

Frequency of Response: 1.
Average Burden Per Response: 20–22 Minutes.

Estimated Annual Burden: 33,367.

2. Social Security Tax and Benefit Statement Survey—0960–NEW. Public Law 104–121 requires SSA to conduct and report to Congress on a pilot study of the efficacy of providing beneficiaries with information about their Social Security benefits, earnings and taxes paid on those earnings. SSA will conduct a one-time survey to solicit beneficiaries' reactions to such a statement and to determine whether the statement promotes better understanding of their contributions and benefits under the Social Security programs. The respondents are a sample of Social Security beneficiaries who are randomly selected and agree to participate in the survey.

Number of Respondents: 1,600.

Frequency of Response: 1.

Average Burden Per Response: 10 minutes.

Estimated Annual Burden: 267 hours.

3. Work Activity Report—Employee—0960–0059. The form SSA–821–BK is used by the Social Security Administration to obtain information on work activity. The information is needed to determine if disabled individuals are performing substantial gainful activity and, if so, whether they continue to meet the disability criteria of the law. The respondents are Social Security and SSI disability applicants and recipients.

Number of Respondents: 300,000.

Frequency of Response: On occasion.

Average Burden Per Response: 45 minutes.

Estimated Annual Burden: 225,000 hours.

Written comments and recommendations regarding the information collection(s) should be directed within 30 days to the OMB Desk Officer and SSA Reports Clearance Officer at the following addresses:

(OMB)

Office of Management and Budget,
OIRA, Attn: Laura Oliven, New
Executive Office Building, Room
10230, 725 17th St., NW, Washington,
D.C. 20503

(SSA)

Social Security Administration,
DCFAM, Attn: Nicholas E. Tagliareni,
1–A–21 Operations Bldg., 6401
Security Blvd., Baltimore, MD 21235

To receive a copy of any of the forms or clearance packages, call the SSA Reports Clearance Officer on (410) 965–4125 or write to him at the address listed above.

Dated: July 30, 1997.

Nicholas E. Tagliareni,

Reports Clearance Officer, Social Security Administration.

[FR Doc. 97–20602 Filed 8–5–97; 8:45 am]

BILLING CODE 4190–29–P

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 97–040]

Annual Certification of Cook Inlet Regional Citizens' Advisory Council

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard may certify, on an annual basis, a voluntary advisory group instead of a Regional Citizens' Advisory Council for Cook Inlet, Alaska. This certification allows the advisory group to monitor the activities of terminal facilities and crude-oil tankers in Cook Inlet as established by the statute. The purpose of this notice is to inform the public that the Coast Guard has recertified the alternative voluntary advisory group for Cook Inlet, Alaska.

EFFECTIVE DATE: July 1, 1997, through June 30, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Mark Meza, Project Manager, Port and Environmental Management Division (G–MOR–1), (202) 267–0421, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593–0001.

SUPPLEMENTARY INFORMATION: Congress passed, as part of the Oil Pollution Act of 1990, the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of terminal facilities and crude-oil tankers.

Sub-section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Cook Inlet, instead of a council of the type specified in sub-section 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity

of the terminal facilities. Accordingly, in 1991, the President granted certification to the Cook Inlet Regional Citizens' Advisory Council (CIRCAC). He later delegated the authority to certify alternative advisory groups to the Commandant of the Coast Guard, who redelegate it to the Assistant Commandant for Marine Safety and Environmental Protection.

On May 22, 1997, in the **Federal Register**, the Coast Guard announced the availability of the application for recertification that it received from the CIRCAC and requested comments (61 FR 19110). It received none. Since it received no comments in opposition to the continued operation of the CIRCAC, the Coast Guard has determined that recertification of the CIRCAC in accordance with the Act is appropriate.

Recertification: By letter dated July 7, 1997, the Assistant Commandant for Marine Safety and Environmental Protection, certified that the CIRCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on May 31, 1998.

Dated: July 27, 1997.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97–20636 Filed 8–5–97; 8:45 am]

BILLING CODE 4910–14–M

DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD 96–041]

Annual Certification of Prince William Sound Regional Citizens' Advisory Council

AGENCY: Coast Guard, DOT.

ACTION: Notice.

SUMMARY: Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard may certify, on an annual basis, a voluntary advisory group instead of a Regional Citizens' Advisory Council for Prince William Sound, Alaska. This certification allows the advisory group to monitor the activities of terminal facilities and crude-oil tankers under the Prince William Sound Program established by the statute. The purpose of this notice is to inform the public that the Coast Guard has recertified the advisory group for Prince William Sound, Alaska.

EFFECTIVE DATE: July 1, 1997 through June 30, 1998.

FOR FURTHER INFORMATION CONTACT: Mr. Mark Meza, Project Manager, Port and Environmental Management Division (G-MOR-1), (202) 267-0421, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001.

SUPPLEMENTARY INFORMATION: Congress passed, as part of the Oil Pollution Act of 1990, the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (the Act), 33 U.S.C. 2732, to foster the long-term partnership among industry, government, and local communities in overseeing compliance with environmental concerns in the operation of terminal facilities and crude-oil tankers.

Sub-section 2732(o) permits an alternative voluntary advisory group to represent the communities and interests in the vicinity of the terminal facilities in Prince William Sound, instead of a council of the type specified in sub-section 2732(d), if certain conditions are met. The Act requires that the group enter into a contract to ensure annual funding, and that it receive annual certification by the President to the effect that it fosters the general goals and purposes of the Act and is broadly representative of the community and interests in the vicinity of the terminal facilities. Accordingly, in 1991, the President granted certification to the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC). He later delegated the authority to certify alternative advisory groups to the Commandant of the Coast Guard, who redelegated it to the Assistant Commandant for Marine Safety and Environmental Protection.

On May 22, 1997, in the **Federal Register**, the Coast Guard announced the availability of the application for recertification that it received from the PWSRCAC and requested comments (62 FR 28099). It received thirteen comments.

Discussion of Comments

All of the comments received by the Coast Guard supported recertification of the PWSRCAC. One of the comments recommended a change in PWSRCAC operations to ensure consistent presentation of PWSRCAC official positions. It is the Coast Guard's position that this comment as well as the other more general comments be forwarded to PWSRCAC for their review and appropriate action. Since none of the comments received opposed the recertification, the Coast Guard has determined that recertification of the PWSRCAC in accordance with the Act is appropriate.

Recertification: By letter dated July 8, 1997, the Assistant Commandant for Marine Safety and Environmental Protection certified that the RCAC qualifies as an alternative voluntary advisory group under 33 U.S.C. 2732(o). This recertification terminates on June 30, 1998.

Dated: July 27, 1997.

R.C. North,

Rear Admiral, U.S. Coast Guard, Assistant Commandant for Marine Safety and Environmental Protection.

[FR Doc. 97-20635 Filed 8-5-97; 8:45 am]

BILLING CODE 4910-14-M

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 33430]

CBEC Railway, Inc.—Trackage Rights Exemption—Great Western Railway Company of Iowa, L.L.C.

Great Western Railway Company of Iowa, L.L.C. (GWRI), has agreed to grant overhead trackage rights to CBEC Railway, Inc. (CBEC), over GWRI's trackage between milepost 1.72 and milepost 2.12, in the vicinity of Council Bluffs, IA.¹

The trackage rights agreement was expected to be executed on or about July 10, 1997,² but the transaction is not expected to be consummated until September 1997, when construction and rehabilitation of CBEC's line is completed and rail operations are commenced over CBEC's track. The purpose of the trackage rights is to improve operational efficiencies between CBEC and GWRI and to eliminate duplicative facilities by connecting two segments of CBEC track and right-of-way on either end of GWRI's Wabash Rail Yard.

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction

¹ The track is adjacent to GWRI's Wabash Rail Yard and connects track owned by CBEC.

² Concurrent with the filing of the notice of exemption, CBEC filed a motion for protective order pursuant to 49 CFR 1104.14, with respect to the trackage rights agreement between CBEC and GWRI. CBEC submitted the trackage rights agreement under seal stating that it is a confidential agreement that prohibits any party from disclosing the material terms to the public without the prior written consent of the other party. By decision served July 28, 1997, CBEC's motion for protective order was granted.

involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

This notice is filed under 49 CFR 1180.2(d)(7). If the notice contains false or misleading information, the exemption is void ab initio. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 33430, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001. In addition, a copy of each pleading must be served on Thomas W. Wilcox, Donelan, Cleary, Wood & Maser, P.C., 1100 New York Avenue, N.W., Suite 750, Washington, DC 20005.

Decided: July 29, 1997.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,
Secretary.

[FR Doc. 97-20715 Filed 8-5-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-383 (Sub-No. 3X)]

Wisconsin & Southern Railroad Co.—Discontinuance of Service

Exemption—in Milwaukee and Waukesha Counties, WI

The Wisconsin & Southern Railroad Co. (WSOR) has filed a notice of exemption under 49 CFR 1152 subpart F—*Exempt Abandonments and Discontinuances* to discontinue service over a 3.0-mile line of railroad known as the Menomonee Falls Branch, owned by the State of Wisconsin Department of Transportation,¹ between milepost 101.1 in Granville and milepost 104.05 in Menomonee Falls, WI. The line traverses United States Postal Service Zip Codes 53224 and 53051.²

¹ The involved line segment is part of a group of former Chicago, Milwaukee, St. Paul and Pacific Railroad (MILW) rail lines that were purchased by the State of Wisconsin under section 5(b)(2) of the Milwaukee Railroad Restructuring Act (MRR). See *State of Wisconsin—Acquisition of Certain Lines of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company*, Finance Docket No. 29237, (ICC served Feb. 1, 1980). WSOR was authorized to operate this branch line as well as other former MILW lines in *Wisconsin and Southern Railroad Co.—Lake, Columbia, Milwaukee, Washington, Waukesha, and Winnebago Counties, WI*, Finance Docket No. 29375 (ICC served Nov. 5, 1980).

² Under 49 CFR 1152.50(d)(2), the railroad must file a verified notice with the Board at least 50 days