

given priority through traffic signal preemption techniques. Intersection improvements would be proposed to reduce congestion at selected locations. Arterial improvements would be identified to improve east-west movements in the study corridor.

• Rail Transit Alternatives

A range of rail transit alternatives will be developed to serve the study corridor that will include technology options such as the Red Line heavy rail, the Blue/Green Line light rail, or, as potentially feasible in selected applications, Diesel Multiple Units (DMUs). Alignments will include the SP Burbank Branch, Oxnard Street, Sherman Way and Topanga Canyon Boulevard. Profile options will range from below-grade subway to at-grade alignments to above-grade sections (bearing in mind the restrictions imposed by SB211), in areas permitted by law.

Probable Effects

The FTA and MTA will evaluate all significant environmental, social and economic impacts of the alternatives analyzed in the MIS/DEIS/DSEIR. Potential impact categories which will be evaluated include: Land Use and Development; Economic and Fiscal Impacts; Displacement and Relocation; Traffic Circulation and Parking; Community and Neighborhood Impacts; Visual and Aesthetic Impacts; Air Quality; Noise and Vibration; Geotechnical Considerations; Water Resources; Natural Resources; Energy; Safety and Security; Cultural Resources; Community Facilities and Parklands; Construction Impacts. The impacts will be evaluated both for the construction period and the long-term period of operation, and financial information in support of the MIS will be provided. Measures to mitigate significant adverse impacts will also be addressed.

MIS Process

The MIS process was formally initiated by the SCAG MIS Committee at its June, 1995 meeting. At that meeting, the Committee concurred in the definition of the proposed study corridor. Within the corridor, a range of alternatives is being studied in the MIS, which is being conducted in parallel with the EIS. The alternatives (as described above) include: No Project, Transportation Systems Management (TSM), Enhanced Bus, and a series of rail transit alternatives, including options regarding technology, alignment, profile, and station locations. When completed, the FTA intends to issue its EIS jointly with the MTA's

SEIR, which will update the environmental documentation required under CEQA.

FTA Procedures

The EIS process will be performed in accordance with Federal Transit Laws and FTA's regulations and guidelines for preparing an Environmental Impact Statement. The impacts of the project will be assessed, and, if necessary, the scope of the project will be revised or refined to minimize and mitigate any adverse impacts. After its publication, the draft EIS will be available for public and private agency review and comment. One public hearing will be held. On the basis of the draft EIS and comments received, the project will be revised or further refined as necessary and the final EIS completed.

Date Issued: October 18, 1995.

Leslie Rogers,

Deputy Regional Administrator.

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National Highway Traffic Safety Administration

[Docket No. 95-80; Notice 1]

Long Range Strategic Planning

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

ACTION: Notice and request for comment.

SUMMARY: NHTSA has prepared a Draft Strategic Execution Plan (SEP) that translates the mission, vision, values, and goals of the Agency's Strategic Plan into programs and activities. The Draft SEP covers a five year period. It spells out the priorities, measures of success and milestones that will guide the Agency toward attaining its vision of leading the nation to create the highest level of road safety in the world.

This notice invites comments, suggestions and recommendations from all individuals and organizations that have an interest in highway safety, motor vehicle safety, the Agency's non-safety programs and other NHTSA activities. These comments should address the Draft SEP and provide substantive input on any elements of the draft for which the commenter has relevant information, data or expertise. The comments will be considered along with the Agency's Fiscal Year 1996 budget appropriation, in development of the final SEP.

DATES: Comments are due no later than December 26, 1995.

ADDRESSES: Comments should refer to the docket number of this notice and should be submitted to: Docket Section, NHTSA, Room 5109, Nassif Building, 400 Seventh Street SW., Washington, DC 20590. (Docket hours are 9:30 a.m. to 4 p.m.)

FOR FURTHER INFORMATION CONTACT:

Eleanor A. Hunter, Strategic Planning Division, NPP-11, National Highway Traffic Safety Administration, 400 Seventh Street SW., Washington DC 20590, telephone 202/366-2573, facsimile 202/366-2559. Copies of NHTSA's Strategic Plan and the Draft SEP are available on the Internet (NHTSA Home Page) or by written request (facsimile or letter) from Ms. Hunter.

SUPPLEMENTARY INFORMATION: NHTSA released its first Strategic Plan in December 1994. It provides a blueprint to take the Agency into the Twenty-first Century. The plan presents NHTSA's contribution to the Department of Transportation Strategic Plan by laying out a comprehensive, long-range approach to injury control. It provides fresh direction to the science, management, and public service of our task.

NHTSA's Strategic Plan is a mix of traditional and new goals. NHTSA is committed to reducing the incidence and consequence of crashes, conducting research and data collection to support safety improvements, and assisting state and community safety programs. The goals articulated in the Agency's Strategic Plan include making motor vehicle safety a priority on the nation's health care agenda; serving customers and partners better; managing and using the best information resources and technology available; and maintaining a work force that is professional, innovative, and diverse. NHTSA's Strategic Plan reiterates the Agency's commitment to greater effectiveness and efficiency.

In its Strategic Plan, NHTSA commits itself to working with other organizations and with citizens in an open cooperative atmosphere. The values articulated in the plan are characterized by integrity, professionalism, service, and respect for the people involved in NHTSA's mission.

The mission reads as follows:

The mission of the National Highway Traffic Safety Administration is to save lives, prevent injuries, and reduce traffic-related health care and other economic costs. The Agency develops, promotes, and implements effective educational, engineering, and enforcement programs toward ending preventable tragedies and reducing the

economic costs associated with vehicle use and highway travel.

NHTSA's Strategic Plan was developed with extensive input from the public and the employees of the Agency. Once the Strategic Plan was published, NHTSA distributed copies to numerous individuals and organizations and held roundtable meetings with our partners.

Inspired by reactions to our Strategic Plan and a desire to move in new directions, NHTSA has developed a Draft Strategic Execution Plan (SEP). It provides details on the actions the Agency intends to take to achieve the 11 goals of the Strategic Plan, performance measures for our work, and milestones for accomplishment.

The Agency would like commenters to provide their thoughts and suggestions on the proposed actions to meet the 11 goals as well as the performance measures that would be used to assess progress. We invite comments on issues or approaches to improving traffic and motor vehicle safety that are likely to be effective that are not in this plan. We are particularly interested in comments identifying opportunities for collaborative efforts with our partners to meet the goals and objectives of the Strategic Plan. The Agency is interested in receiving comments regarding how well the Draft SEP implements the Agency's current authorizing statutes. We would also welcome comments suggesting changes to the Draft SEP or any other changes, that would allow the Agency to better accomplish its mission, including those that would require regulatory or statutory revisions. In addition to comments, we request that commenters submit documents, analyses, or reference citations that are germane to the issues.

It is requested, but not required that ten copies of each comment be submitted. We ask that comments not exceed 15 (fifteen) pages in length. (49 CFR 553.21). Necessary attachments may be appended to those submissions without regard to the 15 page limit. This limitation is intended to encourage commenters to detail their primary comments in a concise manner.

All comments received before the close of business on the comment closing date listed above will be considered and will be available for examination in the docket room at the above address both before and after that date. To the extent possible, comments filed after the closing date will be considered. The Agency will continue to file relevant information as it becomes available. It is recommended

that interested persons continue to examine the docket for new material. Those people desiring to be notified upon receipt of their comments by the docket section should include a self-addressed, stamped postcard in the envelope with their comments. Upon receipt of their comments, the docket supervisor will return the postcard by mail.

Issued on October 17, 1995.

Donald C. Bischoff,
Associate Administrator for Plans and Policy.
[FR Doc. 95-26339 Filed 10-23-95; 8:45 am]
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DEPARTMENT OF THE TREASURY

[Treasury Order No. 105-12]

Policy on the Use of Force

Dated: October 17, 1995.

1. By virtue of the authority vested in the Secretary of the Treasury, including the authority vested by 31 U.S.C. § 321(b), I hereby establish a Treasury policy on the use of force. The policy set forth herein is intended to set a uniform standard for the use of deadly force and to provide broad guidelines for the Treasury Law Enforcement Bureaus. The provisions of this Order apply to all Treasury Law Enforcement Officers.

2. Definitions.

a. *Treasury Law Enforcement Officer*, for the purposes of this Order, includes any Treasury employee who has authority to make arrests and/or carry, or use, firearms and/or other weapons.

b. *Treasury Law Enforcement Bureau*, for purposes of this Order, includes any bureau or office within the Department which employs Treasury Law Enforcement Officers.

c. *Weaponless Control Techniques* includes officer presence, identification, verbal commands and physical control techniques, such as comealongs, touch pressure points, and empty hand strikes.

d. *Intermediate Weapons* are weapons other than firearms or lethal weapons with non-lethal munitions that are approved by each Treasury Law Enforcement Bureau.

e. *Deadly Force* is the use of any force that is likely to cause death or serious physical injury. Deadly force does not include force that is not likely to cause death or serious physical injury but unexpectedly results in such death or injury.

3. Use of Force Policy.

a. The primary consideration in the use of force is the timely and effective application of the appropriate level of force required to establish and maintain

lawful control. A paramount consideration is the preservation of life and prevention of bodily injury.

b. The respective Treasury Law Enforcement Bureau heads shall set forth guidelines for weaponless control techniques, intermediate weapons and firearms or lethal weapons with non-lethal munitions, in accordance with that bureau's law enforcement mission.

4. Use of Deadly Force Policy.

a. *Deadly Force*. Treasury Law Enforcement Officers may use deadly force only when necessary, that is, when the officer has a reasonable belief that the subject of such force poses an imminent danger of death or serious physical injury to the officer or to another person.

b. *Fleeing Felons*. Deadly force may be used to prevent the escape of a fleeing subject if there is probable cause to believe:

(1) the subject has committed a felony involving the infliction or threatened infliction of serious physical injury or death; and

(2) the escape of the subject would pose an imminent danger of death or serious physical injury to the officer or to another person.

5. *Use of Non-Deadly Force*. If force other than deadly force reasonably appears to be sufficient to accomplish an arrest or otherwise accomplish the law enforcement purpose, deadly force is not necessary.

6. *Verbal Warnings*. If feasible and if to do so would not increase the danger to the officer or others, a verbal warning to submit to the authority of the officer shall be given prior to the use of deadly force.

7. *Warning Shots*. Warning shots are not permitted, except as follows.

a. Warning shots may be used by Treasury Law Enforcement Officers in exercising the U.S. Secret Service's protective responsibilities, consistent with policy guidelines promulgated by the Director, U.S. Secret Service.

b. Warning shots may be used by the U.S. Customs Service on the open waters, consistent with policy guidelines promulgated by the Commissioner of Customs.

8. Vehicles.

a. Weapons may not be fired solely to disable moving vehicles, except as follows: Treasury Law Enforcement Officers, in exercising the U.S. Secret Service's protective responsibilities, may fire weapons solely to disable moving vehicles, consistent with policy guidelines promulgated by the Director, U.S. Secret Service.

b. Weapons may be fired at the driver or other occupant of a moving motor vehicle only when: