

number of responses multiplied by the reporting burden per response.)

All responses to this notice will be summarized and included in the request for OMB approval. All comments will also become a matter of public record.

Done in Washington, DC, this 15th day of August 2006.

**Nick Gutierrez,**

*Acting Administrator, Animal and Plant Health Inspection Service.*

[FR Doc. E6-13722 Filed 8-18-06; 8:45 am]

**BILLING CODE 3410-34-P**

## DEPARTMENT OF AGRICULTURE

### Forest Service

#### Notice of New Recreation Enhancement Act, (Title VIII, Pub. L. 108-447)

**AGENCY:** Homochitto National Forest, USDA Forest Service.

**ACTION:** Notice of new recreation fee site.

**SUMMARY:** Okhissa Lake is a recreational complex currently under development on the Homochitto National Forest, located near Bude, Mississippi. The lake will be open for use by the public for boating and fishing between July and November 2007. The exact opening date will depend on completing work on infrastructure needed to support fishing (restrooms, boat launch, parking lots, etc.). Other recreational day-use activities (swimming, picnicking) will be available later as amenities to accommodate them are added. The Forest Service proposes to charge \$5 per vehicle for access to all day-use activities (boat launching, swimming, and picnicking). Fees will not be charged until infrastructure needed to support an activity is available for use by the public. A \$50 annual pass will also be available for purchase by the public. The annual pass would allow 12-month access to all day-use activities (boat launching, swimming, and picnicking). Opportunities for developed and primitive camping will be available in the future as work needed to accommodate these activities is complete. When available, the Forest Service will charge \$13 for developed camping and \$7 for primitive camping. Funds received from these fees will be used for continued operation and maintenance of the recreational complex and allow additional amenities to be added in the future. Funds will also be used to enhance or restore fisheries habitat of the lake.

**DATES:** Recreational boating and fishing opportunities at Okhissa Lake will be

available to the public between July and November 2007. Other recreational activities described above will be available as infrastructure to support them is added.

**FOR FURTHER INFORMATION CONTACT:** Jeff Gainey, Recreation Program Manager, 601-965-4391, National Forests in Mississippi, 100 West Capitol Street, Suite 1141, Jackson, MS 39269.

**SUPPLEMENTARY INFORMATION:** The Federal Recreation Lands Enhancement Act (Title VII, Pub. L. 108-447) directed the Secretary of Agriculture to publish advance notice in the **Federal Register** whenever new recreation fee areas are established. The Homochitto National Forest currently manages only one other developed recreation site that provides camping, fishing and other day-use activities. Comparable recreational use fees are currently charted at this site. Development of Okhissa Lake and associated facilities are aimed at creating new recreational opportunities in an area that is economically depressed.

Dated: August 11, 2006.

**Antoine L. Dixon,**

*Forest Supervisor, National Forest in Mississippi.*

[FR Doc. 06-7034 Filed 8-18-06; 8:45 am]

**BILLING CODE 3410-11-M**

## DEPARTMENT OF AGRICULTURE

### Natural Resources Conservation Service

#### Notice of Availability; Final Environmental Impact Statement

**AGENCY:** Natural Resources Conservation Service, USDA.

**ACTION:** Notice of availability.

**SUMMARY:** The Natural Resources Conservation Service (NRCS) has prepared a Final Environmental Impact Statement consistent with the National Environmental Policy Act of 1969, as amended, to disclose potential effects to the human environment resulting from proposed flood-control improvements to Coal Creek in Cedar City, Utah.

The section of Coal Creek that traverses Cedar City, Utah, has channel stability and capacity deficiencies that pose a threat to existing infrastructure and development due to flooding. The NRCS proposes to modify the Coal Creek channel to safely convey floodwaters from a 100-year flood event. Also as part of this project, Cedar City proposes to improve and expand an existing parkway along Coal Creek to enhance aesthetic values and provide

recreational opportunities for community residents and visitors.

The Final EIS presents detailed analyses for three alternatives. Alternative A—No Action, would continue the frequency and level of dredging and other management actions as they are currently planned. Existing channel and structural deficiencies would not be corrected. Recreational opportunities associated with the creek would remain as they currently exist.

Because of the purpose and need of the project, several proposed elements are common to both of the action alternatives (Alternatives B and C). Both action alternatives include modifying channel cross sections, altering the stream gradient in particular sub-reaches, stabilizing actively eroding banks, and constructing levees. Bank stabilization would be accomplished by laying the river banks back to a stable slope that supports channel stabilization methods and then armoring the banks via the use of rock (riprap), vegetation, soil cement, erosion control fabric, or some combination of these items. Existing riparian habitat and vegetation would be preserved on the streambanks, where possible. It is anticipated that both sides of the channel would be armored with riprap through the suburban corridor from Center Street to I-15 to prevent bank erosion from high stream velocities during flood events. Elements unique to each action alternative are listed below.

Alternative B—Relocate Main Street Diversion, would remove the Main Street diversion/drop structure currently in use and relocate it to near 200 East. Implementation of this alternative would require approximately 3,550 feet of pipeline to be installed, flood and slope/grading-related channel modifications from Center Street to I-15, and the continuation of periodic dredging as necessary. A sedimentation basin would be constructed to remove gravels from diverted irrigation water. The Woodbury diversion/drop structure would be reconstructed. Under this alternative, the parkway would be extended west to Airport Road and landscaped. Parkway Option B1 proposes a crosswalk at the Main Street Bridge. Parkway Option B2 proposes to access existing sidewalks from the pedestrian bridge at 400 North to cross Main Street and avoid additional property acquisition.

Alternative C—Replace Main Street Diversion, would replace the Main Street diversion/drop structure by constructing a new structure that would have approximately half the drop. Implementation of this alternative would require the installation of

approximately 4,900 feet of pipeline, flood and slope/grading-related channel modifications from Center Street to west of I-15, and the continuation of periodic dredging as necessary. Two sedimentation basins would be constructed to remove gravels from diverted irrigation water. Additionally, the Woodbury diversion/drop structure would be reconstructed to allow for the safe passage of floodwaters. Under this alternative, the parkway would be extended to Airport Road and landscaped. In addition, a historic pedestrian truss bridge would be removed to prevent channel constriction and potential flooding. Parkway Option C1 would construct an elevated pedestrian pathway under the Main Street Bridge. Parkway Option C2 would construct a large box culvert for pedestrian use just north of the bridge and under Main Street.

In response to public comment on the Draft EIS and to alleviate localized flooding tied to Coal Creek discharge levels, an additional option (the North Field Canal Option) was analyzed in the Final EIS. Under Alternative C, this option would construct a subgrade pipeline for several hundred feet along the southern portion of the North West Field Canal. It would traverse undeveloped city-owned property west of the Cedar City Cemetery, and follow the North Field Canal corridor from a point just south of 900 North Street to 1045 North Street. Water would be piped east and west along 1045 North Street to both the Union Field and Northwest Field Canals.

As required by the NRCS for water projects, the National Economic Development (NED) benefit-cost process was used to determine benefit-cost ratios for each alternative. All of the action Alternative/Option combinations have a benefit-cost ratio of 1.9:1 and are all considered viable NED Alternatives. The sole exception to this is Alternative C when coupled with Parkway Option C2 and the North Field Canal Option, which has a benefit-cost ratio of 1.8:1. This indicates that the costs and benefits of all of the alternatives are relatively consistent.

Under CEQ regulations and the NRCS National Environmental Compliance Handbook, Section 610.38—Distribution and Publication of Environmental Documents, a Record of Decision (ROD) cannot be prepared until the Final EIS has been available to the public for at least 30 days. Comments will be accepted on the FEIS during this period. Following this review period, notice of the ROD's availability will be published in the **Federal Register**.

*Effective Date:* September 1, 2006.

**FOR FURTHER INFORMATION CONTACT:** Marnie Wilson, Coal Creek EIS, USDA—NRCS, Wallace F. Bennett Federal Building, 125 South State Street, Room 4402, Salt Lake City, UT 84138-1100. Project information is also available on the Internet at: <http://www.ut.nrcs.usda.gov> under Public Notices.

**SUPPLEMENTARY INFORMATION:** Copies of the Final EIS are available by request from Marnie Wilson at the address listed above. Basic data developed during the environmental evaluation are on file and may be reviewed by contacting Sylvia Gillen, Utah State Conservationist.

Signed in Salt Lake City, Utah, on August 11, 2006.

**Sylvia A. Gillen,**

*State Conservationist.*

[FR Doc. E6-13751 Filed 8-18-06; 8:45 am]

**BILLING CODE 3410-16-P**

## DEPARTMENT OF COMMERCE

### Submission for OMB Review; Comment Request

DOC has submitted to the Office of Management and Budget (OMB) for clearance the following proposal for collection of information under the provisions of the Paperwork Reduction Act (44 U.S.C. chapter 35).

*Agency:* U.S. Census Bureau.

*Title:* 2007 Economic Census—Commodity Flow Survey.

*Form Number(s):* CFS-1000, CFS-2000.

*Agency Approval Number:* None.

*Type of Request:* New collection.

*Burden:* 800,000 hours.

*Number of Respondents:* 100,000.

*Avg Hours Per Response:* 2 hours.

*Needs and Uses:* The 2007

Commodity Flow Survey, a component of the U.S. Census Bureau's 2007 Economic Census, will produce key information about the transportation of freight in the United States. The Commodity Flow Survey is a cooperative effort between the Census Bureau and the Research and Innovative Technology Administration's Bureau of Transportation Statistics, U.S. Department of Transportation. In addition to their funding support, the Bureau of Transportation Statistics also provides additional technical and planning guidance in the development and conduct of the program.

The Commodity Flow Survey is the only source of nationwide data on the movement of goods from origin to destination by all modes of transportation and for multi-modal

combinations. This survey provides a crucial set of statistics on the value, weight, mode, and distance of commodities shipped by establishments in mining, manufacturing, wholesale, and other selected industries. The Census Bureau will publish these statistics at the national, Census Region, Census Division, state, and Metropolitan Area levels. We will also publish separate special reports on export shipments and on shipments of hazardous materials.

The Department of Transportation consistently views updated information on freight flows as critical to understanding markets, consequences, and investment needs. They also are important to effective analyses of economic development, social issues, and the environment; and for a variety of private sector decisions.

Federal, State, and local government agencies spend more than \$100 billion annually on transportation programs. The Commodity Flow Survey provides data that are critical to these agencies in making a wide range of transportation investment decisions for developing and maintaining an efficient transportation infrastructure that supports economic growth and competitiveness. Numerous other Federal, state, and local agencies require the Commodity Flow Survey data on transportation flows, as they impact the domestic economy in many ways.

Transportation planners require the periodic benchmarks provided by a continuing Commodity Flow Survey to evaluate and respond to ongoing geographic shifts in production and distribution centers, as well as policies such as "just in time delivery" and third-party logistics providers (also known as 3PLs).

The 2007 Commodity Flow Survey will be a mail-out/mail-back sample survey of business establishments in mining, manufacturing, wholesale, and other selected industries.

*Affected Public:* Business or other for-profit.

*Frequency:* Respondents will be asked to report quarterly for one year. The collection is conducted once every 5 years.

*Respondent's Obligation:* Mandatory.

*Legal Authority:* Title 13 U.S.C. 131, 193, and 224.

*OMB Desk Officer:* Susan Schechter, (202) 395-5103.

Copies of the above information collection proposal can be obtained by calling or writing Diana Hynek, Departmental Paperwork Clearance Officer, (202)482-0266, Department of Commerce, room 6625, 14th and Constitution Avenue, NW., Washington,