

In view of escorting requirements, non-Government attendees should plan to arrive 15 minutes before the meeting begins. Requests for reasonable accommodation should be made to Sherry Booth prior to Tuesday, February 8th. Requests made after that date will be considered, but might not be possible to fulfill.

Personal data is requested pursuant to Public Law 99-399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107-56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS-D) database. Please see the Privacy Impact Assessment for VACS-D at <http://www.state.gov/documents/organization/100305.pdf> for additional information.

For additional information, contact Deputy Outreach Coordinator Tiffany Enoch, Office of Economic Policy Analysis and Public Diplomacy, Bureau of Economic, Energy and Business Affairs, at (202) 647-2231 or [EnochT@state.gov](mailto:EnochT@state.gov).

Dated: January 21, 2011.

**Maryruth Coleman,**

*Office Director, Office of Economic Policy Analysis and Public Diplomacy, U.S. Department of State.*

[FR Doc. 2011-1785 Filed 1-26-11; 8:45 am]

**BILLING CODE 4710-07-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Commercial Space Transportation Advisory Committee—Public Teleconference

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Commercial Space Transportation Advisory Committee Teleconference.

**SUMMARY:** Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463, 5 U.S.C. App. 2), notice is hereby given of a teleconference of the Commercial Space Transportation Advisory Committee (COMSTAC). The teleconference will take place on Tuesday, February 15, 2011, starting at 1:30 p.m. Eastern Standard Time. Individuals who plan to participate should contact Susan Lender, DFO, (the Contact Person listed below) by phone or e-mail for the teleconference call in number.

The proposed agenda for this teleconference is to continue the discussion started during the January 20, 2011, teleconference. This discussion concerns the structure of the COMSTAC working groups and the organization of the COMSTAC meetings themselves.

Interested members of the public may submit relevant written statements for the COMSTAC members to consider under the advisory process. Statements may concern the issues and agenda items mentioned above or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact Susan Lender, DFO, (the Contact Person listed below) in writing (mail or e-mail) by February 11, 2011, so that the information can be made available to COMSTAC members for their review and consideration before the February 15, 2011, teleconference. Written statements should be supplied in the following formats: One hard copy with original signature or one electronic copy via e-mail.

An agenda will be posted on the FAA Web site at <http://www.faa.gov/go/ast>.

Individuals who plan to participate and need special assistance should inform the Contact Person listed below in advance of the meeting.

**FOR FURTHER INFORMATION CONTACT:** Susan Lender (AST-100), Office of Commercial Space Transportation (AST), 800 Independence Avenue, SW., Room 331, Washington, DC 20591, telephone (202) 267-8029; e-mail [susan.lender@faa.gov](mailto:susan.lender@faa.gov). Complete information regarding COMSTAC is available on the FAA Web site at: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/ast/advisory\\_committee/](http://www.faa.gov/about/office_org/headquarters_offices/ast/advisory_committee/).

Issued in Washington, DC, January 21, 2011.

**George C. Nield,**

*Associate Administrator for Commercial Space Transportation.*

[FR Doc. 2011-1769 Filed 1-26-11; 8:45 am]

**BILLING CODE 4910-13-P**

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## DEPARTMENT OF TRANSPORTATION

### Federal Transit Administration

#### Intent To Prepare an Environmental Impact Statement for a Potomac Yard Metrorail Station in Alexandria, VA

**AGENCY:** Federal Transit Administration (FTA), DOT.

**ACTION:** Notice of intent to prepare an Environmental Impact Statement.

**SUMMARY:** The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is issuing this Notice of Intent (NOI) to advise the public that it proposes to prepare an Environmental Impact Statement (EIS) to assess the potential environmental impacts associated with the proposed construction and operation of the Potomac Yard Metrorail Station. The proposed project, described more completely within, would consist of the construction of a Metrorail infill station along the existing combined Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, and to invite public participation in the EIS process.

**DATES:** Comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent before March 15, 2011. See **ADDRESSES** below for the address to which written comments may be sent. Scoping meetings to accept comments on the scope of the EIS will be held on the following date:

- *Agency Scoping Meeting:* Thursday, February 10, 2011, Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3 p.m. Representatives from Federal, State, regional, Tribal, and local agencies that may have an interest in any aspect of the project will be invited to serve as either participating or cooperating agencies.

- *Public Scoping Meetings:* Thursday, February 10, 2011, Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 4:30 p.m. and 6:30 p.m.

The buildings used for the scoping meetings are accessible to persons with disabilities. Spanish language materials and interpreters will be provided at the scoping meetings. Anyone who requires special assistance at a scoping meeting should contact Jim Ashe at WMATA at (202) 962-1745 or [jashe@wmata.com](mailto:jashe@wmata.com) at least 3 days prior to the meeting. A scoping packet is available on the project Web site at <http://www.potomacyardmetro.com> or by contacting Jim Ashe at the telephone number or e-mail address above. Copies

will also be available at the scoping meetings.

If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the public and agency scoping meetings will be held at the same times on the snow date of February 15, 2011.

**ADDRESSES:** Comments will be accepted at the public scoping meetings or they may be sent on or before March 15, 2011 by e-mail to [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com) or by regular mail to Potomac Yard Metrorail Station EIS, P.O. Box 25132, Alexandria, VA 22313.

**FOR FURTHER INFORMATION CONTACT:** Melissa Barlow, Community Planner, Federal Transit Administration, DC Metro Office, 1990 K Street, NW., Suite 510, Washington, DC 20006, [Melissa.barlow@dot.gov](mailto:Melissa.barlow@dot.gov) or (202) 219-3565; or Jim Ashe, Manager, Environmental Planning and Compliance Washington Metropolitan Area Transit Authority, 600 5th Street, NW., Washington, DC 20001, [jasha@wmata.com](mailto:jasha@wmata.com) or (202) 962-1745.

**SUPPLEMENTARY INFORMATION:**

**Scoping**

FTA invites all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) feasible alternatives that may better achieve the project's purpose and need with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

NEPA "scoping" (Title 40 of the Code of Federal Regulations (CFR) § 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—"to make the environmental impact statement process

more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives... [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses." Executive Order 11991, of May 24, 1977. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.

**Purpose and Need for the Project**

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30% population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center. The existing retail center is approved for redevelopment of 2.25 million square feet of mixed-use development including office, retail, residential and hotel uses. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development. This additional development will impact the existing roadway network with increased travel demand adding additional vehicle and transit trips. The transportation network in the project

area is limited by the heavy rail to the east and limited east-west connectivity west of Route 1.

Currently the project area is not served by Metrorail or any other rapid transit services which provide regional connectivity. The project area is located between two Metrorail stations located 3.1-miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested US Route 1 corridor, yet they have numerous local stops resulting in slow transit travel speeds. This results in relatively long transit travel times to access the area. The Crystal City-Potomac Yard Transitway, which will provide bus priority lanes on nearby Route 1, will improve reliability of local transit services along the Route 1 corridor however, access to the Metrorail system is still needed to accommodate longer regional transit trips.

The anticipated Potomac Yard Metrorail Station was included in WMATA's 1999 *Transit Service Expansion Plan*, the 2010 *Financially Constrained Long-Range Transportation Plan for the National Capital Region*, and earlier WMATA and regional transportation plans, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and *North Potomac Yard Small Area Plan*. Establishing a new access point to the regional Metrorail system would provide more transit-friendly development patterns supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the area on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality. The Washington Metropolitan area has been identified as a non-attainment area for ozone and particulate matter since the concentrations of these pollutants exceed acceptable levels as designated by the EPA.

**Possible Alternatives**

The alternatives expected to be addressed in the EIS include:

*No Action Alternative:* The No Action Alternative represents future conditions in the EIS analysis year of 2035 without the Potomac Yard Metrorail Station

Project. The No Action Alternative includes the existing transit and transportation system in the Washington, DC region plus planned improvements for which the need, commitment, financing, and public and political support have been identified, and which may reasonably be expected to be implemented. This alternative is included in the Draft EIS as a means of comparing and evaluating the impacts and benefits of the Potomac Yard Metrorail Station alternatives.

**Build Alternatives:** Proposed build alternatives are being evaluated for the project. Potomac Yard is located in the City of Alexandria and the southern edge of Arlington, VA. The area is roughly bound by U.S. Route 1 (Jefferson Davis Highway) to the west, the George Washington Memorial Parkway on the east, Four Mile Run to the north, and E. Howell Avenue on the south.

The study corridor where the project would be located is approximately 1.5 miles in length. Build alternatives will be analyzed that are either along or just to the west of the existing WMATA right-of-way for the Blue and Yellow lines in this area. Build alternatives include:

- **Metrorail Station Alternative A:** Station Alternative A would be located along the existing mainline tracks between the George Washington Memorial Parkway and the CSX Railroad tracks and adjacent to the Potomac Greens Neighborhood.

- **Metrorail Station Alternative B1:** Station Alternative B1 would be located along the existing mainline tracks between the George Washington Memorial Parkway and the CSX Railroad, just to the north of Alternative A.

- **Metrorail Station Alternative B2:** Station Alternative B2 would be located along a short segment of realigned track between the George Washington Memorial Parkway and the CSX Railroad, to the north of Alternative A and to the south of Alternative B1.

- **Metrorail Station Alternative B3:** Station Alternative B3 would be located along a short segment of realigned track between the George Washington Memorial Parkway and the CSX Railroad, just to the east of Alternative B2.

- **Metrorail Station Alternative C1:** Station Alternative C1 would be located along realigned Metrorail track between the CSX Railroad and Route 1.

- **Metrorail Station Alternative C2:** Station Alternative C2 would be located along realigned Metrorail track between the CSX Railroad and Route 1, just east of Alternative C1.

- **Metrorail Station Alternative D1:** Station Alternative D1 would be located along realigned Metrorail tracks between the CSX Railroad and Route 1, just east of Alternative C2.

- **Metrorail Station Alternative D2:** Station Alternative D2 would be located along realigned Metrorail tracks between the CSX Railroad and Route 1, just east of Alternative D1.

#### Possible Effects

FTA will evaluate project-specific as well as indirect and cumulative effects to the existing physical, social, economic, and environmental setting in which the proposed station would be located. The permanent, long-term effects to the region could include, but are not limited to effects to traffic and transportation; land use and socioeconomic; visual character and aesthetics; noise and vibration; historical and archaeological resources; community impacts; natural resources; air quality and climate change; and visual impacts upon the setting of the George Washington Memorial Parkway, a unit of the national park system. Investigation may reveal that the proposed project will not affect or not substantially affect many of these areas. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

#### FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process for transportation projects. In accordance with Section 6002 of SAFETEA-LU, FTA will: (1) Extend an invitation to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project to become participating agencies (any interested party that does not receive an invitation to become a participating agency can notify any of the contact persons listed earlier in this NOI); (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for the proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. A Public Involvement Plan and an Agency Coordination Plan will be developed outlining public and agency involvement for the project. These will be available on the project Web site, <http://www.potomacyardmetro.com>, or

through written request. Opportunities for comment will be provided throughout the EIS process, including public and agency meetings, the project Web site, a mailing address, and a phone information line. Comments received from any of these sources will be considered in the development of the final scope and content of the environmental documents.

An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project. It is possible that FTA will not be able to identify all Federal and non-Federal agencies and Native American Tribes that may have such an interest. Any Federal or non-Federal agency or Native American Tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under

#### ADDRESSES.

#### Summary/Next Steps

With the publication of this NOI, the scoping process for the project begins. After the publication of the Draft Scoping Document, a public comment period will begin, allowing the public to offer input on the scope of the EIS until March 15, 2011. Public comments will be received through those methods explained earlier in this NOI and will be incorporated into the Annotated Outline. This document will detail the scope of the EIS and the potential environmental effects that will be considered during the study period. After the completion of the Draft EIS, a public hearing and another public commenting period will allow for input on the EIS, and these comments will be incorporated into the Final EIS report before publication.

#### Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably at the conclusion of scoping), FTA and its grantees will distribute only the executive summary of the environmental document together

with a Compact Disc of the complete environmental document. A complete printed set of the environmental document will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on the project Web site, <http://www.potomacyardmetro.com>.

#### Other

The City of Alexandria is pursuing USDOT Discretionary Capital Grant funding for the project. The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). Related environmental procedures to be addressed during the NEPA process include, but are not limited to, Executive Order 12898 on Environmental Justice; Section 106 of the National Historic Preservation Act; and Section 4(f) of the DOT Act (49 U.S.C. 303).

Issued on: January 20, 2011.

**Letitia A. Thompson,**

*Regional Administrator, Federal Transit Administration Region III, Philadelphia, Pennsylvania.*

[FR Doc. 2011–1761 Filed 1–26–11; 8:45 am]

**BILLING CODE 4910–57–P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Petition for Exemption From the Vehicle Theft Prevention Standard; Suzuki

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

**ACTION:** Grant of petition for exemption.

**SUMMARY:** This document grants in full the American Suzuki Motor Corporation's (Suzuki) petition for an exemption of the Kizashi vehicle line in accordance with 49 CFR part 543, *Exemption from the Theft Prevention Standard*. This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard*.

**DATES:** The exemption granted by this notice is effective beginning with the 2012 model year.

**FOR FURTHER INFORMATION CONTACT:** Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366–4139. Her fax number is (202) 493–2990.

**SUPPLEMENTARY INFORMATION:** In a petition dated October 22, 2010, Suzuki requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541) for the MY 2012 Suzuki Kizashi vehicle line. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard*, based on the installation of an antitheft device as standard equipment for an entire vehicle line. The agency informed Suzuki by telephone on November 29, 2010, of the areas of insufficiency with respect to its October 22, 2010 petition for exemption. On December 10, 2010, Suzuki submitted supplementary information to the agency addressing its areas of insufficiency.

Under § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one line of its vehicle lines per year. In its petition, Suzuki provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its Kazashi vehicle line. Suzuki will install its passive antitheft device as standard equipment on the line. Key features of the antitheft device will include an electronically coded key fob, Body Control Module (BCM), Engine Control Module (ECM) and a passive immobilizer. Suzuki's submission, along with its supplementary information is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6. Suzuki stated that the proposed device is designed to be active at all times without direct intervention by the vehicle operator and is fully armed immediately after the ignition has been turned off and the key is removed. The device will provide protection against unauthorized starting and fueling of the engine. Suzuki further stated that the device will also incorporate an audible and visible alarm feature as standard equipment. The lights will flash and the horn will sound in the event of unauthorized vehicle entry.

Suzuki stated that the antitheft device will also utilize a special ignition key and decoder module. Before the vehicle

can be operated, the coded key fob must be confirmed to authorize start and fuel of the engine. Specifically, Suzuki stated that the BCM sends a signal and an electronically-coded identification number to the key fob. If the correct key fob is used, it conducts a calculation and sends the result to the BCM. The BCM also conducts its own calculation and verifies that the BCM and key fob calculation result are identical. If the results are identical, the BCM will send data to the ECM allowing the vehicle to start. If either the key fob identification number or calculation result are not an exact match with the BCM information, Suzuki stated that the ECM will prohibit operation of the vehicle.

In addressing the specific content requirements of 543.6, Suzuki provided information on the reliability and durability of the proposed device. To ensure reliability and durability of the device, Suzuki conducted tests based on its own specified standards. Suzuki provided a detailed list of the tests conducted on the components of its immobilizer device and believes that the device is reliable and durable since it complied with the specified requirements for each test. According to the information provided by Suzuki, the components of the device were tested and the results confirm that the device performed as designed, meeting compliance in climatic, chemical environments, and immunity to various electromagnetic radiations.

Suzuki stated that although there is no theft data available to show the theft reduction benefits for the Kizashi vehicle line at this time, it has compared the effectiveness of its antitheft device with devices which it believes are functionally and operationally similar to its proposed device. Suzuki stated that data published by the agency, the Highway Loss Data Institute and the National Insurance Crime Bureau show the effectiveness of passive immobilizer devices at reducing and deterring theft. Suzuki stated that the agency's theft data show that the theft rate for the 1999 Nissan Maxima equipped with a standard passive immobilizer is 2.5 thefts per thousand vehicles, compared to a theft rate of 5.2 thefts for the 1998 Nissan Maxima without a passive immobilizer, a reduction of more than 50 percent. Additionally, Suzuki noted that data from the Highway Loss Data Institute show that overall theft losses for the 1999 Nissan Maxima (with a passive immobilizer) were reduced by over 85 percent compared to the overall losses for the 1998 Nissan Maxima (without a passive immobilizer). Suzuki provided further information showing