

end date of September 29, 2023. The supplemental funding will extend the project period by one-year and will continue to support resource development and dissemination, training and technical assistance, and workforce development to the field and provide direct technical assistance and training on the delivery of mental health services in schools and school systems to CMHS Project AWARE grantees.

FOR FURTHER INFORMATION CONTACT:

Kimberly E. Reynolds, MPA, MED, Public Health Advisor and Project Officer, Substance Abuse and Mental Health Services Administration, 5600 Fishers Lane, Rockville, MD 20857, telephone (240) 276-2825; email: Kimberly.Reynolds@samhsa.hhs.gov.

SUPPLEMENTARY INFORMATION:

Funding Opportunity Title: FY 2018 Mental Health Technology Transfer Centers Cooperative Agreements SM-18-015.

Assistance Listing Number: 92.243.

Authority: Section 520A of the Public Health Service Act, as amended.

Justification: Eligibility for this supplemental funding is limited to the 10 MHTTC Regional Centers and MHTTC National Coordinating Office funded under the MTTC Cooperative Agreements funding announcement SM-18-005, as they are currently providing nationally- and regionally-focused training and technical assistance services, resource development and dissemination, and workforce development to the field and CMHS grant recipients, which will continue to be funded through this supplement.

This is not a formal request for application. Assistance will only be provided to the 10 MHTTC Regional Centers and MHTTC National Coordinating Center recipients based on the receipt of a satisfactory application and associated budget that is approved by a review group.

Dated: March 31, 2023.

Carlos Castillo,

ECSSB Acting Branch Chief, SAMHSA.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket Number USCG-2023-0100]

Consolidation of Redundant Coast Guard Boat Stations

AGENCY: Coast Guard, DHS.

ACTION: Request for comments.

SUMMARY: The Coast Guard requests public comments on the planned consolidation of three redundant, seasonally operated Coast Guard boat stations and the seasonalization of one Coast Guard boat station. As modern boat operating speeds rise and navigation technology improves, the Coast Guard can respond to incidents with multiple units significantly faster than when these boat stations were first established. The combination of significantly improved response times, along with an overall reduction in rescue calls due to boating safety improvements throughout the Nation, has resulted in a number of boat stations becoming redundant. This consolidation will result in a more robust response system by increasing staffing levels and capacity at select nearby boat stations. The seasonalization of a unit shifts the Coast Guard's response to Search and Rescue cases from a more robustly staffed nearby boat station during the winter months.

DATES: Written comments and related material may be submitted to the Coast Guard personnel specified below. Your comments and related material must reach the Coast Guard on or before June 4, 2023.

ADDRESSES: You may submit comments identified by docket number USCG-2023-0100 using the Federal rulemaking 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, please call or email Todd Aikins, Coast Guard Office of Boat Forces, 202-372-2463, todd.r.aikins@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

CFR Code of Federal Regulations
DHS Department of Homeland Security
GAO Government Accountability Office

II. Background and Purpose

In October of 2017, the GAO issued report GAO-18-9, titled "Actions Needed to Close Stations Identified as Overlapping and Unnecessarily Duplicative." This GAO report, a copy of which is in the docket for this notice, recommends the consolidation of 18 boat stations. Due to environmental and operational factors, the Coast Guard is not considering all 18 boat stations identified in the GAO report for

consolidation this year. Instead, we anticipate consolidating three stations, with implementation notionally scheduled for fiscal year 2023. These stations have been identified because there are other units nearby capable of responding to cases in these areas, and because these three stations respond to a low number of cases. We do not anticipate any adverse effect on Coast Guard response capability. We expect enhanced proficiency of boat operators as well as a less complicated response system.

III. Discussion

The following seasonal stations have been identified for consolidation with neighboring stations: Stations-Small Block Island, RI; Ocracoke, NC; and Sackets Harbor, NY. These seasonal stations are detached subunits of larger parent stations. In addition, Station-Small East Moriches, NY, has been identified for seasonalization, which means operating from this location during the peak boating season. This station was historically operated seasonally but has been operating year-round without appropriate resources. It will return to its seasonal status.

These actions would create synergy and more opportunities for boat operators to properly train instead of missing training opportunities while standing ready to respond to calls that do not come. Consolidation would allow the Coast Guard to operate more efficiently by not pre-positioning boats and crews in areas that don't have a SAR caseload in the winter months.

IV. Public Participation and Request for Comments

We encourage you to submit comments through the Federal portal at <https://www.regulations.gov>. If your material cannot be submitted using <https://www.regulations.gov>, contact the person in the **FOR FURTHER INFORMATION CONTACT** section of this document for alternate instructions. In your submission, please include the docket number for this notice and provide a reason for each suggestion or recommendation. We will review all comments received, but we may choose not to post off-topic, inappropriate, or duplicate comments that we receive.

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).

Documents mentioned in this notice as being available in the docket, and public comments, will be in our online docket at <https://www.regulations.gov> and can be viewed by following that website's instructions.

Dated: March 31, 2023.

Jason C. Aleksak,

Captain, U.S. Coast Guard, Chief, Office of Boat Forces.

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DEPARTMENT OF HOMELAND SECURITY

Coast Guard

[Docket No. USCG-2022-0047]

Port Access Route Study: Approaches to Maine, New Hampshire, and Massachusetts

AGENCY: Coast Guard, DHS.

ACTION: Notice of availability; final report.

SUMMARY: The First Coast Guard District announces the completion of the Approaches to Maine, New Hampshire, and Massachusetts Port Access Route Study (MNMPARS). This study was conducted to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to Maine, New Hampshire, and Massachusetts and international and domestic transit areas in the First Coast Guard District area of responsibility. The MNMPARS considered whether routing measure revisions were necessary to improve navigation safety due to several factors such as planned or potential offshore development, current port capabilities and planned improvements, increased vessel traffic, changing vessel traffic patterns, weather, or navigational difficulty. The MNMPARS final report is available for viewing and download from the **Federal Register** docket at <http://www.regulations.gov> or at the Coast Guard Navigation Center (NAVCEN) website at <https://www.navcen.uscg.gov/port-access-route-study-reports>. The recommendations of this study may lead to future rulemakings or appropriate international agreements.

FOR FURTHER INFORMATION CONTACT: If you have questions about this notice, call or email LTJG Thomas Davis, First Coast Guard District (dpw), U.S. Coast Guard: telephone (617) 223-8632, email SMB-D1Boston-MNMPARS@uscg.mil.

SUPPLEMENTARY INFORMATION:

I. Table of Abbreviations

BOEM Bureau of Ocean Energy Management
 DHS Department of Homeland Security
 MNMPARS Approaches to Maine, New Hampshire, and Massachusetts Port Access Route Study
 NAVCEN United States Coast Guard Navigation Center
 NEPA National Environmental Policy Act
 OREI Offshore Renewable Energy Infrastructure
 PARS Port Access Route Study
 TSS Traffic Separation Scheme
 USCG United States Coast Guard

II. Background and Purpose

Under section 70003 of title 46 of the United States Code (46 U.S.C. 70003(c)), the Commandant of the U.S. Coast Guard (USCG) may designate necessary fairways and traffic separation schemes (TSSs) to provide safe access routes for vessels proceeding to and from U.S. 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 or TSSs, the USCG must conduct a Port Access Route Study (PARS), *i.e.*, a study of potential traffic density and the need for safe access routes for vessels. Through the study process, the USCG must coordinate with federal, state, tribal, and foreign state agencies (where appropriate) and consider the views of maritime community representatives, environmental groups, and other stakeholders. The primary purpose of this coordination is, to the extent practicable, to reconcile the need for safe access routes with other reasonable waterway uses such as anchorages, construction, operation of renewable energy facilities, marine sanctuary operations, commercial and recreational activities, and other uses.

A. When was the MNMPARS conducted? On March 31, 2022, the Coast Guard commenced the Approaches to Maine, New Hampshire, and Massachusetts Port Access Route Study (MNMPARS) by publishing a 45-day Notice of Study; request for comments in the **Federal Register** (87 FR 18800). The purpose of the MNMPARS was to evaluate the adequacy of existing vessel routing measures and determine whether additional vessel routing measures are necessary for port approaches to Maine, New Hampshire, and Massachusetts and international and domestic transit areas in the First Coast Guard District area of responsibility.

On June 28, 2022, the First Coast Guard District published a 60-day notification of Inquiry and Public

Meetings; request for comments (87 FR 38418). This supplemental notice announced a schedule for six public meetings and sought additional public comments concerning more specific navigational safety issues. The notification requested responses to several general and port-specific questions that were based on analysis of historical traffic data and public comments received from the original Notice of Study. Of the six public meetings, four were conducted in both in-person and virtual formats, one was in-person only, and one was virtual only.

On January 3, 2023, the First Coast Guard District published a Notice of Availability of Draft Report; request for comments (88 FR 83). Due to a publication error, an additional notice (88 FR 2108) was issued on January 12, 2023, to ensure the public was afforded a full 30-day comment period.

A total of 42 comments were received during the study's 135 days of open comment period. Comments were submitted by representatives of the maritime community, federal and state governmental agencies, environmental groups, non-governmental organizations, and other stakeholders. Comments were provided during public meetings, via email, and submitted directly to the electronic docket. Oral comments provided during public meetings can be viewed in the individual meeting recordings posted to the "Documents" section of the public docket.

B. What is the study area? The study area includes regions of the Gulf of Maine, New Hampshire Seacoast, and Massachusetts Bay; an approximate 20,500 square nautical mile area. Specific geographic positions and a graphic representation of the study area can be found in the MNMPARS report.

C. How did the First Coast Guard District conduct this PARS? The First Coast Guard District conducted the MNMPARS in accordance with the Ports and Waterways Safety Act (PWSA), employing methodology from applicable USCG policies including the framework outlined in Appendix D of USCG Commandant Instruction (COMDTINST) 16003.2B, *Marine Planning to Operate and Maintain the Marine Transportation System (MTS) and Implement National Policy*.

D. Conclusions and proposed actions. The First Coast Guard District concluded that environmental factors, changes in fishery management and species distributions, port development projects, and offshore renewable energy infrastructure may result in the introduction of larger vessel classes,