

counties in the State of Texas may be filed until the specified date at the previously designated location: Brown, Callahan, Comanche, Erath, Palo Pinto, Shackelford, Stevens, Sutton, and Val Verde.

All other information remains the same, i.e., the deadline for filing applications for physical damage is September 5, 1997 and for economic injury the termination date is April 3, 1998.

(Catalog of Federal Domestic Assistance Program Nos. 59002 and 59008)

Dated: July 21, 1997.

Bernard Kulik,

Associate Administrator for Disaster Assistance.

[FR Doc. 97-19825 Filed 7-28-97; 8:45 am]

BILLING CODE 8025-01-P

SOCIAL SECURITY ADMINISTRATION

Privacy Act of 1974, As Amended; Computer Matching Program (SSA/Railroad Retirement Board (RRB)—SSA Match Number 1007)

AGENCY: Social Security Administration (SSA).

ACTION: Notice of Computer Matching Program.

SUMMARY: In accordance with the provisions of the Privacy Act, this notice announces a computer matching program that SSA plans to conduct with RRB.

DATES: SSA will file a report of the subject matching program with the Committee on Governmental Affairs of the Senate, the Committee on Government Reform and Oversight of the House of Representatives and the Office of Information and Regulatory Affairs, Office of Management and Budget (OMB). The matching program will be effective as indicated below.

ADDRESSES: Interested parties may comment on this notice by either telefax to (410) 966-5138, or writing to the Associate Commissioner for the Office of Program Support, 4400 West High Rise Building, 6401 Security Boulevard, Baltimore, MD 21235. All comments received will be available for public inspection at this address.

FOR FURTHER INFORMATION CONTACT: The Associate Commissioner for the Office of Program Support as shown above.

SUPPLEMENTARY INFORMATION:

A. General

The Computer Matching and Privacy Protection Act of 1988 (Pub. L. 100-503), amended the Privacy Act (5 U.S.C. 552a) by establishing conditions under

which computer matching involving the Federal government could be performed and adding certain protections for individuals applying for and receiving Federal benefits. Section 7201 of the Omnibus Budget Reconciliation Act of 1990 (Pub. L. 101-508), further amended the Privacy Act regarding protections for such individuals. The Privacy Act, as amended, regulates the use of computer matching by Federal agencies when records in a system of records are matched with other Federal, State, or local government records. Among other things, it requires Federal agencies involved in computer matching programs to:

- (1) Negotiate written agreements with the other agency or agencies participating in the matching programs;
- (2) Obtain Data Integrity Board approval of the match agreements;
- (3) Furnish detailed reports about matching programs to Congress and OMB;
- (4) Notify applicants and beneficiaries that their records are subject to matching; and
- (5) Verify match findings before reducing, suspending, terminating, or denying an individual's benefits or payments.

B. SSA Computer Matches Subject to the Privacy Act

We have taken action to ensure that all of SSA's computer matching programs comply with the requirements of the Privacy Act, as amended.

Dated: July 15, 1997.

John J. Callahan,

Acting Commissioner of Social Security.

Notice of Computer Matching Program, Railroad Retirement Board (RRB) With Social Security Administration (SSA)

A. Participating Agencies

SSA and RRB.

B. Purpose of the Matching Program

To identify social security beneficiaries and applicants who have railroad earnings which must be considered wages under the Social Security Act for purposes of determining individual entitlement and monthly benefit amounts for Social Security Retirement, Survivors and Disability Insurance under title II of the Social Security Act. Earnings considered compensation under the Railroad Retirement Act instead must be considered wages under the Social Security Act. This situation applies if the numberholder has less than 10 years of railroad service or has 10 or more years of service but does not have a

current connection with the railroad industry at the time of his or her death.

C. Authority for Conducting the Matching Program

Sections 202, 205(o) and 215(f) of the Social Security Act (42 U.S.C. 402, 405(o) and 415(f)) and section 18 of the Railroad Retirement Act (45 U.S.C. 231(q)(2)).

D. Categories of Records and Individuals Covered by the Match

The RRB will provide SSA with an electronic data file containing earnings information from RRB's Service and Compensation Record (SCORE) file. The complete name of the SCORE file is RRB-5 Master File of Railroad Employees' Creditable Compensation—RRB. SSA will then match the RRB data with records maintained on social security beneficiaries and applicants in its Master Beneficiary Record (MBR), SSA/OSR, 09-60-0090 and Master Earnings File (MEF), SSA/OSR, 09-60-0059.

E. Inclusive Dates of the Match

The matching program shall become effective no sooner than 40 days after notice of the matching program is sent to Congress and the Office of Management and Budget (OMB), or 30 days after publication of this notice in the **Federal Register**, whichever date is later. The matching program will continue for 18 months from the effective date and may be extended for an additional 12 months thereafter, if certain conditions are met.

[FR Doc. 97-19827 Filed 7-28-97; 8:45 am]

BILLING CODE 4190-29-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of

information was published March 28, 1997 [62 FR 14967].

DATES: Comments must be submitted on or before August 28, 1997.

FOR FURTHER INFORMATION CONTACT: Complete copies of each request for collection of information may be obtained at no charge from Mr. Edward Kosek, NHTSA Information Collection Clearance Officer, NHTSA, 400 Seventh Street, SW., Room 6123, Washington, DC 20590. Mr. Kosek's telephone number is (202) 366-2590. Please identify the relevant collection of information by referring to its OMB Clearance Number.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: National Driver Register Reporting Requirement for 23 CFR part 1327.

Type of Request: Reinstatement, with change, of a previously approved collection for which approval has expired.

Form Number: N/A.

OMB Control Number: 2127-0001.

Affected Public: The 51 respondents are the State driver licensing agencies, including the District of Columbia.

Abstract: The National Driver Register Act of 1982 (Pub.L. 97-364), as amended, mandates the Secretary of Transportation to establish and maintain a National Driver Register to assist chief driver licensing officials of participating states in exchanging information about the motor vehicle driving records of individuals. The Act requires the chief driver licensing official of each participating state to submit a report to the Secretary of each individual who is denied a motor vehicle operator's license by that State for cause; whose motor vehicle operator's license is revoked, suspended, or canceled by that State for cause; or who is convicted under the laws of that State of any of the following motor vehicle-related offenses or comparable offenses: (a) Operating a motor vehicle while under the influence of, or impaired by, alcohol or a controlled substance; (b) a traffic violation arising in connection with a fatal traffic accident, reckless driving, or racing on the highways; (c) failing to give aid or provide identification when involved in an accident resulting in death or personal injury; (d) perjury or knowingly making a false affidavit or statement to officials about activities governed by a law or regulation on the operation of a motor vehicle. The Act also requires the chief driver licensing officials of participating states to check

the NDR on all first time above-minimum age driver license applicants in their states.

The Commercial Motor Vehicle Safety Act of 1986 requires the states to check the NDR for all applicants for Commercial Drivers Licenses.

Description of the need for the information and proposed use of the information—The purpose of the NDR, and thus this information collection activity, is to prevent the issuance of driver's licenses to problem drivers in order to enhance traffic safety. Through amendments to the NDR Act, the activity also serves to prevent the certification of airline pilots, merchant mariners, locomotive operators, and individuals employed as motor vehicle operators if they are problem drivers.

The information will be used by NHTSA in exercising its statutory authority to operate the NDR. Without this information, states could issue licenses to individuals who are suspended or revoked in other states, or could issue a duplicate license to an individual who is licensed in another state allowing them to spread their violations over a number of licenses.

Annual Estimated Burden: 1977 burden hours.

ADDRESSES: Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street, NW., Washington, DC 20503, Attention NHTSA Desk Officer.

Comments are Invited on: whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of the Departments estimate of the burden of the proposed information collection; ways to enhance the quality, utility and clarity of the information to be collected; and ways to minimize the burden of the collection of information on respondents, including the use of automated collection techniques or other forms of information technology.

Issued in Washington, DC, on July 27, 1997.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 97-19951 Filed 7-28-97; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

Reports, Forms and Recordkeeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: Office of the Secretary, DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act 1995 (44 U.S.C. Chapter 35), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for review and comment. The ICR describes the nature of the information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period soliciting comments on the following collection of information was published on November 22, 1996 [61 FR 59484].

SUPPLEMENTARY INFORMATION:

Federal Highway Administration

DATES: Comments must be submitted on or before August 28, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. David R. Miller, Office of Motor Carrier Research and Standards, (202) 366-4009, Federal Highway Administration, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

Title: Controlled Substances and Alcohol Testing.

OMB Number: 2125-0543.

Type Request: Reinstatement, with change, of a previously approved collection for which approval has expired.

Form(s): FHWA: MCS-154, FHWA: MCS-155, OMB No: 9999-0023, OMB no: 2105-0529

Affected Public: 553,238 motor carriers.

Abstract: Title 49 U.S.C. 31306 requires the Secretary of Transportation to promulgate regulations that require motor carriers to test their drivers for the use of alcohol and controlled substances. The Secretary has adopted regulations that require commercial motor vehicle (CMV) drivers to submit to testing by motor carriers.

The information collection is required for motor carriers to document compliance with the controlled substances and alcohol testing regulations, show driver's Constitutional rights and privacy are sufficiently protected, show that drug-positive drivers and drivers with any