

regarding screening testing. The meeting is partially closed to the public.

Dated: August 23, 2022.

Melanie J. Pantoja,

Program Analyst, Office of Federal Advisory Committee Policy.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2021-0345]

Port Access Route Study: The Pacific Coast From Washington to California

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability of draft study and request for comments.

SUMMARY: The Coast Guard announces the availability of the draft Pacific Coast Port Access Route Study (PAC-PARS) and requests public comments on the draft. This study evaluates safe access routes for the movement of vessel traffic proceeding to or from ports or places along the western seaboard of the United States and aims to determine whether a shipping safety fairway ("fairway") and/or routing measures should be established, adjusted or modified.

DATES: Comments must be submitted to the online docket via <https://www.regulations.gov> on or before October 25, 2022.

ADDRESSES: You may submit comments identified by docket number USCG-2021-0345 using the Federal Decision Making Portal at <https://www.regulations.gov>. See the "Public Participation and Request for Comments" portion of the **SUPPLEMENTARY INFORMATION** section for further instructions on submitting comments.

FOR FURTHER INFORMATION CONTACT: For information about this document call or email LCDR Sara Conrad, Coast Guard Pacific Area (PAC-54), U.S. Coast Guard; telephone (510) 437-3813, email Sara.E.Conrad@uscg.mil or Mr. Tyrone Conner, Eleventh Coast Guard District (dpw), U.S. Coast Guard; telephone (510) 437-2968, email Tyrone.L.Conner@uscg.mil or Mr. John Moriarty, Thirteenth Coast Guard District (dpw), U.S. Coast Guard; telephone (206) 220-7274, email John.F.Moriarty@uscg.mil.

SUPPLEMENTARY INFORMATION:

Public Participation and Comments

We encourage you to submit comments regarding the results of the draft Pacific Coast Port Access Route Study. We will consider all submissions and may adjust our final action based on your comments. If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation.

Submitting comments. We encourage you to submit comments through the Federal Decision Making Portal at <http://www.regulations.gov>. To do so, go to <https://www.regulations.gov>, type USCG-2021-0345 in the search box and click "Search." Next, look for this document in the Search Results column, and click on it. Then click on the Comment option. If your material cannot be submitted using <http://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions.

Viewing material in docket. To view documents mentioned in this notice as being available in the docket, find the docket as described in the previous paragraph, and then select "Supporting & Related Material" in the Document Type column. Public comments will also be placed in our online docket and can be viewed by following instructions on the <https://www.regulations.gov> Frequently Asked Questions web page. We review all comments received, but we may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

Personal information. We accept anonymous comments. Comments we post to <https://www.regulations.gov> will include any personal information you have provided. For more about privacy and submissions in response to this document, see DHS's eRulemaking System of Records notice (85 FR 14226, March 11, 2020).

Public Meeting

We plan to hold several public meetings to receive oral comments on this draft PAC-PARS. The dates, times, and locations will be announced on our project web page *Pacific Coast Port Access Route Study (PAC-PARS)* and via a separate document published in the **Federal Register**.

Background

The Ports and Waterways Safety Act, (PWSA)(46 U.S.C. 70003(c)(1)), authorizes the Commandant of the Coast Guard to designate necessary fairways

and traffic separations schemes (TSSs) to provide safe access routes for vessels proceeding to and from United States ports. The designation of fairways and TSSs recognizes the paramount right of navigation over all other uses in the designated areas.

Before establishing or adjusting fairways, 46 U.S.C. 70003(c)(1) requires the Coast Guard to study potential traffic density and assess the need for safe access routes for vessels. During this process, the Coast Guard considers the views of the maritime community, environmental groups, and other stakeholders to reconcile the need for safe access routes with reasonable waterway uses. See 46 U.S.C. 70003(c)(3).

On July 29, 2021, the Coast Guard announced that the Coast Guard Pacific Area Command would conduct a Pacific Coast Port Access Route Study (PAC-PARS) (86 FR 40791). The study area encompasses all vessel traffic patterns approaching and departing major ports along the west coast to include all current Traffic Separation Schemes and vessel maneuvering along the Pacific Coast from Washington to California and all federal navigable waters out to the EEZ. The PAC-PARS is focused on vessel traffic and navigation mitigation techniques to improve and support safe navigation transits within the major Pacific Coast Ports and the United States EEZ.

The PAC-PARS aims to enhance navigational safety by examining existing shipping routes and waterway uses and, to the extent practicable, reconciling the paramount right of navigation within designated port access routes with other waterway uses such as the development of aquaculture farms, offshore renewable energy, commercial space ports/re-entry sites, marine sanctuaries, ports supporting Panamax vessels, potential LNG ports and additional commercial vessel traffic.

After analyzing current and historical vessel traffic, fishing vessel information, agency and stakeholder experience in vessel traffic management, navigation, ship handling, and effects of weather, we have determined that there is a need to establish voluntary fairways for coastwise and nearshore vessel traffic to promote safety of navigation in the study area. As part of the draft PAC-PARS report, which is available for public review in this docket, charts of the recommended fairways are included as Appendices I, II, and III. Examples of public notice and outreach documents are included in Appendices IV-XI. Two vessel traffic analyses, for coastal waters and port approaches, are included as

Enclosures 1 and 2, respectively. Earlier **Federal Register** announcements associated with this effort are included as Enclosures 3 and 4. Finally, the three memorandums from each Coast Guard command involved in this study are provided in Enclosures 5, 6, and 7. The draft and appendices can also be found on our project web page.

We request your comments on any aspect of this study. Information received during this additional public comment period may result in changes to the study's recommendations prior to any future rulemakings or appropriate international agreements.

This notice is issued under authority of 46 U.S.C. 70003(c)(1).

Dated: August 22, 2022.

A.J. Tiongson,

Vice Admiral, U.S. Coast Guard, Commander, Pacific Area.

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DEPARTMENT OF HOMELAND SECURITY

Federal Emergency Management Agency

[Docket ID: FEMA-2022-0013; OMB No. 1660-0061]

Agency Information Collection Activities: Submission for OMB Review; Comment Request; Federal Assistance to Individuals and Households Program

AGENCY: Federal Emergency Management Agency, Department of Homeland Security.

ACTION: 30-Day notice of renewal and request for comments.

SUMMARY: The Federal Emergency Management Agency (FEMA) will submit the information collection abstracted below to the Office of Management and Budget for review and clearance in accordance with the requirements of the Paperwork Reduction Act of 1995. This notice seeks comments concerning FEMA's Individuals and Households Program, providing financial assistance to individuals whose primary residences were destroyed as a result of a Presidentially-declared disaster.

DATES: Comments must be submitted on or before September 26, 2022.

ADDRESSES: Written comments and recommendations for the proposed information collection should be sent within 30 days of publication of this notice to www.reginfo.gov/public/do/PRAMain. Find this particular

information collection by selecting "Currently under 30-day Review—Open for Public Comments" or by using the search function.

FOR FURTHER INFORMATION CONTACT:

Requests for additional information or copies of the information collection should be made to Director, Information Management Division, 500 C Street SW, Washington, DC 20472, email address FEMA-Information-Collections-Management@fema.dhs.gov or Brian Thompson, Supervisory Program Specialist, FEMA, Recovery Directorate by telephone at (540) 686-3602 or email at Brian.Thompson6@fema.dhs.gov.

SUPPLEMENTARY INFORMATION: The *Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act)*, *Public Law 93-288*, as amended, is the legal basis for the Federal Emergency Management Agency (FEMA) to provide financial assistance and services to individuals applying for disaster assistance benefits in the event of a federally declared disaster. Regulations in *44 CFR 206.110—Federal Assistance to Individuals and Households (IHP)* implements the policy and procedures set forth in section 408 of the *Stafford Act*, *42 U.S.C. 5174*, as amended. This program provides financial assistance and, if necessary, direct assistance to eligible individuals and households who, as a direct result of a major disaster or emergency, have uninsured or under-insured, necessary expenses and serious needs, and are unable to meet such expenses or needs through other means.

This proposed information collection previously published in the **Federal Register** on April 13, 2022, at 87 FR 21894 with a 60 day public comment period. FEMA received one comment.

Comment: "There needs to be a limit on how long you allow those displaced to find new arrangements. The rebuilding time and building in a known flood zone simply does not make sense. The new development on the shore of an ocean and on the banks of rivers that will have new heights makes no sense at all. [FEMA] needs to look ahead as well as behind and prevent new development in flood zones."

FEMA Response: An eligible applicant may receive Continued Temporary Housing Assistance based on their need and generally only when adequate, alternate housing is not available, or when the applicant's permanent housing plan has not been fulfilled through no fault of the applicant. While FEMA may provide financial temporary housing assistance up to 18 months, *i.e.*, the end of the period of assistance, FEMA generally expects that pre-

disaster renters will use their initial Rental Assistance to obtain permanent housing and that all recipients of financial assistance will obtain and occupy permanent housing at the earliest possible time. Regardless, in order to receive Continued Temporary Housing Assistance, applicants must submit to FEMA documentation, showing they have a temporary housing need, and must continue to work toward obtaining permanent housing to remain eligible for Continued Temporary Housing Assistance.

With regard to flood zones and coastal areas, the National Flood Insurance Reform Act and FEMA regulations require applicants who receive Federal financial assistance to purchase flood insurance for future flood damage to any insurable property for acquisition or construction purposes. This requirement applies only to real and personal property that is, or will be, in a designated Special Flood Hazard Area (SFHA) and can be insured under the National Flood Insurance Program (NFIP). Applicants who live in a designated SFHA and receive Individuals and Households Program (IHP) assistance for Home Repair, Home Replacement, Personal Property, or Permanent Housing Construction (PHC) must obtain and maintain flood insurance coverage for at least the amount of disaster assistance they receive from FEMA for NFIP-insurable real or personal property items. Applicants may satisfy the insurance requirement by purchasing private insurance or a policy through the NFIP. Applicants who do not obtain and maintain flood insurance will be ineligible for IHP assistance for flood-damaged real or personal property in future disasters with flood-related damage.

The NFIP was created to reduce the impact of flooding on private and public structures by providing affordable insurance to property owners and by encouraging communities to adopt and enforce floodplain management regulations.

Further, the Coastal Barrier Resources Act (CBRA) protects coastal areas from development by limiting Federal financial assistance for development-related activities in designated Coastal Barrier Resources System (CBRS) areas. CBRS areas are coastal areas that protect valuable habitat for fish and wildlife and are subject to wave, wind, and tidal forces, and are mapped by the U.S. Fish and Wildlife Service. The CBRS contains two types of coastal barrier areas: CBRS Units and otherwise protected areas (OPAs). An eligible applicant whose pre-disaster primary