meeting for all participants. If you need alternative formats or services due to a disability, such as sign language interpretation or other ancillary aids, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section by Tuesday, May 9.

Oral comments from the public will be heard during designated comment periods at the discretion of the WOTAB chair and Designated Federal Officer. To accommodate as many speakers as possible, the time for each commenter may be limited. Speakers are requested to submit a written copy of their remarks for inclusion in the meeting records and for circulation to WOTAB members. All prepared remarks submitted on time will be accepted and considered as part of the record. Any member of the public may present a written statement to the committee at any time.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2023–09250 Filed 5–1–23; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Funding Opportunity for Rail Research and Development Center of Excellence

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

ACTION: Notice of funding opportunity (NOFO or notice).

SUMMARY: This notice details the application requirements and procedures to obtain funding to establish and maintain a Rail Research and Development Center of Excellence. This NOFO solicits applications for the Rail Research and Development Center of Excellence funds made available by the Consolidated Appropriations Act, 2022, and the Consolidated Appropriations Act, 2023. The opportunity described in this notice is made available under Assistance Listings Number 20.313 Railroad Research and Development.

DATES: Applications for funding under this solicitation are due no later than 5:00 p.m. ET July 3, 2023. Applications that are incomplete or received after 5:00 p.m. ET on June 16, 2023 will not be considered for funding. See section D of this notice for additional information on the application process.

ADDRESSES: Applications must be submitted via www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov will be eligible for award. For any supporting application materials that an applicant is unable to submit via www.Grants.gov (such as oversized engineering drawings), an applicant may submit an original and two (2) copies to FRA-NOFO-Support@dot.gov.

FOR FURTHER INFORMATION CONTACT: For further information regarding project- or program-related information in this notice, please contact Tarek Omar, Office of Research, Development, and Technology, Federal Railroad Administration, 1200 New Jersey Avenue SE, Room W36–306, Washington, DC 20590; email: tarek.omar@dot.gov; phone: 202–493–6189. Grant application submission and processing questions should be addressed to FRA-NOFO-Support@dot.gov.

SUPPLEMENTARY INFORMATION:

Notice to applicants: FRA recommends that applicants read this notice in its entirety prior to preparing

application materials. The definitions of key terms used throughout the NOFO are listed under the Program Description in section A(2). There are several administrative prerequisites and specific eligibility requirements described herein that applicants must comply with to submit an application. Additionally, applicants should note that the required Program Narrative component of the application package may not exceed 40 pages in length.

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A. Program Description

1. Overview

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL), Public Law 117–58. The BIL authorized the Secretary of Transportation to fund a rail research and development center of excellence (CoE) to advance research and development that improves the safety, efficiency, and reliability of passenger and freight rail transportation. 49 U.S.C. 20108. The Secretary is authorized to fund the cost of establishing and maintaining the CoE and related research activities. Only one CoE may be established, but that CoE may reside at one institution or be a consortium of member institutions.

The CoE would provide funding to entities that meet the criteria in 49 U.S.C. 20108(j)(2) for research activities that would include basic and applied research, evaluation, education, workforce development, and training efforts related to safety, project delivery, efficiency, reliability, resiliency, and sustainability of urban commuter, intercity high-speed and freight rail transportation, to include advances in rolling stock, advanced Positive Train Control, human factors, rail infrastructure, shared corridors, grade crossing safety, inspection technology, remote sensing, rail systems maintenance, network resiliency, operational reliability, energy efficiency, and other advanced technologies. 49 U.S.C. 20108(j)(4). The purpose of this notice is to solicit applications to establish and maintain a CoE for the purpose of pursuing such eligible rail research and development activities. In this NOFO, “CoE Program” refers to the