

Department of Commerce—National Marine Fisheries Service; U.S. Department of Homeland Security—Federal Emergency Management Agency; Mississippi Department of Marine Resources and Department of Environmental Quality, and Mississippi Department of Archives and History. Participation from other agencies, interest groups, and individual citizens is being encouraged and sought.

5. The first scoping meeting is expected to be held in mid-September in Biloxi, MS.

6. It is anticipated that the DEIS will be made available for public review in April 2007.

**Curtis M. Flakes,**

*Chief, Planning and Environmental Division.*

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**BILLING CODE 3710-CR-M**

## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Intent To Prepare a Second Supplemental Environmental Impact Statement to the Final EIS on Herbert Hoover Dike Major Rehabilitation and Evaluation Report, Reaches 2 and 3, in Palm Beach and Glades Counties, FL

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** On July 8, 2005, the Jacksonville District, U.S. Army Corps of Engineers (Corps) issued a Final Supplemental Environmental Impact Statement (FSEIS) for the Major Rehabilitation actions proposed for Herbert Hoover Dike (HHD), Reach One. Herbert Hoover Dike is the levee that completely surrounds Lake Okeechobee. On September 23, 2005, a Record of Decision was signed adopting the preferred alternative as the Selected Plan for Reach One.

At this time the Corps plans to extend rehabilitation along Reaches Two and Three of HHD. This stretch of HHD extends for approximately 27 miles between an area west of Belle Glade, Palm Beach County to east of Moore Haven, Glades County, FL.

**ADDRESSES:** U.S. Army Corps of Engineers, Planning Division, Environmental Branch, P.O. Box 4970, Jacksonville, FL 32232-0019.

**FOR FURTHER INFORMATION CONTACT:** Ms. Barbara Cintron at (904) 232-1692 or e-mail at [Barbara.b.cintron@usace.army.mil](mailto:Barbara.b.cintron@usace.army.mil).

**SUPPLEMENTARY INFORMATION:**

a. The proposed action will be the selected plan described in the July 2005 SEIS with the additional action of extending construction along Reaches Two and Three of the levee. The proposed action will not affect the Regulation Schedule for Lake Okeechobee. It is expected that all construction will take place within the existing real estate footprint of the HHD.

b. Alternatives to be considered separately for each reach include alternative structural modifications to the existing levee which are currently under development.

c. A scoping letter will be used to invite comments on alternatives and issues from Federal, State, and local agencies, affected Indian tribes, and other interested private organizations and individuals. A scoping meeting is not anticipated.

d. A public meeting will be held after release of the Draft SEIS; the exact location, date, and times will be announced in a public notice and local newspapers.

e. DSEIS Preparation: The 2nd DSEIS is expected to be available for public review in the fourth quarter of CY 2006.

**Brenda S. Bowen,**

*Army Federal Register Liaison Officer.*

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## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Record of Decision for the Boston Harbor Inner Harbor Maintenance Dredging Project

**AGENCY:** Department of the Army, U.S. Army Corps of Engineers, DOD.

**ACTION:** Notice.

**SUMMARY:** The U.S. Army Corps of Engineers, New England District announces its decision to maintenance dredge the following Federal navigation channels in Boston Harbor, Massachusetts: the Main Ship Channel upstream of Spectacle Island to the Inner Confluence, the upper Reserved Channel, the approach to the Navy Dry Dock, a portion of the Mystic River, and a portion of the Chelsea River (previously permitted). Maintenance dredging of the navigation channels landward of Spectacle Island is needed to remove shoals and restore the Federal navigation channels to their authorized depths. Dredged material suitable for unconfined open water disposal will be disposed at the Massachusetts Bay Disposal Site; material not suitable for

unconfined open water disposal will be disposed in confined aquatic disposal (CAD) cell(s) located within the navigation channels. Major navigation channel improvements (deepening) were made in 1999 through 2001 in the Reserved Channel, the Mystic River, Inner Confluence, and the Chelsea River. A Final Environmental Impact Statement (EIS) prepared in June 1995 for this previous navigation improvement project (Boston Harbor Navigation Improvement Project—BHNIP) identified selected use of CAD cells in the Mystic River, Inner Confluence, and Chelsea River for disposal. A Supplemental Draft and Final EIS was prepared for this maintenance dredging project and built on the lessons learned from the previous improvement project. A new CAD cell for the proposed maintenance project will be constructed in the Mystic River (previously permitted) and in the Main Ship Channel just below the Inner Confluence.

**FOR FURTHER INFORMATION CONTACT:** Mr. Michael Keegan, (978) 318-8087.

**SUPPLEMENTARY INFORMATION:** The U.S. Army Corps of Engineers is authorized by the various River and Harbor Acts and Water Resources Development Acts to conduct maintenance dredging of the Federal navigation channels and anchorage areas in Boston Harbor.

*Alternatives Considered:* The National Environmental Policy Act (NEPA) requires a discussion of alternatives to the project, including the No Action Alternative. Since a Supplemental EIS was prepared, the preferred alternative is evaluated in the context of the alternatives addressed in the EIS for the navigation improvement project, including alternatives to full maintenance dredging, dredging methods, and disposal options.

Dredging—The Boston Harbor terminal operators, and shipping interests were contacted to identify the type and size of vessels currently using the navigation channels and if they were experiencing any delay or impacts associated with the navigation project. The results of the survey were used to determine if maintenance of all or just a portion of the currently authorized navigation channels in the proposed project is required. Based on the results of the survey, it was determined that shoaling in the Charles River channel does not affect any of the current operations in that channel and will not be dredged.

Dredging Methods—Various types of dredging methods were considered for this project including a hydraulic dredge, a hopper dredge, and a