

maintenance of fair and orderly markets," and cites as an objective of that system the "fair competition \* \* \* between exchange markets and markets other than exchange markets."<sup>10</sup> When the Commission first approved the Plan on a pilot basis, it found that the Plan "should enhance market efficiency and fair competition, avoid investor confusion, and facilitate regulatory surveillance of concurrent exchange and OTC trading."<sup>11</sup> The Commission now finds that adding a Participant to the Plan furthers these same goals.

Section 1C of the Plan provides that a national securities exchange in whose market eligible securities become traded, may become a Participant, provided that the exchange executes a copy of the Plan and pays its share of development costs as specified in Section XIV of the Plan. Cincinnati has filed an executed copy of the Plan with the Commission, and the Participants have represented to the Commission that Cincinnati has paid its share of the development costs specified in Section XIV of the Plan. Accordingly, the Commission finds that Cincinnati has satisfied the requirements listed in the Plan to become a participant.

The Commission also finds that the technical amendments to the Plan are consistent with the Act. The Commission believes that the Plan should accurately reflect the Participants. Thus, it is appropriate that all references to the Midwest Stock Exchange are changed to the Chicago Stock Exchange, and that the Plan itself be modified to provide for a symbol for CHX.

## V. Solicitation of Comment

Interested persons are invited to submit written data, views and arguments concerning the foregoing, including whether the proposed amendment 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 amendment that are filed with the Commission, and all written communications relating to the proposed amendment 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 at

the Commission's Public Reference Room. All submissions should refer to File No. S7-24-89 and should be submitted by February 10, 2000.

## VI. Conclusion

*It is therefore ordered*, pursuant to Sections 12(f) and 11A of the Act and paragraph (c)(2) of Rule 11Aa3-2 thereunder, that Amendment No. 10 to the Plan, is approved.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.<sup>12</sup>

**Margaret H. McFarland,**

*Deputy Secretary.*

[FR Doc. 00-279 Filed 1-5-00; 8:45 am]

BILLING CODE 8010-01-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

[CGD17-99-013]

### Application for Recertification of Prince William Sound Regional Citizens' Advisory Council

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of availability; request for comments.

**SUMMARY:** The Coast Guard announces the availability of the application for recertification submitted by the Prince William Sound Regional Citizens' Advisory Council (PWSRCAC). A recertification would be valid for a year. Under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990, the Coast Guard also may certify, on an annual basis, an alternative voluntary advisory group instead of the Regional Citizens' Advisory Council for Prince William Sound.

**DATES:** Comments must reach the Seventeenth Coast Guard District on or before February 7, 2000.

**ADDRESSES:** You may mail your comments to the Seventeenth Coast Guard District (mor), P.O. Box 25517, Juneau, AK 99802. You may also deliver them to the Juneau Federal Building, room 753, 709 W 9th Juneau, AK between 8 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

The Seventeenth Coast Guard District maintains the public docket for this recertification process. Comments regarding recertification will become part of this docket and will be available for inspection or copying at the Juneau Federal Building, room 753, 709 W 9th Juneau, AK, between 8 a.m. and 4 p.m.,

Monday through Friday, except Federal holidays. You may also access this docket via the ARRT web site: [www.akrrt.org](http://www.akrrt.org).

A copy of the application is also available for inspection at the Prince William Sound Regional Citizens' Advisory Council's Offices, at 3709 Spenard Rd., Anchorage, Alaska, 99503 or 154 Fairbanks Dr., P.O. Box 3089, Valdez, Alaska, 99686, between the hours of 8 a.m. and 5 p.m. Monday through Friday. The telephone number is (907) 277-7222 in Anchorage, Alaska and (907) 835-5957 in Valdez, Alaska.

**FOR FURTHER INFORMATION CONTACT:** For general information regarding the PWSRCAC, see their web site: [www.pwsrcac.org](http://www.pwsrcac.org). For questions on viewing, or submitting material to the docket contact LCDR Larry Musarra, Seventeenth Coast Guard District (mor), (907) 463-2211.

### SUPPLEMENTARY INFORMATION:

#### Request for Comments

The Coast Guard encourages interested persons to submit written data, views, or arguments. It solicits comments from interested groups including oil terminal facility owners and operators, owners and operators of crude oil tankers calling at terminal facilities, and fishing, aquacultural, recreational and environmental citizens groups, concerning the recertification application of PWSRCAC. Persons submitting comments should include their names and addresses, identify this rulemaking (CGD17-99-013) and the specific section of this document to which each comment applies, and give the reason for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8½ by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgment of receipt of comments should enclose stamped, self-addressed postcards or envelopes.

The Coast Guard plans no public hearing. Persons may request a public hearing by writing to Commander (m), 17th Coast Guard District, P.O. Box 25517, Juneau, AK 99802. The request should include the reasons why a hearing would be beneficial. If there is sufficient evidence to determine that oral presentations will aid this recertification process, the Coast Guard will hold a public hearing at a time and place announced by a later notice in the **Federal Register**.

#### Background and Purpose

The Coast Guard published guidelines on December 31, 1992 (57 FR 626000), to assist groups seeking recertification

<sup>10</sup> 15 U.S.C. 78k-1(a)(1)(C)(ii).

<sup>11</sup> See *supra* note 3.

<sup>12</sup> 17 CFR 200.30-3(a)(29).

under the Oil Terminal and Oil Tanker Environmental Oversight and Monitoring Act of 1990 (33 U.S.C. 2732) (the Act). The Coast Guard issued a policy statement on July 7, 1993 (58 FR 36505), to clarify the factors that the Coast Guard would be considering in making its determination as to whether advisory groups should be certified in accordance with the Act; and the procedures which the Coast Guard would follow in meeting its certification responsibilities under the Act.

The Coast Guard has received an application for recertification of PWSRCAC, the currently certified advisory group for the Prince William Sound region. In accordance with the review and certification process contained in the policy statement, the Coast Guard announces the availability of that application.

At the conclusion of the comment period, the Coast Guard will review all application materials and comments received and will take one of the following actions:

(a) Recertify the advisory group under 33 U.S.C. 2732(o).

(b) Issue a conditional recertification for a period of 90 days, with a statement of any discrepancies, which must be corrected to qualify for recertification for the remainder of the year.

(c) Deny recertification of the advisory group if the Coast Guard finds that the group is not broadly representative of the interests and communities in the area or is not adequately fostering the goals and purposes of 33 U.S.C. 2732.

The Coast Guard will notify PWSRCAC by letter of the action taken on its application. A notice will be published in the **Federal Register** to advise the public of the Coast Guard's determination.

Dated: December 28, 1999.

**T.J. Barrett,**

*Rear Admiral, U.S. Coast Guard, Commander, Seventeenth Coast Guard District.*

[FR Doc. 00-249 Filed 1-5-00; 8:45 am]

BILLING CODE 4910-15-M

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Coast Guard

#### Woodrow Wilson Bridge; Potomac River, District of Columbia and Prince George's County, MD

**AGENCY:** Federal Highway Administration, Coast Guard, DOT.

**ACTION:** Notice of public hearing; request for comments.

**SUMMARY:** The Federal Highway Administration together with the Coast Guard, U.S. Army Corps of Engineers, District of Columbia Department of Health, Maryland State Highway Administration, Virginia Department of Transportation and Maryland Department of Environment will hold two public hearings to receive information concerning the environmental and navigational impacts of the replacement of the Woodrow Wilson Bridge. The bridge is located on Interstate 495/95 where it crosses the Potomac River, mile 103.80, at District of Columbia and Prince George's County, Maryland. The hearings will allow interested persons to present comments and information concerning the bridge alternative under consideration.

**DATES:** The hearing will start 7 p.m. on Tuesday, February 8, and Thursday, February 10, 2000 and display materials will be available beginning at 5:30 p.m. on these dates. Comments must be received by February 25, 2000. Requests to speak at either hearing and requests for services must be received by February 1, 2000.

**ADDRESSES:** The hearing on February 8 will be held at Best Western Potomac View, 6400 Oxon Hill Road, Oxon Hill, Maryland 20745. On February 10, the hearing will be at Radisson Hotel—Old Town Alexandria, 901 North Fairfax Street, Alexandria, Virginia 22314. Written comments may be submitted to, and will be available for examination between 7:30 a.m. and 4 p.m., Monday through Friday, except Federal holidays, at the office of the Commander (Aowb), Fifth Coast Guard District, 431 Crawford Street, Portsmouth, Virginia 23703-5004. Please submit all comments in an unbound format, no larger than 8 by 11 inches, suitable for copying and electronic filing. Persons wanting acknowledgement of receipt of comments should enclose a stamped, self-addressed postcard or envelope.

Requests to speak at either hearing and requests to be placed on the project mailing lists may be submitted to Ms. Norine Walker, P.E., at the Woodrow Wilson Bridge Center, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314 or 6009 Oxon Hill Road, Suite 410, Oxon Hill, Maryland 20745.

**FOR FURTHER INFORMATION CONTACT:** Mr. John Gerner, Project Manager (FHWA), Woodrow Wilson Bridge Center, 1800 Duke Street, Suite 200, Alexandria, Virginia 22314 (703 519-9800); Mr. N.E. Mpras, Chief, Office of Bridge Administration, Commandant (G-OPT), U.S. Coast Guard, 2100 Second Street, SW, Washington, DC 20593 (202 267-

0368); or Ms. Ann Deaton, Chief, Bridge Administration Branch, Fifth Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth, Virginia 23704-5004 (757 398-6222).

#### SUPPLEMENTARY INFORMATION:

##### Background

The Federal Highway Administration (FHWA) proposes to replace the Woodrow Wilson Bridge over the Potomac River and to modify the associated roadway and interchanges in a 7.5 mile section of I-95/I-495 (Capital Beltway) from west of Telegraph Road (VA 241) in Virginia to east of Indian Head Highway (MD 210) in Maryland. The western portion of the project corridor is located in Fairfax County and the City of Alexandria in Virginia. The drawspans on the Woodrow Wilson Bridge are located in the southern tip of the District of Columbia. The eastern portion of the corridor is located in Prince George's County, Maryland. The purpose of the proposed action is to address existing capacity constraints, safety, and structural deficiencies associated with the Woodrow Wilson Bridge, and to enhance vehicular mobility in the corridor while addressing environmental and community concerns.

The new Woodrow Wilson Bridge will replace the existing bridge with two new, parallel, double leaf, bascule drawbridges, each with a 366-foot span and a clearance of 70 feet over the navigation channel. One span will carry eastbound traffic and the other westbound traffic, and the structure will be constructed approximately 30 feet south of the existing bridge. The westbound span, carrying the inner loop of the Capital Beltway, would be 124 feet wide, including a 12-foot wide pedestrian/bicycle facility with a 2-foot wide barrier. The eastbound span, carrying the outer loop of the Capital Beltway, would be 110 feet wide. Eleven "V"-shaped, concrete piers will support the bridges. The bridges will be protected at the navigational channel by twelve, 45-foot diameter, sheet pile dolphins with a pipe pile supported, concrete guideway with fendering north and south of the bridge piers. The bridges would include a total of 12 lanes (six lanes in each direction). Each bridge is 4,100 feet long, over Maryland water, with a total length of 6,075 feet.

The FHWA is the lead Federal agency for the environmental documentation for this project. The Coast Guard has been involved as a cooperating agency during the preparation of the Draft Supplemental Environmental Impact Statement (DSEIS). The U.S. Coast Guard is the Federal agency responsible