

C. Self-Regulatory Organization's Statement of Comments on the Proposed Rule Change Received From Members, Participants, or Others

No written comments were solicited or received.

III. Date of Effectiveness of the Proposed Rule Change and Timing for Commission Action

The proposed rule change has become effective pursuant to section 19(b)(3)(A)(ii) of the Act⁷ and subparagraph (f)(2) of Rule 19b-4 thereunder,⁸ because it involves a due, fee, or other charge. At any time within 60 days of the filing of the proposed rule change, the Commission may summarily abrogate such rule change if it appears to the Commission that such action is necessary or appropriate in the public interest, for the protection of investors, or otherwise in furtherance of the purposes of the Act.⁹

IV. Solicitation of Comments

Interested persons are invited to submit written data, views, and arguments concerning the foregoing, including whether the proposal is consistent with the Act. Persons making written submissions should file six copies thereof with the Secretary, Securities and Exchange Commission, 450 Fifth Street, NW, Washington, DC 20549-0609. 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. Copies of such filing will also be available for inspection and copying at the principal office of the Exchange. All submissions should refer to file number SR-CHX-99-29, and should be submitted by February 9, 2000.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.¹⁰

Margaret H. McFarland,
Deputy Secretary.

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⁷ 15 U.S.C. 78s(b)(3)(A)(ii)

⁸ 17 CFR 240.19b-4(f)(2).

⁹ In reviewing this proposal, the Commission has considered its impact on efficiency, competition, and capital formation. 15 U.S.C. 78c(f).

¹⁰ 17 CFR 200.30-3(a)(12).

SMALL BUSINESS ADMINISTRATION

National Small Business Development Center Advisory Board; Public Meeting

The U.S. Small Business Administration National Small Business Development Center Advisory Board will hold a public meeting on Sunday, February 6, 2000, from 9 am to 4 pm at the Le Richelieu Hotel, New Orleans, Louisiana to discuss such matters as may be presented by members, staff of the U.S. Small Business Administration, or others present.

FOR FURTHER INFORMATION CONTACT: Please write or call Ellen Thrasher, U.S. Small Business Administration, 409 Third Street, SW, Fourth Floor, Washington, DC 20416, telephone number (202) 205-6817.

Kris Swedin,
Chief of Staff.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

[Docket No. FHWA-2000-6782]

Notice of Request for Clearance of a New Information Collection: Adequacy of Truck Parking Facilities

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice and request for comments.

SUMMARY: In accordance with the requirement in section 3506(c)(2)(A) of the Paperwork Reduction Act of 1995, this notice announces the intention of the FHWA to request the Office of Management and Budget (OMB) to approve a new information collection related to the research project "Adequacy of Truck Parking Facilities." This information collection will be in the form of a survey to collect information from drivers of commercial motor vehicles carrying property.

DATES: Comments must be submitted on or before March 20, 2000.

ADDRESSES: All signed, written comments should refer to the docket number that appears in the heading of this document and must be submitted to the Docket Clerk, U.S. DOT Dockets, Room PL-401, 400 Seventh Street, SW., Washington, DC 20590-0001. All comments received will be available for examination at the above address between 10:00 a.m. to 5:00 p.m., e.t., Monday through Friday, except Federal holidays. Those desiring notification of

receipt of comments must include a self-addressed, stamped envelope or postcard.

FOR FURTHER INFORMATION CONTACT: Kate Woerheide, Project Manager, (202) 366-5884, kathryn.woerheide@fhwa.dot.gov, Federal Highway Administration, Turner-Fairbank Highway Research Center, 6300 Georgetown Pike, McLean, Virginia 22101. Office hours are from 8:30 a.m. to 4:30 p.m., e.t., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION:

Title: Adequacy of Truck Parking Facilities.

Background: In 1996 research conducted by the former FHWA Office of Motor Carrier Research and Standards and reported in Commercial Driver Rest & Parking Requirements; Making Space for Safety (Publication No. FHWA-MC-96-0010), considerable gains were made in understanding how truck drivers use public rest areas and privately-owned truck stops. The research methodology concentrated on analyzing data at public rest areas and privately-owned truck stops on the Interstate System by inventorying parking capacity and restrictions in the 48 contiguous states, direct observation of the actual use of truck parking at facilities along a medium-density trucking corridor, and in consultation with truck drivers, motor carriers, and truck stop operators. Subsequent research in this area has been mandated by Congress (Section 4027 of TEA-21) to determine the location and quantity of parking spaces at public rest areas and private truck stops along the National Highway System. The Congressional mandate specifies that current and projected truck parking shortages be assessed. In order to accurately assess shortage, it is necessary to go beyond a simple count of parking spaces available across the country. Shortages must be estimated by measuring the parking supply in light of regional, driver-preference, and other influencing factors.

Whereas truck parking supply, demand, and shortages were assessed on the Interstate Highway System in the 1996 Study, there is a need to (1) extend this assessment to the National Highway System and (2) develop a better understanding of driver-related factors that affect truck rest stop demand. To determine where drivers need truck parking, a better understanding of drivers' parking-related requirements and decision strategies is needed.

To measure truck driver parking needs and preferences, this study will employ a nationwide survey of truck drivers. The survey will help to determine: (1) How truck drivers plan