

(2) FHWA will consider other outreach activities to advance the concept of safer driving in work zones.

c. Full use of available resources and guidance material to achieve better compliance with traffic control plans, specification, and procedures.

(1) FHWA will provide guidance to highway agencies on training/certification programs for flaggers and work site safety supervisors, and promote their use.

(2) FHWA will encourage State and local highway agencies to include work zone safety in their Safety Management Systems to assure it is properly considered in the planning, design, and implementation stages.

(3) FHWA will promote greater coordination and cooperation between law enforcement and highway agencies in the planning, design, and implementation of traffic control plans. Also, provide information on effective State and local laws, regulations, and procedures that enhance the safety and operations of work zones.

3. Improve Evaluation of Work Zones

Evaluation is a necessary tool for analyzing failures and identifying successes in work zone operations. Through evaluation, it is possible to identify opportunities for countermeasures and to measure the benefits of current ones. The following elements contribute to increased evaluation capabilities and improved program related data:

a. Accurate and sufficient work zone crash data.

(1) The FHWA will assist State highway agencies in evaluating their programs and improving their procedures for collecting and analyzing work zone accident and incident data.

(2) The FHWA, in cooperation with the National Highway Traffic Safety Administration (NHTSA) and others, will provide a single definition of work zone related accidents for universal use, and identify the minimum data elements that should be collected for compiling the fatalities and injuries occurring in work zones.

b. Independent project and work zone program oversight to identify safety deficiencies.

(1) The FHWA will encourage State and local highway agencies to have a system of independent project site and program process reviews to identify desirable safety changes.

(2) On a regional basis, the FHWA will periodically review a sampling of active highway construction, maintenance, and utility projects. The review will include a detailed analysis of traffic control plans and their

revisions, the validity and condition of the traffic control devices (both day and night), and appropriate management and enforcement activities.

c. A national information exchange system for feedback on positive activities for improving work zone safety.

(1) The FHWA will provide an annual report summarizing efforts being made by the States to reduce deaths and injuries occurring in work zones and the effectiveness of such efforts.

(2) The FHWA will explore, in cooperation with others, the potential for establishing a national work zone safety information clearinghouse.

d. A specific problem assessment program to identify possible cause and effect factors for unique work zone problems and identify potential solutions.

(1) The FHWA will evaluate specific work zone related problems or issues of national significance as they occur. Scope and extent of evaluation will be determined on a case by case basis. Active participation by States and FHWA field offices will be encouraged.

4. Implement Innovative Technologies and Procedures

The use of innovative technologies and procedures can help improve highway user and worker safety, and traffic flow through work zones. Such innovations consist of the development of new products and procedures and more effective use of existing ones through increased training. Elements supporting innovation and increased effectiveness are:

a. Acceptance and adoption of new technology.

(1) The FHWA will encourage the State and local highway agencies and others to use the Strategic Highway Research Program (SHRP) Work Zone Safety Products that have been proven successful. These include those that provide added protection for workers, such as, the flashing stop/slow paddle and the intrusion alarm.

(2) FHWA will encourage the increased use of innovative protective safety devices, such as Truck Mounted Attenuators for short-term and intermediate-term stationary work zones, and automated shadow vehicles for mobile and short-term work zones.

(3) FHWA will encourage the use of techniques identified in the 1992 report to Congress entitled, "Traffic/Congestion Management During Highway Construction" to minimize disruptions to traffic during construction of highway projects.

b. An ongoing research and evaluation program for new work zone safety products, devices and procedures.

(1) FHWA will encourage the States to support work zone safety research and new technology evaluation programs to be able to more quickly adopt viable products and devices.

(2) FHWA will conduct research on condition-responsive work zone traffic control systems and operations applicable to longer-term construction areas. An example is the "Vehicle Queue Backup Warning System" being developed to warn motorists and workers of situations which could produce hazards such as traffic stoppage at critical locations.

(3) FHWA will research work zone human factors driving needs with emphasis on the elderly driver.

c. A continuing training program for highway agency staffs and contractor personnel where appropriate.

(1) FHWA will develop and conduct a comprehensive work zone safety training program. This program will encompass subjects ranging from an understanding and application of basic concepts to procedures for developing complex work zone strategies. The work zone training program courses will be available through the FHWA's National Highway Institute (NHI).

D. NHWZSP Implementation

1. The FHWA will continue to develop and implement the activities included in this NHWZSP and will support implementation of specific findings of the National Work Zone Conference held December 5-7, 1994, in Washington, DC.

2. Each FHWA Division Administrator will work in partnership with the State highway and other appropriate agencies to develop and implement a Statewide highway work zone safety program patterned after the NHWZSP that meets State and local needs.

3. Each FHWA Division Administrator should encourage the State highway agency to include highway work zone safety as a part of its Safety Management System.

Authority: 23 U.S.C. 315; 49 CFR 1.48; Sec. 1051 of Pub. L. 102-240, 105 Stat. 1914, 2001.

Issued on: October 16, 1995.

Rodney E. Slater,

Federal Highway Administrator.

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Federal Transit Administration**Environmental Impact Statement; Los Angeles County, CA**

AGENCY: Federal Transit Administration (FTA), DOT.

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

SUMMARY: The Federal Transit Administration and the Los Angeles County Metropolitan Transportation Authority intend to prepare an Environment Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transportation improvements in Los Angeles County, California. In addition, the FTA intends to prepare, in addition to the EIS, a Major Investment Study (MIS) for the project. Further, the MTA will be jointly issuing a Supplemental Environmental Impact Report (SEIR), pursuant to the California Environmental Quality Act (CEQA). The purposes of the project are to improve east-west travel options in the San Fernando Valley and to provide a connection to other portions of a regional rail network that is being developed by the MTA.

DATES: *Comment Due Date:* Written comments on the scope of alternatives and impacts to be considered should be sent to the address below by November 20, 1995. *Scoping Meetings:* Two scoping workshops will be held on November 7, 1995 at Reseda Senior Service and Resource Center from 6:30 p.m. until 9:00 p.m.; and on November 14, 1995 at the Sherman Oaks Woman's Club from 6:30 p.m. until 9:00 p.m. See addresses below. The public is invited to arrive at any time. There will be no formal presentations; both workshops will be held in an open house format.

ADDRESSES: *Written comments* on the project scope should be sent to David Mieger, Project Manager, Los Angeles County Metropolitan Transportation Authority, 818 West 7th Street, Los Angeles, California, 90017. *The scoping workshops* will be held at the following locations: Reseda Senior Service and Resource Center, 18255 Victory Boulevard, Reseda, California, and Sherman Oaks Woman's Club, 4808 Kester Avenue, Sherman Oaks, California.

FOR FURTHER INFORMATION CONTACT: Hymie Luden, City & Regional Planner, Federal Transit Administration, Telephone (415) 744-3115.

SUPPLEMENTARY INFORMATION: The FTA, in cooperation with the MTA, will prepare an Environmental Impact Statement (EIS) for a proposed public

transit project in the San Fernando Valley, Los Angeles County, California, to be implemented in an east-west corridor extending from an under-construction Metro Rail station located in North Hollywood westward to Valley Circle Boulevard, a distance of approximately 17 miles. The purposes of the project are to improve east-west travel options in the San Fernando Valley and to provide a connection to other portions of a regional rail network that is being developed by the MTA.

FTA and MTA invite interested individuals, organizations and federal, state and local agencies to participate in defining the alternatives and environmental factors to be evaluated in the MIS/DEIS/DSEIR. Scoping comments regarding these matters may be made at the workshops on the dates and at the locations indicated above, and they may also be made in writing if mailed to the address indicated above. During scoping, comments should focus on identifying specific social, economic or environmental concerns to be evaluated and suggesting alternatives which should be considered during the MIS process. Scoping is not the appropriate time to indicate a preference for a particular alternative. Comments of this nature should be communicated after the MIS/DEIS/DSEIR has been completed.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies, and to other parties who are known to have an interest in the project. Comments or questions concerning this proposed action should be addressed to the FTA.

Background

Rail transit planning has been underway regarding the San Fernando Valley since 1980, with the passage locally of a 1/2 cent sales tax measure to fund rail improvements in Los Angeles County. In 1986, studies were conducted to identify alternatives, and in 1990 and 1992, the MTA completed an EIR and SEIR for the study corridor. These studies and environmental documents led to the identification of a preferred rail alignment along the existing Southern Pacific Burbank Branch, following Chandler Boulevard, Oxnard Street, Victory Boulevard, and Topham Street, which the MTA subsequently purchased in 1990. In 1994, this corridor was endorsed by the MTA's Board of Directors.

Local concerns which had surfaced regarding noise, aesthetics and other issues led to the passage by the California legislature of Senate Bill 211, which restricts the development of a rail

transit facility along Chandler Boulevard to a below-grade subway from the Hollywood (SR 170) Freeway to Hazeltine Avenue, a distance of approximately 3.5 miles. In an effort to develop a project for implementation, the currently adopted alignment is being reevaluated, along with other alignment options, in the context of a Federally-required Major Investment Study, which is being administered by the FTA.

Description of the Study Area

The study corridor extends from the North Hollywood Red Line station (currently under construction), located at Lankershim Boulevard and Chandler Boulevard, west across the entire San Fernando Valley to the vicinity of Valley Circle Boulevard. The length of the corridor is approximately 17 miles. The corridor is being considered in two phases. Phase I (currently included in the MTA's 20-Year Implementation Plan) extends from North Hollywood to the vicinity of the I-405 Freeway (approximately 6 miles in length). Phase II extends from I-405 to the west (approximately 11 miles in length). In addition to the Southern Pacific Burbank Branch, other alignment variations are being considered along segments of Oxnard Street and Sherman Way. Also, a potential connection to the Chatsworth Metrolink station is under consideration, thus extending the corridor to the north at that location.

Alternatives

A range of alternatives is being considered as part of the MIS/EIS/SEIR. These include the following:

- No Build

This alternative would include the transit system primarily as it exists today, augmented by those additional projects for which a funding commitment has been made. The Red Line would terminate at the North Hollywood station, and the level of bus service shown in the MTA Long range Plan would be provided, in accordance with the findings of the San Fernando Valley Bus Restructuring Study. Highway and HOV projects would be provided on a number of freeways.

- Transportation Systems Management/ Best Bus

This alternative would not require major investment for capital cost items, but would rather focus its efforts on maximizing the efficiency of existing facilities and expanding and improving the existing bus system. Enhanced bus service would be provided, on-street bus lanes would be included, and park-ride lots would be proposed. Buses would be

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.
[FR Doc. 95-26360 Filed 10-23-95; 8:45 am]
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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