

rule change prior to the thirtieth day after the date of publication of notice of filing of amendments because the proposed rule change modifies SCCP's rules in anticipation of SCCP's conversion to an SDFS system on February 22, 1996. Accelerated approval of the proposal will allow SCCP to effect the conversion and to implement the procedures provided under the proposed rule change on that date.

III. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of the submission, all subsequent amendments, all written statements with respect to the proposed rule change that are filed with the Commission, and all written communications relating to the proposed rule change between the Commission and any person, other than those that may be withheld from the public in accordance with the provisions of 5 U.S.C. § 552, will be available for inspection and copying in the Commission's Public Reference Room, 450 Fifth Street, N.W., Washington, D.C. 20549. Copies of such filing will also be available for inspection and copying at the principal office of SCCP. All submissions should refer to the file number SR-SCCP-95-06 and should be submitted by March 21, 1996.

It is therefore ordered, pursuant to Section 19(b)(2) of the Act, that the proposed rule change (File Nos. SR-SCCP-95-06) be, and hereby is, temporarily approved through August 31, 1996, for those sections of the proposal relating to the participants fund formulas and permanently approved for the remainder of the proposed rule change.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹⁴

Margaret H. McFarland,
Deputy Secretary.

[FR Doc. 96-4578 Filed 2-28-96; 8:45 am]

BILLING CODE 8010-01-M

SMALL BUSINESS ADMINISTRATION

Surety Bond Guarantee Program Fees

AGENCY: Small Business Administration (SBA).

ACTION: Notice.

SUMMARY: This Notice establishes the fees payable by Principals and Sureties participating in SBA's Surety Bond Guarantee Program (13 CFR Part 115).

FOR FURTHER INFORMATION CONTACT: Barbara Brannan, Office of Surety Guarantees, (202) 205-6540.

SUPPLEMENTARY INFORMATION: In a final rule published on January 31, 1996, SBA indicated that it was completing an analysis of the performance of the Surety Bond Guarantee Program and was evaluating whether changes in the Principal's guarantee fee and the Surety's guarantee fee were warranted. See 61 FR 3266, 3269 (January 31, 1996). SBA has completed that review and is setting the Principal's and the Surety's fees in this Federal Register Notice. Capitalized terms used in this Notice have the meanings assigned to such terms in 13 CFR § 115.10.

Beginning March 1, 1996 and ending on April 30, 1996, the following guarantee fees will be in effect:

(1) The guarantee fee payable by Principals under 13 CFR §§ 115.32(b) and 115.66 will be \$6.00 per thousand dollars of the Contract amount.

(2) The guarantee fee payable by Prior Approval Sureties under 13 CFR § 115.32(c) and by PSB Sureties under 13 CFR § 115.66 will be 20% of the bond Premium.

Beginning May 1, 1996, the following guarantee fees will become effective:

(1) The guarantee fee payable by Principals under 13 CFR §§ 115.32(b) and 115.66 will be \$7.45 per thousand dollars of the Contract amount.

(2) The guarantee fee payable by Prior Approval Sureties under 13 CFR § 115.32(c) and by PSB Sureties under 13 CFR § 115.66 will be 23% of the bond Premium.

The guarantee fees scheduled to take effect on May 1, 1996 are higher than the guarantee fees currently in place in the Surety Bond Guarantee Program, but are lower than the fees SBA had proposed for the Program in the proposed rule published on November 27, 1995. See 60 FR 58263 (November 27, 1995). SBA's proposal to increase the Principal's fee to \$8.00 per thousand dollars of the Contract amount and the Surety's fee to 25% of the bond Premium was not well-received by the participants in the Program. Most of the comments submitted to SBA predicted serious adverse consequences for Principals and for the Program if the fees were increased as proposed.

After a careful review of these comments and of Program performance and trends, it has been determined that some increase in the fees is,

nevertheless, necessary to increase the reserves in the Program's revolving fund to cover potential unfunded liabilities should the Program be terminated.

While improvements in Program operations have resulted in decreased claims payments and increased claims recoveries over the past several years, current reserves in the revolving fund are not sufficient to satisfy all such unfunded Program liabilities. The increased fees established in this Notice have been calculated as the minimum necessary to bridge this gap over a period of years. The increases are not scheduled to go into effect until May 1, 1996 in order to allow sufficient time for Program participants to make any necessary adjustments to their accounting systems.

SBA will continue to evaluate the performance of the Surety Bond Guarantee Program to determine whether the fee increases adopted today remain necessary, and to monitor their effect on both Principals and the Program generally. If the Program continues to perform as well as it has in the recent past, SBA would expect, eventually, to be able to reduce Program fees.

Any future changes in the fee amounts will be published by SBA in the form of a Notice in the Federal Register.

Information on other requirements concerning the fees may be found at 13 CFR §§ 115.32 and 115.66.

Dated: February 23, 1996.

Philip Lader,
Administrator.

[FR Doc. 96-4612 Filed 2-28-96; 8:45 am]

BILLING CODE 8025-01-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement for the Metrorail Extension to Largo Town Center, Prince Georges County, Maryland

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: The Federal Transit Administration (FTA) and the Maryland Mass Transit Administration (MTA), in cooperation with Prince George's County and the Washington Metropolitan Area Transit Authority (WMATA), intend to prepare an Environmental Impact Statement (EIS) for a Metrorail Extension from the Addison Road Metrorail Station to Largo

¹⁴ 17 CFR 200.30-3(a)(12) (1995).

Town Center in Prince George's County, Maryland. The EIS, which will be performed concurrently with Preliminary Engineering (PE), is being prepared in conformance with the National Environmental Policy Act (NEPA), the Maryland Environmental Policy Act (MEPA), and relevant local regulations and ordinances of Prince George's County. Other key supporting agencies include the Metropolitan Washington Council of Governments (MWCOG), and the Maryland-National Capital Park and Planning Commission (M-NCPPC).

The EIS will evaluate transportation improvements in the corridor between the Addison Road Metrorail Station and Largo Town Center in Prince George's County. Transportation alternatives proposed for consideration in the project area include: (1) The No-Build option, under which the existing and programmed bus, rail, and roadway improvements in the study area would be assumed to be implemented; (2) a Transportation Systems Management (TSM) alternative which consists of increased coverage of the bus service network; and (3) the Metrorail Extension from the Addison Road Metrorail Station to Largo Town Center, a three mile (4.8 kilometer), two station addition to the region's rail transit system. Options to mitigate adverse impacts and to support local land use will be considered.

Scoping Process—The Scoping Meeting will be held on: Wednesday, March 27, 1996, 6:00–9:00 p.m., Thomas G. Pullen Arts Magnet School, 700 Brightseat Road, Landover, Maryland.

A sign language interpreter will be available for the hearing impaired. A TDD number is also available: (410) 539–3497. The building is accessible to persons with disabilities.

The purpose of the Public Scoping Meeting is to provide interested individuals with an introduction to and an overview of the EIS and PE processes, and to offer the opportunity for comments on the significant issues and impacts to be addressed in the EIS. Comments may be submitted orally or in writing at the Scoping Meeting or mailed to Mr. Harvey Flechner, Project Manager, Maryland Mass Transit Administration, William Donald Schaefer Tower, 6 Saint Paul Street, Baltimore, Maryland 21202–1614 during the Scoping comment period which ends Monday, April 15, 1996. The MTA will address comments received during the Scoping period during the preparation of the Draft Environmental Impact Statement (DEIS).

The Scoping Meeting will begin with an "open house" where attendees will

be able to view graphics and discuss the project with project representatives. A presentation on the project will be given at 7:30 p.m., followed by additional opportunity for questions and answers. Scoping materials will be available at the meeting or in advance of the meeting by contacting Mr. Harvey Flechner at (410) 767–3786 or the Deputy Project Manager, Mr. Andy Smith at (410) 767–3597.

FOR FURTHER INFORMATION CONTACT:

Mr. Alfred Lebeau, Transportation Program Specialist, Federal Transit Administration, Region III, (215) 656–6900.

SUPPLEMENTARY INFORMATION:

I. Scoping

FTA and the MTA invite interested individuals, organizations, and federal, state and local agencies to participate in defining the alternatives to be evaluated in the EIS and identifying any significant social, economic, or environmental issues related to the alternatives. Scoping comments may be made at the Public Scoping Meeting or in writing; See "Scoping Process" section above for locations and times. During Scoping, comments should focus on identifying specific social, economic or environmental impacts to be evaluated and suggesting alternatives which are more cost effective or have less environmental impacts while achieving similar transit objectives.

II. Background

In 1990, the Maryland Department of Transportation (MDOT), in cooperation with Prince George's County, the Maryland-National Capital Park and Planning Commission (M-NCPPC), the City of Bowie, the Washington Metropolitan Area Transit Authority (WMATA), and the Metropolitan Washington Council of Governments (MWCOG) began work on the Addison Road to Bowie Corridor Alternatives Analysis/Preliminary Environmental Impact Study (AA/PEIS), which followed the Federal Transit Administration's (FTA) technical guidelines for an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). Planning work was performed to provide preliminary cost and impact information for evaluating a set of alternatives designed to address the transportation needs in the corridor. The alternatives included bus, light rail, and Metrorail extending from the present terminus of the Washington Metrorail Blue Line at Addison Road to Largo and Bowie. Major aspects of this study involved: (a) Screening a variety of alignment options; (b) identifying a

list of alternatives for further evaluation; (c) detailing an analysis of the transportation, environmental and financial effects of the alternatives; and (d) documenting the results.

An extensive public involvement program, including public meetings, newsletters, and a score of meetings with interested groups was central to the development, refinement, and evaluation of the alternatives. Federal and State resource agencies were also consulted during the study. In addition, the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service participated in a field visit to review wetlands and related environmental issues. As a result of this coordination, the alignment of several alternatives was shifted to avoid and/or minimize potential impacts.

The 1993 Addison Road to Bowie Corridor AA/PEIS planning process led to the selection of the Metrorail Extension to Largo Town Center as the preferred alternative in meeting the transportation needs of the corridor, in conformance with the Major Investment Study (MIS) requirements. The Metrorail Extension to Largo Town Center was also approved as part of the National Capital Region's Transportation Improvement Program (TIP), for an Environmental Impact Statement (EIS), and Preliminary Engineering (PE), as well as included in the Region's Constrained Long Range Plan (CLRP) for construction, and in the Maryland Department of Transportation's Statewide Transportation Improvement Program (STIP).

In 1991, the U.S. Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA) which authorized \$5 million for the preparation of the federal Environmental Impact Statement (EIS) and Preliminary Engineering for the Metrorail Extension to Largo. The FTA has granted the MTA approval to incur costs for EIS and PE work without prejudice to possible future federal funds up to \$5 million. Based on the decision to include the Metrorail Extension to Largo in the regional CLRP, the MTA is proceeding to the EIS and Preliminary Engineering phase of the project. Preparation of the federal EIS will include circulation of a Draft EIS (DEIS) for review and public comment.

III. Description of Study Area and Project Need

The study area and corridor are wholly within Prince George's County, beginning at the existing Addison Road Metrorail Station. The study area is also bounded by Sheriff Road on the north,

Central Avenue (MD 214) on the south, and Landover Road on the east. Rail transit service to and from Washington DC to the study corridor is available on the Metrorail Blue Line, provided by the Washington Metropolitan Area Transit Authority (WMATA). Existing traffic is primarily carried by Central Avenue (MD 214) and I-95/I-495 (the Capital Beltway) with high traffic volumes and poor level-of-service at many of the signalized intersections along Central Avenue and along major portions of the Capital Beltway.

The proposed Metrorail Extension will provide rail transit service to the rapidly developing areas in the Largo Town Center. The proposed extension will also support economic development while contributing to higher transit use to and from Washington, DC employment centers. This increased transit ridership will improve cross-county public transportation and help achieve regional clean air goals.

IV. Alternatives

Transportation alternatives proposed for consideration in the project area include: (1) The No-Build option, under which the existing and programmed bus, rail, and roadway improvements in the study area would be assumed to be implemented; (2) a Transportation Systems Management (TSM) alternative which consists of increased coverage of the bus service network; and (3) the Metrorail Extension from the Addison Road Metrorail Station to Largo Town Center, a three mile (4.8 kilometer), two station addition to the region's rail transit system. Options to mitigate adverse impacts and to support local land use will be considered.

V. Probable Effects

The FTA and MTA plan to evaluate in the EIS significant social, economic and environmental impacts of the alternatives under consideration. Among the primary issues are the expected increase in transit ridership, the expected increase in mobility for the corridor's transit dependent, the support of the region's air quality goals, the capital outlays needed to construct the project, the cost of operating and maintaining the facilities created by the project, and the financial impacts on the funding agencies. The environmental and social impacts proposed for analysis include: Land use and economic activity, displacements and relocations, neighborhoods, visual conditions, traffic, air quality, noise and vibration, ecosystems, water resources, hazardous waste disposal/neutralization, parklands, soils/geology/topography,

historic, cultural and archaeological resources, and energy impacts. These impacts will be evaluated both for the construction period and for the long-term operation of each alternative.

VI. FTA Procedures

In accordance with federal transportation planning regulations (23 CFR Part 450), the draft EIS will be prepared to include an evaluation of the social, economic and environmental impacts of the alternatives. The DEIS will be performed concurrently with Preliminary Engineering. On the basis of the public and agency comments received on the DEIS, the MTA Administrator in concert with the Secretary of the Maryland Department of Transportation (MDOT) and in consultation with Prince George's County, MWCOC, WMATA, M-NCPPC, and other affected agencies, will select a preferred alternative. Then MTA, as lead agency, will continue with further Preliminary Engineering and preparation of the Final EIS. Opportunity for additional public comment will be provided throughout all phases of project development.

Issued on: February 23, 1996.

Sheldon A. Kinbar,

Regional Administrator.

[FR Doc. 96-4691 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-57-P

National Highway Traffic Safety Administration

Fatal Accident Reporting System Users Meeting

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Meeting announcement.

SUMMARY: This notice announces a public meeting at which NHTSA will conduct a Fatal Accident Reporting System (FARS) Users meeting. The users are those members of the highway safety community that analyze data from the Fatal Accident Reporting System.

DATES AND TIME: The meeting is scheduled to begin at 9:30 a.m., on Thursday, March 7, 1996 and conclude at 3:00 p.m., on Thursday, March 7, 1996.

ADDRESSES: The meeting will be held in Rooms 6244-48 of the U.S. Department of Transportation Building, which is located at 400 7th Street SW., Washington, DC.

SUPPLEMENTARY INFORMATION: NHTSA intends to review the currently collected data elements in FARS and identify new

and additional elements that would help support the highway safety community. The attendees will be able to provide information and recommendations to NHTSA on data elements that could be collected in FARS and would support their analytic efforts for the highway safety community.

The meeting is open to the public, but attendance may be limited due to space availability. Participation by the public will be determined by the meeting coordinator.

FOR FURTHER INFORMATION CONTACT:

Charles J. Venturi, Fatal Accident Reporting System Branch, Chief, National Center for Statistics and Analysis, 400 7th Street SW., Washington, DC 20590, Telephone (202) 366-4709. Internet—Cventuri@NHTSA.DOT.GOV

Issued: February 23, 1996.

William A. Boehly,

Associate Administrator for Research and Development.

[FR Doc. 96-4667 Filed 2-28-96; 8:45 am]

BILLING CODE 4910-59-M

Surface Transportation Board¹

[Docket No. AB-6 (Sub-No. 370X)]

Burlington Northern Railroad Company—Abandonment Exemption—Between Mesa and Basin City, Franklin County, WA

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board exempts from the prior approval requirements of 49 U.S.C. 10903-04 the abandonment by Burlington Northern Railroad Company of its 11.20-mile line located between milepost 0.00, near Mesa, and milepost 11.20, near Basin, in Franklin County, WA. The exemption is subject to environmental, endangered species, and standard employee protective conditions.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the Act), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the Act provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the Act. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 10903. Therefore, this notice applies the law in effect prior to the Act, and citations are to former sections of the statute, unless otherwise indicated.