Fuel Regulations Finally Issued

by John C. Murphy
Legislative Representative

After repeated delays to iron out inconsistencies, final regulations allocating crude oil, residual fuel oil and refined petroleum products were issued last week by the Federal Energy Office. The regulations, issued under the authority of the Emergency Petroleum Allocation Act of 1973, became effective January 15.

The mandatory allocation program places a priority on the distribution of petroleum products such as heating oil, gasoline, diesel fuel and propane to public services including emergency services, public transport, medical and nursing facilities, sanitation services and telecommunications. Energy production and agricultural production are likewise accorded a priority. State and local governments as well as others given a priority allocation must certify to their supplier that they have an energy conservation program in effect.

The new regulations try to spread the burden of petroleum shortages in a manner which minimizes unemployment as well as equitably allocates them regionally at the wholesale level.

Under the regulations, counties which purchase in excess of 84,000 gallons a year of any petroleum product are classified as wholesale purchasers. These purchasers who have experienced an annual growth in petroleum product requirements for non-priority public services may apply to their supplier for increased allocation.

Annual growth is defined as five percent per year for middle distillates, residual fuel and aviation gasoline, and 10 percent for motor gasoline. In commenting on the proposed regulations, and local government to review and make provision for the growth of county services.

Guidelines are given the primary responsibility for administering the mandatory petroleum allocation program and are authorized to establish a state office of petroleum allocation to be responsible for administering the state's program for hardship cases. The state set-aside varies among different petroleum product purchases, but essentially it is a percentage of a supplier's total supply which must be held in reserve for use by the state.

At the option of the governor, local petroleum allocation boards may be established covering counties or metropolitan geographical areas. Composition of the local boards is left to the discretion of the governor.

The regulations are aimed at minimizing the role of the Federal Energy Office to handle exceptions to the program, complaints, determination of allocation levels for priority customers, and determination of state set-asides and auditing industry efforts to implement the regulations.

Under the middle distillate allocation program covering primarily homeowners, diesel fuel and heating oil, counties will receive 100 percent of their current non-heating requirements for emergency services (police, fire, medical) sanitation, public passenger transportation and telecommunications services. At NACO's urging, the proposed December regulations were revised to give emergency services, sanitation and telecommunications services all the middle distillates needed to meet current requirements. Originally these services could not have received more than 150 percent of the corresponding usage in the equivalent month of 1972.

For heating uses, middle distillates will be distributed in such a way that indoor temperatures must be reduced six degrees in residences and schools and ten degrees in all other buildings, under what they were in the calendar month of 1972. The exception to this is medical and nursing homes which are not required to reduce temperatures. The state set-aside for middle distillates is initially set at three percent.

(Continued on page 11)

County Decision Upholds Validity Of A-85 Process

A U.S. Federal District Court judge has refused to issue a permanent injunction prohibiting the Department of Housing and Urban Development (HUD) from issuing new regulations to turn the administration of the "701" Comprehensive Planning and Management grant program over to the states.

The court said the injunction was unnecessary since HUD would allow states and local governments to re-state their comments upon them prior to their final issuance. The regulations are now undergoing such review.

The suit brought by the National Association of Regional Council (NARC), the organization established jointly by the National Association of Counties and the National League of Cities and representing regional councils of government, contested the legal authority of HUD to transfer to the states the administration of the 701 program for metropolitan councils of government (COG's) and cities over 50,000 in population. Currently, COG's and cities over 50,000 in population are eligible, pursuant to the Housing Act of 1954 as amended, to apply directly to HUD for planning grants. Counties, regardless of size, must apply to the states for such grants.

The NARC suit also challenged HUD on the fact that it did not formally submit the regulation changes to the public interest groups representing state and local governments (such as NACO) as required under Office of Management and Budget Circular A-85. This submission is required prior to publication of new regulations in the Federal Register.

This is the first case in which the question of a federal agency's adherence to A-85 review and comment has been raised and the court's findings give Circular A-85 the force of law.

Transfers of 701 program administration to the states was first proposed in the Administration's fiscal 1974 budget and was to be accomplished by enactment of new legislation -- the Responsive Governments Act. Although the Responsive Governments Act has been introduced in Congress, no action has been taken.

The NARC suit contended that the Administration was attempting to change the program by administrative action without Congressional authority to do so. The suit will now be heard on the merits of the legality of HUD's proposed action.
President Releases $4 Billion In Water Pollution Control Funds

by Alienee Fritschler
Legislative Representative

President Nixon has released $4 billion of $7 billion Congress had authorized for fiscal 1975 for water pollution control construction.

This is the third successive year that the President has ordered withholding nearly half of the congressional authorization for construction and improvement of sewage treatment systems. (Last week's County News carried a breakdown of allocations by state based on $3, $4 and $7 billion federal amounts.)

The 1975 allotment is divided among states under a new formula developed by HUD.

Congress: 50 percent of each state's share of the total allotment is based on the ratio of the individual state's total construction needs to the total of all states.

These needs were determined by an EPA survey submitted to the Congress in October 1973. They cover treatment facilities needed to collect or treat sewage.

The other 50 percent is based on the ratio of the costs of three specific categories of pollution control facilities included within the EPA survey. These categories are secondary waste treatment plants, more stringent waste treatment facilities to meet water quality standards, and new interceptors, force mains, and pumping stations.

The formula also includes a provision that no state will receive less than it received in fiscal year 1972. Eleven states received additional funds in order to meet this requirement: Alabama, Arizona, Osaw, Louisiana, Mississippi, Montana, New Mexico, North Dakota, South Dakota, Texas and Wyoming. (This means some states receive less than their estimated needs.)

The legislation (P.L. 93:243) also prohibits EPA from requiring that a project be immediately operable. In the past EPA has required that all projects funded be part of an immediately operable unit, but this was not always possible for a local government which needed to construct in phases because of physical or fiscal reasons.

In a related action, EPA announced that the deadline for reimbursement funds for treatment plants constructed between June 30, 1966 and July 1, 1967 has been extended to January 31, 1974. (See last week's County News Legislative Summary.) EPA expects to determine state allowance figures for reimbursement by March 1, 1974. Applications will be needed for projects which received less than the then maximum federal share and those which received no federal funds. Grants will probably not be made until the end of March at the earliest.

The California County Employee Safety Contest annually recognizes those counties which have outstanding safety records. The contest is co-sponsored by the County Supervisors Association and State Compensation Insurance Fund. Representatives of the first place winners are I. to r.) Harry McCorquodale, State Compensation Insurance Fund; Supervisor Dan Forbus of Santa Cruz County; Supervisor Ray S. Thompson of Placer County, Supervisor William Freeman of Alpine County; Supervisor Ernest Hayden of Siskiyou County; Supervisor Gary Water of San Joaquin County; Supervisor San McQualloodale of Santa Clara County, and proudly displaying the third place award won by his county is Supervisor Donald M. Hillman of Tulare County and 1972-73 President of the County Supervisors Association.

Clarification Of New Regulations

Governing Social Services Funding

Currently 90 percent of social service funds must go to applicants for and recipients of assistance, despite earlier reports to the contrary.

These sections of the May 1 social services regulations relating to this provision are the only sections implemented through the social service legislation, H.R. 11333, signed by the President. The implementation of all other social service regulations was postponed until January 1975 by this same piece of legislation.

Not more than 10 percent of the expenditures for social services may be incurred in providing services to individuals who are not applicants for or recipients of public assistance - with the following exceptions: family planning services; services to the mentally retarded, the drug addict and the alcoholic if necessitated by those conditions; services to a child in foster care in a home institution or awaiting placement if necessitated by his being in foster care; and child care services if necessitated by employment or training of the parent or the absence or incapacity of the mother and inability of any other family member to provide care.

**Checks Sent**

The Social Security Administration takeover of aid to the aged, blind and disabled as supplemental security income finally took place this month.

All of the effects are yet to be documented, though some horrendous tales have already been told.

Please let NACO know how this has affected your county, for better or for worse, and contact Mary Brugger or Jerry Frockt.

HUD Proposes Strong 701 Statutory Role

By Carol Shaskan
Legislative Research Assistant

The Department of Housing and Urban Development is proposing to change the guidelines and requirements for the "701" program and Management Grants. NACO has received copies of the proposed changes through the AAS process. The proposed regulations are entitled:


The new guidelines have made major changes concerning eligibility and administrative requirements.

Under the proposed guidelines, cities within metropolitan areas having population 50,000 or more and intrastate metropolitan or regional planning agencies will be required to apply for grants from states. Counties regardless of population, would continue to apply for 701 from the states. Interstate area agencies, however, will apply directly to HUD. Additionally, the overall state required program design must include objectives for all sub-grantee recipients. The grant assistance which ordinarily covers a 12-month work period may now cover different periods in appropriate circumstances.

Transition states (those which apply to HUD on behalf of metropolitan area planning agencies and/or cities) must conduct a sub-grantee consultation process under the proposed regulations.

This consultation process should result in mutual understanding concerning the criteria for funding levels "used by the states; the types of regulations that would be imposed by the states, in addition to HUD regulations; and any additional matters deemed appropriate by the state or sub-state participants.

Under the proposed regulations, the states must also provide assurance that they have specifically assessed the funding needs of urban areas, and that the funds are distributed with a population of 200,000 or more excluding the population of all cities over 50,000 in population and counties in metropolitan areas; that they will not place limitations on the sub-grantees use of funds; and that they have complied with the consultation process requirement and maintain a record of the meetings available for HUD review upon request.

The regulations revise the non-metropolitan section of the state overall program design. The non-metropolitan area plans and management section must identify a strategy of goals and achievable objectives for assisting non-metropolitan agencies.

This strategy should identify the system by which the state will determine the funds; the formula by which the state will monitor and evaluate their programs to assure compliance with HUD requirements. The same requirements are established for transition states of a metropolitan agency and/or large city.

These regulations are currently being analyzed by county officials and NACO staff. The proposed plan is being presented to counties. All comments must be submitted to NACO no later than Feb. 6, 1974. For copies of the regulations, please write Carol Shaskan at NACO.
THE MAINE COUNTY COMMISSIONERS Association elected officers for 1974 at their annual meeting recently in Augusta, Maine. The officers are (from left): Commissioner M. Robert Barter, Lincoln County, Vice-president; Commissioner Phillip Annis, Piscataquis County, Secretary-Treasurer; Commissioner Roland D. Landry, Androscoggin County, and (NACo Director), Executive Secretary; and Commissioner Paul E. Reny, York County, President.

COUNTY NEWS — January 21, 1974 — Page 3

New Directions

Gary Mann
Research Assistant
New County, U.S.A. Center

The Empire State

Onondaga County (N.Y.) Executive William Bryant has urged the creation of a single county-wide police department in connection with the proposed revision of the county charter.

In Orange County, N.Y. the legislature has approved the use of $975,000 in federal revenue sharing funds to help implement a county-wide landfill plan.

Livingston County, N.Y., is converting the former state tuberculosis hospital at Mount Morris into a "health-related" facility for elderly persons who don't require a full range of nursing home services.

The conversion project estimated to cost a total of $700,000 is designed to provide 100 additional intermediate-level-care-beds, with space available for possible addition of another 100 such beds. Facilities will include dining and activity rooms, lounges, library, barbershop, and auditorium.

Tomkins County Revaluation

Tomkins County, which is one of two in New York State providing county-wide real property tax assessment, is engaged in a revaluation project.

The Tomkins County assessment staff, under the direction of Thomas Payne, Director of Assessment, is collecting information which will be used to determine the value of real property for such assessment purposes. Such data includes building characteristics and size, land characteristics, location and other relevant factors.

The information will then be computerized for completeness and accuracy, and analyzed through the use of computers. Such analysis will involve the comparison of different residential properties with similar characteristics to a listing of recently sold properties in order to obtain an indication of a current market value. Replacement cost (less depreciation) for all properties within the county will be developed, and income and expense data for commercial properties will be analyzed.

The Tomkins County project will involve the use of local computers in a manner similar to the system being developed by the Office of Local Government Division of Equalization and Assessment. The project is being carried out in cooperation with E&A staff.

This project is expected to result in an equitable assessment roll for Tomkins County, together with a computerized system for maintaining such equity.

Manpower Grant

Mercer County, N.J. has been awarded a $24,000 Operational Manpower Planning Grant by the U.S. Department of Labor Manpower Administration.

This grant will create a Fulltime appointed Manpower Advisory Council composed of business, labor, government and client group representatives which will advise the Chairman of the County Administrator John Gleson is responsible for the development of an improved manpower plan for fiscal year 1975.

The long range objective of the council will be to design and implement a delivery system for Manpower Revenue Sharing. The Advisory Council, selected by the Mercer County manpower coordinator and an assistant, will be created to technically assist and administratively support council operations.

The Lone Star State

Travis County (Texas) Commissioners Court voted to create a County Social Services Department, and allotted $75,000 in federal revenue sharing funds to the new department.

Travis County (Texas) Commissioners Court approved a proposal for the creation of a County Planning Department, which will be responsible directly to the Court. This grant is in purchase of a new $16,000 tape system for law enforcement agencies in the county. The Texas Criminal Justice Council will pay 85 percent of the first year cost of approximately $10,000.

Tarrant County (Texas) Commissioners Court approved plans for the opening of outreach clinic in Mount Pleasant to aid mentally ill and retarded persons in Titus, Camp, Morris and Franklin Counties. Officials estimated that the cost to the area will be between $200 to $240 per month.

Dallas County (Texas) Commissioners Court received a report that a $190,000 grant to fund a hot meal program for the elderly has been approved. The grant is divided, with $140,000 coming from the Governor's Council on Aging and $50,000 in local funds and "in-kind" funds.

Consumer Action Center

A savings to consumers of $13,399 in refunds, services performed or returned merchandise has been one of the results of the first three months' operation of the Washington County Consumer Action Center.

The center, which has been under the auspices since July 1, 1973, has answered 903 consumer inquiries and intervened either formally or informally in 197 consumer disputes.

The center, which formally was operated through the Ann Arbor Chamber of Commerce, was made part of county government as part of an effort to obtain federal funding for the program. The county operates on a $40,000 year budget, $32,000 in cash from the federal grant, $602 in cash from the county and $7,849 in soft match such as space and office furniture from the county.

Vermont County Gets Emergency Disaster Assistance

The U.S. Department of Agriculture has offered emergency conservation assistance in Orleans County, Vermont to help repair damage caused by hail, high winds and heavy rains during August.

Farmers in Orleans County will share in the use of $100,000 allocated for disaster relief earlier this year to the Vermont State Agricultural Stabilization and Conservation (ASC) Committee. The funds are for use on a nondiscrimination basis in sharing with eligible Vermont farmers the cost of removing debris from farmland, grading and shaping eroded land areas, restabilizing permanent pastures on critical erosion areas, restoring structures such as farm ponds, drainage systems and other similar installations.

The Ballot Box

by Richard G. Smolka

National Association of County Recorders & Clerks
American University Institute of Election Administration

Dade County, Fla., in which large numbers of Spanish persons, not only from Cuba but from many countries in Latin America, reside, has had for some years a vigorous program for assisting these prospective voters. Sample ballots are printed in both English and Spanish and distributed through the county information centers to the community. Spanish sample ballots are printed in the county's largest Spanish language newspaper and are available in the precincts on election day.

In 1973, the City of Miami went even further by placing city charter amendments on the ballot in both English and Spanish. The city, however, did not. As a result, the county question on the Miami ballot was printed in English only, but the city questions were in both languages.

How far courts may go to ensure nondiscrimination against non-English speaking citizens remains to be seen. Complaints against the use of Spanish on the ballot itself came from persons whose primary language was other than English or Spanish. Questions were also raised about the accuracy of the translation of the ballot questions. Voters wanted to be assured that the questions said exactly the same thing in both language.

Elections officials and jurisdictions with substantial populations of non-English speaking voters may anticipate a wave of such controversies in the coming election years.

The 1963 report of the President's Commission on Registration and Voting Participation offered recommendations for improving voter turnout. The commission recommended among other actions that literacy tests should be prohibited as a qualification for voting.

During the last ten years national thinking on this subject has come a long way. The distinction between literacy and literacy in the English language has been drawn more sharply. Literacy tests have been abolished everywhere. More recent decisions by courts and local election officials have done much to ease the burden of persons who do not read the English language.

A federal court decision in New York, Torros vs. Sands, last year has prompted the Department of Justice to take action to reopen the voting rights case against the State of New York. The court has ruled that the practice of conducting elections only in the English language violates the rights of Puerto Ricans and other Hispanic persons as defined in the literacy provisions of the Voting Rights Act.

The decision applied to a community school board election which has voting requirements somewhat different than those for local, state or national elections. For example, residents of the school district who are not American citizens are permitted to register and vote in the school board election.

Although in New York State the ballots were printed in English only, an information pamphlet instructing voters how to cast a preferential ballot in the school board contest was available in eight languages, English, French, Italian, Spanish, Hebrew, Greek, Chinese and Japanese.
County News

EDITOR: Bernard F. Hillenbrand; EXECUTIVE: Dorothy Sauter Simpson; MANAGING EDITOR: Samuel M. Sullivan; ASSOCIATE EDITOR: Linda Gashnitzke and Eileen Gentchinietz; CONTRIBUTING EDITORS: Dorothy C. Parnell, John F. Glettmen, Margaret Seeley, Michael Gennelli, Donald Murray, Marian Harkard, William Maslin, John Weintraub, John Thomas, John Murphy, Florence Zeller, Duane Balitz, Alcaccen Frischacker, Al Timpson, Marilyn Hawkinson, Richard Bartholomew, Samuel Anthony McCormick, Nancy ReMire, Thomas Bruderer, Barbara Hunting, Mary Brugger, Jerry B. Frocks; Donald Brezina, Charles Gantel, Roger Bacon; Bruce Taylor, Jayne Seeley, Charles Wall, Marlene Glasmeier, Rebecca Davis, and Gary Mann; COMPOSITION: Pat Anderson.

Published weekly except during the last week of December and the first week of July by: National Association of Counties, 1725 New York Avenue, NW, Washington, D.C. 20006. 202-785-9577. Entered as second-class mailing at Washington, D.C. and additional offices. Mail subscription is $15.00 per year. Send orders with payment to above address.

Transit Operating Help

When will the Administration and Congress get together on increased funding for transit services?

Both bodies of Congress passed bills early last year to provide limited federal assistance for transit operating costs. After lengthy meetings of a Senate-House Conference Committee, agreement finally was reached just before Christmas on a bill (S. 386). Fearing a Presidential veto, the bill was held up. In other action, Congress almost included transit aid in the comprehensive energy bill. Congressional intent is now clear on this issue.

The Administration consistently has opposed such aid. But in November and December there appeared to be a softening of opposition. High Administration officials indicated that we might be able to accept temporary assistance as part of the solution to the energy shortage. However, the Administration fought such a provision on the Senate floor. At the same time, discussions have been going on within the Administration on other approaches. Eventually, it was decided that $1 billion of new money would be put in the budget for transit.

Now comes the cruncher. We understand that as the price for additional aid, the President will ask Congress to consolidate funding for all urban transportation programs, including the transit capital program and the new urban highway system. Presumably, local elected officials would have discretion of how these funds are spent.

NACo policy supports maximum local discretion so we agree that such an approach has great merit. But we doubt if Congress will see it this way. We just finished a bruising two-year battle to reach a fragile accommodation on highway - transit funding in the 1973 Highway Act. Most Congressmen do not want to open up these wounds again. We doubt if any proposal involving highways will even get a hearing in 1974.

The important point is that both the Congress and the Administration seem to be agreed on the need for more transit aid. But what together? We think an acceptable compromise would be to add new money to the existing transit capital program and allow local governments some discretion on using part of these combined funds for operating subsidies. More importantly, it does offer some relief to our hard-pressed counties and cities.

We strongly urge the Congress and the Administration to get together right now and find a compromise. We should not have to go through a time-delaying veto of S. 386 and a fight to override. This does not help anyone.

Letters to NACo

Dear Mr. Hillenbrand:

I wish to commend the National Association of Counties for a job well done in helping to organize the recent meeting on the region's sewerage problems. No meeting can succeed unless facilities are adequate, and equipment and supplies are available when needed. I am pleased to say that with NACo's support, the meeting ran very smoothly.

Sincerely,

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President, City of Milwaukee

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A very significant decision has been made in a Washington, D.C. Federal District Court. It recognizes the right of public interest groups representing state and local governments (National Association of Counties, National Governors' Conference, National League of Cities, Conference of State and International City Management Associations) to formally review and comment on proposed regulations affecting federal grant programs.

At issue was whether new regulations turning over administration of the "701" Comprehensive Planning and Management grant program to the states issued by the Department of Housing and Urban Development were subject to the A-85 review process. The suit was brought by the National Association of Regional Councils. The court said the proposed regulations must go through A-85 review.

In 1966 then-President Lyndon Johnson recognized the need for state and local input into federal policies which affect them. He issued Circular A-85 directing all federal agencies administering federal assistance programs to submit regulations and program changes to the public interest groups for review and comment at least 30 days and, where practical, 45 days prior to their publication in the Federal Register and final issuance. Since promulgation of this Presidential directive, NACo and its sister organizations have struggled to make various federal agencies adhere to the requirements of the A-85 process. At times A-85 review has either been sidestepped by the federal agencies (as in the present suit against HUD) or has occurred simultaneously with publication in the Federal Register. Adequate time to assess the full impact of new regulations on state and local governments has been lacking at best.

Now, for the first time, a federal court has upheld the requirements of the A-85 review process and has given them the force of law.

We applaud the National Association of Regional Councils (NACo), an organization established jointly by NACo and the National League of Cities to serve county and city officials on regional issues, which pressed its suit against HUD to establish this vital precedent.

Hillenbrand's Washington Report

202/785-9591

Applauding NACo

The following resolution was approved by the Macomb County (Mich.) Board of Commissioners.

WHEREAS, the Board of Commissioners, on behalf of all citizens is deeply concerned with the control exercised by the nations twenty (20) largest oil companies over known oil reserves and an indeterminate share of all known alternative fuels, and,

WHEREAS, a special Senate sub-committee is currently investigating the foregoing, especially in light of charges made by consumers and concerned citizens relative to diminishing competition among the oil giants, and,

WHEREAS, all citizens will benefit from the knowledge obtained by the Senate sub-committee,

NOW THEREFORE Be It Resolved by the Macomb County Board of Commissioners on behalf of all County citizens as follows:

That the Senate sub-committee investigating the allegations of diminishing competition among the oil giants of this nation be imported to continue said investigation vigorously and make known to the people the nature and extent of the energy crisis, and the causes thereof, also to expose and make public those oil companies and energy conglomerates whose profits in the last quarter have skyrocketed.


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NACo Director Elliott Retiring
As Greene County Engineer

C. Arthur "Sic" Elliott is retiring after serving as Greene County (Iowa) Engineer since 1956. He has made many outstanding contributions to the engineering profession and to county government.

Serving on NACo's Board of Directors since 1950, Elliott is a charter member and past president, vice president, and secretary-treasurer of the National Association of Counties (NACo) since 1957. NACo honored him as the nation's outstanding rural county engineer.

His interest in applied research made him an early leader in slip-form concrete paving, and his research and papers on methods and procedure utilized slip-form paving becoming accepted nationwide.

Elliott served three years in World War II with the Burma Road Engineers and was on the Jefferson Planning and Zoning Commission for 11 years. He has been a member of the Legislative Interim Drainage Laws Study Committee; the Governor's State and Local Government Committee; the Iowa Intergovernmental Relations Commission. Additionally, he served on the U.S. Chamber of Commerce Road Study Committee and the Transportation Committee of the National Safety Council.

Elliott has been active in many organizations. He is a member of Lions International and the Elks Lodge.

Focus On State Associations

The Alaska Municipal League

Organized in 1950, the Alaska Municipal League today has a membership of eight boroughs (counties) and 31 cities. The Alaska association, like the Kansas association, differs from other state associations of counties by including both boroughs (counties) and cities in its membership.

The Executive Director in Alaska is Don M. Berry. He was born in Nebraska, schooled in Colorado, militarily based in China, Burma and India, and settled in Alaska in 1950. Berry has an extensive and impressive background in both professional and community service. He has served as a member of Alaska's Bureau of Land Management State Advisory Board, Community Planning Committee, Comprehensive Health Planning Council and is presently serving as the state representative to the Western Governmental Research Association.

Berry has been Executive Director of the Alaska Municipal League since 1961 and has added his leadership in achieving a very impressive list of legislative accomplishments. Before taking the post as Executive Director, he had been a traffic representative for airline and freight line companies. He is a member of Lions International and the Elks Lodge.

NACE "Matter and Measure"

National Association of County Engineers

The Energy Crisis: A Life Saver?

Is the energy crisis responsible for decreasing highway fatality rates? There has been much speculation, pro and con. The following accounts from the National Association of Counties (NACo) and the Insurance Institute for Highway Safety (IHS) illustrate the point.

Thanksgiving, Christmas, and New Year's holiday traffic death projections for the National Safety Council turned out to be higher than actual recorded fatalities.

For the four-day 1973 Thanksgiving holiday the National Safety Council projected 625-726 traffic deaths. Actual fatalities recorded totaled 542.

NACo's projected number of traffic fatalities for the four-day holiday was 470 to 570, compared with an estimated 400 fatalities for a non-holiday period at the end of December. "However, it is important to note," Tony said, "that the projection for the non-holiday period would have been 70 fatalities higher if it were not for the lower speeds and more careful travel brought by the fuel shortage." The number of New Year's fatalities totaled 446.

For the month of November 1973 NACo reports an eight percent decrease in traffic fatality rates over the month of December.

The National Safety Council does not say that these decreases in traffic fatality rates stem from the energy crisis but does maintain that lower speed limits and shortages of gasoline are influencing factors.

The Insurance Institute for Highway Safety in Washington, D.C. has prepared a report on highway losses and the energy crisis. The report, Some Hard Facts Before Highway Leaders, Damaged People and Property and Changes that Might Result from the Energy Shortage, warns against interpreting changes in highway losses as actual trends due to the energy crisis. The report covers aspects that are changing, aspects that may change, and measuring changes.

Under vehicle size, as an aspect that is changing, the report notes that the proportion of small (subcompact, compact, and import) cars in the population of all vehicles is increasing. Results of a 1968 New York state survey showed a 37 percent increase in the percent of serious or fatal injuries with decreasing vehicle weight. Studies have also shown that small cars tend to be more frequently involved in crashes than larger cars.

The report concludes, "Thus, there is considerable evidence that, if all other aspects of the situation were unchanged, the percentage of the cars in the vehicle population would tend to generate more severe and more frequent losses."

The report also states in regard to vehicle speed, "Therefore, if all other aspects were unchanged, it is likely that reduced speeds would result in fewer deaths and injuries but little appreciable change in crash frequencies."

The September "The Day Change" report covers such areas as passenger car mileage, vehicle occupancy rates, fuel shortages, and car and motorcycle fatalities. Increased vehicle occupancy rates mean increased chances of injury in given crashes. "Therefore, small cars and higher occupancy rates combined tend to increase crash frequencies."

The publication notes that decreased travel speeds result in increased travel times and that increased "time exposure" will increase traffic density.

IHS writes, in conclusion, it is noteworthy that "no single indicator or data source would be able to provide a definitive measure of the effects of the energy crisis on traffic mortality."
Playing Catch Up With County Problems?

You're not alone! In fact, a record number of county officials came to NACo's annual Conference in Dallas searching for solutions to an ever-expanding array of county problems. In these fast changing times, past solutions won't do.

If you didn't sit in on the information packed sessions where the latest happenings were discussed, you can still "catch up" with NACo's cassette recordings of the live action. Use the order form below to order the complete conference series or choose individual cassette. Don't worry about not having a cassette player. The offer below describes a top quality player/recorder at the lowest price that volume purchasing allows.

EASIER AND FASTER WAYS TO ADMINISTER REVENUE SHARING & NEW AND UNIQUE USES OF REVENUE SHARING FUNDS

Graham W. Watt, head of the $35-billion Federal Revenue Sharing Program, simplifies and explains the procedures in administering Revenue Sharing. He suggests ways to cut paperwork and techniques for greater public participation. Planned and Actual Use Reports are covered and findings of the Audit and Compliance teams are revealed. A lively question and answer session probes the future of revenue sharing and other questions you were afraid to ask.

A panel of county executives exchange their experiences in imaginative and unique uses of revenue sharing funds. Projects are reviewed to illustrate effective uses. A comprehensive proposal review process is described and guidelines for evaluation are suggested. Solutions about matching funds, bank accounting, trust funds, local administration are answered. Includes tips on preparing for GAO Audits.

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HOW TO WIN THE BATTLE OF SOLID WASTE DISPOSAL

A panel of county experts discuss how they are solving problems of solid waste disposal. They tell you how to eliminate unlawful dumping, improve collection and reduce cutthroat competition among private collectors. You will also hear about opposition to landfill was overcome, how a modulate litter problem was ingenuously solved, and what it takes in money, people and equipment to run a workable disposal program. Also, the latest methods for setting up a nonpolluting plant which pays its own way.

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WHAT COUNTY OFFICIALS SHOULD KNOW ABOUT ELECTION REFORM & HOW THE NEW ELECTION PROCEDURES WILL AFFECT YOUR COUNTY

This information packed session tells you what is happening and how proposed and already enacted laws may affect you. A highly provocative discussion centers on the elected officials right to privacy vs. the public's growing insistence to know. A recognized elections expert analyzes the public financing of elections and its benefits and restrictions. Also, covering are ways to control unfair campaign practices, election expenditures and how to get more mileage out of your campaign dollar.

Changing election procedures are going to affect the activities of both election officials and candidates for office. A Federal Election Commission is being set up, and Congress is considering a number of bills you should know about. Get acquainted with this legislation and also learn how other election officials have improved their election procedures and kept Uncle Sam from "assisting" in their backyards.

A final analysis of the results of NACo's comprehensive study of Error and Omission Insurance. It illustrates the county officials' vulnerability. One Recorder had to pay $3,300 out of his pocket. If you're not protected, this cassette tells you some practical ways to get it and quick.

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SOME COUNTIES ARE GAINING MORE POWER — HERE'S HOW ITS DONE

A panel of four county veterans who increased the powers and structure of their counties review their experiences and how they did it. New areas of authority are suggested and proven ways to get into them. If you need more power to solve problems, listen to these authorities discuss more flexible county government, greater fiscal responsibility and how to turn some political hurdles in the process.

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HOW RURAL COUNTIES CAN HANDLE GROWTH — AND DEVELPERS

Members of the newly formed Rural County Service Center analyze case studies illustrating two major factors in rural growth and reasons for it. Examples are given of land-use valuation and valuation in a rural county budget is allocated. Contains a wealth of ideas in solving your own county's particular problems. This session also reveals the lastest topic of getting developers to pay or share the expenses their development creates. Tells how to more effectively use the muscle of zoning approval.

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TESTED TECHNIQUES FOR MANAGING GROWTH IN URBAN COUNTIES

Urban county officials reveal how they check runaway growth through zoning and utility control, water and sewer monostatons, imaginative plans for land use designed with citizen committees and a unique proposal to provide federally subsidized low and moderate income housing within a multi-county region.

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LAND USE LEGISLATION — GET READY FOR SOME CHANGES

A panel of county and federal land planning authorities analyze and review the important aspects of this legislation which will be affecting you. They say you need a better understanding about implementation and how changing attidudes will be affecting local land planning authority. An actual case history illustrates how you can "keep ahead of the curve" by developing your own Regional Land Use Plan. You will also want to know how to side-step local reaction to such plans.

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HOW TO MODERNIZE YOUR COUNTY'S LAND RECORDS

Three leading experts on land records discuss the latest developments which will help you do a better job in land title management. Very practical solutions are provided for two of the major problems that plague recorders and clerks' offices. Uniform Parcel Identification is reviewed and a better way to assign identifiers. Results of the CLIP Conference and grants available to local governments in implementing land use programs are also included.

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TOWARD MORE EFFECTIVE PUBLIC HEALTH DEPARTMENTS

Dr. John Haston, HEW, advances a theoretical discussion on the role of local governments in the provision of health services; he maintains that the proper role of government is that of a lead and policy maker and not of an operator-manager of programs. Other panelists react to this position and advocate direct provision role of government. Panelists discuss ways to improve service delivery and discuss ways to coordinate health programs with other services.

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NEW WAYS TO SPEED UP TAX COLLECTION

Find out how the county can greatly reduce tax season borrowing. A panel of tax collection veterans tell you how, and also share their experiences in reducing personnel during peak seasons, cutting paperwork and eliminating the need for cashiering and receipting. Work more effectively with banks and savings & loans and get your revenues faster. As tax collection costs increase, you need to know new approaches and systems.

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SIMPLE AND LESS-SIMPLE WAYS TO CUT CORNERS AND STREAMLINE YOUR COUNTY'S RECORDING METHODS

You can benefit from the suggestions and experiences of a panel of recorders and clerks who know your problems first-hand. You will hear their discoveries and successes in reducing costs, protecting against devastating fires, finding a no-cost way to increase accuracy and much more. Compare per unit costs with theirs and use a surprising approach to increase your fees.

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Suggestions For Conserving Energy

Introduction
Practically everything you do at home and at work involves energy consumption. You use electricity for light and power, gas and oil for transportation and cooling and heating your homes and offices.

Each of us uses energy and each of us must work to save energy. At first, the idea of saving just a little energy seems insignificant. But if each of us saves only a small amount each day, this savings—multiplied by several hundred million people throughout the country—adds up to a tremendous total savings. Remember, any energy savings—regardless of the amount—is a help.

Energy savings do not necessarily result in economic savings. Some of the suggestions, while saving some energy in the present crisis, may result in increased dollar and manpower costs now, as well as probable future increased costs. For example, road spot improvements rather than seal coating will save energy now but will tend to make expensive road reconstruction necessary in the future.

Keep in mind that in saving energy, you must not lower safety standards or create new safety hazards. Each action must be evaluated on the basis of safety—and these decisions vary greatly among agencies, depending on time, physical conditions and based on engineering judgment.

Suggestions cover staff participation in conservation, maintenance and construction of roads and buildings, maintenance and operation of vehicles and equipment, priorities and scheduling, public transportation, and a discussion on use of available energy resources.

Employee Participation in Conservation

All staff activities should show an effort to conserve energy. Everyone, therefore, must work with energy savings in mind, and it is your responsibility to keep that idea in their minds.

One of the causes of the current shortage is the inefficient use of energy by everyone every day. Explain to your staff why it is necessary to conserve energy and give specific reasons for your energy-saving program.

- Can you suggest changes in the level of service supplied the public to save energy and still provide adequate services? For example, public night meetings may be curtailed.
- Could you use less manpower in the day or less days in the week, or perhaps shorten your lunch period? Some agencies have gone to a four-day work week.
- Have you asked your employees for energy saving ideas? Their suggestions are valuable. They will be more receptive to implementing their own changes. In addition, they are on the “firing line” of your operations and, in many cases, have the best knowledge of your energy usage.
- Can you suggest incentives to encourage your staff or crews to conserve energy? You can start a contest or give rewards for improved practices.
- Are employees who contribute or implement energy saving ideas recognized and their ideas and actions publicized in the department and the county?

The National Association of Counties Research Foundation (NACoRF) and the National Association of County Engineers (NACE) began a 15-month project in July, 1973 to assist the county engineer in improving his staff’s capability to provide better transportation services by supplying him with training materials.

The project, sponsored by the Federal Highway Administration, will give the county engineer training materials, applicable for his county road personnel. The major manual, directed to the county engineer, will be devoted to training techniques and will include information on financing training programs, an inventory of training programs for county road departments, resources on training programs, and information on how to train the trainer. In addition, NACoRF staff, working with county engineer advisory groups, will develop five supplements to the training techniques manual to be directed primarily to crew foremen.

A section in one of the five supplementary manuals will contain “Suggestions for Conserving Energy,” providing information on ways fuel and energy can be saved, especially by foremen and their crews. Due to the critical nature of the energy crisis, the energy conservation section is printed in this issue of County News.

Comments to augment this section are requested. They will be incorporated into the upcoming manual.

Training
Use your department’s training program to improve practices:

- Can you “cross train” employees for jobs formerly done by a traveling team? For example, in a fire prevention program, inspection of water type extinguishers can be done by one employee located in each area rather than by a traveling team.
- Can you “cross train” employees to acquire more than one skill? Often only one person in a shop or one person among several work crews does welding, so a work crew may be idled while waiting for a small welding job. If several workers can weld, you will save manpower and vehicle use. You will also save manpower and use of vehicles to transport special workers, such as welders, painters, to a job.
- Can you train your crews to use different materials and perform various kinds of maintenance work? For example, crews in small towns with both rural and concrete roads; or can they operate graders, mowers, and also spraying equipment?
- Can Supervisors be “cross trained” (Continued on following page)
More frequent use of your communications system (telephone and radio) to reduce the number of trips between the shop and job sites can save fuel.

Do all your employees know how to call in on the radio?

- If there is a small toll charge for telephone calls to the shop from the job site, are your employees authorized to call? Is there a procedure to reimburse them for toll calls made to office from the job site? You will probably have to get official approval for these calls, especially if they are routine and not of an emergency nature.

Crews customarily report to work in bad weather and wait at the shop for instructions.

- In bad weather, can workers call in from home and be on standby rather than drive to the shop and wait there to be released from work?

- Do you save energy by having crews report directly to a job site rather than to the shop? An employee may pass his job site on his way to the shop. Another way to reduce vehicle travel is to organize your people into carpools for the road department as well as county government. A reduction of both private and public vehicle use will increase fuel savings.

- Is computerized information used to aid the carpooling process? For example, your county may have personnel data such as name and office addresses, on computers.

- Can carpooling be coordinated with businesses or factories near your location?

- Do you make an effort to combine interdepartmental trips? Occasionally, two or more departments need to make essentially the same trip, even though the nature of their business may differ.

- When crews are dispatched from different shops, does the central dispatcher have knowledge of carpooling to send crews to the job site, thereby reducing the number of vehicles in use?

It is important to publicize any carpool program and to provide incentives to encourage participation. An incentive for carpooling is to give employees using carpooling parking or free parking privileges.

- If necessary, can you make adjustments so that some of your employees can use public transportation?

- Are your employees aware of public transportation schedules and routes? Post these schedules for your employees to use.

Maintenance and Construction of Roads, Buildings

County road departments use most energy in maintenance and construction of roads and buildings. The way you do each task can save or waste energy. Note: Many of the following suggestions, although under specific headings, apply equally to road, buildings, vehicles and equipment. We suggest you read all sections.

Roads

In the past, you probably have built or upgraded roads on a life cycle of several years, usually ten or more.

- Can you upgrade or build some roads with life expectancy of five years or less?

- Can levels of service be reduced because of less travel and slower speeds? For example, can you reduce the number of times a gravel road is graded each month?

- Can you put load limits on some roads to keep heavily loaded trucks from breaking down road beds?

- Great effort sometimes is expended to reconstruct roadways to a high standard. Often when the job is completed, the road is not improved to justify the effort. A good maintenance job may keep the road in good condition.

- Because of the costly programs, may be maintenance activities to keep roads in reasonable condition.

- Do you evaluate the efficiency of maintenance work?

- Do you check to assure the maintenance effort does not waste energy? An example of wasted energy is mowing shoulders and ditches one day and cleaning the same ditch with a grader the next.

- Can you reduce or eliminate some mowing during the summer season? Mowing to provide sufficient sight distance at corners, etc., can be eliminated.

- Can workers be quickly shifted from one job to another to handle an emergency maintenance problem? The fuel shortage may require reversion to different or less frequently used maintenance practices, which crews may not be familiar (such as working with hot tar or using emulsions rather than cold asphalt). See a further discussion in the section on "Use of Available Energy Resources".

- Maintenance and construction activities require a great deal of coordination because many people are involved, with a single agency. Moving materials from suppliers and county warehouses takes time and uses large amounts of fuel. You and your crews may need help from other crews and frequently someone "doesn't get the word." Coordinate activities so that you do not waste time and valuable fuel.

- Are your supplies being ordered sufficiently early to insure an adequate delivery schedule? A shortage of one item could cause costly delays and wasted energy. For example, will you have reinforcing steel for a summer bridge replacement project?

- When you are ready to move quickly in the construction materials, supplies and equipment to a job site, do you alert your supervisor so that others on the project know that you are on the move? - vehicle dispatcher, equipment operator, inspector, materials buyer?

- Do you inform your supervisor quickly when materials and supplies on the job site become excess? On the other hand, do you check to see that supplies you will need are available on the job site at the proper time?

- Do you inspect the condition of construction materials, supplies and equipment to a job site, do you alert your supervisor so that others on the project know that you are there? - vehicle dispatcher, equipment operator, inspector, materials buyer?

- Are you familiar with your supervisors in charge of the project? Do you report quickly when materials and supplies on the job site become excess? On the other hand, do you check to see that supplies you will need are available on the job site at the proper time?

- Can you provide crews with report sheets, maps, etc., so they can pinpoint their position?

- Can repairs be handled by the crew the following day en route to the job?

- Are you familiar with your supervisors in charge of the project? Do you report quickly when materials and supplies on the job site become excess? On the other hand, do you check to see that supplies you will need are available on the job site at the proper time?

- Can you provide crews with report sheets, maps, etc., so they can pinpoint their position?

- Can repairs be handled by the crew the following day en route to the job?
Revisions or changes in snow removal activities will save fuel, wear on equipment, and manpower.

- Does the county use a weather consultant for customized weather service? If so, crews can be ready for an anticipated storm.
- Are there levels of snow removal as well as priorities of roads to be cleared?
- Are snow removal crews kept on standby and not dispatched until the last possible minute?
- Do you make a last minute check with factories, businesses and schools that might close down? You may need to shift your priorities for clearing roads.
- When using salt and sugar ice control, can you increase the salt spread in a pass to reduce the total number of passes? Can you spread salt only at bridges and culverts?
- Can you reduce the number of clean up trips for snow removal? For example, special trips to clean berms areas and Streets could possibly be done only when a five day forecast indicates need for additional snow storage.

**Buildings**

The National Bureau of Standards estimates that approximately 30 percent of the total energy used in the United States is for space heating and cooling. In addition to providing good building insulation, the best way to reduce fuel consumption is to control room temperatures. For each degree of lower temperature, fuel consumption is reduced about two percent. Just lowering a room temperature by three degrees Fahrenheit in a normal, well insulated room may save six percent of fuel use. By lowering the heat in an office a degree each day, you can test how low to set thermostats and still maintain comfortable temperatures.

- Are you using a fuel meter on your radiators? Electric or flat paint cuts radiator efficiency by as much as 25 percent.
- Are you keeping dust from accumulating on radiators? Dust cuts heating efficiency.
- Can you consolidate work areas so heat and lights can be cut off in areas not used? For example, if only a few people are on duty and scattered in different work areas, can they all work in one section so the rest of the building can be shut down?
- Can you make multiple use of various buildings? For example, is it possible to combine the heating, plumbing, painting and sign shops during the winter months?
- Do operations move out of rooms or vacate entire buildings, are these areas quickly "mothballed"? Heating and lights can be cut off or drastically reduced.
- Can temperatures be lowered in areas near main entrances, such as lobbies?
- Do you close off unneeded air grills in a forced air heating system? For safety purposes, always leave open at least one-third of your air grills.
- Can you reduce the size of light bulbs while doing routine maintenance?
- Can some lights be removed permanently; can lights be located more efficiently; can the number of lights be reduced?
- Is weatherstripping and caulking of joints and seams at windows and doors adequate?
- Are buildings insulated? Add insulation during periods of routine maintenance to avoid using additional work forces or fuel.
- Can you place a sheet of aluminum foil between radiators and cold walls to reflect heat into the room?
- Do you use rednel paint on your radiators? Metallic or flat paint cuts radiator efficiency by as much as 25 percent.
- Do you keep dust from accumulating on radiators? Dust cuts heating efficiency.
- Where multiple elevators serve a building, can some or all of them be out of service at some time?
- Do you keep the paint shop just to spot one vehicle.
- When gasoline or diesel engines are running inside a building, is the exhaust discharged through a vent so that doors can be closed?
- Just as an automobile performs more efficiently after an engine tune-up, so will a heating system. Removing scum from inside an oil heater can reduce fuel consumption up to about 25 percent.
- Do you clean oil and gas heaters at least annually?
- Are filters changed frequently in a forced air heating and cooling system?
- Is the blower fan in a forced air heating system set at the speed that gets the optimum volume output of air?
- Have you eliminated electric space heaters except in specific circumstances since they are exceedingly high energy users?
- To prevent freezing of a water fountain or line in an unheated building, can you cut the water off during the winter or can you insulate or wrap the line with electrical heating tape (which uses very little energy)?
- A hot water heater is a large user of energy, but the amount of hot water used in many buildings is small.
- Can you lower the hot water thermostat?
- Do you quickly repair dripping hot and cold water faucets?
- Room humidity is important for comfort. Seventy degrees Fahrenheit is a comfortable temperature if the relative humidity is about 60 percent. Heating air reduces its relative humidity, often down to about 20 percent, at which point 70 degrees Fahrenheit may feel like 64 degrees Fahrenheit.
- Have your buildings humidity controls, or do you keep a pan of water on the radiator?

Some buildings are heated by steam pressure from a central heating plant. Steam heat is usually turned on when outside air temperature is below 55 degrees Fahrenheit.

- To save fuel, can you turn on the heat when the outside temperature is 62 degrees Fahrenheit or lower?
- Some radiators give off heat steam flowing through them. Water can condense inside the radiator and block the flow of steam, reducing the amount of heat. To correct this, the "water logged" radiator must be drained.

A booth type of radiator heating system uses gravity flow of warm water. Frequently air gets into the system and blocks the warm water flow. To correct this, drain the air pocket.

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**Maintenance and Operation of Vehicles, Equipment**

- You should review maintenance and operation procedures for all vehicles and equipment. Everyone's actions — drivers, dispatchers, mechanics, etc. — affect your fuel-saving program. Make sure proper equipment use is "everybody's business."
- A good rule of thumb is to turn off an engine if idling time will be more than two minutes.
- For cold weather operations, when practical, do you use a jumper cable rather than handhold heaters to start vehicles?
- Are your operators starting and stopping vehicles at a slow or moderate speed? Fast starts and jerky driving use five to seven percent more gas and wear out moving parts more quickly.
- Do operators make sure that tires are properly inflated on all vehicles and equipment?
- Do your vehicle operators promptly report all maintenance needs for vehicles and equipment?
- Do operators make routine repairs without incurring unnecessary delay?
- Are you performing a maintenance check and tune-up on vehicles every 2,000 miles? Properly tuned engines will increase mileage at least ten percent.
- Have you increased the number of miles between oil changes? For example, if you double the number of miles between oil changes, oil consumption is reduced 50 percent. (Don't overlook more frequent oil filter changes when oil is used longer.)
- Is your engine firing properly? One missing spark plug can reduce your mileage per gallon by 15 percent.
- Are wheels properly aligned?
- Are the tires properly inflated? Improper pressure is to turn off an engine if idling time will be more than two minutes.
- Do you spray "de-icer" on the outside of vehicle windshields to defrost them, when appropriate? Frequently, a vehicle is kept idling until the defroster has melted frost and ice from the windshield.
- Is vehicle air conditioning used only when absolutely necessary?
- Do dispatchers check with operators on intended vehicle and equipment use to insure proper control?
- Are the proper sized vehicles and equipment used on each job? For example, using a dump truck to haul small amounts of water wastes fuel and equipment.
- Can you use a smaller, lighter vehicle for errands, rather than a loaded truck which may be available?
- Are you considering using bicycles or motorcycles for short trips?
- Is all unnecessary weight removed from a vehicle when it is dispatched? Each 100 pounds of unnecessary weight reduces gas mileage by about two-tenths mile per gallon.
Priorities and Scheduling

**Priorities**

Shortages of energy and materials will change your priorities, and may be difficult. Some jobs may be needed earlier and others could be deferred. As an example, your department may decide to insulate buildings now rather than enlarge your gasoline and diesel pumping stations, as previously planned. Determining priorities should be a joint effort among several departments.

- Are you checking project priorities for possible rearrangement? Is it a project needed now? Could or should it be deferred or expedited?
- Have jobs in progress been reviewed to see if a stretch-out or a speed-up would save time, materials, and energy?
- Can high-use maintenance projects, such as applying a new seal coat, be deferred for a season? Can you full pot holes to solve the immediate problem?
- Can you source or eliminate mowing of ditches or roadside areas for a season?
- Are you analyzing procurement priorities? For example, are you buying the type of asphalt that is readily available? In purchasing new items, are you checking the "energy efficiency" of equipment and vehicles?
- Are your projects listed in order of priority or can you drop some projects before critical?

**Scheduling**

Changes in priorities may change your scheduling:

- Can you reschedule work hours and work days to conserve energy and still get the work done? Eliminating night work is one example.
- Delays in completing your road projects within the planned schedule will make the job more expensive, require more manpower, equipment hours, and energy.
- When you discover that you are off schedule on a job, do you report it as soon as possible?
- When you discover how to save energy on the job, do you report it verbally and write it in your daily report?

Public Transportation

While your work activities change to save energy, changes instituted by others affect your operations: more use of public transportation; changes in factory and business schedules. You must adapt to these changes so your men and machines are available to the public at the proper time. The public may demand an increase in bus use, and you must meet this public demand.

Some of you are responsible for public transportation. For others, the public transportation system may be outside your department, yet the following suggestions affect your work even if you provide only the road on which public transportation runs.

- Will increased use of public transportation mean funding priorities should be changed? For example, a project to widen a road for bus lanes might be beneficial. The procurement of large buses could be given a high priority on the capital equipment procurement list.
- Can you alter your schedule for maintenance and construction projects in order to accommodate changed traffic patterns?
- During rush hour traffic, large buses may be needed, but smaller buses may meet mid-day needs.
- Does your dispatcher send appropriate buses for the expected passenger load? Use oversized buses wastes fuel and equipment.

During the coming months, many businesses may change hours because of energy shortages. Public transportation must adjust schedules accordingly.

- Is your dispatcher aware of changes in work schedules of major industries and businesses? Their employees may be a large part of your passenger load.
- The energy crisis affects the maintenance of other vehicles and equipment (discussed earlier).
- Are your vehicles promptly reporting maintenance problems? Examples are adjusting an engine that suddenly begins to die; and daily inflating a tire, indicating a slow leak.
- When your operators report maintenance needs, is the job quickly done?
- Does the maintenance crew give priority to the heavy demand vehicles?
- Is maintenance scheduled during mid-day for rush hour buses?
- During engine tune-ups, is the engine run only long enough to check the job?
- Excessive idling of buses (in parking lots) wastes fuel.
- Does the dispatcher instruct on operation turn off their engines while awaiting dispatch?

Use of Available Energy Resources

Today fuel available to you may not be the most desirable. (Joint decisions on the use of different resources must depend on deriving the greatest benefit from what is available.) For example, although you may be accustomed to a "high test" gas, its scarcity and the availability of "low test" fuel are the determining factors (even though the result is not a more efficient or "cleaner" operation).

- Can you alter project design to use locally manufactured materials? Doing so will reduce amount of fuel used in transporting imported supplies?
- Can you substitute local materials for standard materials such as oil or cement? For example, use lime for stabilization.
- Can you shut down or reduce operations in facilities during peak power use periods?

- You may be using gasoline as the power for generating plants. If diesel fuel or kerosene is more abundant than gasoline, is the engine convertible for use of the most readily accessible fuel?
- Can electrical generating plants, standby generating plants, and water pumps be converted to multi-fuel operations?
- Have you considered using municipal waste as a source of energy?
- Have you considered reuse and recycling of materials? For example, used motor oil can lubricate parts of heavy equipment such as truck boxes and can be reused for base oil.
- Have you considered contract hauling? A contractor or trucker may be short of work and have fuel allocations that he can use not.
- Does your buyer meet with fuel distributors, especially your recent or usual supplier, to discuss your program, project needs, and the availability of fuel?

Probable demand, flexibilities, his knowledge of his source of supply? Have you established a contingency plan as well as alternate sources of supply? Asphalt and road tar are in short supply and are increasing in cost. You therefore may need to look for substitutes. In one process, the asphalt cement can be mixed with water and an emulsifying agent, such as soap. Because asphalt emulsions use less petroleum based products, you may want to use them as substitutes for "cutback" asphalt. The technique of application is different and your work crews should learn it.

When laying asphalt pavement, to reduce the number of passes required, you might consider using lifts six to eight inches thick. The Federal Highway Administration reports that lifts in six to eight inch range have been successfully used in laying bituminous pavements.

Use of Available Energy Resources

In many areas of the country, raw water must go through several treatment processes before it is potable. Each time water is pumped and treated, energy is consumed. To save energy, you might establish a water conservation program in your county. The public should be informed that this is an energy conservation effort.
Diagnostic Center Seeks Alternatives to Jail

by Susan Hibble
Criminal Justice Project

In recent years, the emphasis in corrections has begun to shift from incarceration to intervention through a range of community programs and services designed to meet a wide variety of correctional needs. The costly and damaging process of repeated incarcerations too often has served only to alienate the offender from society and to destroy his dignity rather than to return him to the community as a productive citizen.

In Kane County, Ill., awareness of these shortcomings in the correctional system has resulted in the establishment of the Kane County Community Correctional Center, which is envisioned as the coordinating unit for a number of community-based rehabilitation programs. At the heart of the overall program is a diagnostic center, which was dedicated last month.

Closely resembling the model of an intake service center advocated by the National Clearinghouse for Criminal Justice Planning and Architecture (see The American County, July 1973), the Kane County Diagnostic Center operates on the theory that if effective rehabilitative services are to be provided, individual needs must first be identified. Thus, the purpose of the diagnostic center is to identify the educational, vocational, recreational, psychological, and medical needs of an individual immediately following arrest so that an individualized treatment program can be developed for him.

**Diagnosis**

The diagnostic process for juvenile arrestees consists of an intake interview; written academic and personality tests; and review of information obtained from schools, agencies, and families. Psychological and psychiatric evaluations, physical examinations, and neurological evaluations also may be employed when necessary. The diagnostic process normally can be completed from 47 to 72 hours following referral. When the adult corrections facility is completed in 1974, these services will also be provided to those offenders.

After the initial diagnostic information has been obtained, a summary indicating the Diagnostic Alternatives best suited to the individual as well as the suggested treatment plan are entered into the arrestee’s file. This plan may recommend any of the following: traditional probation, intensive probation (foster homes, group homes, or group treatment), detection, out-patient day treatment, family therapy, release, referral to community agencies, or commitment to the state department of corrections. A composite case history of all offenders will provide the basic data for an on-going evaluation of the correctional program.

**Volunteers**

The diagnostic center relies heavily on volunteer help to meet the program needs of the more than 355 juvenile offenders who pass the court annually.

Therefore, volunteer groups will be trained to administer and score written personality tests; to help with academic tutoring at the Kane County Youth Home; and to assist with two of the center’s research projects.

**Research**

At this time, several research projects are being carried out by the center staff. Each will produce findings of importance to the Kane County youth system and to the Illinois Department of Corrections. Some of these projects are a composite background of youth information system, a community resource study, a youth home study, and the development of a new instrument for testing local adolescent beliefs and attitudes.

The Kane County Diagnostic Center is an important achievement, for it is a model that other counties can turn to for direction in their attempts to reform local correctional systems.

By reaching arrestees prior to adjudication, when the chance for successful rehabilitation is greatest, many who do not belong in the criminal justice system can be diverted into programs designed to deal more effectively with their individual problems than correctional institutions.

**Fuel Allocation Regulation**

(Continued from page 1)

The allocation program for motor gasoline, propane and residual oil also gives priority to certain public services including emergency services, hospital services, public parks, transportation services, telecommunication services and medical and nursing facilities. Each of these services will receive 100 percent of its current requirements.

Non-priority bulk purchasers of gasoline will receive 100 percent of gasoline supplied to them in the equivalent month of 1972. What remains will be distributed to retail service stations on an equitable pro rata basis. This means that available supplies of gasoline at the retail level will be cut by approximately 20 percent in the first three months of 1974.

**IPA Mobility Program Report**

IPA Mobility Program Report Lists 714 People Participating

**Western Region Round-up**

Land Uses Inventoried

by Larry E. Naake
Western Region Representative

The Economic Research Service in the U.S. Department of Agriculture has just released a report shoring that approximately 80 percent of the more than 2 billion acres of land in the United States is used for crops, pasture, and forestry.

The report, based on data from the 1969 census, USDA agencies, and other sources, shows that one-fifth of the total area is devoted to crops, more than one-fourth is permanent grassland pasture, and one-third is forested. The rest is distributed among urban and transportation uses (less than three percent); recreational, wildlife, and other extensive special uses (five percent); and unspecified areas including Alaskan tundra (13 percent).

In recent decades there has little change in the distribution of land among the major agricultural and forestry uses. Forest land area has held almost stable nationally, as losses to agricultural, urban, and other uses in some regions have been largely offset by reversion of open land to forest in other regions. Acreages of both cropland and permanent grassland declined slightly, prior to the 1973 cropland increase. However, total production increased significantly, primarily due to rising yields.

Finally, the report showed that 60 percent of the land, and nearly all the available acreage, is privately owned. State, federal, and local governments own the rest.

Chlorine Shortage Could
Endanger Water And Health

The United States may soon face yet another shortage, if it becomes critical, this shortage could endanger water quality and citizen health. The shortage is in chlorine for wastewater treatment. Congressmen William Chappell (D-Fla.) defined the problem: "Producers of chlorine are choosing to sell to commercial and industrial firms rather than to municipal water systems since greater profits are apparently available from sale to the private firms." Although Miami-Dade County, Fla., has been able to purchase chlorine, he said, the price has increased 31 percent over last year.

But Deputy Commissioner David E. Barry in the Environmental Health Services of Erie County, N. Y., testified before a state senate committee last fall that Erie County has experienced a chlorine shortage which went beyond problems with price increases.

During September, he said, treatment plants used only half the usual amount of chlorine for three days because their supplier had no advance supplies during that time. When more supplies arrived, the shortage was alleviated; but now the county operates with a continuous inventory of chlorine supplies on hand and on order and routinely contacts the supplier for estimates of any anticipated difficulty, Barry said.

"Barring any unforeseen, major sharp upturns in chlorine demand or disruption of the distribution system, we are probably 'out-of-the-woods' for a while at least. But next summer will certainly be a critical time, when water usages go up, when chlorine demand increases for swimming pools, etc. Unless something is done to forestall this situation, this nation is going to be faced with a spectre of catastrophic proportions," Barry warned.

The discontinuation or reduction of chlorine treatment of sewage effluents will harm the nation's waterways, he said, and could cause intestinal diseases if public water supplies cannot be chlorinated.

He concluded that the chlorine shortage is a national problem: "It must be faced and solved at the national level." He suggested legislation which established chlorine distribution based on priority use for disinfection of water supplies and sewage effluents.

Chappell, along with several other congressmen, introduced legislation in December which would establish distribution of chlorine to water treatment.

Counties seeking more information about the chlorine shortage should contact Michael Gremell at NACo.

Is Your County Ready For Disaster?

Disasters strike every day — somewhere, and often without warning. As part of this dismal pattern, severe storms struck the United States in record numbers last year. Some local governments have found themselves with both tornado and flood damage.

Each new disaster brings its own special problems. For example, flood waters stayed incredibly high in the Mississippi Valley for an unprecedented period. It was not uncommon to see homes (or whole communities) with water at roof level for 60 days or longer. Some counties in Mississippi were 90 percent covered by water.

In other areas, recent unprecedented and large-scale disasters have resulted from torrential rains in the Plains States, and a holocaust in Chelsea, Mass.

How can county governments face up to disaster in their own county?

The capability of being about to plan for and respond to disaster is called "civil preparedness." This means largely readiness by local government to protect life and property from any type of disaster. Essential to civil preparedness is knowing where needed resources of many kinds can be obtained and used for coordinated community response when disaster occurs.

County or emergency plans and procedures for coordinated response are necessary elements of the preparedness response for protection of life and property. However, few local governments can by themselves effectively prepare for, or cope with, major disasters. They need state and federal assistance in developing plans to meet disasters they should occur.

Federal assistance in developing such plans is available from the Defense Civil Preparedness Agency (DCPA) — from national headquarters in the Pentagon and eight regional DCPA offices and the two DCPA field offices, in New York City and Kansas City. DCPA works with state and local preparedness agencies in providing support to local governments.

Some of the DCPA programs include:

On-site assistance which provides an evaluation of county preparedness for disaster and develops an action plan to increase emergency operating capabilities; matching funds for civil preparedness personnel, equipment, and administrative expenses; comprehensive training for key county officials in disaster problem solving and decision-making; and federal surplus or excess property.

No one can predict what disaster, large or small, will confront the officials of local governments in the year ahead. But every county official should meet his responsibilities to his constituents by doing everything reasonable to meet all disaster contingencies.

Hillenbrand's Washington Report
202/785-9591

Neither A Zoo, Nor A Museum

Agricultural Heritage Preserved In New Jersey

Longstreet Farm is not a zoo, nor may it be considered a museum. It is designed to preserve the agricultural heritage of Monmouth County, N.J. through the sights, sounds, and odors of a living history theme.

The farm animals are not pets, but are included in the scene according to breed and style.

Periodically, demonstrations of farm practices are conducted for the benefit of Monmouth County citizens. They may include sheepshearing, making apple cider, leather work, homemaking, corn husking, or threshing grain depending upon the season of the year and the availability of skilled demonstrators.

Interpretation programs are offered on a reservation basis to schools, clubs, service organizations, and recreation groups. Casual park visitors are served through a regular schedule of guided programs. School classes have utilized the farm as a "history lab", actually performing daily farm chores as part of their learning experience, giving an extra dimension to their curriculum requirements.

Owned and operated by the Monmouth County Park System, the farm is managed as part of the Holmdel Park and is supported through cash donations and normal operating budget of the park.

Staffing is accomplished through cooperation of county park personnel, one of which is a retired farmer and student of agricultural history. Interpretation is accomplished through use of full and part-time members of the county park system interpretive staff.

Additional information and brochure may be obtained by writing the Monmouth County Park System, Box 326, Lincroft, N.J. 07738.
Civil Service Commission Seeks Comments On Employment Policies

by Thomas P. Burdele
Research Associate
New County, U.S.A. Center

Because of a recent decision by the U.S. District Court for the Northern District of California, the U.S. Civil Service Commission is seeking comments from interested parties on the need for change in federal suitability policy.

The commission's suitability policy states the grounds for disqualifying applicants and dismissing employees considered unsuitable for federal service because of past or present conduct.

The Court's Opinion

Presently, the commission is enjoined by the District Court to cease or discharging from the government any homosexual person who use commission would retain in federal employment solely because the employment of such a person in the government service might bring that service into the type of public contempt which might reduce the government's ability to perform the public business with the essential respect and confidence of the citizens which it serves.

The court further stated: "Granting this relief will not interfere with the power of the commission to disbar a person for homosexual conduct in those circumstances where more is involved than the commission's unparticularized and unsubstantiated conclusion that possible embarrassment about employee's homosexual conduct threatens the quality of the government's performance. Thus, although the (present) rule cannot be enforced, the commission is free to consider what particular circumstances might justify dismissing an employee for charges relating to homosexual conduct."  

While an appeal of the decision being considered, the employee who was removed is being returned to his position in compliance with the court's rule.

The California decision is but the latest in a series of court findings that require the establishment of what is called a nexus or connection between the conduct of an individual and that individual's job performance. In other words, the kind of job in question; the nature and seriousness of the conduct, the circumstances surrounding it and its recency; the age of the applicant or employee; causative, social or environmental conditions; and rehabilitation efforts.

While the Civil Service Commission has had the policy of not hiring or retaining homosexuals, it will have to hire or retain on a case by case basis as determined by competent evaluators.

In other matters, the commission plans to add alcohol and drugs to its present disqualification for "habitual use of intoxicating beverages" the "illegal use of narcotics or dangerous drugs". Owing to recent legislation which prohibits the compulsory dismissal from federal employment exclusively on grounds of prior drug or alcohol abuse, the guidelines for making suitability judgments would place strong emphasis on the extent of rehabilitative evidence of continuing abuse, and present fitness.

In sum, in the area of homosexuality, alcoholism, drug abuse, as well as loyalty, the Civil Service Commission will be required to develop the nexus, correlates an individual's behavior to the employment of an individual and performance on and off the job.
New A-95 Circular Explained

by William K. Brusna
Office of Management and Budget
Executive Office of the President

A new revision of Circular A-95 was recently issued by the Office of Management and Budget (OMB). While in draft stage, it was proposed revisions under the national defense umbrella to broaden the scope of the circular. (See County News, Aug. 8.) Following is a brief description of each of the four parts of A-95 and a discussion of those changes of particular interest to counties.

Notification and Review

Part I, the "Project Notification and Review System" (PNRS), is the part of the circular to which most people refer when they speak of A-95. PNRS is a "clearinghouse" system under which state and local governments can review and comment upon proposed federal assistance projects that might affect their own plans and programs.

The review is carried out through a system of state and area "clearinghouses." — usually comprehensive planning agencies or councils of governments (COGs). One change in PNRS is designed to encourage active participation in the review process by individual jurisdictions. Written comments on proposed projects submitted to individual jurisdictions must be attached to the clearinghouse comments when they are in agreement with the views expressed in the clearinghouse. This assures that all views will be considered by the funding agency when the project is reviewed.

Another change is designed to ensure greater responsiveness to state and local plans and priorities on the part of funding agencies. When a clearinghouse has recommended against funding of a project, and funding is approved, the funding agency will give the clearinghouse an explanation for the approval. This does not mean that the clearinghouse has veto authority, however. The explanation will help in planning housing programs. The size of housing projects subject to review has been reduced to 1,000 units. The time available for review is doubled, from 15 to 30 days.

A change over which NACO expressed considerable concern was the broadened coverage of A-95, particularly in the human resources program area. NACO's position was that counties are "clearinghouses" which must take a lead in coordinating the activities of their local governments with the federal government.

OMB did not argue the validity of NACO's view. But OMB officials argued that most area "clearinghouses" are composed of several governments and that the centralizing of activities in one body is mandatory. OMB also asserted that if "clearinghouses" exist, they could be physically planned, but they are not.

The primary value of A-95 review lies in the fact that it is an important functional expertise that the clearinghouse provides, not in broadening its scope to it, but in exposing the project's relationship to a multitude of local planning and programs of other jurisdictions.

The need for the state and local coordination of the tremendous array of federal human resources programs is too compelling to be ignored, OMB concluded.

Federal Developments

Part II of A-95, requiring federal agencies carrying out direct federal developments (public buildings, military installations, etc.) to consult with state and local governments, was not amended.

State Review

Part III which calls for gubernatorial review of federally required state plans was amended to encourage governors to involve local governments in such reviews through area "clearinghouses." It also requires clearinghouse review of "multi-source programs" such as the Department of Transportation's unified work program, Comprehensive Area. Power Planning System, and Environmental Protection Agency consolidated program grants.

Coordination of Planning

Part IV of A-95, which promotes coordination of area-wide planning, was significantly amended in pursuit of public interest group recommendations for such coordination under "umbrella multijurisdictional organizations." The amendments encourage federal agencies assisting or requiring area-wide planning to rely on state-designated area-wide district comprehensive planning bodies; and require a memorandum of agreement on planning for coordination between agencies designated by a federal agency to carry out area-wide functional planning and the state-designated comprehensive area-wide planning body.

Emergency Aid Offered To Illinois County

The U.S. Department of Agriculture has offered emergency conservation assistance in Scott County, Illinois to help repair damage to farmlands resulting from flooding during April and June.

An allocation of $7,200 has been made to the Illinois State Agricultural Stabilization and Conservation (ASC) Committee for use on a nondiscretionary basis in sharing with farmers in Scott County the cost of grading and shaping eroded land areas and reestablishing and restoring farm ponds, terraces, drainage systems and waterways. Only those farmers who were participating in a special Rural Environmental Assistance Program in Scott County during 1972 and whose farmland was damaged by the April-June flooding will be eligible for aid under this designation.

Emergency conservation assistance is designed to enable the Secretary of Agriculture to alleviate losses resulting from natural disasters and to restore agricultural lands to productive capacity.

And does further recommendations made to OMB by the public interest groups in their study of intergovernmental planning.

In sum, as with any new or changed regulations, there will be a period of confusion and adjustment, but OMB believes that the result will be a more effective level of intergovernmental cooperation in solving problems of physical, economic, and social planning and development. NACO has played a strong role in making the new A-95 work.

The amendments to A-95 were printed in the Federal Register, November 28, 1973, Part II.

Mark Your Calendars!

NACO's Legislative Conference

February 26-28, 1974
Shoreham Hotel
Washington, D.C.

Please register for the Conference on the form shown.

Name:
Name:
Title:
County/Organization:
Address:
City: State: Zip:

Please reserve a room for me for nights.

Single room: Double room:

Arriving date:

Room rates:

Return to:

Phone: (202) 234-0700

The meeting will open with a Congressional reception on Tuesday evening, Feb. 26, and end with a general session on Thursday afternoon.
County Government

Job Opportunities

Director of Rehabilitation Services — King County, Wash. Salary Range: $25,000 - $30,000. Consolidated department seeking rehabilitation services responsible for adult detention and corrections including division of involuntary treatment, detention, client services, judicial services and research and evaluation functions. Requires director with five years progressively responsible experience working with same, at the last three of which have been as manager or administrator at a division or department head level. BA and some graduate work in corrections, social work, rehabilitation or public administration. Apply to King County Personnel Department, Room E-245, Courthouse, Seattle, WA 98104 by February 15, 1974.

Executive Director — METRO (Municipality of Metropolitan Seattle), Seattle, Wash. Salary: $38,400. Governmental agency responsible for regional water pollution control and public transportation. Requires bachelor's degree and advanced degree or the equivalent in engineering, public or business administration, or other applicable field, and 5 years management experience as head of large public agency or one of its major departments. Responsibility for formulating major organization objectives, policies and programs for approval of METRO's governing Council, providing leadership and direction to key subordinates, and representing METRO in both public and private situations are just some of the demands of the position. Apply by February 10, 1974 to Executive Director, Municipality of Metropolitan Seattle, 410 West Harrison Street, Seattle, Wash. 98119.

Letters To NACo

(Continued from page 5)

Dear Bernie:

I noted in a recent issue of County News your "latest campaign" to have the federal government include a letter of transmittal with grant-in-aid checks sent to recipients. I'm pleased to point out that the Office of Revenue Sharing has included a "check letter" with checks issued for each revenue sharing payment since the program was first implemented a year ago.

Sometimes we wondered if the letters really made a difference and whether they were read when found inside an envelope bearing a check from Uncle Sam. We've tried always to include in our check letter information of current interest and utility for our recipients. I would be interested in any comments you may have received regarding our check letters. We do plan to continue the practice in the future.

Graham W. Watt
Director
Office of Revenue Sharing

Dear Mr. Hillenbrand:

I read the article County News, Dec. 14, 1973, pg. 4, "If We Were the President and the Congress What Would We Do About the Energy Crisis?" with much interest. I thought it represented a very comprehensive viewpoint. From the standpoint of my bias, however, there was one omission.

I think we have to admit that the patterns of growth and development that have occurred in the United States since World War II can be characterized as wasteful. Urban sprawl and uncontrolled development has been the case in too many instances. We've wasted housing stock by allowing the cities to deteriorate and be abandoned.

In many instances, the flight from the cities has resulted in the waste of prime agricultural land. We vacate schools in the urban areas, as enrollment declines, and build new schools in the suburban areas to meet increases. We relocate employment centers with resulting unemployment and waste our human resources.

William Koniani
Commissioner and NACo Director
Scott County, Minn.

Is your county prepared to deal with an Equal Employment Controversy?

Counties, Attorneys, Personnel Directors and Manpower Planners can prepare a professional response to this complex issue — COME TO

NACo's National Workshop on The County & Equal Employment

JANUARY 31 - FEBRUARY 1, 1974

LOS ANGELES, CALIFORNIA

We urge you to make your airplane and hotel reservations as soon as possible, due to flight outbacks.

Your reservation can be confirmed with the Los Angeles Hilton by using the form at the bottom of this page and sending it to Mr. Sam Galloway, Sales Manager, Los Angeles Hilton, 935 Wilshire Blvd., Los Angeles, Cal. 90017. Workshop topics for the seminar have been tentatively set. Representative from Los Angeles, San Bernardino, Kern and Napa Counties will lead the sessions. Additionally, a federal judge and a Justice Department attorney will present the federal viewpoint on EEO compliance. The registration fee has been set at $40. County attorneys, elected officials, personnel administrators and manpower specialists from around the country will be in attendance at the two-day meeting.

Due to the limitations of meeting space, this conference will be limited to county personnel only.

Contact Rich Bartel on the NACo Manpower staff at 202/785-9977 with any questions. We look forward to seeing you in Los Angeles.

Thursday, January 31

9:00 a.m. - 12 noon
Introductions:
Overview of Legal Issues and Management Compliance Responsibilities

Noon - 1:45 p.m.
Conference Luncheon: Address by Attorney Thomas Hunt "What Causes EEO Lawsuits?"

1:45 - 3:00 p.m.
Administrators' Group
Case Studies of EEO Litigation I

3:15 - 3:30 p.m.
Coffee

3:30 - 4:15 p.m.
Attorneys' Group
Use of Expert Testimony

3:30 - 4:45 p.m.
Administrators' Group
Use of Business Consultants

Friday, February 1

9:00 - 10:45 a.m.
Administrators' Group
Interview with Federal Judge on Procedures for EEO Litigation

10:45 a.m. - 12:15 p.m.
Attorneys' Group
Case Studies III

1:15 - 2:00 p.m.
Conference Summary

NACo's Equal Employment Workshop

Name ____________________________ Date ____________________________

Title ____________________________ County/Affiliation ____________________________

Address ____________________________ Zip ____________________________

City & State ____________________________ Phone ____________________________

No. of Persons ____________ Single room $18.00 ____________ Double room $26.00

Arrival Date ____________ Departure Date ____________________________

Arrival Time ____________________________

Departure Time ____________________________

Preliminary Program

January 31

9:00 a.m.: Introduction and Organization of the Workshop

10:00 a.m.: "The Impact of EEO on the County Executive and Departments"

1:00 p.m.: "EEO Impact on City and County Personnel"
Dear County Officials:

This past week in Raleigh, N.C., we had another one of those turning-point conferences that we like to share with the rest of you. President Jack Brock of North Carolina Association of County Commissioners (NCACC) arranged their first Legislative Conference. It reviewed the issues facing Congress, followed by a discussion of those same issues as they impact on the Tarheel State. The technique was most effective.

Ralph Tabor of the NACO staff discussed the pending land use legislation. Ron Acoc of the Tarheel staff discussed the same subject from the point of view of three major bills pending in the North Carolina legislature. Then there was discussion from the floor by the 150 commissioners and other county officials present.

This enabled each county official to understand the full impact of federal and state actions on his or her county.

Already scheduled are similar sessions for several other states, and we are sure that they are going to be equally effective.

The North Carolina session was a follow-up of an earlier meeting held by the officers and directors of the state association in Washington. It was devoted in part to North Carolina group to national legislative objectives.

That meeting was enormously productive too. It gave the NACO staff a chance to talk to the North Carolina congressional delegation in the presence of the North Carolina elected officials.

Some other states are scheduling similar sessions here in Washington.

Cab-Pools

Houston, Texas is experimenting with a cab-pool idea that should save a great deal of fuel. A commuter may call a taxi dispatcher in the evening to arrange a pickup the next morning at one of 13 outlet shopping centers. The commuter is then taken to his or her job. To one of three destination points in the downtown area.

A daily roundtrip service for cab holders costs $10 to $20 per month—less than the downtown parking fee.

If this idea, catches on, it would be terribly important for the entire nation. For example, taxis are the only public transit in a huge number of communities. Taxis operate in 3,661 communities across the country while there are only 600 large municipalities which are served by urban transit buses or trains. In the year 1973, taxis carried some 2.5 billion passengers more than 3.5 miles each.

County officials may want to explore with their local taxi companies some variant of this approach to fuel saving and mass transit.

Good News

Marvin Freedman, former Sacramento County, Calif. Welfare Director, has been appointed as Assistant Legislative Advocate for Los Angeles County, California. Mary is best remembered here at NACO for his tremendous leadership in the welfare reform fight. He is slated to replace Francis McMillan, longtime Los Angeles County lobbyist, who plans to retire during the coming year.

Telephone Police Response

The District of Columbia police department is experimenting with a new approach to responding to minor police assistance calls by telephone rather than by patrol cars.

The six-month pilot project is designed to relieve scout car officers from many minor calls that come through the police emergency telephone number “911.” The telephone response will be used for responding to complaints about damaged or lost property, stolen autos, larceny of bicycles, and certain types of minor injuries, especially those in which no emergency service is needed.

At the heart of the system is a five-man team of specially trained officers. They will help to keep the city’s 138 scout cars more readily available for real emergencies and to increase “preventive patrol”.

Productivity

Nassau County, N.Y. is one of the many American counties and cities enthusiastically embarking on programs to increase employee efficiency and improve management costs.

The Nassau County effort is a cooperative undertaking between the 30,000 member Civil Service Employee’s Association and County Executive Ralph C. Caso. The two year program is funded by the Labor Department, the National Commission on Productivity, the Ford Foundation and Nassau County itself.

Now a year old, the productivity push in the county has labor leaders and local officials huddling to work out hopes for cost-cutting changes, work practices, incentives and the use of equipment.

For further information you may want to contact Irving Flumenbaum, Nassau County’s top labor leader.

Good News

Jack Simmers, county commissioner of “Imperial,” Polk County and president of the State Association of County Commissioners of Florida, has just been appointed by Governor Reubin Askew to a commission on local government.

Quote of the Week

“...you can always depend upon Americans to do the right thing after they have exhausted every other possibility...”

Sincerely yours,

Bernard F. Fillenbrand
Executive Director

Change of Address

If the County News is incorrectly addressed, please give the correct address below and return to NACOs.

Name
Title
Address

Attach old label here