

Boulevard. The alignment would continue southward in subway under Fremont Central Park and the eastern arm of Lake Elizabeth and surface to grade between the eastern and western alignments of the UP corridor. The BART alignment would pass over Paseo Padre Parkway, which would be a vehicular underpass, on a bridge structure. The alignment would then continue southward at grade, passing under Washington Boulevard, which would be a vehicular overpass. From Washington Boulevard, the proposed project alignment would continue south at grade along UP's former eastern alignment to a terminus station in the southeast quadrant of Warm Springs Road and Grimmer Boulevard.

The optional Irvington Station, if constructed, would be located on the south side of Washington Boulevard, east and west of Osgood Road. Auxiliary wayside facilities would be placed periodically along the proposed alignment and would include electrical substations, gap breaker stations, train control and communications facilities, and pumping and emergency access facilities. Two subway ventilation structures may be required in Fremont Central Park, if feasible and prudent avoidance options cannot be developed. A rail vehicle maintenance facility is proposed immediately south of the Warm Springs Station site between the UP eastern alignment and Warm Springs Court.

If additional reasonable alternatives are identified through the scoping process, they will be evaluated in the EIS.

#### V. Probable Effects

The EIS will evaluate and fully disclose the environmental consequences of building and operating the proposed BART extension in advance of any decision by FTA to commit financial or other resources toward the implementation of a particular alternative. The EIS will examine the transportation benefits and environmental impacts of the alternatives. In addition, it will discuss actions to reduce or eliminate such impacts. Information on preliminary engineering of the rail alignment, stations, auxiliary facilities, and a maintenance facility will be included in the EIS. In addition, a section on financial considerations will be provided that identifies capital and operating costs and funding sources.

Environmental issues to be analyzed in the EIS include: transportation and traffic impacts, including changes in intersection and roadway levels of service; the use of parkland, including

Fremont Central Park; biological resources and sensitive species; land use, including consistency of proposed stations with local plans and policies; potential impacts to historic and cultural resources; noise and vibration impacts on homes and other sensitive receptors near the tracks. Cumulative and growth-inducing impacts will be examined. Impacts will be evaluated for both the temporary construction period and for the long-term operation of the alternatives. Measures to mitigate any adverse impacts will be identified.

To ensure that all significant issues related to this proposed action are identified and addressed, scoping comments and suggestions are invited from all interested parties. Comments should be directed to the BART Warm Springs Extension Group Manager as noted in the **ADDRESSES** section above.

#### VI. FTA Procedures

The EIS is being prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), its implementing regulations by the Council on Environmental Quality (40 CFR parts 1500–1508), and with the FTA/Federal Highway Administration's "Environmental Impact and Related Procedures" (23 CFR part 771). In accordance with FTA policy, the NEPA process will also address the requirements of other applicable environmental laws, regulations, and executive orders, such as the National Historic Preservation Act of 1966, Section 4(f) of the U.S. Department of Transportation Act, and Executive Orders on Environmental Stewardship and Transportation Infrastructure Project Reviews, Environmental Justice, Floodplain Management, and Protection of Wetlands.

The SEIR that resulted in the BART Board of Directors' selection of the proposed project as its preferred alternative was issued in 2003. To streamline the NEPA process and to avoid duplication of effort, FTA and BART will consider and incorporate into the EIS the results of previous studies, including the EIR and SEIR.

Upon completion, the Draft EIS will be distributed for public and agency review and comment. A public hearing on the Draft EIS will be held within the study area. Based on the Draft EIS and the public and agency comments received, FTA and BART may further refine and analyze the alternatives in the Final EIS.

Issued on: March 30, 2004.

**Leslie T. Rogers,**

*Regional Administrator.*

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**BILLING CODE 4910–57–P**

## 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 City of Montgomery, Alabama intends to transfer the Federal interest in approximately 0.35 acres of land and improvements thereon at 335 Coosa Street, Montgomery, Alabama. The City of Montgomery intends to repair and modify the silo complex for use as a satellite police station.

**DATES:** Any Federal agency interested in acquiring the asset must notify the FTA Region 4 Office of its interest by May 6, 2004.

**ADDRESSES:** Interested parties should notify the Regional office by writing to Hiram J. Walker, Regional Administrator, Federal Transit Administration, 61 Forsyth Street, Suite 17T50, Atlanta, Georgia 30303.

**FOR FURTHER INFORMATION CONTACT:** Tom McCormick, FTA Region 4 Director of Operations and Program Management at 404–562–3522 or FTA Headquarters Office of Program Management at 202–366–6106.

#### **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 should be used;

(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 assets further described below. Any Federal agency interested in acquiring the asset should promptly notify the FTA. If no Federal agency is interested in acquiring the asset, 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 located at 335 Coosa Street, Montgomery, Alabama and contains approximately 0.35 acres of land and a building. The property was originally built as a silo complex at least 50 years ago. In 1991, the complex was renovated to serve as an Amtrak station. Since Amtrak ceased operations along the railroad in 1994, the building has only seen occasional use as office space.

The lot is rectangular measuring 215 feet by 68.5 feet containing 15,050 square feet, or approximately 0.35 acres, and is zoned M1, heavy industry. The lot is between the CSX railroad tracks that carry over 50 trains per day and the Alabama River. Vehicular access to the lot is restricted to a road that crosses the CSX railroad. The lot has also been improved with walkways, driveways, fencing, and a playground.

The building is configured as eight connected cylindrical towers of reinforced concrete approximately 100 feet in height. The building has a metal roof that leaks substantially and needs

extensive repair. Water has damaged the ceilings and many ceiling tiles need to be replaced. Door and window openings are sawed into the reinforced concrete silo structure. The first floor of the building is heated and air-conditioned. On the first floor there is an office area including men's and women's bathrooms containing approximately 1,952 square feet. The area above the first floor is unimproved empty space.

Issued on: March 31, 2004.

**Hiram J. Walker,**

*Regional Administrator.*

[FR Doc. 04-7677 Filed 4-5-04; 8:45 am]

**BILLING CODE 4910-57-M**

**DEPARTMENT OF TRANSPORTATION****Surface Transportation Board****Release of Waybill Data**

The Surface Transportation Board has received a request from Reebie Associates (WB654-9—3/26/04), for permission to use certain data from the Board's Carload Waybill Samples. A copy of the request may be obtained from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics, Environmental Analysis, and Administration within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

**FOR FURTHER INFORMATION CONTACT:** Mac Frampton, (202) 565-1541.

**Vernon A. Williams,**

*Secretary.*

[FR Doc. 04-7771 Filed 4-5-04; 8:45 am]

**BILLING CODE 4915-01-P**

**DEPARTMENT OF THE TREASURY****Internal Revenue Service****Proposed Collection; Comment Request for Form 706**

**AGENCY:** Internal Revenue Service (IRS), Treasury.

**ACTION:** Notice and request for comments.

**SUMMARY:** The Department of the Treasury, as part of its continuing effort to reduce paperwork and respondent burden, invites the general public and other Federal agencies to take this

opportunity to comment on proposed and/or continuing information collections, as required by the Paperwork Reduction Act of 1995, Public Law 104-13 (44 U.S.C. 3506(c)(2)(A)). Currently, the IRS is soliciting comments concerning Form 706, United States Estate (and Generation-Skipping Transfer) Tax Return.

**DATES:** Written comments should be received on or before June 7, 2004 to be assured of consideration.

**ADDRESSES:** Direct all written comments to Glenn P. Kirkland, Internal Revenue Service, room 6411, 1111 Constitution Avenue NW., Washington, DC 20224.

**FOR FURTHER INFORMATION CONTACT:**

Requests for additional information or copies of the form and instructions should be directed to Carol Savage at Internal Revenue Service, room 6407, 1111 Constitution Avenue NW., Washington, DC 20224, or at (202) 622-3945, or through the internet at [CAROLA.SAVAGE@irs.gov](mailto:CAROLA.SAVAGE@irs.gov).

**SUPPLEMENTARY INFORMATION:**

*Title:* United States Estate (and Generation-Skipping Transfer) Tax Return.

*OMB Number:* 1545-0015.

*Form Number:* 706.

*Abstract:* Form 706 is used by executors to report and compute the Federal estate tax imposed by Internal Revenue Code section 2001 and the Federal generation-skipping transfer (GST) tax imposed by Code section 2601. The IRS uses the information on the form to enforce the estate and GST tax provisions of the Code and to verify that the taxes have been properly computed.

*Current Actions:* There are no changes being made to the form at this time.

*Type of Review:* Extension of a currently approved collection.

*Affected Public:* Individuals or households and business or other for-profit organizations.

*Estimated Number of Respondents:* 117,000.

*Estimated Time Per Respondent:* 18 hours, 8 minutes.

*Estimated Total Annual Burden Hours:* 2,120,805.

The following paragraph applies to all of the collections of information covered by this notice:

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless the collection of information displays a valid OMB control number.

Books or records relating to a collection of information must be retained as long as their contents may