

permit unfair discrimination between customers, issuers, brokers, or dealers.

B. Self-Regulatory Organization's Statement on Burden on Competition

Nasdaq does not believe that the proposed rule change will impose any inappropriate burden on competition.

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

Written comments were neither solicited nor received.

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

Within 35 days of the publication of this notice in the **Federal Register** or within such longer period (i) as the Commission may designate up to 90 days of such date if it finds such longer period to be appropriate and publishes its reasons for so finding or (ii) as to which the self-regulatory organization consents, the Commission will:

(A) By order approve the proposed rule change, or

(B) Institute proceedings to determine whether the proposed rule change should be disapproved.

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. 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 at the Commission's Public Reference Room. Copies of such filing will also be available for inspection and copying at the principal office of the NASD. All submissions should refer to File No. SR-NASD-98-59 and should be submitted by September 25, 1998.

For the Commission, by the Division of Market Regulation, pursuant to delegated authority.⁸

Margaret H. McFarland,

Deputy Secretary.

[FR Doc. 98-23879 Filed 9-3-98; 8:45 am]

BILLING CODE 8010-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Notice of Intent To Request Renewal From the Office of Management and Budget (OMB) of Current Public Collections of Information

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, (44 U.S.C. 3501 et seq.), the FAA invites public comment on one currently approved public information collection which will be submitted to OMB for renewal.

DATES: Comments must be received on or before November 3, 1998.

ADDRESSES: Comments on this collection may be mailed or delivered to the FAA at the following address: Ms. Judy Street, Room 612, Federal Aviation Administration, Corporate Information Division, APF-100, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT: Ms Judy Street at the above address or on (202) 267-9895.

SUPPLEMENTARY INFORMATION: The FAA solicits comments on this current collection of information in order to evaluate the necessity of the collection, the accuracy of the agency's estimate of the burden, the quality, utility, and clarity of the information to be collected, and possible ways to minimize the burden of the collection. Following is a short synopsis of the currently approved public information collection activity, which will be submitted to OMB for review and renewal:

2120-0593, Commuter Operations and General Certification and Operations Requirements

The regulation requires that certain commuter operators conduct their operations under part 121 instead of part 135. Affected operators include those conducting scheduled, passenger-carrying operations with airplanes with 10-30 seats. The reporting requirements are similar but different between parts 121 and 135. This submission reflects only the additional burden associated with part 135 carriers transitioning to part 121 standards.

There will be a change to the collection of information. The transition portion of this rule is complete. However, Part 119 continue to cover new carriers and some ongoing requirements. The burden associated with the transition portion will be removed, and only burden associated with new carriers and ongoing requirements will be reflected in the updated submission. The new total burden is being estimated at this time and is not available for this notice. It should be less than the original submission in 1995 of 36,048 hours which included the transition of some 135 carriers to part 121 rules.

Issued in Washington, DC., on August 31, 1998.

Steve Hopkins,

Manager, Corporation Information Division, APF-100.

[FR Doc. 98-23897 Filed 9-3-98; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: Williamson and Travis Counties, Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed new location highway/tollway project in Williamson and Travis Counties, Texas.

FOR FURTHER INFORMATION CONTACT: Walter C. Waidelich, District Engineer Federal Highway Administration, Room 850, Federal Building, 300 East 8th Street, Austin, Texas 78701. David Kopp, P.E. Texas Turnpike Authority Division, Texas Department of Transportation, 125 E. 11th Street, Austin, Texas 78701-2483.

SUPPLEMENTARY INFORMATION: State Highway 130, as currently envisioned, is a proposed controlled access highway which will extend from IH 35 at State Highway 195 north of Georgetown in Williamson County, Texas, to IH 10 near Sequin in Guadalupe County, Texas. State Highway 130 will be located generally parallel to and east of Interstate Highway 35 and the urban areas of Austin, San Marcos, and New Braunfels. The total length of the proposed facility is 143.5 kilometers (89 miles). The proposed State Highway 130 facility is being developed by the FHWA in cooperation with the Texas Turnpike Authority Division (TTA) of the Texas

⁸ 17 CFR 200.30-3(a)(12).

Department of Transportation (TxDOT). It is being developed in three segments with each segment having logical termini and independent utility. FHWA and TTA will prepare an Environmental Impact Statement for each of the three independent segments.

This Notice of Intent (NOI) focuses on the northern segment, Segment A, of State Highway 130 and supersedes an NOI issued by the FHWA on January 5, 1995. As announced herein, the FHWA in cooperation with TTA will prepare an Environmental Impact Statement on a proposal to construct the Segment A of State Highway 130. Segment A of proposed State Highway 130 extends from the junction of Interstate 35 and State Highway 195 north of Georgetown in Williamson County, Texas, to U.S. Highway 290 east of Austin in Travis County, Texas. The length of Segment A varies depending on the selected alternative, from approximately 41.5 kilometers (25.7 miles) to 46.6 kilometers (28.9 miles). The proposed action is intended to relieve congestion on Interstate 35 by providing an alternative route for those who commute between Austin and surrounding areas as well as drivers desiring to bypass the central business areas of Austin, Round Rock and Georgetown. The proposed action will also provide improved access and increased mobility to urbanized areas in the proposed corridor, help support planned business and residential growth in various areas throughout the project corridor, and provide needed freeway access from surrounding areas to the proposed Austin Bergstrom International Airport.

A Major Investment Study, addressing the entire length of the proposed State Highway 130, was adopted in July 1997 by the Austin Transportation Study Policy Advisory Committee, the metropolitan planning organization for the Austin, Texas area.

As currently envisioned the proposed Segment A facility will be a controlled access toll road; thus, in conjunction with the EIS and selection of a preferred alternative, the TTA will conduct a toll feasibility study to evaluate the viability of developing the selected alternative as a toll road and financing it, in whole or part, through the issuance of revenue bonds. The toll road designation will not influence the selection of a preferred alternative. Proposed alternatives, including alternative alignments, will be evaluated for how well they meet the stated purpose and need for the proposed project. Any impacts owing to the toll road designation will be discussed in the environmental impact statement.

The draft EIS for Segment A will address a build alternative including multiple alternative alignments. Alternatives to the proposed action, which will also be discussed in the EIS, will include (1) taking no action, or the "no build" alternative, and (2) improving existing roadways in the project area. The build alternatives include multiple alternative alignments along new location rights-of-way connecting Interstate 35 to U.S. Highway 290.

Impacts caused by the construction and operation of Segment A of State Highway 130 will vary according to the alternative alignment utilized. Generally, impacts would include the following: transportation impacts (construction detours, construction traffic, and mobility improvement); air and noise impacts from construction and operation of the roadway; water quality impacts from construction areas and roadway stormwater runoff; impacts to waters of the United States including wetlands from right-of-way encroachment; and impacts to residents and businesses.

Letters 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 interest in the proposal. Public meetings for the Segment A project were held on October 25, 1994, at Everett Williams Elementary School in Georgetown, Texas; on October 27, 1994, at Manor High School in Manor Texas; on April 9, 1996, at Bluebonnet Trail Elementary School in Austin, Texas; on July 15, 1997, at Park Crest Middle School in Pflugerville, Texas; and on July 17, 1997, and February 3, 1998, at Hopewell Middle School in Round Rock, Texas. At these meetings, public comments on the proposed action and alternatives were requested. In addition, a public hearing will be held after publication of the Draft EIS. Public notice will be given of the time and place of the hearing. The Draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to proposed Segment A of State Highway 130 are addressed and all significant issues identified, comments and suggestions are invited from all parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA or TTA 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.)

Walter C. Waidelich,
District Engineer.

[FR Doc. 98-23853 Filed 9-3-98; 8:45 am]

BILLING CODE 4901-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on the Proposed Resort Corridor Fixed Guideway Project Between Cashman Field, Las Vegas, NV and McCarran International Airport, Clark County, NV

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), as Federal lead agency, and the Regional Transportation Commission of Clark County (RTC), as local lead agency, intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 (NEPA) on a proposal by RTC to further study the proposed implementation of a fixed guideway (urban rail) system within a corridor, known as the Resort Corridor, 9 miles long and 4 miles wide between Cashman Field in the City of Las Vegas and McCarran International Airport in Clark County.

The EIS will evaluate the following alternatives adopted as part of the fixed guideway element of the Transportation Master Plan for the Resort Corridor as defined in the Resort Corridor Major Investment Study (MIS), Final Evaluation Report, dated October 9, 1997; (1) The Fixed Guideway Element Initial Operating Segment (IOS). This alternative includes an elevated fixed guideway system 5.2 miles long, 10 fixed guideway stations, a supporting bus transit system element, and is also known as Phase 1 of the Report Corridor Transportation Master Plan. (2) The Fixed Guideway Element Core System. This alternative includes an elevated fixed guideway system 15.6 miles long, 27 fixed guideway stations, and a supporting bus transit system element. (3) The Fixed Guideway Element Core System with an extension along Harmon Avenue to McCarran International Airport. This alternative includes an elevated fixed guideway system 18.4 miles long, 31 fixed guideway stations, and a supporting bus transit system element. (4) The Fixed Guideway Core System with an extension along Tropicana Avenue to McCarran