

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 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: April 16, 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 supplemental security income recipients and applicants who

receive annuities payable by the RRB. For such individuals, the income received due to benefits payable by the RRB may affect eligibility for or the amount of SSI benefits.

C. Authority for Conducting the Matching Program

Sections 1631(e)(1)(B) and 1631(f) of the Social Security Act (42 U.S.C. 1383(e)(1)(B) and 1383(f)).

D. Categories of Records and Individuals Covered by the Match

The RRB will provide SSA with an electronic data file containing annuity payment information from its system of records entitled Checkwriting Integrated Computer Operation Benefits Payment Master. SSA will then match the RRB data with information maintained in its Supplemental Security Income Record.

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. 97-10474 Filed 4-22-97; 8:45 am]

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DEPARTMENT OF STATE

[Public Notice 2532]

Bureau of Political-Military Affairs; Determination Under the Arms Export Control Act

Pursuant to Section 654(c) of the Foreign Assistance Act of 1961, as amended, notice is hereby given that the Under Secretary of State for Arms Control and International Security Affairs has made a determination pursuant to Section 81 of the Arms Export Control Act and has concluded that publication of the determination would be harmful to the national security of the United States.

Dated: April 10, 1997.

Thomas E. McNamara,

Assistant Secretary of State for Political-Military Affairs.

[FR Doc. 97-10454 Filed 4-22-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Clark County, NV

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this Notice to advise the public that an environmental impact statement will be prepared for a proposed highway project in Clark County, Nevada.

FOR FURTHER INFORMATION CONTACT:

Daryl James, P.E., Supervisor, Environmental Services Division, Nevada Department of Transportation, 1263 South Stewart Street, Carson City, NV 89712, Telephone: 702-888-7686; *John T. Price*, Division Administrator, Federal Highway Administration, Nevada Division, 705 North Plaza St., Suite 220, Carson City, NV 89701, Telephone: 702-687-1205.

SUPPLEMENTARY INFORMATION: The Federal Highway Administration (FHWA), the Nevada Department of Transportation (NDOT), in cooperation with the City of Las Vegas, the City of North Las Vegas, Regional Transportation Commission, and Clark County, is considering improvements to the transportation system serving the Northwest Region of Las Vegas. These improvements include: widening US 95, a freeway management system for US 95, high occupancy vehicle lanes on US 95 and Summerlin Parkway, new arterial street connections, arterial street improvements, enhanced bus service, and transportation demand management measures. The proposed improvements have been adopted as the "locally preferred alternative" as a result of a Major Investment Study for the Northwest Region.

Rapid growth has occurred in the Las Vegas Valley over the past several years. The growth has added to the existing heavy demand on the regional transportation system. Substantial growth is expected to continue, with a major portion of the new development occurring in the western and northern portions of the area. The proposed improvements are considered necessary to provide for existing and projected travel demand in the Northwest Region of Las Vegas and enhance safety and operational efficiency.

Alternatives to be considered will include the "locally preferred alternative" as developed through the Major Investment Study process and the no-build option.

Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A scoping meeting will be held at the time and place noted below:

Scoping Meeting

Date: Wednesday, May 7, 1997.

Time: 1:30 p.m.

Place: Charleston Heights Art Center, 800 S. Brush Street, Las Vegas, NV.

A public hearing will also be held. Public notice will be given of the time and place of the hearing. The public hearing will be held after the draft EIS is available for review.

To ensure that the full range of issues related to this proposed action is addressed and any significant impacts are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or the NDOT at the address provided above.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued: April 16, 1997.

John T. Price,

Division Administrator, Federal Highway Administration, Carson City, Nevada.

[FR Doc. 97-10467 Filed 4-22-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Notice of Petitions for Waivers of Compliance and Notice of Hearing

In accordance with Title 49 Code of Federal Regulations (CFR) Sections 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received requests for waivers of compliance with certain requirements of the Federal railroad safety regulations. The individual petitions are described below, including the party seeking relief, the regulatory provisions involved, the nature of the relief being sought and the petitioner's arguments in favor of relief.

Union Pacific Railroad, FRA Waiver Petition Nos. WPS-97-1, WPS-97-2

Union Pacific seeks a permanent waiver of compliance from certain provisions of 49 CFR Part 214, Railroad Workplace Safety, Subpart C, Roadway Worker Protection. Union Pacific specifically seeks relief from 49 CFR 214.329, *Train Approach Warning Provided by Watchmen/Lookouts*, which requires that "Roadway workers in a roadway work group who foul any track outside of working limits shall be given warning of approaching trains by one or more watchmen/lookouts * * *" Union Pacific wishes to use an automatic train approach warning system (TAWS) and automatic highway-rail grade crossing warning devices in place of watchmen/lookouts for the provision of train approach warning for roadway workers who foul a track outside of working limits at certain equipped locations, and under specific conditions.

FRA published, on December 16, 1996, a Final Rule amending 49 CFR 214 by adding Roadway Worker Protection Standards. The amendment became effective on January 15, 1997. The Rule requires that Class I railroads, including Union Pacific, be in compliance by March 15, 1997. The regulation mandates clearly defined methods of protection against moving trains and railroad equipment for railroad employees who perform certain maintenance and inspection duties on and near railroad tracks.

Union Pacific, a Class I railroad, has requested a waiver to permit the use of two different types of systems to provide train approach warning. The first system for which a waiver is requested is the automatic UP Train Approach Warning System (TAWS). According to UP, the TAWS has been in place at control points on much of UP's heaviest tonnage routes since 1978. It has become part of the UP standard package at all new control points installed on UP. UP states that there have been no recorded instances where TAWS failed to perform its intended function of illuminating a blue rotating light and sounding an audible alarm one minute prior to the approach of a train to alert a roadway worker.

UP avers that the TAWS, properly utilized, is more effective than a watchman/lookout, providing a longer warning time and not being susceptible to distraction or fatigue. Information provided by UP indicates that the TAWS is an integral part of the signal and train control system, incorporating the same level of reliability and principles of fail-safe design.

The second system for which waiver is requested is the automatic highway-rail grade crossing warning device. UP states that these devices have been in use for many years to provide warning to motorists of the approach of trains to highway-rail grade crossings. UP states that these devices are designed to provide at least 20 seconds warning of the approach of a train to the crossing, and that they meet the requirements for sufficient warning time for roadway workers to move to a place of safety not less than 15 seconds before the arrival of a train. UP has not stated specifically whether all or some, or which, types of automatic highway-rail grade crossing warning devices would be subject to the waiver petition. UP did state that a roadway worker must be able to both see and hear the activation of the device, thus implying that only devices with both audible and visual warning features would be subject to this petition. UP has included with the petition a set of detailed rules and instruction for the operation and use of both types of devices for the purpose of providing warning of approaching trains to roadway workers.

Norfolk Southern Railway Company, FRA Waiver Petition No. WPS-97-3

Norfolk Southern Railway Company (NS), a Class I railroad company, seeks a permanent waiver of compliance from certain provisions of 49 CFR Part 214, Railroad Workplace Safety, Subpart C, Roadway Worker Protection. NS specifically seeks a waiver of 214.337(c)(3), which states:

(c) Individual train detection may be used to establish on-track safety only:
* * *

(3) On track outside the limits of a manual interlocking, a controlled point, or a remotely controlled hump yard facility; * * *

NS requests that FRA grant relief to NS by allowing the NS Roadway Worker Protection Program to permit a lone worker performing inspection and minor correction work to use individual train detection for providing on-track safety only: [a] at those locations within manual interlockings, controlled points and remotely controlled hump yards where suitable visibility, noise, hearing, and adjacent track conditions; and [b] only in connection with inspection and minor correction work activities which do not interfere with the safe passage of trains and engines.

NS avers that the requested waiver will not compromise the safety of roadway workers who utilize its provisions, and that, if the waiver is not granted, that safety will be hindered rather than improved by hindering