

passenger Trains and Equipment; End of Train Devices, 49 CFR part 232, Freight Car Safety Standards, 49 CFR part 215, and Locomotive Safety Standards, 49 CFR part 299. See 69 FR 48558. Specifically, UP requests relief from the requirements of § 232.205 Class I Brake Test-Initial Terminal Inspection, § 232.409 Inspection and Testing of End-of-Train, § 215.13 Pre-departure Inspection, § 229.21 Daily Inspection.

UP requests that the above provisions of the Federal regulations be waived to permit run-through trains, that originate in Mexico and are interchanged with the UP at the Laredo, Texas Gateway, to operate into the interior of the United States without having to perform inspections at the U.S./Mexican border, provided that the trains receive proper inspections in Mexico by Transportacion Ferroviaria Mexicana (TFM), according to the standards prescribed in 49 CFR parts 232, 215, and 229. UP would maintain all records required by applicable regulations for ready access on the U.S. side of the border, for FRA inspections. In addition, TFM has provided written consent for FRA to conduct inspections of their facilities and inspection practices.

In response to comments received on the original notice, FRA issued a notice on August 31, 2004, granting the requests for a public hearing and extending the comment period to October 8, 2004. See 69 FR 54177 (September 7, 2004). A public hearing in this matter was conducted on October 1, 2004. Subsequent to the close of the comment period on October 8, 2004, a number of significant documents were added to the public docket. These include: new uncorrupted translation files from TFM; a letter from Congressman James L. Oberstar and 22 other members of Congress opposing the petition; and the transcript from the October 1, 2004, public hearing. FRA currently is in the process of reviewing and evaluating this new information as well as all the other previously submitted material and information. In order to provide interested parties an opportunity to review and potentially comment on this new information, FRA believes it is necessary to reopen the public docket in this matter and extend the comment period for a short period of time.

Accordingly, FRA is extending the comment period in this matter to November 10, 2004. All communications concerning these proceedings should identify the appropriate docket number (e.g., Waiver Petition Docket Number FRA-2004-18746) and must be submitted to the Docket Clerk, DOT Docket Management

Facility, Room PL-401 (Plaza Level), 400 7th Street, SW., Washington, DC 20590. All written communications concerning these proceedings are available for examination during regular business hours (9 a.m.-5 p.m.) at the above facility. All documents in the public docket are also available for inspection and copying on the Internet at the docket facility's Web site at <http://dms.dot.gov>.

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (volume 65, number 70; pages 19477-78). The Statement may also be found at <http://dms.dot.gov>.

Issued in Washington, DC on October 22, 2004.

Grady C. Cothen, Jr.,

Acting Associate Administrator for Safety.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[FTA Docket No. FTA-2004-19452]

Agency Information Collection Activity Under OMB Review

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of request for comments.

SUMMARY: In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below has been forwarded to the Office of Management and Budget (OMB) for approval. The **Federal Register** Notice with a 60-day comment period soliciting comments was published on July 6, 2004.

DATES: Comments must be submitted before November 26, 2004. A comment to OMB is most effective if OMB receives it within 30 days of publication.

FOR FURTHER INFORMATION CONTACT: Sylvia L. Marion, Office of Administration, Office of Management Planning, (202) 366-6680.

SUPPLEMENTARY INFORMATION: *Title:* United We Ride State Coordination Grants (*OMB Number: 2132-0562*).

Abstract: The U.S. Departments of Transportation (DOT), Health and Human Services (HHS), Labor (DOL) and Education (DoED), have launched United We Ride (UWR), a five part initiative to enhance the coordination on human service transportation. UWR intends to break down the barriers between programs and set the stage for local and State partnerships that generate common sense solutions and deliver A-plus performance for those individuals who depend on transportation services to participate fully in community life. The UWR five initiatives include: (1) The Framework for Action, (2) A National Leadership Forum on Human Service Transportation Coordination, (3) State Leadership Awards, (4) State Coordination Grants, and (5) Help Along the Way.

The Congress and the Executive Branch are interested in ensuring that various human service transportation activities funded by various Federal programs are better coordinated. The General Accounting Office (GAO) issued a report on "Transportation Disadvantaged Populations" (June 2003) that identified 62 different Federal programs across eight Federal agencies that provide funding that may be used to support community transportation services.

The report points out that there are multiple public and private agencies that provide human service transportation in any one community, and services vary greatly in terms of eligibility requirements, hours or scope of operation, specific destinations and quality.

Given the multiplicity of programs and the significant dollar amounts spent, more effective coordination is needed to ensure better service to more people. This is especially true when Federal, State, and local budgets for human service activities are under extreme financial pressure.

As also indicated by GAO, many objectives have been achieved; however, the fragmentation and lack of coordination within supporting agencies continues to be a challenge. On February 24, 2004, President Bush signed an Executive Order Number 13330 on Human Service Transportation Coordination establishing the Federal Interagency Coordinating Council on Access and Mobility and requiring attention to the obstacles outlined by GAO.

The President's Executive Order requires agencies to identify and implement strategies for enhancing coordinated services within a one-year period. The United We Ride initiative

includes a State Coordination Grant that provides support to help States address the issues outlined both by GAO and by the President in the Executive Order.

FTA requested an emergency approval from OMB for the United We Ride State Coordination Grant Initiative in a **Federal Register** notice dated May 21, 2004. OMB approved the request on June 22, 2004. This approval expires on December 31, 2004.

Estimated Total Annual Burden: 500 hours.

ADDRESSES: All written comments must refer to the docket number that appears at the top of this document and be submitted to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, Attention: FTA 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.

Dated: October 19, 2004.

Ann M. Linnertz,

Deputy Associate Administrator for Administration.

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Transfer of Federally Assisted Land or Facility

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to transfer federally assisted land or facility.

SUMMARY: Section 5334(g) of the Federal Transit Laws, as codified, 49 U.S.C. 5301 *et seq.*, permits the Administrator of the Federal Transit Administration (FTA) to authorize a recipient of FTA funds to transfer land or a facility to a public body for any public purpose with no further obligation to the Federal Government if, among other things, no Federal agency is interested in acquiring the asset for Federal use. Accordingly, FTA is issuing this notice to advise Federal agencies that the Whatcom

Transportation Authority (WTA) intends to transfer a parcel of land with structures to the City of Bellingham, Washington to use in the City's public works division for office space and storage of that division's vehicles and equipment. The parcel was formerly used as WTA's bus maintenance, operations and administrative facility and consists of approximately 29,250 square feet of land on the northeast corner of Nevada Street and Virginia Street in Bellingham, Washington (post office address: 2200 Nevada Street, Bellingham, WA) situated within a heavy commercial and/or light industrial area zoned LM for light manufacturing. The property includes a flex-type building consisting of a front office and/or administration section, a large, attached, multi-purpose shop or warehouse-type rear section and an exterior bus wash facility. The total building coverage is approximately 14,966 square feet.

EFFECTIVE DATE: Any Federal agency interested in acquiring the land or facility must notify the FTA Region X Office of its interest by November 22, 2004.

ADDRESSES: Interested parties should notify the Regional Office by writing to Richard F. Krochalis, Regional Administrator, Federal Transit Administration, 915 Second Avenue, Room 3142, Seattle, WA 98174.

FOR FURTHER INFORMATION CONTACT: Theodore Y. Uyeno, Regional Counsel (206) 220-7958.

SUPPLEMENTARY INFORMATION:

Background

49 U.S.C. 5334(g) provides guidance on the transfer of capital assets. Specifically, if a recipient of FTA assistance decides an asset acquired under this chapter at least in part with that assistance is no longer needed for the purpose for which it was acquired, the Secretary of Transportation may authorize the recipient to transfer the asset to a local government authority to be used for a public purpose with no further obligation to the Government. 49 U.S.C. 5334(g)(1).

Determinations

The Secretary may authorize a transfer for a public purpose other than mass transportation only if the Secretary decides:

(A) The asset will remain in public use for at least 5 years after the date the asset is transferred;

(B) There is no purpose eligible for assistance under this chapter for which the asset should be used;

(C) The overall benefit of allowing the transfer is greater than the interest of the Government in liquidation and return of the financial interest of the Government in the asset, after considering fair market value and other factors; and

(D) Through an appropriate screening or survey process, that there is no interest in acquiring the asset for Government use if the asset is a facility or land.

Federal Interest in Acquiring Land or Facility

This document implements the requirements of 49 U.S.C. 5334(G)(1)(D) of the Federal Transit Laws. Accordingly, FTA hereby provides notice of the availability of the land or facility further described below. Any Federal agency interested in acquiring the affected land or facility should promptly notify the FTA. If no Federal agency is interested in acquiring the existing land or facility, FTA will make certain that the other requirements specified in 49 U.S.C. 5334(g)(1)(A) through (C) are met before permitting the asset to be transferred.

Additional Description of Land or Facility

The property is a former bus operations and maintenance site consisting of an approximately 29,250 square foot parcel of land at the corner of Nevada and Virginia Streets in Bellingham, Washington. The property is situated within an area zoned LM for light manufacturing use. The parcel is located in a heavy commercial/light industrial area. The property was previously used as a transit bus operations and maintenance facility. The property contains a flex-type building consisting of a front office and/or administration section and a large attached multi-purpose shop or warehouse rear section for a total building coverage of approximately 14,966 square feet. The property includes a bus wash facility connected to the main building section which includes an enclosed control room servicing an exterior bus wash unit of metal framing with ground level guiding tracks for large vehicles and installed brushing and swiping apparatus with automatic operating system and water lines. The subject lot has perimeter dimensions of 130 feet in width from south to north fronting along the east side of Nevada Street and is 225 feet in depth or length from west to east adjacent to the north side of Virginia Street.

The entire tract is level and at-grade in relation to both Nevada and Virginia Streets, which are fully improved, two-