

COUNTY NEWS

Our Prayer...
The Wisdom to Know
and the Courage to Defend
the Public Interest

Vol. 6 No. 3

January 21, 1974

National Association of Counties, Washington, D.C.

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 transportation, 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, NACo urged the Federal Energy Office to make provision for the growth of county services.

States 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 set-aside program for hardship cases. The state set-aside varies among different petroleum products, 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.

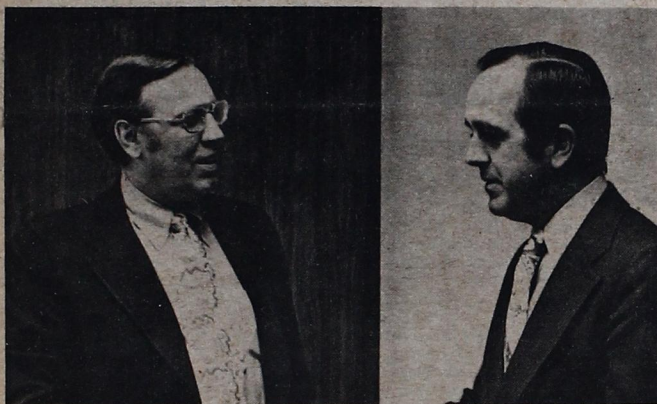
The regulations are aimed at minimizing the role of the Federal Energy Office to handle exceptions to the program, complaints, determination of allocation levels for priority customers,

determination of state set-asides and auditing industry efforts to implement the regulations.

Under the middle distillate allocation program covering primarily kerosene, diesel fuel and home 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)



WILLIAM KOLBERG, (l) Assistant Secretary of Labor for Manpower, discusses NACo's position on the new manpower law with John Klein (r), County Executive of Suffolk County, N.Y., at a meeting held in the NACo offices.

Manpower Steering Committee Meets With Labor Officials

NACo's Manpower Task Force recently presented a detailed position paper on the Comprehensive Employment and Training Act of 1973 to William Kolberg, Assistant Secretary of Labor for Manpower.

John Klein, County Executive of Suffolk County, N.Y. and Chairman of the Manpower Task Force, led the discussion on the new law on January 14-15 in the NACo offices which resulted in the preparation of the position paper and a series of questions on the law.

Accompanying Kolberg to the meeting were: William Hewitt, Associate Manpower Administrator for Policy, Evaluation and Research; William Haltigan, Acting Associate Manpower Administrator of the Office of Manpower Development Programs; and, Pierce Quinlan, Director of the Office of Field Coordination.

The task force learned as a result of this presentation that summer youth money previously going in a large part to the 50 major cities will now be allocated by the Title I formula. Kolberg said reporting on program progress will only have to be done quarterly using A-102 procedures.

Members of the NACo Manpower Task Force attending this meeting included: Joseph McGavick, King County, Washington; Lois Parke, New Castle County, Del.; Alvin Woehler, Outagamie County, Wis.; C. Thomas Clark, Oneida County, N.Y.; Harvey Lincoln, Dade County, Fla.; Walter Babcock, Bergen County, N.Y.; Gordon Hobbs, Oakland County, Mich.; David Goehring, Montgomery County, Md.; Guy Tumolo, Allegheny County, Pa.; and Gary Evans, Milwaukee County, Wis.

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 state and local governments to review and comment 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), an 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 government (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.

Transfer 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 Aliceann 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

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 plants, sewers, and other 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, forcemains, 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, Guam, 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 it 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 filing for reimbursement funds for treatment plants constructed between June 30, 1966 and July 1, 1972 has been extended to January 31, 1974. (See last week's *County News* Legislative Summary.) EPA expects to issue 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.

HUD Proposes Strong 701 State 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" Comprehensive Planning and Management Grants. NACO has received copies of the proposed changes through the A-85 process. The proposed regulations are entitled:

(74-2) HUD - "Proposed Transition Year Changes to Handbook I, CPM 6041. 1a, Requirements and Guidelines for a Grant, March, 1972."

The new guidelines have made major changes concerning eligibility and administering 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 areawide agencies, however, will apply directly to HUD. Additionally, the overall state required program design must include objectives for all substate recipients. The grant assistance which ordinarily covers a 12-month work period may now cover a different period in appropriate cases.

Transition states (those which apply to HUD on behalf of metropolitan areawide planning agencies and/or large 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 this process, the states must also provide assurance that they have specifically assessed the funding needs of urban counties (those counties with a population of 200,000 or more excluding the population of all cities over 50,000 in population and central cities 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 areawide planning 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 and the means 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 to determine their impact on 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.

Safety Winners



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 (l. to r.) Harry Henzi, 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 Wiler of San Joaquin County; Supervisor San McCorquodale 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.

Those 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 or 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, has finally taken 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. Contact Mary Brugger or Jerry Frockt.

Kentucky Court Upholds Fayette—Lexington Charter

The Kentucky Court of Appeals recently upheld a lower court decision on the constitutionality of the City of Lexington — County of Fayette consolidation.

The Court of Appeals, by a 6-1 vote, declared the new charter government was legal because the Kentucky Constitution gives the people the right to change their form of government by majority vote. The consolidation referendum was approved in November 1972, by an overwhelming 2 to 1 majority.

The court went a step further and declared that provisions of the charter which were in conflict with existing state laws as they relate to city or county government were valid since the voters had approved a new form of government which was neither city nor county.

A number of innovative provisions were clearly illegal according to current state law but are now valid, based on this decision. The new Metropolitan Mayor may succeed himself for one additional term and council members may be elected by districts with only those residents in those districts voting for their district council members.

Other new provisions call for a Board of Ethics able to subpoena witnesses, administer oaths, take testimony, require production of evidence and impose penalties. The only exception is in the case of an elected official. The Board of Ethics can recommend to the full council that it take remedial action against an individual council member.

The complete 40-page opinion has not yet been released by the court. NACO will have the opinion when it is available. For further information, contact Jerry Frockt at NACO.

Maine Officers



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.



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 also 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 county, 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 languages.

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, *Torres vs. Sachs*, 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 had 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 from 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.

New Directions

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

The Empire State

Oneida 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 legislation 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.

Tompkins County Revaluation

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

The Tompkins 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.

This information will then be verified 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 current market values. 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 Tompkins 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 Tompkins 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 (OPG) by the U.S. Department of Labor Manpower Administration.

This grant will create a Freeholder appointed Manpower Advisory Council composed of business, labor, government and client group representatives which will, under the chairmanship of County Administrator John Gleeson be 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 Secretariat, composed of a 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.

Tarrant County, (Texas) Commissioners Court approved a proposal for the creation of a County Planning Department, which will be responsible directly to the court.

Red River County (Texas) Commissioners Court voted to join with the City of Clarksville in purchase of a new \$15,043 teletype system for use by law enforcement agencies in the county. The Texas Criminal Justice Council will pay 85 percent of the first years cost of approximately \$3,000.

Titus 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 \$11,399 in refunds, services performed or returned merchandise has been one of the results of the first three months' operation of the *Washtenaw County Consumer Action Center*.

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

The center, which formerly 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 center now operates on a \$40,000 year budget, \$32,000 in cash from the federal grant, \$952 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 nondiscriminatory

basis in sharing with eligible Vermont farmers the cost of removing debris from farmland, grading and shaping eroded land areas, reestablishing permanent vegetative cover on critical erosion areas, restoring structures such as farm ponds, drainage systems and other similar installations.

County News

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Applauding NARC

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, U.S. Conference of Mayors and International City Management Association) 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 (NARC), 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.

Dear sir:

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 a 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 importuned 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

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 they 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 when will they get 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 and 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

conglomerates whose profits in the last quarter have sky-rocketed.

Offered by: Herbert McHenry, Vice Chairman, Board of Commissioners, Macomb County, Mt. Clemens, Mich. 48043.

Approved by board December 11, 1973.

Dear Bernie:

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.

Special thanks go to Ms. Meg Stephens and Ms. Aliceann Fritschler for their stalwart efforts. Also extend my appreciation to Ms. Kitty Mosley for the delicious lunch and to Mr. Furman Patterson for his assistance.

I believe this meeting has helped increase the cooperation and communication between NACo and the Washington area's jurisdictions.

Sincerely
James P. Gleason
County Executive
Montgomery County, Md.

Dear Bernie:

Thank you so much for your assessment of the federal aid conference in Washington. It is most gratifying.

However, I sincerely hope that you realize, as I must certainly do, that any success that was accomplished should be attributed to the exceedingly competent staff of NACo.

I am sure that you are aware of the capabilities of your staff, but I and the entire organization of the Council of Intergovernmental Coordinators wish to express our utmost appreciation of their ability.

Ms. Aliceann Fritschler, as the prime mover, together with her assistants, was most efficient in providing the proper ingredients for such a success. Every detail was expertly handled with aplomb and graciousness.

The entire staff of NACo must be recognized as the most willing and able group of young people that simply get the job done, regardless of time and effort required.

Sincerely,
Gordon L. Hobbs
President

Council of Intergovernmental Coordinators

(Continued on page 15)

Hillenbrand's
Washington
Report

202/785-9591

NACo Director Elliott Retiring As Greene County Engineer

C. Arthur "Snic" Elliott is retiring after serving as Greene County (Iowa) Engineer since 1936. He has made many outstanding contributions to the engineering profession and to county governments.

Serving on NACo's Board of Directors since 1953, Elliott is a charter member and past president, vice president, and secretary-treasurer of the National Association of County Engineers. In 1973 NACE honored him as the nation's outstanding rural county engineer.

His interest in applied research made



C. Arthur Elliott

him an early leader in slip-form concrete paving, and his research and papers on methods and procedure resulted in slip-form paving becoming accepted nationwide.

Snic 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.

Snic also spent six years with the Iowa State Highway Commission. A charter member of the Iowa Highway Research Board and past president of the Iowa County Engineers Association, he is a member of the American Road Builders Association and the Iowa Good Roads Association.

NACo wishes Snic and his wife, Fern, the very best and hope they will continue to have an active interest in NACE and county government.

Focus On State Associations The Alaska Municipal League

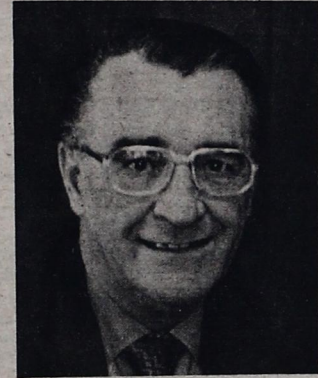
Organized in 1950, the Alaska Municipal League today has a membership of eight boroughs (counties) and 31 cities. The Alaska association, like the Kansas association, differs from other state associations of counties by including both boroughs (counties) and cities in its membership.

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 guided local government 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 Club.

Berry is also on NACo's Home Rule Study Committee and Regional Council of Governments Committee.



Don M. Berry

Grants Available From ACTION

ACTION, part of the Office of Policy and Program Development, has announced plans to institute a Program for Local Service (PLS) through which grants will be made available to state or local government agencies interested in combining community service with manpower needs.

PLS is presently being successfully tested in the Seattle area where 372 young people have volunteered to do community service at an annual stipend of \$2,970. The low costs of administration and training have enabled PLS to operate at a man-year cost just under \$4,000.

ACTION's funding contribution to the PLS budget will be no more than 50 percent. However, there are a variety of other possible sources where matching funds may be obtained including sponsors of PLS volunteers; general revenue

sharing, as permitted by law; manpower programs; united funds and local charities; business; labor; federal and state service programs. Applications for project grants may be submitted to ACTION by any state or local government agency no later than April 1, 1974.

The major PLS test areas now of interest to ACTION are replication of the Seattle PLS model in a different location; extension of the PLS model to a broader age range; concentration of effort by PLS participants on a special purpose.

For further information and or application materials, interested persons should contact PLS, Office of Policy and Program Development, ACTION, 806 Connecticut Ave., N.W., Washington, D.C. 20525, (telephone 202/254-7310). It is requested that persons responding please include a self-addressed mailing label.

NACE "Matter and Measure"

National Association of County Engineers

The Energy Crisis:

A Life Saver?

Is the energy crisis responsible for decreased highway fatality rates? There has been much speculation, pro and con. The following accounts from the National Safety Council (NSC) and the Insurance Institute for Highway Safety (IIHS) illustrate the issue.

Thanksgiving, Christmas, and New Year's holiday traffic death projections by 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 625-725 traffic deaths. Actual fatalities recorded totaled 542.

NSC President Vincent L. Tofany, said, "Our adjusted Christmas fatality estimate of 550 to 650 traffic deaths represents a reduction of 50 fatalities from what the toll might have been if the gasoline shortage did not exist. Our projection of 25,000 to 29,000 disabling injuries is 1,000 injuries below our non-shortage estimate." The actual Christmas toll was 520 — the lowest recorded by the National Safety Council since 1947.

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

For the month of November 1973 NSC reports an eight percent decrease in traffic fatality rates over the month of November 1972.

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

The Insurance Institute for Highway Safety (IIHS) in Washington, D.C. has prepared a report on highway losses and the energy crisis. The report, *Some Hard Data Relative to Highway Losses in 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 large exponential 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 unchanging, the decreasing size 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 unchanging, it is likely that

reduced speeds would result in fewer deaths and injuries but little appreciable change in crash frequencies."

Under "Aspects That May Change" the report covers such areas as passenger car mileage, vehicle occupancy rates, different speed limits for trucks and cars. Increased vehicle occupancy rates mean increased chances of injury in a given crash. "Therefore, the combination of small cars and higher occupancy rates could 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.

IIHS 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 shortage."

Free single copies of *Some Hard Data Relative to Highway Losses in Damaged People and Property and Changes That Might Result from the Energy Shortage* are available from the Insurance Institute for Highway Safety, Watergate Six Hundred, Washington, D.C. 20037.

Iowa Officers

The new officers of the Iowa County Engineers Association are: President, Charles K. Paulson, Des Moines County Engineer; Vice President, Bob G. Sandy, Warren County Engineer; Secretary-Treasurer, Martin H. Noonan, Muscatine County Engineer.

Safer Roads Demonstration Program

Federal assistance for off Federal-Aid system roads was authorized for the first time in the Federal-Aid Highway Act of 1973, under the title of Safer Roads Demonstration Program.

Projects authorized include improving highway marking and signing, eliminating roadside obstacles and hazards at railroad-highway grade crossings. The act requires each state to identify by June 30, 1974 the projects qualifying for this program and to assign priorities for accomplishing them.

County engineers should make sure their projects on off-system roads are submitted to state officials in order to get a priority assignment on the statewide list.

The Federal Highway Administration recently apportioned \$50 million to the states for the Safer Roads Demonstration Program. This \$50 million, however, does not represent additional monies to the states but is a part of the total obligation authority of \$4.4 billion for FY 1974 Federal-Aid highway funding previously released to the states.

FHWA Planning Data

Transportation Planning Data for Urbanized Areas is available for the Federal Highway Administration. This information can help transportation planners measure travel in urban areas and to make comparisons among urbanized areas, based on 1970 census data. Data for urbanized areas includes total population; workers as percentage of population; percent of workers making work trip by auto, rail, bus; percent of household with none, one, two, three or more automobiles.

Free copies of *Transportation Planning for Urbanized Areas*, Based on 1970 Census, a summary, are available from Federal Highway Administration, Urban Planning Division, HHP-24, 400 7th Street, S.W., Room 3303, Washington, D.C. 20590.

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 \$39-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 would have asked.

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 9 guidelines for evaluation are suggested. Questions about: matching funds, bank accounts, 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 how opposition to landfills was overcome, how a roadside litter problem was ingeniously 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.

Circle 2a

2 Cassettes — \$18.00

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 covered 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.

An extra! Some surprising results of NACo's comprehensive study of Error and Omission Insurance. It illustrates the county officials' vulnerability. One Recorder had to pay \$3,500 out of his own pocket. If you're not protected, this cassette tells you some practical ways to get it — and quick.

Circle 3a

2 Cassettes — \$18.00

SOME COUNTIES ARE GAINING MORE POWER — HERE'S HOW IT'S 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 overcome political hurdles in the process.

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HOW RURAL COUNTIES CAN HANDLE GROWTH — AND DEVELOPERS

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 assessment valuation and how a rural county budget is allocated. Contains a wealth of ideas in solving your own county's particular problems. This session also reveals successful methods 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 moratoria, imaginative plans for land use designed with citizens 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 attitudes will be affecting local land planning authority. An actual case history illustrates how you can "keep ahead of 'em" by developing your own Regional Land Use Plan. You will also want to know how to side-step local reaction to such plans.

Circle 7a

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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.

Circle 8a

1 Cassette — \$9.00

TOWARD MORE EFFECTIVE PUBLIC HEALTH DEPARTMENTS

Dr. John Hanlon, 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 leader 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.

Circle 9a

1 Cassette — \$9.00

NEW WAYS TO SPEED UP TAX COLLECTION

Find out how the county can greatly reduce tax season borrowing. A panel of tax collection veterans tells you how, and also shares their experiences in reducing personnel during peak seasons, cutting paperwork and eliminating the need for cashing 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.

Circle 10a

1 Cassette — \$9.00

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 item costs with theirs and use a surprising approach to increase your fees.

Circle 11a

1 Cassette — \$9.00

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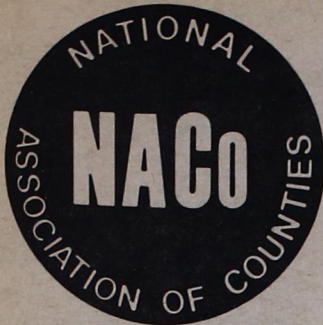
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Suggestions For Conserving Energy

A Special Report

This series of "Suggestions for Conserving Energy" is provided to help those who use large amounts of energy. The following suggestions are applicable to personnel throughout the county government and are not limited solely to the county engineer and his crew foremen, although this material has been prepared for county road departments.

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 savings program.

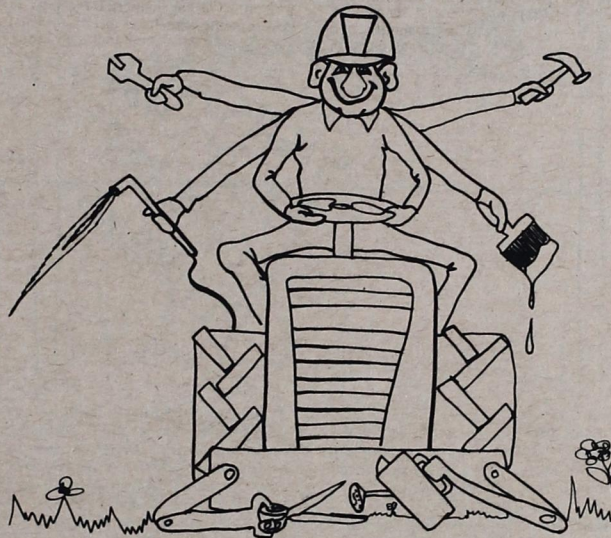
- Can you suggest changes in the level of service supplied the public to save energy and still provide adequate services? For example, public night meetings may be curtailed.

- Could you work less hours 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? For



example, individuals can be recognized by the presentation of citations, photographs and stories on bulletin boards and in local news media.

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 idle 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 and painters, to a job.

- Can you train your crews to use different materials and perform various kinds of maintenance work? For example, can crews patch both asphalt and concrete roads; or can they operate graders, mowers, and also spraying equipment?

- Can supervisors be "cross trained" (Continued on following page)

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 these 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 activities, 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.

(Continued from preceding page)
in "quick check procedures" to save some vehicle trips to job sites by regular job inspectors? For instance, can supervisors report the daily or routine status of a job completion, thereby requiring job inspectors to conduct only major milestone inspections?

• In refresher driver training courses, are drivers, including truck drivers, retrained to drive efficiently, such as using slow starts and stops?

Communications

Crews may meet citizens with complaints about the way crews are operating. Are they encouraged to explain what they are doing to save energy? For example, a road may not get a new seal coat this year because of a shortage of asphalt or a gravel road may not be graded because of lack of fuel.

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?

• Can 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 make maximum use 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 one priority parking or free parking privileges.

• If necessary, can you make adjustments in work hours so 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 roads, 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 enough to justify the effort. A good maintenance job may keep the road in good condition.

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

• Do you evaluate the efficiency of maintenance work?

• Do you make checks 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, of course, cannot be eliminated.

• Can workers be quickly shifted from one job to another to handle an emergency maintenance situation?

The fuel shortage may require reversion to different or less frequently used maintenance practices with which crews may not be familiar (such as working with hot tar or using emulsions rather than "cut back" 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 job. 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 quantities 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 starting — vehicle dispatcher, equipment operators, inspectors, materials buyers?

• 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 prefabricate items in your garage during bad weather? They can then be transported directly to the job site. For example, you can cut and weld I-beams or mount guardrails to outside beams and paint them. These can be hauled to the job site and set in place.

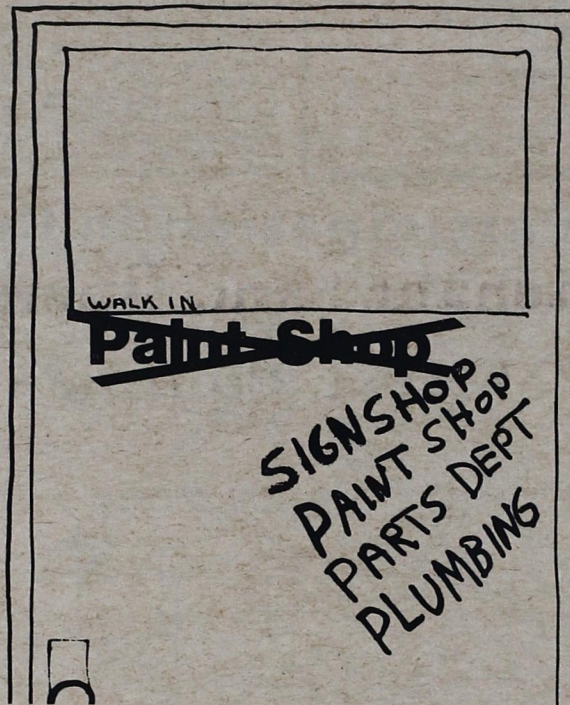
You can use large amounts of fuel hauling from borrow pit to the job site and moving waste to a distant disposal site. You frequently use a single borrow pit and a single waste disposal site for a project.

• Can you save fuel by using more than one borrow pit and waste disposal sites with shorter haul distances?

Crews should always report needed repairs for roads and bridges, but such checking now is even more useful because it could save an inspector or supervisor a special trip.

• Do you provide crews with report sheets and maps to pinpoint problems?

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



Inspection starts at the very beginning of a job and ends only when the job is completed. Proper inspection will verify what has been done as well as what has not been done. You and your crew can be "inspectors" on the job site and can see where energy consumption can be reduced.

• Are materials, equipment, and supplies wasted on the site noted to assist in better future planning?

• Do you quickly report maintenance needed for equipment on the job site?

Every individual has a responsibility for job safety. When you and your work crews hold safety meetings,

• Do you discuss the need to save energy?

• Do you recognize members of your crew who have saved fuel or made suggestions for saving energy that you have adopted?

Traffic Services

Traffic service programs must be closely evaluated. The time of year and frequency of a job directly affect the amount of energy used.

Some jobs, such as street sweeping and sign maintenance, may be on a scheduled basis whether actually needed or not. To save energy:

• Can the frequency and amount of street sweeping and flushing be cut down?

• Do you replace and repaint guardrails and guardposts only when absolutely necessary?

• Can the maintenance program of replacing and repairing signs be reduced?

• Can you provide patrolmen with a check sheet and map to report faulty signs, thereby saving someone else a trip?

• Can maintenance of the signal light system be put on a maintenance-as-required basis instead of a periodic schedule?

The Iowa State Highway Commission is using a new energy saving lamp for lighting intersections and other hazardous areas. The new lamp is a high pressure sodium lamp. A 250-watt high pressure sodium lamp at a 40 foot height replaces a 400-watt mercury vapor lamp and provides the same overall lighting. Energy use is cut in half by this replacement.

• Can you reduce or eliminate lighting on highways, except for maintaining safety requirements?

• In areas that must be lighted for safety, are you using the most efficient light bulb for the job?

(Continued on following page)

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Reductions 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 for snow and 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 berm areas and shelving 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 20 percent of the total energy used in the United States is for space heating and cooling. In addition to providing good building insulation, the next 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 reasonable comfort.

- 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?

- As operations move out of rooms or vacate entire buildings, are these areas quickly "mothballed?" Heat 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?

- Have you used enamel 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?

- Does your deferred maintenance program use warm days for more efficient repair shop operation? For example, don't heat 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 soot 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 22 percent, at which point 70 degrees Fahrenheit may feel like 64 degrees Fahrenheit.

- Have you instituted 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 65 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 by 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.

Another 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.

Maintenance and Operation of Vehicles, Equipment

You should review maintenance and operation procedures for all vehicles and equipment. Everyone's actions — drivers, dispatchers, mechanics — can affect your fuel-savings 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 headbolt 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.

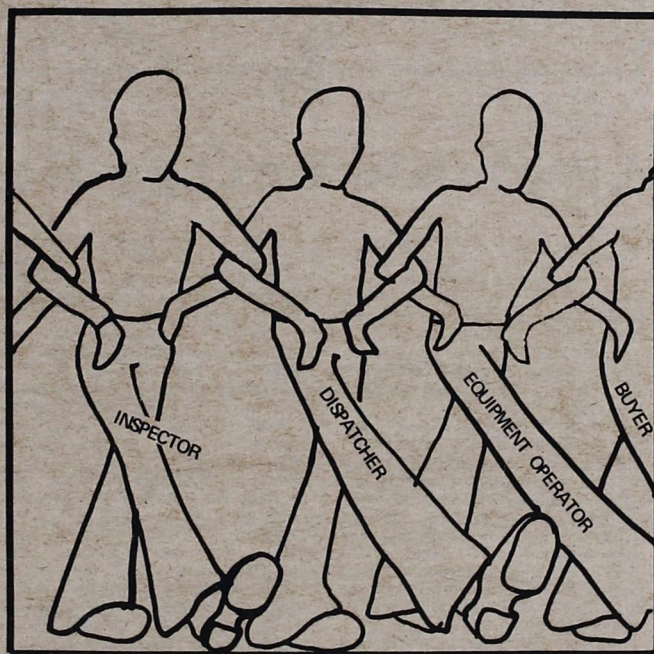
- Do operators make sure that tires are properly inflated on both vehicles and equipment?

- Do your vehicle operators promptly report all maintenance needs for vehicles and equipment?

- Do operators make routine repairs without tying up a mechanic?

- 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 misfiring spark plug can reduce your mileage per gallon by 15 percent.

- Are wheels properly aligned? Improper wheel alignment of one-fourth inch toe-in can reduce gas mileage by three-tenths mile per gallon and causes excessive tire wear.

- 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 repair parts wastes fuel and equipment.

- Are you using 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 priorities for many jobs. 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.

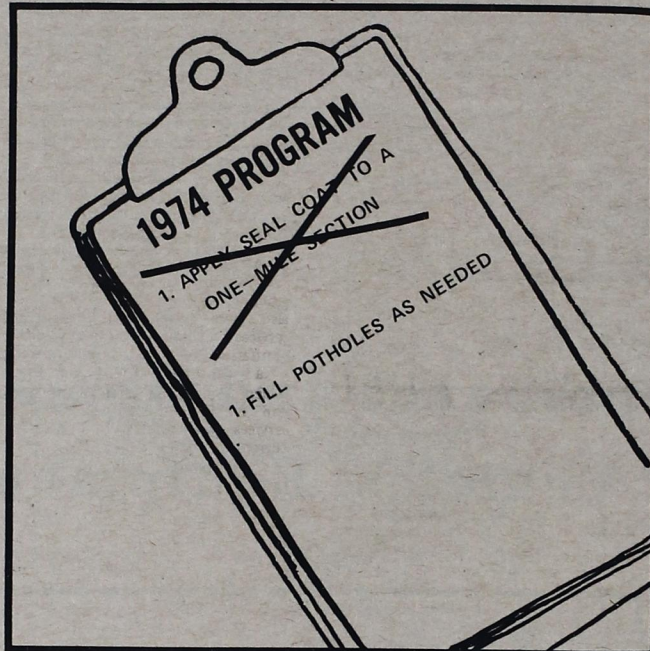
- Are you checking project priorities for possible rearrangement? Is a project needed now; could or should it be deferred, or speeded up?
- Have jobs in progress been reviewed to see if a stretch-out or a speed-up would save materials and energy?
- Can high-energy-use maintenance projects, such as applying a new seal coat, be deferred for a season? Can you just fill potholes to solve the immediate problem?
- Can you reduce 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 jobs listed in order of priority so the less essential jobs can be dropped if shortages become 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 manhours, 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?

- Are periodic maintenance schedules adjusted as "peak demand" changes occur?
- Do you use an equipment and materials checklist to insure that you have everything needed at the job site?
- Do you analyze your job to insure you have the right equipment for best production? For instance, do you have the proper number of trucks hauling asphalt to provide proper supply to the paver and crew?



Public Transportation

While your work activities change to save energy, changes instituted by others are affecting 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 given top funding priority. 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? Using 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 factories and businesses? Their employees may be a large part of your passenger load.

The energy crisis affects bus maintenance as well as other vehicles and equipment maintenance (discussed earlier).

• Are bus drivers promptly reporting maintenance problems? Examples are adjusting an idling engine that suddenly begins to die; and daily inflating a tire, indicating a slow leak.

• When bus 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 insure that operators 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 scarce 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 used as a spray to coat salt boxes and reduce rusting.

• Have you considered contract hauling? A contractor or trucker may be short of work and have fuel allocations that he can not use.

• Does your buyer meet with fuel distributors, especially your recent or usual supplier, to discuss your program,

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 tars 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 "cut back" 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 the six to eight inch range have been successfully used in laying bituminous pavements.

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.

We welcome your comments and recommendations for saving energy and will use your ideas in the forthcoming NACE training manual on environmental and conservation measures. Please send your comments to Marian Hankerd at NACO.

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 treatment 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), detention, out-person 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 350 juvenile offenders who reach 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, four research projects are being carried out by the center staff. Each will produce findings of importance to the justice system in this country, as they represent areas where change is needed. These projects are a computer-based juvenile offender information system, a community resource study, a youthhome 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.



AT THE RECENT DEDICATION of the Kane County Diagnostic Center were (l. to r.) Don Murray, NACo Criminal Justice Project Director; Donald E. Scheib, Chairman of the Corrections Committee of the Kane County Board of Commissioners; Dr. David Fogel, Director of the Illinois Law Enforcement Commission; and Philip Elfstrom, Chairman of the Kane County Board. The County received a County Achievement Award for the center. NACo President Gil Barrett recently appointed Elfstrom chairman for corrections on NACo's Crime and Public Safety Steering Committee.

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 forestland. The rest is distributed among urban and transportation uses (less than three percent); recreational, wildlife, and other extensive special uses (five percent); and unclassified 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 more valuable acreage, is privately owned. State, federal, and local governments own the rest.

To receive a copy of the report, please write the Office of Communication, U.S. Department of Agriculture, Washington, D.C. 20250, and ask for a copy of "Major Uses of Land in the United States: Summary for 1969."

Fuel Allocation Regulation

(Continued from page 1)

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

The Federal Energy Office has also issued separate regulations establishing a stand-by gasoline rationing system to be used only if needed. Under the system gasoline ration coupons would be issued to all licensed drivers over 18 years of age or older. The number of coupons would vary according to a person's place of residence taking into account the availability of mass transportation facilities and population densities. The rationing system would operate on the "white market" with coupons bought and sold for whatever price agreed upon by purchaser and seller.

Copies of the mandatory allocation regulations as well as those establishing a gasoline rationing plan are available from the NACo offices.

IPA Mobility Program Report Lists 714 People Participating

According to a recent report by the U.S. Civil Service Commission, a total of 714 people participated in the Intergovernmental Personnel Act's mobility program through the end of June, 1973. These findings were released by the Commission's Bureau of Intergovernmental Personnel Programs.

There were 235 assignments to the states, 107 to local government, and 77 to institutions of higher education from the federal agencies.

In the opposite direction, there were 82 assignments from the states, 34 from local governments, and 179 from colleges and universities to the federal agencies.

The average length of assignment for all concerned was 10 months.

Application Process

No formal application process exists in working out an intergovernmental assignment. Direct informal negotiations between representatives of schools, local governments, and states, on the one hand, and federal officials, on the other, is the key. Initial discussions usually take place

through established professional relationship.

Where a specific management expertise is required, such as equal employment opportunity, budget, personnel, data processing or management analysis work, federal executive boards and federal executive associations, located in most large cities, can place state, local, and academic personnel in contact with the appropriate federal agency.

Regional offices of the Civil Service commission are also able to provide assistance.

Utilizing the best available talent nearest the point of need, mobility assignments are usually made on as local a basis as possible. If all concerned agreed on what needs to be done, the time frame and financing, the Federal unit involved completes a brief agreement recording the details.

This form is then signed by representatives of the sending and receiving unit, and by the assignee himself.

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. Congressman William Chappell (D-Fla.) defined the problem: "Producers of chlorine are choosing to sell to commercial and industrial firms rather than to municipal waste 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 Gemmell 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 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, and cope with, major disasters. They need state and federal assistance in developing plans to meet disasters should they 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, Mo. DCPA works with state civil 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 disasters, large or small, will confront the officials of local governments in the years 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, horseshoeing, corn husking, or threshing grain, depending upon the season of the year and the availability of skilled demonstrators.

Interpretive 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 laboratory" 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 utilization 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.



SPRING PLOWING is demonstrated at Longstreet Farm.

Kentucky Visitors



LOUISVILLE, JEFFERSON AND HENRY COUNTY (Ky.) Officials visited NACo to discuss their new metropolitan transit system. Pictured are (seated, L-R) Zach Cornea, Jefferson County staff; City of Louisville Alderwoman Gerta Bendt; Jefferson County Judge Todd Hollenbach III, and Henry County Judge Roy Smith. Standing (L-R) are Jerry Frockt, NACo; Brian Schafer, Jefferson County; Charles Mann, Metro Transit Director; Dr. Charles Schimpler, Consultant; Tim Dudgeon, Sen. Dee Huddleston's (D-Ky.) staff; Ralph Tabor, NACo; and Joseph Corridino, Consultant.

Civil Service Commission Seeks Comments On Employment Policies

by Thomas P. Burderle
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 from excluding or discharging from the government "any homosexual person who the commission would deem unfit for government 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 dismiss 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 is 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, an individual's behavior, of itself, is not sufficient cause for dismissal. Rather, the impact of that behavior on job performance must be the determining factor. The commission's contemplated change would provide criteria for the establishment of such a nexus.

Additionally, the changed standards would relate misconduct to the circumstances in which it occurred and to the impact of the action on the employee's and agency's ability to accomplish their goals.

Each of the following factors would have to be considered: whether the individual's conduct would prevent the effectiveness of his own or agency's performance of duties or responsibilities; 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 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 rehabilitation, evidence of continuing abuse, and present fitness.

In sum, in the areas of homosexuality, alcoholism, drug abuse, as well as loyalty, the Civil Service Commission will be required to develop the nexus or connection between the behavior of an individual and performance on and off the job.

Counties Important In National Land Use Bill

by Lance Maston, Director
Office of Land Use & Water Planning
U.S. Dept. of the Interior

The Land Use Planning Act is undergoing final consideration before the Interior and Insular Affairs Committee of the House of Representatives. Though there has been some speculation as to the degree of involvement which county government will play in the implementation of the act, there is no doubt that the counties will have a major role to play in the development and administration of the state comprehensive land use planning process.

The land use planning legislation is reflective of a new mood in America which acknowledges that land is a finite resource. Unless the nation adopts a balanced approach which meets development needs while protecting important environmental areas, conflicting and incompatible growth will continue.

The land use legislation will enable states and local governments to avoid past mistakes by focusing attention on critical environmental areas and land use and development of more than local concern. It would encourage the state to assure that all local governments affected by key facilities and large-scale or regional development would be included in the decision making process. Decisions of more than local significance concerning these areas and development have been estimated to constitute 10 percent of all land use decisions within a given state.

The purpose of the land use legislation is to provide financial and technical assistance to states to develop and administer a land use planning process and to coordinate the planning and management of federal and non-federal lands. The intent is to allow the states to develop policies and methods of their own choosing. Planning and regulation decisions regarding critical environmental areas and land use of greater than local concern would be made by state and local governments, not the federal government.

In implementing its land use program, the state could select any one or a combination of the two following techniques:

- Direct state land use planning and regulation; or
- Implementation by general purpose local governments pursuant to criteria and standards established by the State, such implementation to be subject to state administrative review with state authority to disapprove such implementation wherever it fails to meet such criteria and standards.

Under this second choice, states are encouraged to use general purpose local governments (including county governments) having authority to conduct land use planning on a general rather than a strictly functional basis. A portion of grant funds may be given to local governments, to the extent which they are involved in the implementation process.

The house bill, H.R. 10294, envisions a significant role for county governments in a state's planning process as well as in implementation of that process. The following provisions of the act indicate the involvement county government will have.

The act authorizes the Secretary of the Interior to make annual planning grants to states that have established not only an eligible state land use planning agency, but also an intergovernmental advisory

council. The council is to be composed of elected officials of general purpose local governments, and would be required to participate in the development of the comprehensive land use planning process, to comment on the state land use planning process, and to make formal comments on annual reports submitted to it by the state land use planning agency, detailing state and local land use activities pursuant to the act.

The act requires that a state's comprehensive land use planning process provide for technical assistance, and training programs for appropriate state and local agency personnel, and "continued participation by the appropriate officials or representatives of local governments in all significant aspects of the planning process."

The act requires an appeals procedure for the resolution of conflicts over any decision or action of a local government with the state being required to "bear the responsibility to demonstrate that land use decisions or actions of local governments are inconsistent" with the state land use planning process.

Administrative provisions in the act emphasize the significance of the local role. The Secretary of the Interior is required to maintain a continuing study and analysis of methods adopted by state and local governments to implement the act, and in all ways to cooperate with them and make information available to them.

The act establishes an Interagency Advisory Board at the federal level to participate in the review of state grant applications. Participation by local governments and regional, interstate, and intrastate public entities is mandated.

The act requires the federal government to consult with representatives of state and local governments prior to issuing of guidelines, rules and regulations.

Final Federal Regulations Issued

The Department of Transportation has issued two sets of final regulations. The first concerns "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation — Effectuation of Title VI of the Civil Rights Act of 1964," ACIR Ref. No. 72-52. Copies of this issuance may be obtained from James Frazer, Director of Civil Rights, Office of the Secretary, Department of Transportation, Washington, D.C. 20590.

Final regulations concerning "Annual Unified Work Programs for Intermodal Planning" ACIR Ref. No. 72-88 have also been issued and copies of these may be obtained by writing to Calvin B. Banks, Chief, Community Planning Assistance Division, Office of the Secretary, Department of Transportation, Washington, D.C. 20590.

In addition, the Army Corps of Engineers' has issued final regulations for "Implementation of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" ACIR Ref. No. 73-17. Copies of this may be obtained from Garland P. Thompson, Acting Chief, Home Owners Assistance Division, Directorate of Real Estate, Department of the Army, Office of Chief of Engineers, Washington, D.C. 20314.

New A-95 Circular Explained

by William K. Brussat
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, the proposed revisions underwent wide discussion and debate. NACo expressed particular concern over several of the provisions. (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 an "early warning system" under which state and local governments can review and comment upon proposed federally assisted projects that might affect their own plans and programs.

The review is carried out through a system of state and areawide "clearinghouses," — usually comprehensive planning agencies or councils of governments (COGs).

One change in PNRS is designed to encourage more active participation in the review process by individual jurisdictions. Written comments on proposed projects submitted by individual jurisdictions must be attached to the clearinghouse comments when they are at variance with the views of the clearinghouse. This assures that all views will be considered by the funding agency when the project is evaluated.

Another change is designed to assure 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.

Another change will help in planning housing programs. The size of housing projects subject to review has been reduced considerably. 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 resource program area. NACo's position was that counties are areawide agencies, delivering and coordinating the delivery of services under many or most social programs to all citizens of the county. Moreover, according to NACo, A-95 clearinghouses are primarily oriented to physical development and lack necessary expertise to evaluate social service projects and activities.

OMB did not argue the validity of NACo's views. But OMB officials argued that most areawide clearinghouses are multi-county and there is frequent need for coordination among counties. Counties are seldom sole providers of social services, OMB officials said, and some coordination is necessary. They also asserted that if clearinghouse emphasis has been traditionally physical planning, this is changing.

The primary value of an A-95 review lies not so much in the functional expertise that the clearinghouse can bring to it, but in exposing the project's relationships to or impacts on the plans and programs of other jurisdictions.

The need for state and local coordination of the tremendous array of federal human resource 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 areawide clearinghouses. It also requires clearinghouse review of "multi-source programs" such as the Department of Transportation's unified work program, Comprehensive Area Manpower Planning System plans, and Environmental Protection Agency consolidated program grants.

Coordination of Planning

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

Part IV has encouraged governors to set up statewide systems of planning districts, and federally designated planning areas are required to be consistent with such districts.

Some 25 states have systems that are fully operative.

NACo has expressed concern over the memorandum of agreement. While there is little argument that something needs to be done to coordinate the different organizations engaged in planning for a total area, under some Federal programs

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 nondiscriminatory 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 conditions resulting from natural disasters and to restore agricultural lands to productive capacity.

the fragmentation of areawide planning extends to the subregional level. Thus there could be cases where, for instance, "areawide" law enforcement planning or 314(b) health planning agencies covered only a single county in a multi-county urban area. In such cases, such a subregional "areawide" agency would have to develop a memorandum of agreement with the substate district comprehensive planning agency, so that its planning could be coordinated with similar subregional agencies and that of other related areawide agencies on a full areawide basis.

While such situations might be of concern to some individual counties in a limited number of areas, the new requirement is consistent with NACo's 1973 resolution on regional cooperation

and does further recommendations made to OMB by the public interest groups in their study of multijurisdictional 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 such successes as A-95 has had. We hope and expect that the counties will continue to play such a 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

Featuring . . .

- Major addresses by Administrative and Congressional Leaders.
- In-depth presentations, analysis, and discussion of major legislative proposals, including Community Development Bloc Grants, Social Services, Health Care, Tax Reform, Highway & Transit, Manpower Training, Law Enforcement Assistance, and others.
- Meetings with your state's Congressional Delegation.
- Strategy sessions on the passage and implementation of "County-Oriented" Federal programs.

PLEASE
register for the Conference on
the form shown.

Watch COUNTY NEWS for
full Conference details.

Registration Form NACo's LEGISLATIVE CONFERENCE	
February 26—28, 1974 Shoreham Hotel Washington, D.C.	
Name: _____	
Title: _____	
County/Organization: _____	
Address: _____	
City: _____ State: _____ Zip: _____	
Please reserve a room for me for _____ nights.	
Single room: _____	Double room: _____
Arriving date: _____	Time: _____
Room rates:	Single \$22, 26, 28, 30, 34 Double \$28, 32, 36, 40 (Suites available)
Return to:	Reservations Department, Shoreham Hotel Connecticut Avenue at Calvert St., NW Washington, D.C. 20008 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 Rehabilitative Services — King County, Wash. Salary Range: \$25,000 - \$30,000. Consolidated department of rehabilitative services responsible for adult detention and corrections including divisions 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 15, 1974 to Executive Director, Municipality of Metropolitan Seattle, 410 West Harrison Street, Seattle, Wash. 98119.

Letters To NACo

(Continued from page 4)

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 letters 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 view. 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.

Dear Bernie:

I was indeed happy to see your editorial on the energy crisis in the December 14 *County News*.

It is very sad that the President and Congress are playing games with something so serious.

I fully agree if the American counties were put in charge there would be immediate action. In the counties across America the machinery for dealing with the energy crisis now exists, but at this moment they have no power.

The people who make up that machinery are holding their breath hoping that the power to act comes before the arrival of some large scale energy emergency. Counties are ready to act as soon as we are given the authority. It's like having a sophisticated piece of equipment and no license to drive.

William Koniarski
Commissioner and NACo Director
Scott County, Minn.

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

County 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

LOS ANGELES HILTON

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

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, 930 Wilshire Blvd., Los Angeles, Cal. 90017

Workshop topics for the seminar have been tentatively set. Representatives from Los Angeles, San Bernardino, Hennepin and Nassau 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 Bartholomew of the NACo Manpower staff at 202/785-9577 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.

Attorneys' Group Case Studies of EEO Litigations I

Administrators' Group
1. EEO Policy Decisions or Elected Officials
2. EEO Impact on Collective Bargaining
3. EEO Data Requirements

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
1. Personnel Procedures for Compliance I
2. Training Programs for Affected County Personnel
3. Data Collection II

4:15 - 5:00 p.m.

Attorneys' Group Case Studies II

Friday, February 1

9:00 - 10:45 a.m.

Attorneys' Group Interview with Federal Judge on Procedures for EEO Litigation

Administrators' Group
1. Personnel Procedures for Compliance II
2. EEO Requirements of Federal Grants

10:45 a.m. - 12:15 p.m.

Attorneys' Group Case Discussions III

Administrators' Group Financing EEO with Manpower and County Funds

1:15 - 2:00 p.m.

Conference Summary

NACo's Equal Employment Workshop

Name _____	Date _____
Title _____	County/Affiliation _____
Address _____	
City & State _____	Zip _____
No. of Persons _____	<input type="checkbox"/> Single room \$18.00
Arrival Date _____	<input type="checkbox"/> Double room \$26.00
Arrival Time _____	
Departure Date _____	

AMERICAN COUNTIES TODAY

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 before 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 Acock 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 officials 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 outlying shopping centers. The commuter is then taken by taxicab to one of three destination points in the downtown area.

A daily roundtrip service for cab holders costs \$10 to \$20 less 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 3,361 communities across the country while there are only 800 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. Marv is best remembered here at NACo for his tremendous leadership in the welfare reform fight. He is slated to replace Francis McLaughlin, 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 capabilities.

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 hoped for cost-cutting changes, work practices, schedules and the use of equipment.

For further information you may want to contact Irving Flaumenbaum, 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,

Bernie Hillenbrand
Bernard F. Hillenbrand
Executive Director

Coming Events

JANUARY

31 - Feb. 1	NACo Equal Employment Opportunity Workshop	Los Angeles, California	R. Bartholomew 202/785-9577
	Eastern Regional Urban County Solid Waste Seminar	Pittsburgh, Pa. Howard Johnson's Motor Lodge Chatham Center	Roger Bason 202/785-9577

FEBRUARY

4 - 6	Michigan Association of Counties Legislative & Taxation Conference	Lansing, Michigan Olds Plaza Hotel	A. Barry McGuire 517/372-5374
6 - 7	County Judges & Commissioners Association of Texas	College Station, Texas	Kenneth Douglas 512/478-8753
17 - 19	Police Jury Association of Louisiana	Lake Charles, Louisiana	James Hayes 504/343-2835
20 - 22	National Association of County Engineers 14th Annual Management & Research Conference	Disney World, Florida	Charles Goode 305/849-3445
26 - 28	NACo National Legislative Conference	Washington, D.C.	J. Murphy 202/785-9577
28 - Mar. 2	"Revolution in Campaign and Election Law"	Shoreham Hotel Washington, D.C.	Florence Zeller 202/785-9577

MARCH

3 - 5	State Association of County Commissioners of Florida Convention	Panama City Beach, Florida	E. R. Hafner 904/224-3148
9 - 13	National Association of Regional Councils Annual Convention	Los Angeles, California Biltmore Hotel	Ralph Webster 202/296-5253
31 - Apr. 3	County Officer Association of State of New York Annual Meeting	Grossinger, New York	Herb Smith 518/465-1473

APRIL

28 - 30	NACo Western Region District Conference	Seattle Washington	L. Naake 202/785-9577
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MAY

5 - 8	American Society for Public Administration Annual Convention	Syracuse, New York Hotel Syracuse	Richard Legon 202/785-3255
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JULY

14 - 17	NACo National Convention	Miami Beach Florida	Rod Kendig 202/785-9577
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Change of Address

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

Name _____
Title _____
Address _____

Attach old label here