

participant account holder fee of \$225 per month and (2) a delivery order transaction processing fee of \$.45 per transaction. DTC participants also will charge \$.45 per transaction. When a DTC participant instructs a transfer agent to establish a DRS account for a shareholder and the transfer agent subsequently mails a transaction advice to the shareholder confirming that such an account has been established at the transfer agent, the transfer agent's fee of \$.55 for mailing and handling the DRS transaction advice will be charged to the DTC participant directly by DTC. DTC will collect the advice fees and will periodically remit such fees to the transfer agent.

## II. Discussion

Section 17A(a)(1)(A) <sup>6</sup> of the Act sets forth Congress's findings that the prompt and accurate clearance and settlement of securities transactions, including the transfer of record ownership and the safeguarding of securities and funds related thereto, are necessary for the protection of investors and persons facilitating transactions by and acting on behalf of investors. Section 17A(b)(3)(F) provides that the rules of a clearing agency must be designed to promote the prompt and accurate clearance and settlement of securities transactions.<sup>7</sup>

Currently, individual investors have the option of either holding a physical certificate or allowing broker-dealers to hold the securities for them in street name. Some investors do not want to hold through a broker-dealer because, among other reasons, of possible delays in receiving correspondences from issuers or because of fees that may be incurred by investors who do not make purchases and sales of securities on a regular basis. However, holding a physical certificate may slow or impede an investor's ability to deliver the security after the sale. By providing individual investors that do not want to have broker-dealers hold their securities for them in street name the option of holding in book-entry form on the books of the issuers and to subsequently have such positions transferred electronically to banks or broker-dealers in connection with the sales or other dispositions of the securities, the Commission believes that DTC's DRS should help promote efficiencies in the prompt and accurate clearance and settlement of securities transactions and is consistent with DTC's obligations under Section 17A.

DTC has requested that the Commission find good cause for

approving the proposed rule change prior to the thirtieth day after the date of publication of notice of the filing. The Commission finds good cause for approving the proposed rule change prior to the thirtieth day after the date of publication because accelerated approval will allow DTC to implement its DRS pilot program on its scheduled date of November 11, 1996.

## III. Conclusion

On the basis of the foregoing, the Commission finds that the proposed rule change is consistent with the requirements of the Act and in particular Section 17A of the Act and the rules and regulations thereunder.

*It is therefore ordered*, pursuant to Section 19(b)(2) of the Act, that the proposed rule change (File No. SR-DTC-96-15) be and hereby is approved.

For the Commission by the Division of Market Regulation, pursuant to delegated authority.<sup>8</sup>

Margaret H. McFarland,  
Deputy Secretary.

[FR Doc. 96-29349 Filed 11-14-96; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

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

**AGENCY:** Department of Transportation (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 have been forwarded to the Office of Management and Budget (OMB) for reinstatement, review and comment. The ICR describes the nature of the information collection and their expected burden.

**DATES:** Comments must be submitted on or before December 16, 1996.

**FOR FURTHER INFORMATION CONTACT:** Ms. Judith Street, Federal Aviation Administration, Corporate Information Division, ABC-100, 800 Independence Ave., SW., (202) 267-9895, Washington, DC 20591.

#### SUPPLEMENTARY INFORMATION:

Federal Aviation Administration (FAA)

1. *Title:* Aircraft Certification Systems Evaluation Program (ACSEP) Evaluation Customer Feedback Report.

*Type of Request:* Existing collection in use without an OMB control number.

*OMB Control Number:* 2120-new.

*Form Number:* FAA Form 8100.7.

*Affected Public:* Aerospace Industries Association, General Aviation Manufacturers Association and Maintenance & Repair Committees.

*Abstract:* The information collected will be used by the Aircraft Certification Service's Manufacturing Inspection Offices to improve the administration and conduct of the Aircraft Certification Systems Evaluation Program (ACSEP) at the local and national levels. The agency will use the information as a customer service standard to improve ACSEP.

*Estimated Annual Burden:* The estimated total annual burden is 225 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 DOT 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 Department's 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 November 8, 1996.

Phillip A. Leach,

Clearance Officer, United States Department of Transportation.

[FR Doc. 96-29366 Filed 11-14-96; 8:45 am]

BILLING CODE 4910-62-P

## Federal Highway Administration

### Supplemental Environmental Impact Statement: Lane County, Oregon

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

**ACTION:** Notice of Intent to supplement a final environmental impact statement.

**SUMMARY:** The FHWA is issuing this notice to advise all concerned that a supplement to the final environmental impact statement will be prepared for the West 11th Street-Garfield Street, Florence-Eugene Highway (known locally as the West Eugene Parkway) in Lane County, Oregon. This notice

<sup>6</sup> 15 U.S.C. 78q-1(a)(1)(A) (1988).

<sup>7</sup> 15 U.S.C. 78q-1(b)(3)(F) (1988).

<sup>8</sup> 17 CFR 200.30-3(a)(12) (1996).

supersedes a previous notice published in the May 10, 1996 Federal Register. The May 1996 notice announced the preparation of a Supplemental EIS for only the proposed changes on the west and east segments of the West Eugene Parkway. This revised notice is to announce that the Supplemental EIS will now be prepared for the entire project.

**FOR FURTHER INFORMATION CONTACT:** Elton Chang, Environmental Engineer, Federal Highway Administration, 530 Center Street N.E., Room 100, Salem, Oregon, 97301, Telephone: (503) 399-5749, Fax (503) 399-5838.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Oregon Department of Transportation and the City of Eugene Public Works Department will prepare a supplement to the final environmental impact statement (FEIS) on the proposal to construct an approximately 9.3 kilometers (5.8 miles) east-west thoroughfare as an extension of the 6th and 7th couplet on a new alignment in the City of Eugene. The previous Notice of Intent to supplement the Final Environmental Impact Statement was published in the Federal Register on May 10, 1996. At that time, the intent was to prepare a supplemental EIS to evaluate the impacts caused by changes on the western and eastern ends of the project. That notice was based on a Federal Highway Administration (FHWA) February 29, 1996 approval of an Environmental Re-evaluation submitted by the Oregon Department of Transportation describing activities and proposed actions that had occurred since the approval of the Final Environmental Impact Statement in October 1989. Since the FHWA February 1996 approval, a number of events have occurred which have resulted in the decision to now include the entire project in the Supplement EIS.

The original FEIS (FHWA-OR-EIS-85-05-F) for this roadway was approved on November 20, 1989 and the Record of Decision (ROD) signed on April 4, 1990. The final EIS followed a draft EIS dated October 3, 1985 and a supplemental draft EIS dated June 5, 1986. All three environmental documents were reviewed by the public and interested agencies.

The new proposed roadway would start in the east at Garfield Street and the 6th and 7th Streets couplet near Highway 99W and terminate in the west with a connection to Route 126 approximately 1.1 kilometers (0.7 miles) west of the Oak Hill railroad overpass in Lane County, Oregon. In general, the

new roadway would have four 3.6-meter (12-foot) wide travel lanes and a parkway-type design that would include a 4.3-meter (14-foot) wide landscaped median with 1.2-meter (4-foot) inside shoulders for both roadways, and 2.4-meter (8-foot) wide shoulder/bike lanes on the outside of the travel lanes.

The new proposed roadway would be an important linkage between I-105/I-5 in east Eugene and Highway 126 in the west. The need for an limited access east-west thoroughfare has been documented in land use and transportation plans since 1959 to serve the existing and projected traffic demand resulting from the growth projected in the industrial development of west Eugene. In addition, the parkway would serve the growth in residential development in the Bethel-Danebo Neighborhood to the north of the proposed roadway.

Since the approval of the final EIS and the selection of Alternative 1 (Modified) and the signing of the ROD in 1990, additional coordination and consultation have been done with environmental resource agencies to avoid and minimize project impacts to rare, threatened and endangered species and their habitats found in the project area. As a result of this consultation, a design modification has been proposed for the western 5.2 kilometers (3.25 miles) of the adopted project (slightly east of Terry Street to Highway 126). The FEIS approved design for the western segment of the West Eugene Parkway (WEP) had the alignment south of and parallel to the Southern Pacific railroad line. The western segment is now being proposed to be shifted north of and parallel to the railroad. Initial analysis (October 1994) of the northern design option has found that there would be less direct impacts on the Willamette Valley wet prairie wetlands, a rare habitat type, and the direct impacts to the Western pond turtles, a sensitive species, would be eliminated.

In addition, recent traffic analysis from the City of Eugene has shown that projected traffic for local streets and Highway 99W that the eastern portion of the WEP can best be served by a minor design modification at the intersection with Highway 99W and the approved project. The northbound 99W connection to the westbound new WEP is now proposed to be made by an elevated structure rather than at grade to maintain an acceptable level-of-service.

These two minor design modifications are being proposed to the approved project to further reduce the impacts disclosed in the final EIS. The impacts of the modifications will be examined in

greater detail in the proposed supplemental EIS.

Newsletters describing the proposed action and soliciting comments have been sent to appropriate Federal, State and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this proposal. Public meetings have been held in Eugene to identify issues that should be addressed and to report preliminary findings of the technical studies to the public. In addition, a public hearing will be held following the distribution of the draft supplemental EIS for public and agency review. Public notice will be given of the times and places of all meetings and hearings. No formal scoping meeting will be held.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the supplemental EIS should be directed to the FHWA 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 on: November 1, 1996.

Elton Chang,

*Environmental Engineer.*

[FR Doc. 96-29319 Filed 11-14-96; 8:45 am]

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## Federal Railroad Administration

### Petition for a Waiver of Compliance

In accordance with Title 49 Code of Federal Regulations (CFR) §§ 211.9 and 211.41, notice is hereby given that the Federal Railroad Administration (FRA) has received from the Palm Leaf Corporation a request for a waiver of compliance with certain requirements of the Railroad Power Brakes and Drawbars regulations. The petition is described below, including the regulatory provisions involved, the nature of the relief being requested and the petitioner's arguments in favor of relief.

Palm Leaf Corporation (FRA Waiver Petition Docket Number: PB-96-5)

The Palm Leaf Corporation requests a one year waiver of compliance from certain provisions of the Railroad Power Brake and Drawbars regulations (49 CFR Part 232). Palm Leaf Corporation is