

The change will also affect the inclusion of auxiliary beneficiaries in the computation of the employee annuity under the Social Security overall minimum guarantee provision of the Railroad Retirement Act. The Social Security overall minimum guarantee provision guarantees that a railroad retirement annuitant will receive, in a combined benefits under the Railroad Retirement and Social Security Acts, not less than the amount which would have been paid to the employee and members of his family under the Social Security Act if the employee's railroad service had been creditable under that Act.

Public Law 104-121 also amends section 202(d)(1) of the Social Security Act to provide that a child's benefits based on the earnings record of a stepparent will terminate the month after the month in which the stepparent and the natural parent are divorced. The Railroad Retirement Act contains its own termination provisions: Section 5(c)(7) of that Act specifies when a child's annuity paid under the Railroad Retirement Act terminates. Therefore, this amendment to section 202(d)(1) does not directly apply to benefits paid under the Railroad Retirement Act. However, it will affect the inclusion of auxiliary beneficiaries in the computation of the Social Security overall minimum guarantee provision.

Consequently, under section 202(d)(1), as amended, if the marriage of a railroad employee stepparent and natural parent is terminated, then the stepchild would no longer be included in the computation under the Social Security overall minimum guarantee provision. Therefore, the Board is proposing to amend its regulations to provide that the inclusion of the stepchild in the computation under the Social Security overall minimum guarantee provision will terminate when the marriage of the stepparent and the natural parent is terminated.

The Office of Management and Budget has determined that this is not a significant regulatory action under Executive Order 12866. There are no new information collections associated with this rule.

#### List of Subjects in 20 CFR Parts 222 and 229

Railroad employees, Railroad retirement.

For the reasons set out in the preamble, title 20, chapter II, parts 222 and 229 of the Code of Federal Regulations are proposed to be amended as follows:

#### PART 222—FAMILY RELATIONSHIPS

1. The authority citation for part 222 continues to read as follows:

**Authority:** 45 U.S.C. 231f.

##### § 222.55 [Amended]

2. Section 222.55 is amended by removing the words "is living with or".

#### PART 229—SOCIAL SECURITY OVERALL MINIMUM GUARANTEE

3. The authority citation for part 229 continues to read as follows:

**Authority:** 45 U.S.C. 231f(b)(5).

4. Section 229.42 is amended by removing the period at the end of paragraph (f), by adding ";" or" to the end of paragraph (f), and by adding a new paragraph (g) to read as follows:

##### § 229.42 When a child can no longer be included in computing an annuity rate under the overall minimum.

\* \* \* \* \*

(g) In the case of a stepchild of the employees, the month after the month in which the divorce between the stepparent and the natural parent becomes final.

Dated: May 9, 1997.

**Beatrice Ezerski,**

*Secretary of the Board.*

[FR Doc. 97-13395 Filed 5-21-97; 8:45 am]

BILLING CODE 7905-01-M

---

#### DEPARTMENT OF TRANSPORTATION

##### Coast Guard

##### 33 CFR Part 117

[CGD09-97-014]

RIN 2115-AE47

##### Drawbridge Operation Regulations; Manistee River, MI

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to revise the regulations governing the operations of the Maple Street bridge, mile 1.1, and the U.S. Route 31 bridge, mile 1.4, both over the Manistee River in Manistee, MI. This proposal would change the times that the bridges are required to open on signal between May 1 and October 31. The current hours of 6 a.m. to 10 p.m. would be revised to 7 a.m. to 11 p.m. This revision was requested for the convenience of recreational vessels using the facilities above the bridges.

**DATES:** Comments must be received on or before July 21, 1997.

**ADDRESSES:** Comments may be mailed or delivered to Commander (obr), Ninth Coast Guard District, 1240 E. Ninth St., Room 2019, Cleveland, OH 44199-2060, between 7 a.m. and 3 p.m., Monday through Friday, except Federal holidays. The telephone number is (216) 902-6084.

**FOR FURTHER INFORMATION CONTACT:** Mr. Scot M. Striffler, Project Manager, at (216) 902-6084.

#### SUPPLEMENTARY INFORMATION:

##### Drafting Information

The principal persons involved in drafting this document are Mr. Scot Striffler, Project Manager, and Lieutenant Commander Kent Booher, Project Counsel, Ninth Coast Guard District.

##### Request for Comments

The Coast Guard encourages interested persons to submit written data, or arguments for or against this rule. Persons submitting comments should include their name, address, identify this rulemaking (CGD09-97-014), the specific section of this rule to which each comment applies, and the reasons(s) for each comment. The Coast Guard requests that all comments and attachments be submitted in an 8½" x 11" unbound format suitable for copying and electronic filing. If that is not practical, a second copy of any bound material is requested. Persons wanting acknowledgement of receipt of comments should enclose a stamped self-addressed post card or envelope. Persons may submit comment by writing to the Commander (obr), Ninth Coast Guard District listed under **ADDRESSES**.

##### Background and Purpose

The City of Manistee, MI, on behalf of the marina owners in Manistee, requested the Coast Guard approve a change to the operating regulations pertaining to the Maple Street bridge and U.S. Route 31 bridge over the Manistee River. The City of Manistee owns and operates the Maple Street bridge. The Michigan Department of Transportation (MDOT) owns the U.S. Route 31 bridge and contracts the City of Manistee to operate the bridge. The marina owners and operators on Manistee Lake requested the hours during which the bridges open on signal be revised to allow longer evening sailing times for the vessels using the marinas above the bridges.

The City of Manistee conducted meetings with marina owners, along with a written survey of boat owners using these facilities, in January-

February 1997 to ascertain the most desirable time of operation for the bridges. The meetings and survey concluded that the idea hours of operation would be from 7 a.m. to 11 p.m., between May 1 and October 31 each year.

The City of Manistee and MDOT have stated no objections to this change since the total number of operational hours remain the same and there are no additional costs involved for the owners/operators of the bridges. Coast Guard operations on Manistee Lake will not be affected by this revision. The three commercial shipping companies who transit the bridges have stated no objections to this change.

Commander, Ninth Coast Guard District, approved a temporary deviation from the regulations for the bridges from May 31, 1997 to August 31, 1997. The temporary deviation, published elsewhere in today's **Federal Register**, was authorized to test the proposed schedule before making a permanent change to the regulations.

Under the proposed schedule, from May 1 to October 31, the bridges would only be required to open on signal between 7 a.m. and 11 p.m. Between 11 p.m. and 7 a.m., the bridges would open if at least a 2-hour advance notice is provided by vessels intending to transit the draws. The operations of the bridges between November 1 and April 30 would remain the same.

### Regulatory Evaluation

This proposed rule is not a significant regulatory action under section 3(f) of Executive Order 12866 and does not require an assessment of potential costs and benefits under section 6(a)(3) of that order. It has not been reviewed by the Office of Management and Budget under that order. It is not significant under the regulatory policies and procedures of the Department of Transportation (DOT) (44 FR 11040; February 26, 1979). The Coast Guard expects the economic impact of this proposed rule to be so minimal that a full Regulatory Evaluation under paragraph 10e of the regulatory policies and procedures of DOT is unnecessary. This action was initiated by the City of Manistee, on behalf of the marina operators on Manistee Lake, to increase access to recreational facilities located above the bridge and to enhance the economic potential of commerce in the area.

### Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*), the Coast Guard must consider the economic impact on small entities of a rule for which a general notice of proposed rulemaking

is required. "Small entities" may include (1) small businesses and not-for-profit organizations that are independently owned and operated and are not dominant in their fields and (2) governmental jurisdictions with populations of less than 50,000.

Because this rulemaking was initiated on behalf of the marina operators on Manistee Lake in order to increase use of recreational facilities, thereby enhancing potential economic commerce, no adverse economic impact is anticipated on a substantial number of small businesses. Any comments submitted in response to this finding will be evaluated under the criteria described earlier in the preamble for comments.

### Collection of Information

This rule contains no collection-of-information requirements under the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*).

### Federalism

The Coast Guard has analyzed this rule under the principles and criteria contained in Executive Order 12612 and has determined that this rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

### Environment

The Coast Guard considered the environmental impact of this proposed rule and concluded that, under paragraph 2.B.2 of Commandant Instruction M16475.1B, (as revised by 59 FR 38654, July 29, 1994), this rule is categorically excluded from further environmental documentation. A "Categorical Exclusion Determination" is available in the docket for inspection or copying where indicated under ADDRESSES.

### List of Subjects in 33 CFR Part 117

Bridges.

For reasons set out in the preamble, 33 CFR part 117 is revised as follows:

### PART 117—DRAWBRIDGE OPERATION REGULATIONS

1. The authority citation for part 117 continues to read as follows.

**Authority:** 33 U.S.C. 499; 49 CFR 1.46; 33 CFR 1.05(g); section 117.255 also issued under the authority of Pub. L. 102-587, 106 Stat. 5039.

2. Section 117.637 is amended by revising paragraph (a)(1) to read as follows:

#### § 117.637 Manistee River.

(a) \* \* \*

(1) From May 1 through October 31 from 7 a.m. to 11 p.m., the bridges shall open on signal. From 11 p.m. to 7 a.m., the bridges need not open unless notice is given at least two hours in advance of a vessel's time of intended passage through the draws.

\* \* \* \* \*

Dated: May 7, 1997.

**G.F. Woolever,**

Rear Admiral, U.S. Coast Guard Commander,  
Ninth Coast Guard District.

[FR Doc. 97-13510 Filed 5-21-97; 8:45 am]

BILLING CODE 4910-14-M

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Chapter I

[FRL-5828-2]

### Announcement of Stakeholders Meeting on National Primary Drinking Water Regulation for Radon-222

**AGENCY:** Environmental Protection Agency.

**ACTION:** Notice of stakeholders meeting.

**SUMMARY:** The U.S. Environmental Protection Agency will be holding a one-day public meeting on June 26, 1997. The purpose of this meeting is to present information on EPA plans for activities to develop a proposed National Primary Drinking Water Regulation (NPDWR) for radon-222, and solicit public input on major technical and implementation issues, and on preferred approaches for continued public involvement. This meeting is a continuation of stakeholder meetings that started in 1995 to obtain input on the Agency's Drinking Water Program. These meetings were initiated as part of the Drinking Water Program Redirection efforts to help refocus EPA's drinking water priorities and to support strong, flexible partnerships among EPA, States, local governments, and the public. At the upcoming meeting, EPA is seeking input from state drinking water and radon programs, the regulated community (public water systems), public health and safety organizations, environmental and public interest groups, and other stakeholders on a number of issues related to developing the NPDWR for radon. EPA encourages the full participation of stakeholders throughout this process.

**DATES:** The stakeholder meeting on the NPDWR for radon will be held on June 26, 1997 from 9:00 a.m. to 4:30 p.m.

**ADDRESSES:** To register for the meeting, please contact the Safe Drinking Water Hotline at 1-800-426-4791 by June 12,