

records. 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 approval of the matching agreement by the Data Integrity Boards of the participating Federal agencies;
- (3) Publish notice of the computer matching program in the **Federal Register**;
- (4) Furnish detailed reports about matching programs to Congress and OMB;
- (5) Notify applicants and beneficiaries that their records are subject to matching; and
- (6) Verify match findings before reducing, suspending, terminating, or denying a person's benefits or payments.

#### **B. SSA Computer Matches Subject to the Privacy Act**

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

##### **Kirsten J. Moncada,**

*Executive Director, Office of Privacy and Disclosure, Office of the General Counsel.*

#### **Notice of Computer Matching Program, SSA With the Law Enforcement Agency (Source Jurisdiction)**

##### *A. Participating Agencies*

SSA and Source Jurisdiction.

##### *B. Purpose of the Matching Program*

The purpose of this matching program is to establish the terms, conditions, and safeguards under which we will conduct a computer matching program with the Source Jurisdiction in accordance with the Privacy Act of 1974, as amended by the Computer Matching and Privacy Protection Act of 1988 (5 U.S.C. 552a), and the regulations and guidance promulgated thereunder, to identify individuals in the Source Jurisdiction who are (1) fleeing fugitive felons, parole violators, or probation violators, as defined by the Social Security Act (Act) and in accordance with the Martinez Settlement and the Clark Court Order, as defined below, who are also (2) Supplemental Security Income (SSI) recipients, Retirement, Survivors and Disability Insurance (RSDI) beneficiaries, Special Veterans Benefit (SVB) beneficiaries, or representative payees for SSI recipients, RSDI beneficiaries, or SVB beneficiaries.

##### *C. Authority for Conducting the Matching Program*

The legal authority for the matching program conducted under this agreement is: sections 1611(e)(4)(A), 202(x)(1)(A)(iv) and (v), and 804(a)(2) and (3) of the Act (42 U.S.C. 1382(e)(4)(A), 402(x)(1)(A)(iv) and (v), and 1004(a)(2) and (3)), which prohibit the payment of SSI, RSDI, and/or SVB benefits to an SSI recipient, RSDI beneficiary, or SVB beneficiary for any month during which such individual flees to avoid prosecution, or custody or confinement after conviction, under the applicable laws of the jurisdiction from which the person flees, for a crime or attempt to commit a crime considered to be a felony under the laws of said jurisdiction. These sections of the Act also prohibit payment of SSI, RSDI, and/or SVB benefits to a recipient/beneficiary in jurisdictions that do not define such crimes as felonies, but as crimes punishable by death or imprisonment for a term exceeding 1 year (regardless of the actual sentence imposed), and to an individual who violates a condition of probation or parole imposed under Federal or state law. As a result of a settlement of a nationwide class action in *Martinez v. Astrue*, No. 08–4735 (N.D. Cal. September 24, 2009) (Martinez Settlement), SSA's nonpayment of benefits under these sections of the Act is limited to individuals with certain flight- or escape-coded warrants. Further, as a result of a settlement of a nationwide class action in *Clark v. Astrue*, 06 Civ. 15521 (S.D. NY, April 13, 2012) (Clark Court Order), SSA's nonpayment of benefits under these sections of the Act cannot be based solely on the existence of parole or probation arrest warrants.

Sections 1631(a)(2)(B)(iii)(V), 205(j)(2)(C)(i)(V), and 807(d)(1)(E) of the Act (42 U.S.C. 1383(a)(2)(B)(iii)(V), 405(j)(2)(C)(i)(V), 1007(d)(1)(E)), which prohibit SSA from using a person as a representative payee when such person is a person described in sections 1611(e)(4)(A), 202(x)(1)(A)(iv), or 804(a)(2) of the Act.

The legal authority for SSA's disclosure of information to the Source Jurisdiction is: sections 1106(a), 1611(e)(5), 1631(a)(2)(B)(xiv), 202(x)(3)(C), 205(j)(2)(B)(iii) and 807(b)(3) of the Act; the Privacy Act of 1974, as amended by the Computer Matching and Privacy Protection Act of 1988 (5 U.S.C. 552a(b)(3)); and SSA's disclosure regulations promulgated at 20 C.F.R. 401.150. The settlement terms in *Martinez v. Astrue* and *Clark v.*

*Astrue* do not restrict this disclosure authority in any manner.

##### *D. Categories of Records and Persons Covered by the Matching Program*

The Source Jurisdiction will identify individuals who are fleeing fugitive felons, probation violators, or parole violators in its records originating from various databases. The Source Jurisdiction will prepare and disclose its records electronically (e.g., Government to Government Services Online) with clear identification of the record source. SSA will match the following systems of records with the incoming Source Jurisdiction records to determine individuals who receive SSI, RSDI, SVB benefits, or individuals serving as representative payees: Supplemental Security Income Record/Special Veterans Benefits (SSR/SVB), SSA/ODSSIS (60–0103) Routine Use 28, last published on January 11, 2006 (71 FR 1830); Master Beneficiary Record (MBR), SSA/ORSIS (60–0090) Routine Use 2, last published on January 11, 2006 (71 FR 1826); Master Representative Payee File, SSA/NCC (60–0222) Routine Use 12, last published on April 19, 2013 (78 FR 23811); and, Master Files of Social Security Number Holders and SSN Applications, SSA/OTSO (60–0058) Routine Use 24, last published on December 29, 2010 (75 FR 82121).

##### *E. Inclusive Dates of the Matching Program*

The effective date of this matching program is October 10, 2014; if the following notice, periods have lapsed: 30 days after publication of this notice in the **Federal Register** and 40 days after notice of the matching program is sent to Congress and OMB. The matching program will continue for 18 months from the effective date and, if both agencies meet certain conditions, it may extend for an additional 12 months thereafter.

[FR Doc. 2014–08424 Filed 4–14–14; 8:45 am]

**BILLING CODE 4191–02–P**

## **DEPARTMENT OF TRANSPORTATION**

[Docket ID Number RITA 2008–0002]

### **Agency Information Collection; Activity Under OMB Review; Report of Traffic and Capacity Statistics—The T–100 System**

**AGENCY:** Office of the Assistant Secretary for Research and Technology (OST–R), Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 et seq.), this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for extension of currently approved collection. 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 February 06, 2014 (79 FR 7278). The Bureau of Economic Analysis at the Department of Commerce submitted comments in support of the continuation of the data collection.

**DATES:** Written comments should be submitted by May 15, 2014.

**FOR FURTHER INFORMATION CONTACT:** Jennifer Rodes, Office of Airline Information, RTS-42, Room E34-420, OST-R, BTS, 1200 New Jersey Avenue SE., Washington, DC 20590-0001, Telephone Number (202) 366-8513, Fax Number (202) 366-3383 or EMAIL [Jennifer.rodes@dot.gov](mailto:Jennifer.rodes@dot.gov).

*Comments:* Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street NW., Washington, DC 20503, Attention: OST-R/BTS Desk Officer.

**SUPPLEMENTARY INFORMATION:**

*OMB Approval No.:* 2138-0040.

*Title:* Report of Traffic and Capacity Statistics—The T-100 System.

*Form No.:* Schedules T-100 and T-100(f).

*Type of Review:* Extension of a currently approved collection.

*Respondents:* Certificated, commuter and foreign air carriers that operate to, from or within the United States.

**T100 Form**

*Number of Respondents:* 130.

*Number of Annual responses:* 1,560.

*Total Burden per Response:* 6 hours.

*Total Annual Burden:* 9360 hours.

**T100F Form**

*Number of Respondents:* 175.

*Number of Annual responses:* 2,100.

*Total Burden per Response:* 2 hours.

*Total Annual Burden:* 4,200 hours.

*Needs and Uses:*

**Airport Improvement**

The Federal Aviation Administration uses enplanement data for U.S. airports to distribute the annual Airport Improvement Program (AIP) entitlement funds to eligible primary airports, i.e., airports which account for more than 0.01 percent of the total passengers

enplaned at U.S. airports. Enplanement data contained in Schedule T-100/T-100(f) are the sole data base used by the FAA in determining airport funding. U.S. airports receiving significant service from foreign air carriers operating small aircraft could be receiving less than their fair share of AIP entitlement funds. Collecting Schedule T-100(f) data for small aircraft operations will enable the FAA to more fairly distribute these funds.

**Air Carrier Safety**

The FAA uses traffic, operational and capacity data as important safety indicators and to prepare the air carrier traffic and operation forecasts that are used in developing its budget and staffing plans, facility and equipment funding levels, and environmental impact and policy studies. The FAA monitors changes in the number of air carrier operations as a way to allocate inspection resources and in making decisions as to increased safety surveillance. Similarly, airport activity statistics are used by the FAA to develop airport profiles and establish priorities for airport inspections.

**Acquisitions and Mergers**

While the Justice Department has the primary responsibility over air carrier acquisitions and mergers, the Department reviews the transfer of international routes involved to determine if they would substantially reduce competition, or determine if the transaction would be inconsistent with the public interest. In making these determinations, the proposed transaction's effect on competition in the markets served by the affected air carriers is analyzed. This analysis includes, among other things, a consideration of the volume of traffic and available capacity, the flight segments and origins-destinations involved, and the existence of entry barriers, such as limited airport slots or gate capacity. Also included is a review of the volume of traffic handled by each air carrier at specific airports and in specific markets which would be affected by the proposed acquisition or merger. The Justice Department uses T-100 data in carrying out its responsibilities relating to airline competition and consolidation.

**Traffic Forecasting**

The FAA uses traffic, operational and capacity data as important safety indicators and to prepare the air carrier traffic and operation forecasts. These forecast as used by the FAA, airport managers, the airlines and others in the

air travel industry as planning and budgeting tools.

**Airport Capacity Analysis**

The mix of aircraft type are used in determining the practical annual capacity (PANCAP) at airports as prescribed in the FAA Advisory Circular *Airport Capacity Criteria Used in Preparing the National Airport Plan*. The PANCAP is a safety-related measure of the annual airport capacity or level of operations. It is a predictive measure which indicates potential capacity problems, delays, and possible airport expansions or runway construction needs. If the level of operations at an airport exceeds PANCAP significantly, the frequency and length of delays will increase, with a potential concurrent risk of accidents. Under this program, the FAA develops ways of increasing airport capacity at congested airports.

**Airline Industry Status Evaluations**

The Department apprises Congress, the Administration and others of the effect major changes or innovations are having on the air transportation industry. For this purpose, summary traffic and capacity data as well as the detailed segment and market data are essential. These data must be timely and inclusive to be relevant for analyzing emerging issues and must be based upon uniform and reliable data submissions that are consistent with the Department's regulatory requirements.

**Mail Rates**

The Department is responsible for establishing intra-Alaska mail rates. Separate rates are set for mainline and bush Alaskan operations. The rates are updated every six months to reflect changes in unit costs in each rate-making entity. Traffic and capacity data are used in conjunction with cost data to develop the required unit cost data.

**Essential Air Service**

The Department reassesses service levels at small domestic communities to assure that capacity levels are adequate to accommodate current demand.

**System Planning at Airports**

The FAA is charged with administering a series of grants that are designed to accomplish the necessary airport planning for future development and growth. These grants are made to state metropolitan and regional aviation authorities to fund needed airport systems planning work. Individual airport activity statistics, nonstop market data, and service segment data are used to prepare airport activity level forecasts.

### Review of IATA Agreements

The Department reviews all of the International Air Transport Association (IATA) agreements that relate to fares, rates, and rules for international air transportation to ensure that the agreements meet the public interest criteria. Current and historic summary traffic and capacity data, such as revenue ton-miles and available ton-miles, by aircraft type, type of service, and length of haul are needed to conduct these analyses to:

(1) Develop the volume elements for passenger/cargo cost allocations, (2) evaluate fluctuations in volume of scheduled and charter services, (3) assess the competitive impact of different operations such as charter versus scheduled, (4) calculate load factors by aircraft type, and (5) monitor traffic in specific markets.

### Foreign Air Carriers Applications

Foreign air carriers are required to submit applications for authority to operate to the United States. In reviewing these applications the Department must find that the requested authority is encompassed in a bilateral agreement, other intergovernmental understanding, or that granting the application is in the public interest. In the latter cases, T-100 data are used in assessing the level of benefits that carriers of the applicant's homeland presently are receiving from their U.S. operations. These benefits are compared and balanced against the benefits U.S. carriers receive from their operations to the applicant's homeland.

### Air Carrier Fitness

The Department determines whether U.S. air carriers are and continue to be fit, willing and able to conduct air service operations without undue risk to passengers and shippers.

The Department monitors a carrier's load factor, operational, and enplanement data to compare with other carriers with similar operating characteristics. Carriers that expand operations at a high rate are monitored more closely for safety reasons.

### International Civil Aviation Organization

Pursuant to an international agreement, the United States is obligated to report certain air carrier data to the International Civil Aviation Organization (ICAO). The traffic data supplied to ICAO are extracted from the U.S. air carriers' Schedule T-100 submissions.

The Confidential Information Protection and Statistical Efficiency Act of 2002 (44 USC 3501 note), requires a

statistical agency to clearly identify information it collects for non-statistical purposes. BTS hereby notifies the respondents and the public that BTS uses the information it collects under this OMB approval for non-statistical purposes including, but not limited to, publication of both Respondent's identity and its data, submission of the information to agencies outside BTS for review, analysis and possible use in regulatory and other administrative matters.

Issued on April 9, 2014.

**Rolf R. Schmitt,**

*Deputy Director, Bureau of Transportation Statistics.*

[FR Doc. 2014-08399 Filed 4-14-14; 8:45 am]

**BILLING CODE 4910-9X-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### MAP-21 Comprehensive Truck Size and Weight Limits Study Public Meeting and Outreach Session

**AGENCY:** Federal Highway Administration (FHWA); DOT.

**ACTION:** Notice of Public Meeting.

**SUMMARY:** This notice announces an upcoming public meeting on the Moving Ahead for Progress in the 21st Century Act (MAP-21) Comprehensive Truck Size and Weight Limits Study. The U.S. Department of Transportation (DOT) will hold a third public outreach session to provide an update on the progress of the MAP-21 Comprehensive Truck Size and Weight Limits Study.

**DATES:** The DOT Comprehensive Truck Size and Weight Limits Study -Third Public Outreach Session (Webinar) will be held on May 6, 2014 from 1:00 p.m. to 3:00 p.m., e.t.

**ADDRESSES:** The DOT Comprehensive Truck Size and Weight Limits Study—Third Public Outreach Session will be held as a Webinar. Additional Webinar details and registration information will be sent to individuals who have registered on the Comprehensive Truck Size and Weight Limits Study email list and will also be posted on FHWA's Truck Size and Weight Web site: <http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>.

**FOR FURTHER INFORMATION CONTACT:** email [CTSWStudy@dot.gov](mailto:CTSWStudy@dot.gov) or contact Mr. Thomas Kearney at: (518) 431-8890, [Tom.Kearney@dot.gov](mailto:Tom.Kearney@dot.gov); Edward Strocko, (202) 366-2997, [ed.strocko@dot.gov](mailto:ed.strocko@dot.gov); Office of Freight Management and Operations, Federal Highway Administration, Department of

Transportation, 1200 New Jersey Ave., SE., Washington, DC 20590.

#### SUPPLEMENTARY INFORMATION:

##### Background

The MAP-21 (Pub. L. 112-141) requires DOT to conduct a Comprehensive Truck Size and Weight Limits Study (MAP-21 § 32801) addressing differences in safety risks, infrastructure impacts, and the effect on levels of enforcement between trucks operating at or within Federal truck size and weight (TSW) limits and trucks legally operating in excess of Federal limits; comparing and contrasting the potential safety and infrastructure impacts of alternative configurations (including configurations that exceed current Federal TSW limits) to the current Federal TSW law and regulations; and, estimating the effects of freight diversion due to these alternative configurations.

##### Public Meeting

On May 6, 2014 from 1:00 p.m. to 3:00 p.m., e.t., DOT will hold the third public outreach session to provide an update on the MAP-21 Comprehensive Truck Size and Weight Limits Study progress. This session will be held as a Webinar and will include an update on the technical analysis and project schedule. This Webinar will be recorded. Additional Webinar details and registration information can be found on FHWA's Truck Size and Weight Web site: <http://www.ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>. Information will also be sent to individuals who have registered on the Comprehensive Truck Size and Weight Limits Study email list.

The DOT invites participation in these meetings by all those interested in the MAP-21 Comprehensive Truck Size and Weight Limits Study.

Issued on: April 9, 2014.

**Jeffrey A. Lindley,**

*Associate Administrator for Operations.*

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**BILLING CODE 4910-22-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Fiscal Year 2013 Public Transportation on Indian Reservations Program Project Selections

**AGENCY:** Federal Transit Administration, DOT.

**ACTION:** Tribal Transit Program Announcement of Project Selections.