

## This Week

- A look at proposed Energy Mobilization Board, page 4.
- Old depot becomes an arts center, page 6.

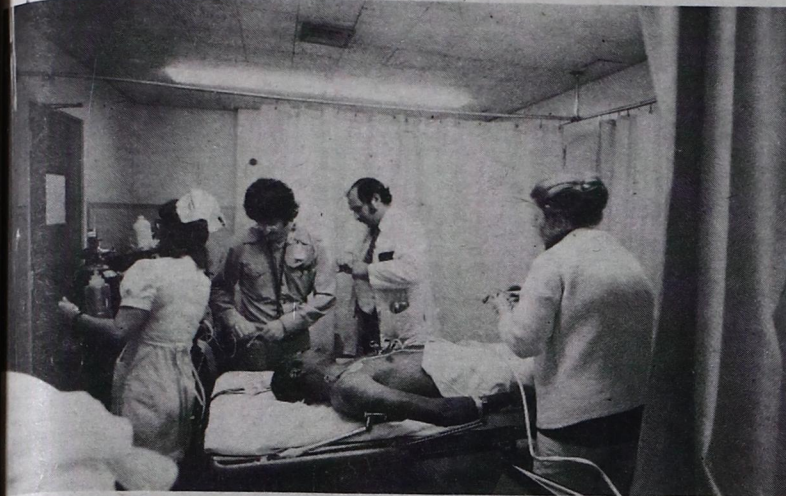
Vol. 11, No. 34

# COUNTY NEWS

"The Wisdom to Know and the Courage to Defend the Public Interest"

September 3, 1979

**NACo**  
Washington, D.C.



**BROAD HEALTH COVERAGE ASKED**—NACo and other public interest groups took a stand last week in opposition to any health insurance bill which encourages in-patient care at the expense of other vital services.

## NACo ANALYSIS

# Energy Impact Aid Needed

With the renewed emphasis in recent years on increasing production and use of domestic energy resources, particularly coal, many communities have had to face drastic changes in their social and economic makeup. However, despite a growing awareness of the problem, our national government for secure energy sources create even more "boomtowns" in the next decade.

### THE BILL

NACo has been working with Sen. Harry Hart (D-Colo.) to develop a comprehensive program to deal with the energy impact problem. As a result, Hart has recently introduced an amendment to the Energy Supply Act, S. 1308.

The proposal would expand the existing Farmers Home Administration (FmHA) program, which is now limited to coal and uranium production, and provide assistance for communities affected by all types of new energy development. FmHA would

offer local planning assistance and coordinate existing programs administered by a variety of federal agencies. Only when assistance was not available from an existing source would a community be eligible for aid under this proposal.

Assistance for local governments would be available through the states via a revolving fund mechanism. Grants would be available if a community were unable to borrow or when legal requirements prevented a community from going further into debt.

It should be clear that this is not a "give away" program. If a community is able to recover its "up-front" costs from revenue produced from the energy development, then repayment to the state revolving fund will be required. Likewise, if a state, after a number of years, has managed to take care of all its impact needs, then any funds paid back to the revolving fund would be shared with the federal government in accordance

with the original federal contribution to the fund. As a result, it is anticipated that a large part of the proposed federal funding (\$135 million in fiscal '80 and \$360 million each subsequent year to fiscal '84) will ultimately be recovered.

### THE PROBLEM

The need to expand the energy impact assistance program, beyond the limited area of coal and uranium production, is a result of our national energy policies. The push to develop a synthetic fuels industry will draw even more people into once rural areas.

A recent study by the Department of Energy (DOE) has identified 41 counties across the country which would be capable of supporting a synthetic fuels industry. Of the counties identified, 31 currently have populations of under 50,000. When this is coupled with the fact that an average size synthetic fuels plant (100,000 barrels-per-day) will draw an estimated 20,000 new people to the development site, the shortages in housing, recreation, and public facilities and services become critical.

This same report estimated that each new arrival will cost the community \$7,000 in facilities and services, an average of \$140 million in impacts for each new plant. Besides the cost of providing these services, communities face tremendous social and economic disruption.

Craig, Colo. for example, after three years of rapid energy-related growth has experienced an increase of 900 percent in crimes against people, 623 percent in alcoholism cases, 130 percent in child abuse cases, and 1,000 percent in child behavior problems. Many other communities can now look forward to a similar situation.

It is vitally important that every member of the U.S. Senate be made aware of this problem. Consequently, we would ask that you contact your

—Bruce Talley

# Group Opposes Catastrophic Only Health Insurance

In a dramatic move, NACo and other public interest groups joined forces and announced their opposition to any "catastrophic only" health insurance bill. This action comes in response to a push by Sen. Russell B. Long (D-La.) to move his national health insurance bill through the Senate Finance Committee and on to the Senate floor as swiftly as possible.

Those attending the NACo-sponsored symposium on National Health Insurance, with the exception of the National Governors' Association which reserved judgment on the issue, felt that the Long bill, focusing almost exclusively on catastrophic health insurance coverage is too narrow in scope. In general, it is believed that catastrophic health insurance would encourage further increases in in-patient hospital care thereby raising health care costs and ignoring other services such as preventive health care, health maintenance organizations and improved out-patient services.

In addition to Long's bill, symposium participants analyzed key health insurance proposals using four criteria:

- The impact on those individuals who are uninsured and underinsured, such as the poor, elderly, children and pregnant women;
- The difference which the current proposed cost containment legislation will make in federal, state and local costs (including public employer costs);
- The impact on the current administrative structure;
- Health system reforms resulting from each plan, including tax incentives, funding of preventive health services, health maintenance organization development, etc.

Summaries of major bills and proposals were presented by Joseph Onk, Domestic Policy Staff, White House (Administration proposal); Max Fine, executive director, Committee on National Health Insurance

(Kennedy/Waxman proposal); Wendell Primus, staff, House Committee on Ways and Means, and Randy Weiss, staff, Joint Committee on Taxation (Ullman proposal); and Glen Marcus, senior specialist, Congressional Research Service (Long proposal).

**AFTER LENGTHY** analysis, the group, again with the exception of the National Governors' Association, agreed on the need for a bill providing all Americans with a basic level of medical service coverage, income-related, that would as a minimum fill in those service gaps which exist under Medicare and Medicaid.

All groups favored a national health insurance bill which includes funding for preventive health care services.

Other areas of general consensus included state and local participation in the health planning process and a share in the administrative responsibilities of any health insurance program. The group called for local fiscal relief and a ceiling on the health care costs state could incur.

In addition to NACo, the organizations attending the symposium were The American Federation of State, County and Municipal Employees, Council of State Governments, National Conference of State Legislatures, National Governors' Association, National League of Cities, U.S. Conference of Mayors, and the Association of State and Territorial Health Officers.

NACo and those public interest groups that attended the symposium will hold a follow-up meeting within the next two weeks to further refine those positions already agreed upon. Membership from each group is urged to contact the Senate Finance Committee immediately to express their position on the health insurance proposals.

For further information contact Janet Smith at NACo.

—Paul Serber

# Budget Debate Ahead

The Senate Budget Committee will be pushing next week for a "reconciliation" resolution by the full Senate which will have the effect of cutting some \$4.7 billion from federal spending in fiscal '80. Operating in an atmosphere of anti-spending sentiment, the committee, chaired by Sen. Edmund Muskie (D-Maine), will ask the Senate to approve its second budget resolution which reconciles spending levels with the First Congressional Budget Resolution adopted last spring.

In order to achieve this spending level, several powerful committees must be instructed by their colleagues to cut back on programs they consider vital. Affected leg-

islation may include the appropriations bills for Labor-HEW, Energy and Housing and Urban Development.

At stake in the debate will be the ability of the Budget Committee to enforce its recommendations. The Congressional Budget Act of 1974, which initiated the budget process, authorized the Budget Committees to set target dollar levels for consideration by authorizing and Appropriations Committees.

The House Budget Committee is not expected to mark up its budget resolution until after the Senate debate.

—Bruce Talley

# Direct Deposit Encouraged

The U.S. Department of the Treasury is encouraging more intensive use of direct deposit, a program that allows recipients of federal recurring payments to have these funds delivered directly to the financial organization of their choice for deposit in a personal checking or savings account.

Anyone receiving Social Security benefits, Supplemental Security Income, railroad retirement or Veterans Administration compensation or pension payments is eligible to enroll.

Direct deposit is convenient because payments are deposited automatically into accounts, and the money is available at the opening of business on the payment date. Payment recipients no longer need to

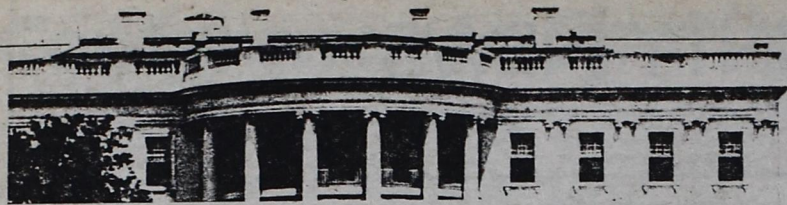
stand in long teller lines, wait for the mailman, or go out in inclement weather. Direct deposit also is safe because checks cannot be lost, stolen or delayed in delivery.

Treasury issues approximately 44 million payments monthly and, to date, 10 million of these payments are disbursed by the direct deposit method. Treasury is striving to have 18 million recipients enrolled in the program by mid-1981, resulting in annual savings to the government in excess of \$40 million.

To obtain additional information about the direct deposit program and a copy of a brochure to notify the general public of this service, contact Donna Jackson at the Department of Treasury at 202/566-5247.

See IMPACT, page 6





## Fifteenth Annual National Federal Aid Conference

Hosted by the National Association of Counties and NACo Council of Intergovernmental Coordinators

Hyatt Regency Hotel, Washington, D.C. October 23-26, 1979

An opening general session will kick off the conference with a legislative overview of the 96th Congress conducted by NACo legislative representatives. Workshops will provide the most up-to-date information on such subjects as: CETA, community development, LEAA, grant reform and many others.

Delegates to NACo/CIC 15th Annual National Federal Aid Conference can preregister for the conference and reserve hotel space by completing this form.

### Conference Registration

Conference registration fees must accompany this form before hotel reservations will be processed. Enclose check, official county voucher or equivalent. No conference registrations will be made by telephone.

Conference Registration Fees: \$95 (member), \$125 (nonmember counties), \$150 (other). Make check payable to NACo/CIC Federal Aid Conference.

Name \_\_\_\_\_ County \_\_\_\_\_  
 Title \_\_\_\_\_ Telephone (\_\_\_\_\_) \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

For Office Use Only: Check No. \_\_\_\_\_ Check Amount \_\_\_\_\_ Date Received \_\_\_\_\_

### Housing Reservation

- Special conference room rates will be available to all delegates whose reservations are postmarked no later than Oct. 1, 1979.
- No housing reservations will be accepted over the telephone at any time by the conference registration center.
- Return both housing reservations and conference registration to the NACo/CIC Federal Aid Conference Registration Center, 1735 New York Avenue N.W., Washington, D.C. 20006.

### Hyatt Regency rates:

Single: \$48/\$53/\$58 Double: \$60/\$65/\$70  
 1 Bedroom Suites: \$130/\$155/\$180 2 Bedroom Suites: \$190/\$215/\$240

Name \_\_\_\_\_  
 Address \_\_\_\_\_ Telephone(\_\_\_\_\_) \_\_\_\_\_  
 Arrival date/time \_\_\_\_\_ Departure date/time \_\_\_\_\_

No room deposit required. Rooms may be guaranteed by credit card number for late arrival. Give credit card company, number and expiration date.

Special hotel requests: \_\_\_\_\_

## Group to Look at Job Sharing Ideas

Attempts to reduce unemployment by spreading a limited amount of work among a greater number of persons—known as work sharing—are under investigation by the National Council for Alternative Work Patterns (NCAWP). Under a grant from the Department of Labor, NCAWP will be looking at such programs as shared work compensation, phased retirement, job sharing, longer vacations and time-income trade-offs.

"Work sharing should be viewed as a supplemental strategy for reducing unemployment and creating jobs," says NCAWP project research director Maureen McCarthy. "Between recession and an anticipated rise in unemployment rates... it is essential to consider innovative approaches."

The project will culminate with the publication of a directory of the wide variety of work sharing programs now operating in the United States and a series of case studies of different work sharing approaches. According to McCarthy, "Various organizations are already researching specific aspects of work sharing such as job sharing or phased retirement."

One issue that will be explored is the implication of the program for labor management relations and collective bargaining agreements. Another work-sharing approach that will be included in the project and which recently has attracted interest from business, labor and government is shared work compensation.

This approach encourages the sharing of partial unemployment in lieu of layoffs and provides for prorated unemployment insurance bene-

fits to participating employees. Since passage of legislation this past summer in California permitting payment of unemployment insurance for part-week unemployment, about 200 firms are certified for the program covering approximately 400 employees.

NCAWP is a nonprofit, exempt membership organization that provides information on flexible ways of scheduling work to government, management, labor and special interest groups. NCAWP is funded primarily by membership dues, project grants and corporate and foundation support. During November 1978, NCAWP published the *Alternative Work Schedule Directory* (available for \$25 per copy) which describes flexitime, compressed work week, job sharing and permanent part-time programs implemented at 300 public and private organizations.

NCAWP also publishes a quarterly newsletter which monitors federal and state legislative and executive activities concerning flexible work scheduling and reduced work hours programs, provides case studies, "how to" features, carries a point-of-view column, and includes a compilation of current resources. Beginning with its Fall 1979 issue, NCAWP newsletter will feature a special energy section which will explore the impact of alternative work scheduling upon gasoline consumption, carpooling and mass transit use.

For further information or to share knowledge of existing work sharing programs, contact Gary Rosenberg, NCAWP, 202/466-4467.

—Barbara Radcliff, NACo

## Local Economic Analysis

With costs for goods and services continuously rising, state and local governments are faced with a dilemma. They are attempting to meet citizen demands for improved services without increasing the tax burden.

To help local officials cope with this trend, the National Association of Counties and the National League of Cities have joined forces in sponsoring a series of workshops on the importance of economic analysis in local government.

The workshops, based on a League of Cities handbook, *Making Sense Out of Dollars: Economic Analysis for Local Government*, are aimed at making chief elected local government officials (county commissioners, city mayors, etc.) aware of the applications of economics to their jurisdictions' financial problems. Mod-

erators will include one of the authors of the handbook and a knowledgeable local official from the state in which the workshop is held.

In a question-and-answer period, local officials will be encouraged to discuss problems in their own jurisdictions.

Three sessions have been scheduled thus far: Sept. 24, 2-4 p.m., Virginia Municipal League Annual Convention; Oct. 2, 10:30 a.m.-noon, Kentucky Municipal League Annual Convention; Oct. 11 (time to be arranged), Tennessee County Service Association Fall Meeting.

NACo urges the attendance of its chief elected county officials of those states in which workshops will be held. For further information, contact Marthorse Laffey of the NACo staff at 202/785-9577.

## Focus on Jails and Mental Health

Improved mental health services in local jails will be the subject of four regional training seminars to be held later this year. Counties are invited, and those wanting to participate are asked to send a team composed of at least two of the following officials: sheriffs or jail administrators, mental health managers, county commissioners or administrators. Program needs of the individual jurisdictions will be examined.

The three-day sessions, sponsored by the National Institute of Corrections, are scheduled for Atlanta, Ga., Oct. 10-12; Boston, Mass., Oct. 15-17; California (exact location not yet determined), Dec. 3-5; and Boulder, Colo., Dec. 10-12. There is no registration fee.

Training Associates, Inc. is conducting the sessions. For more information and applications contact:

Carole Morgan, Project Director, Training Associates, Inc.—Mental Health and Jails Program, P.O. Box 4237, Boulder, Colo. 80306; 303/442-8232 or 442-4263.

## Beimel Is New Idaho Executive

BOISE, Idaho—Ronald T. "Beimel" assumed his new position Aug. 1 as the executive director of the Idaho Association of Counties. Announcement of his selection was made last month to Gary Morris, association president.

Beimel was a commissioner for Elbert County, Pa., where he had served as chairman of the board and as auditor. Beimel was selected from more than 80 candidates recruited nationwide.



## flexible Policy for Drinking Water Set

For those public water systems serving transient or nonresidential populations, the U.S. Environmental Protection Agency is suggesting a flexible enforcement policy.

These systems are regulated by the Safe Drinking Water Act of 1974. They have at least 15 connections to serve 25 or more "non-resident" people at least 60 days a year. Examples are motels, restaurants, campgrounds, factories, medical facilities, rest stops and service stations if they have their own separate water system. There are more than 141,000 of these "non-community" systems in the country. Many often own or operate this kind of water system and many health departments are involved in enforcing the regulations, which became effective for non-community systems on June 25, 1979.

Because there are so many systems and state/county resources are strained, EPA suggests that the systems be dealt with on a priority basis, based on size and kind of population served, type of contaminants, source of water supply and degree of treatment provided. The following order of priority has

been suggested:

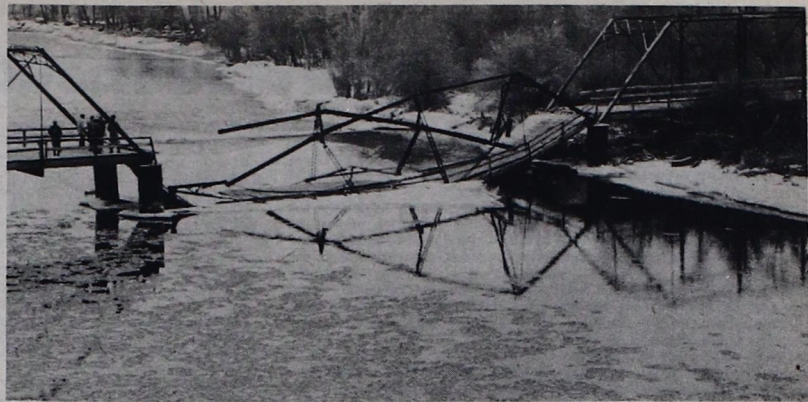
- Health care facilities
- Food service establishments (schools, camps)
- Non-food service establishments (motels, recreation areas, industries)
- Churches, lodges, etc.
- Retail establishments (gas stations)
- Others.

EPA allows states who run approved drinking water non-community programs to relax bacteria monitoring for systems based on an on-site evaluation of the system, and encourages the states to make these sanitary surveys on a regular basis.

EPA is also proposing to delay the mandated completion of monitoring for nitrates by one year to June 24, 1980. Excessive nitrate contamination has been shown to be harmful to young children.

Health standards and regulations have been in effect for those systems serving resident populations (community systems) since June 24, 1978.

Rules for non-community systems are less stringent because any given consumer will not have long-term exposure to contaminants from these sources.



## Counties Battle Killer Bridges

During September and October, the National Association of Counties Research, Inc. (NACoR) and the National Association of County Engineers (NACE) will conduct three regional meetings for county officials on the \$4.2 billion federal Highway Bridge Replacement and Rehabilitation Program. The meetings are located according to Federal Highway Administration (FHWA) regions and designed to address the needs of counties in those regions:

FHWA Region	Site	Time
Region 10 (Idaho, Oregon, Washington)	Boise, Idaho Holiday Inn	Sept. 18-19
Region 3 (Maryland, Pennsylvania)	Pittsburgh, Pa. Hilton Hotel	Oct. 3-4
Region 5 (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin)	Indianapolis, Ind. Hilton Hotel	Oct. 25-26

Officials in FHWA Region 10 (Idaho, Oregon and Washington) and FHWA Region 3 (Maryland and Pennsylv-

vania) have received housing and registration information directly in the mail from NACoR.

Officials in FHWA Region 5 (Illinois, Indiana, Michigan, Minnesota, Ohio and Wisconsin) will shortly receive housing and registration information. But mark your calendars now for the October 25 and 26 NACoR/NACE bridge meeting.

Discussion by county, state and federal transportation officials at each of the meetings will focus on the following topics:

- Inventory and inspection procedures;
- Sufficiency ratings and project eligibility;
- Off-system funding: distribution of the 15-35 percent of each state's apportionment available for off-system projects;
- Regulations on consultant agreements;
- Regulations on design standards, environmental assessment and right-of-way acquisition.

Each participant will receive a packet containing the most up-to-date information on the bridge program and technical resources, and NACoR will hear county suggestions for improving program administration.

For more information, including additional housing and registration forms for the Region 10 and Region 3 meetings, contact Marlene Glassman, NACoR Transportation Project Director, at 202/785-9577.

## NEW PUBLICATIONS

### ... on developing an energy plan

A new book available from the Institute for Ecological Policies may have active citizens throughout the nation developing a "county energy plan." The stated objective of the authors is the creation of a positive alternative to a nuclear future.

The *County Energy Plan Guidebook* offers approaches to identifying the flow of energy through a county and to assessing the potential effects of conservation and the use of renewable energy resources.

The authors are strong believers in the soft energy path of conservation, renewable resources, and reduction of total energy consumption as opposed to the hard path of further development of fossil fuels, nuclear resources and high technology alternative energy resources. Several economic studies are cited to show that the soft path is more beneficial for the nation.

The guidebook provides forms, formulas, and worksheets to develop energy conservation potential on a county-by-county basis, figures which could prove helpful for any energy office. State plans developed from the aggregate of the county plans are expected to lead eventually to a national plan.

A second section gives suggestions for mobilizing political support, initiating conservation and alternative energy projects and for dealing with

local governments and the press.

The methods for data collection and calculation of needs require only simple mathematics and persistence for the completion of the county energy plan. Although the formulas in the guide will give only a rough estimate of a county's energy use and the potential for conservation, this can be the starting point for a more detailed energy action plan and can give the county information necessary for working with other levels of government, active citizens' groups and the private sector in the energy field.

The guidebook is available from the Institute for Ecological Policies, 9208 Christopher St., Fairfax, Va. 22031 for \$7.50 for individuals and public interest groups and \$15 for others.

### ... and aspects of air pollution

"The air you breathe can sometimes make you sick, even kill you," starts a new illustrated publication from the U.S. Environmental Protection Agency, entitled *Air Pollution and Your Health*. The booklet goes on to describe the general suspected health effects of air pollution and more specific information on sources and adverse effects of each of the regulated air pollutants. Brief descriptions of national actions are included.

*Cleaning the Air: EPA's Program For Air Pollution Control* is a more detailed information booklet, which includes discussion of the pollutant emissions sources in the United States, control strategies and their effects as well as health considerations. It includes a discussion of the respective roles of the federal, state and local government levels and the general public.

Both booklets are written for the general public. They can be requested in quantity for your own public information effort in your county from the Office of Public Awareness, U.S. Environmental Protection Agency, 401 M Street S.W., Washington, D.C. 20460, or contact Arleen Shulman at NACoR.

## Energy Training Offered for Park Staff

The Departments of the Interior and of Energy have jointly announced a new energy conservation program for state and local park and recreation managers. The program was developed in response to the President's call for reduced oil imports and efficient use of America's energy resources.

Under the joint program, Interior's Heritage Conservation and Recreation Service (HCERS) will train local park and recreation managers to conduct energy audits of buildings, vehicles, and other facilities. HCERS will also develop a program for transferring energy conservation information to state and local park and recreation agencies.

Under the interagency agreement the Energy Department will identify potential programs that could be used by state and local park and recreation agencies to enhance energy conservation efforts. DOE will also investigate potential

assistance to state energy offices in the overall development of an energy conservation program to state and local park agencies.

To get the program going, HCERS will conduct separate training workshops for state and local officials in the eastern and western United States as field tests. In conjunction with the workshops, a handbook on conducting energy audits and a training manual on conducting energy conservation workshops will be developed. The handbook and manual will be based on the Energy Conservation Manual and Audit Program already developed by the Interior Department, as well as other materials. The Energy Department has appropriated \$60,000 to HCERS for these workshop activities and publications.

HCERS Director Chris Therrall Delaporte explained, "The goal of the training program is to provide the tools and capability for state and local park and recreation agencies to

start energy conservation programs with a minimum of assistance. Energy and cost savings resulting from this effort can be used for other vital park and recreation services."

HCERS will also explore how current state plans for satisfying recreation needs can be adapted to assure the consideration of energy conservation. These plans, known as State Comprehensive Outdoor Recreation Plans (SCORPS), are required before receiving federal Land and Water Conservation Fund grants and are revised at least once every five years. HCERS is also going to review its regulations for financial assistance programs to determine how energy conservation might serve as a criterion for funding projects.

## Action Needed for DOT Funds

House action is expected next week on the fiscal '80 DOT Appropriations bill (H.R. 4440).

NACoR strongly supports a proposal by Rep. Robert Duncan (D-Ore.), which would provide much needed funding for buses and additional funding for the safer off-system roads program (SOS).

The funding is apportioned as follows: carpool/vanpool: \$4 million; highway beautification: \$8.5 million; SOS: \$40 million; 55 mph enforcement: \$20 million; Section 3 discretionary: \$130 million; rural and small urban programs: \$10 million; Section 5: \$30 million.

County officials are asked to contact their representatives immediately in support of the Duncan amendment.

## Pretrial Diversion Meeting Called

County officials looking for alternatives to jail for those awaiting trial in their communities can receive advice and information at a Special Workshop on Pretrial Diversion, Sept. 23-25 in Pensacola, Fla.

The program will emphasize potential untapped resources for pretrial employment, especially the use of Comprehensive Employment and Training Act (CETA) funds. Other issues to be covered will be delivering direct services to clients and making

the most of existing community resources.

The workshop is sponsored by Pretrial Services Resource Center and the Mayor-President's Office of Pretrial Employment and Training in Baton Rouge, La., which has developed a model program using CETA funds.

Advance registration is required, and further information is available from Phil Thomas of the Mayor-President's Office of Pretrial Employment and Training, 504/389-3457.

COUNTY NEWS  
(USPS 704-620)

EDITOR: Bernard Hillenbrand  
MANAGING EDITOR: Christine Gresock  
PRODUCTION MANAGER: Michael Breeding  
ADVERTISING: Karen Eldridge, Robert Redding,  
Debra Salzer  
ASSISTANT EDITOR: Joan Amico  
PHOTOGRAPHER: Paul Serber  
CIRCULATION COORDINATOR: G. Marie Reid  
Published weekly except during Christmas week  
the week following the annual conference by:

National Association of Counties  
1735 New York Ave. N.W.  
Washington, D.C. 20006  
202/785-9577

Second class mailing at Washington, D.C. and additional offices. Mail subscription is per year for nonmembers, \$30 for nonmembers purchasing 10 or more subscriptions. Membership surplus subscriptions are \$20, membership purchasing 10 or more surplus subscriptions \$15. Send payment with order to the address. While utmost care is used, County News cannot be responsible for unsolicited manuscripts.



## ENERGY UPDATE

## Mobilization Board to Speed Project Approval

As Congress returns from the August recess, one of the first and most important issues that it will be considering is the proposal to establish an Energy Mobilization Board (EMB). The EMB is that part of the President's energy package which calls for "fast-tracking" the approval of energy projects which are in the national interest.

The EMB, as proposed, would be a three-member appointed body located in the Executive Office of the President. The board would be charged with three main goals: to accelerate the development of nonnuclear domestic energy resources, foster coordination and integration of federal, state and local approval actions, and establish decision-making timetables for designated projects.

The EMB proposal is being considered by the Senate Committee on Energy and Natural Resources and by two House committees: Interstate and Foreign Commerce and Interior and Insular Affairs. Only the House Interior Committee was able to complete its consideration prior to the

August recess.

All of the proposals follow general outlines of the President's proposal. However, they differ in a number of major respects.

Neither the Senate version nor the House Interior version allows the EMB to override state and local substantive law. On the other hand, the version under consideration by the House Commerce Committee would allow the board to override all state and local laws, both substantive and procedural.

**STILL PENDING** before the House Commerce Committee is a vote on an amendment offered by Rep. Tim Wirth (D-Colo.) which would limit the EMB's waiver authority. If adopted, the EMB would be empowered to require consolidated hearings between affected agencies and levels of government and consolidated permit applications, and would be allowed to change decision-making timetables where such changes would not affect substantive legal requirements. The board would not be al-

lowed to override substantive state and local law.

As the comparison on this page clearly indicates, only the Commerce Committee is considering allowing this appointed body to override state and local laws and decision-making. Consequently, it is very important that every member of the House Commerce Committee be contacted and urged to support the Wirth amendment.

Congress must be made aware that, while NACo strongly supports efforts to improve domestic energy production and distribution, counties are deeply concerned about removing authorities currently vested in the level of government closest to the people and placing them in the hands of a remote appointed body.

While some members argue that congressional oversight will prevent any likely abuses on the part of the EMB, this would appear unlikely considering the thousands of waivers they will be asked to review. Reasonable reforms, such as provided under

the Wirth amendment, are necessary and should be supported. Unreasonable preemption of state and local laws endangers the operation of the federal system.

## House Commerce Committee

**Democrats**  
Harley O. Staggers, W.Va., Chairman  
John D. Dingell, Mich.  
Lionel Van Deerlin, Calif.  
John M. Murphy, N.Y.  
David E. Satterfield III, Va.  
Bob Eckhardt, Texas  
Richardson Preyer, N.C.  
James H. Scheuer, N.Y.  
Richard L. Ottinger, N.Y.  
Henry A. Waxman, Calif.  
Timothy E. Wirth, Colo.  
Philip R. Sharp, Ind.  
James Florio, N.J.  
Anthony Toby Moffett, Conn.  
Jim Santini, Nev.  
Andrew Maguire, N.J.  
Martin A. Russo, Ill.  
Edward J. Markey, Mass.  
Thomas A. Luken, Ohio  
Doug Walgren, Pa.  
Albert Gore Jr., Tenn.

Your prompt action on this matter is essential. A list of House Commerce Committee members is provided below. For further details, contact Mark Croke at 202/785-9577.

**Republicans**  
Barbara A. Mikulski, Md.  
Ronald M. Mottl, Ohio  
Phil Gramm, Texas  
Allan Byron Swift, Wash.  
Mickey Leland, Texas  
Richard C. Shelby, Ala.  
**James T. Broyhill, N.C.**  
Tim Lee Carter, Ky.  
Clarence J. Brown, Ohio  
James M. Collins, Texas  
Norman F. Lent, N.Y.  
Edward R. Madigan, Ill.  
Carlos J. Moorhead, Calif.  
Matthew J. Rinaldo, N.J.  
Dave Stockman, Mich.  
Marc L. Marks, Pa.  
Tom Corcoran, Ill.  
Gary Lee, N.Y.  
Tom Loeffler, Texas  
William E. Dannemeyer, Calif.

## Mobilization Board/Fast Tracking Legislation

	Administration	S. 1308	Dingell (H.R. 4862, 4895, 4573)	Udall (H.R. 4985)
<b>Project Designation</b>				
<b>Authority</b>	No authority for states to consult or otherwise participate in designation of Priority Energy Projects.	Same	Same	Same
<b>Consultation</b>				
<b>Project Decision Schedule</b>				
<b>Authority</b>	EMB to establish binding schedules for federal, state, and local decision-making.	Board to establish binding schedule for federal agencies without regard to existing procedural limitation.	Board to establish binding schedules for federal, state, and local decisionmaking.	Board to establish schedule for federal, state and local decisionmaking consistent with the statutory or other tentative schedules submitted by all agencies concerned.
<b>Consultation</b>	No consultation required	Board to negotiate with state and local representatives on deadlines. If board and agencies cannot agree, board to submit binding timetable subject to two-House congressional approval.	Governor of state in which project to be located may appoint one non-voting member to participate in board deliberation concerning the project.	No consultation necessary since Project Decision Schedule must reflect tentative schedules submitted by state and local agencies.
<b>Enforcement (if deadline is not met)</b>	If deadline is not met, board authorized to make decision in lieu of the agency subject to existing federal, state, or local substantive laws.	If deadline is not met, board authorized to make decision in lieu of the agency, subject to existing substantive laws.	Upon failure of any federal, state, or local agency to meet deadline, board may establish such procedures as it deems appropriate to bring such agency into compliance (see waiver authority).	Upon federal agency's failure to meet decision deadlines, President is required to make the decision within 60 days, in lieu of the agency. If state or local agency is responsible for delay, board shall notify governor and transmit notice to Congress with recommended action.
<b>Waivers</b>				
<b>Authority</b>	Board authorization to waive procedural requirements of existing federal, state and local laws, as well as new substantive or procedural requirements which come into effect after project construction has commenced, subject to presidential veto.	Board authorized to waive existing federal time requirements, subject to Congressional approval. Board also authorized to waive existing procedural requirements, when acting in lieu of delinquent agency. Committee has yet to decide issue of how to deal with new laws passed after project is designated as priority project. No waivers of substantive provisions of federal, state or local law.	Board may recommend to the President to forward to Congress a determination to waive in whole or in part, existing federal, state or local law, both substantive or procedural, as well as any new substantive or procedural requirements coming into effect after establishment of Project Decision Schedule. Such waivers to be subject to one-House congressional veto within 60 days.	Board may recommend waivers of federal agency time requirements to the President. President to submit such recommendation to Congress, subject to one-House congressional veto within 30 days. No other waivers permitted.
<b>Judicial Review</b>	Review of EMB decision in Court of Appeals for circuit in which the project is located, on an expedited basis.	Decisions by federal, state, and local agencies re: a priority energy project subject to expedited review in Temporary Emergency Court of Appeals (TECA).	Review of final agency decisions covered by Project Decision Schedule in Court of Appeals for circuit in which project located. Action must be brought within 90 days of publication of final agency decision.	Decisions of federal, state and local agencies re: a priority energy project subject to expedited review in the District Court for district in which project located or the district in which claim arose. Action must be brought within 60 days of project certification. Supreme Court granted exclusive right of review over any District Court decisions. Petition for review by Supreme Court required within 15 days of District Court decision.
<b>Number of Priority Energy Projects</b>	No limit	No limit; committee considering several classes of priority energy projects	No limit	A maximum of 12 Priority Energy Projects may be designated in any calendar year and no more than 2 projects may be pending certification at any one time.



# Energy Conservation: The Solution

By Neal R. Peirce

President Carter's push for an \$88 billion government investment in environmentally hazardous synthetic fuels is having an unexpected spin. Since his energy speech, there's been a wave of strong interest in a much less risky alternative—"minimizing the vast waste in the country's consumption patterns."

Energy conservation is admittedly less dramatic than "synfuels," nuclear power or any other technological "fix" to break the country's dependence on foreign oil. But surprisingly, attention is now being paid to the conservation thrust of a new report, "Energy Futures," by the Harvard Business School Energy Project. Coauthor Daniel Yergin argues that conservation in energy use in buildings, industry and transportation "may well be the cheapest, safest, most productive energy alternative readily available in large amounts."

The United States, Yergin claims in the report ("Energy Futures," Random House), could consume 30 to 40 percent less energy without a decline in its standard of living. Conservation, he says, is a "quality energy source" that doesn't undermine the international monetary system, doesn't emit carbon dioxide into the atmosphere, and doesn't create problems comparable to nuclear waste. "And contrary to conventional wisdom," he writes, "conservation can stimulate innovation, employment and economic growth."

Picking up on the cue, Sens. Edward Kennedy (D-Mass.) and John Chafee (D-N.H.) have produced an energy conservation plan they say would save 4 million barrels a day—about eight times the Carter conservation goal.

The gas shortages of '79 and Carter's speech do seem, however, to have altered the terms of debate so that Americans won't automatically dismiss a conservation strategy as a utopian pipe dream. The Harvard team estimated that in-

sulation retrofitting of buildings could save up to 50 percent of their energy use. Huge inroads can be made into gas consumption through enforcing the 55-mile-per-hour speed limit, proper engine tuning and tire inflation, and reducing the weight of vehicles.

## Commentary

But even such reforms, as overdue and important as they are, won't suffice—or even be implemented—unless energy conservation infects Americans' thinking and an energy yardstick is applied across the board.

A good place to start is transportation, which accounts for 71 percent of national oil consumption. The Administration's neglect of mass transit seemed to be reversed when the President urged \$1 billion a year for a decade of transit improvements. But the American Public Transit Association (APTA) was probably right in urging the \$10 billion be spent in five years instead of 10. Despite aging fleets and sharp rises in transit usage in recent years, only 2,973 full-sized transit buses were produced in the country last year.

APTA urges adding 10,000 buses a year, expanding potential ridership 10 percent annually. But considering the national transportation emergency an OPEC oil cutoff would trigger, 20,000 new buses a year might be none too few.

Could transit agencies find themselves with more buses than demand? Conceivably. But not if they step up their marketing to potential riders and if governments cooperate with a variety of measures to discourage private car commuting. Examples: high inner-city parking rates, discouraging offices from providing free parking (or insist they charge its true value), and more exclusive busways on streets and freeways.

Complementary transportation strategies might include: major in-

ductions for carpools and vanpools; use of shopping center parking lots for transit park-and-ride facilities; a moratorium on all but the most "essential" new interstate links or other new roads, together with increased maintenance of existing highways.

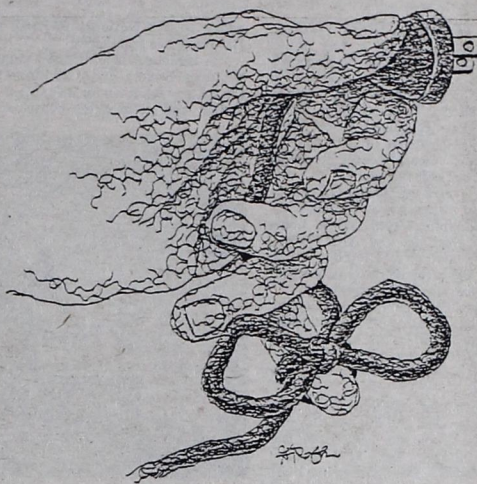
State and local governments should clear away the regulatory underbrush that often makes it well-nigh impossible to set up vanpools, should use school or church buses for other uses on off hours, or devise other inventive forms of "paratransit."

THE NATIONAL Wildlife Federation suggests still more reforms: accelerate new streetcar lines; speed up railbed rehabilitation so that trains can travel at more competitive speeds; provide public backing for manufacturers of new commuter railcars, light-rail, bus and rail track; institute four-day work weeks for government workers to reduce commuting trips; provide priority mass transit funding to cities that switch federal highway grant funds to transit.

Rather than being oppressive, transit innovations can add to the quality of life. Examples: bikepaths and auto-free pedestrian zones; the informal social clubs that form in vanpools; and charter buses to transport groups of people to weekend vacation resorts.

To curb energy-profligate sprawl development, federal, state and local governments could bar new highways and sewer systems that foster scattered development and deny highway access to new shopping centers that will cause longer shopping trips.

IN ADDITION to the bright frontiers in solar and other forms of renewable energy, a major new source could be tapped by better management of the nation's immense solid waste flow. A shockingly small number of municipalities—only 200 out of the nation's thousands—encourage homeowner or business separation of trash (newspapers, cans, bottles, etc.) as a first step toward energy-saving



resource recovery. Fewer still generate electricity from combustion of solid waste.

If we're finally willing to admit the energy crisis is "the moral equivalent of war," war is still too important to be left to the generals—and particularly not to captains of industry ready

to cash in on a crash synfuels effort that would pollute the air and sorely strain sparse western water supplies.

Conservation, with the hundreds of local initiatives it invites to start energy saving now, is a compellingly more attractive path.

(© 1979, The Washington Post Company)

## CIC to Sponsor Fall Training Workshops

New county intergovernmental grant coordinators will be offered training at a seminar sponsored by the Council of Intergovernmental Coordinators, a NACo affiliate. The fifth annual training seminar will take place at NACo's Washington office Oct. 22-23 and is being held in conjunction with the 15th Annual National Federal Aid Conference at the Hyatt Regency, Oct. 23-26.

The seminar will last from 10 a.m. to 5 p.m. each day and will be conducted by experienced county grant coordinators. The program is geared toward county grant or intergovernmental coordinators with less than

one year of experience in the field.

Interested county officials should send the registration form below to Joan Paschal, NACo/CIC Training Seminar, 1735 New York Ave. N.W., Washington, D.C. 20006. The registration fee of \$35 covers materials, manual and luncheon, and payment or voucher must accompany the form.

A resume of past experience is required, as well as a statement of the information participants hope to gain from the seminar, e.g., duties of a grant coordinator, how to set up a grant office, where to go for help, etc.

Space is limited and confirmation is required to attend.

### NACo/CIC Training Seminar NACo Headquarters October 22-23, 1979

Return form with your payment by Oct. 8 to: Joan Paschal, NACo/CIC Training Seminar, 1735 New York Ave. N.W., Washington, D.C. 20006.

Name \_\_\_\_\_

County \_\_\_\_\_

Title \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

No. of months on job \_\_\_\_\_

A resume of previous experience must be attached to this form, plus a statement of the information you hope to gain from the seminar, e.g., legislative update, duties of a grant coordinator, where to go for help, etc. Confirmation from NACo staff is required to attend this seminar since space is limited.

The registration fee of \$35 includes materials, manual and luncheons. Please make your hotel reservations directly with the hotel.

## Membership Sought for Panels on Air Quality Costs, Benefits

How can we assign dollar values to improved public health, productivity, water visibility, increased crops resulting from air pollution control? How can the intangible benefits from control be measured against industrial and public sector costs?

These questions will be investigated by two panels advising the National Commission on Air Quality. The NACQ is soliciting nominations for participants on these panels, which will analyze economic methods used in estimating the costs and benefits of air pollution control.

Prospective panelists should have demonstrated knowledge of the field, benefit/cost analysis, and those with health and/or economic backgrounds are preferred.

Gordon Brady, NCAQ's chief of the Economic Analysis Division, called the identification of air quality benefits the "Gordian knot of environmental economics." The goal of the panels will be to "achieve a consensus among the experts on appropriate methods of evaluating the costs and benefits" so that the commission can make recommendations to Congress on how to work toward clean air.

The panel will review benefit estimation methodology to be used in the NCAQ studies and will try to

measure the most likely range of current total national benefits resulting from the achievement of national ambient air quality standards.

The other panel will review costs to both private and public sectors to determine how air pollution control costs have been and should be measured.

The panels will include about 15 persons each, of which five on each panel will be asked to prepare critiques of current methodologies. Both panels will meet for at least one two-day session.

Persons interested in serving on either of these panels should contact Gordon Brady by Sept. 12 at NCAQ, 499 S. Capitol St. S.W., Second Floor, Washington D.C. 20003, 202/245-6415.

The NCAQ is also asking for nominations for two technical panels:

- Photochemical Oxidant Panel which will assess the most up-to-date information on how to measure smog impacts and will study how to translate research techniques into tools for policy analysis;

- Atmospheric Dispersion Modeling Review Panel which will investigate the proper uses and limits of modeling techniques.

Persons interested in the first

panel should contact Vernon Krause and those interested in the second panel should contact James Fairbrother, both at NCAQ at the address given above.

## EPA Offers Course List

The Environmental Protection Agency, Air Pollution Training Institute, located at Research Triangle Park, N.C., conducts a broad spectrum of air pollution courses ranging from orientation level courses for personnel with little or no experience to highly technical courses to meet the needs of the more experienced air pollution control personnel.

There is a new course schedule available for Oct. 1, 1979 - Sept. 30, 1980 which lists all courses offered and provides a course description for each. You may obtain this new schedule by writing to: Registrar, Air Pollution Training Institute, U.S. Environmental Protection Agency MD-20, Research Triangle Park, N.C. 27711.



## FOCUS ON THE ARTS

# Depot Puts County on Right Track

ST. LOUIS COUNTY, Minn.—Working together is a way of life when you live in the far northern wilderness areas of our country, so it seemed no great innovation to the citizens of St. Louis County, Minn., when they combined forces with county government in 1971 to form a regional cultural center out of an abandoned railroad depot.

Today, eight years after the county assumed ownership of Duluth's historic old Union Depot, the St. Louis County Heritage and Arts Center, or the Depot as it has come to be called, has received national acclaim for progressive achievements.

Designed by Peabody and Stearns, the Chateausque French-Norman structure, built in 1892, saw 50 trains a day in 1910. But by 1969 the spacious rooms had become a home for pigeons.

Today three museums, four performing groups and a producing visual arts group are housed in the 69,000 square feet, \$3.5 million county facility. The building has been

added to the National Register of Historic Sites and Places.

The museums include the County Historical Society, one of the oldest in the state and known for its extensive Indian and manuscript collections,

and A.M. Chisholm Museum, a museum developed within the school system and still actively involved in education. The third museum, newest and most popular with area visitors, is the Lake Superior Museum of

Transportation.

This Railroad Museum was formed in 1974 when the tracks behind the renovated depot were enclosed. Today it has a collection of nearly 50 "historic iron horses" with such rare pieces as the William Crooks, Minnesota's first locomotive, the 1870 Minnetonka which worked the historic transcontinental line and the giant Missabe Road Mallet 227, one of the world's largest and most powerful steam locomotives.

The performing groups, including an 80-member symphony, professional ballet company, and community theater, are housed in a \$1.7 million performing arts wing completed in 1977.

### FINANCING THE DEPOT

Key to the center's success, according to Shirley Swain, the director, has been the Depot's broad appeal and the county's willingness to help financially. "There is truly something for everyone," she says.

As the center progressed through its three phases of construction/renovation, St. Louis County provided the interim funding necessary to keep work on target. In addition, the county covered the cost of utilities and insurance for the building.

This operating support continues, and, coupled with the City of Duluth's help through a dedicated tax, provides approximately one-third of the nearly \$500,000 annual operating budget. Gate admissions, rentals, grants and donations make up the difference.

Since the building is county-owned, the nonprofit corporation formed to manage the facility was able to secure federal support for renovation and construction. Funding for the project has been split evenly between private contributions, foundation grants and public funds.

Largest of the 16 grants were two from the Economic Development Administration of more than \$740,000 and an additional \$200,000 from the Upper Great Lakes Regional Commission. More than \$200,000 in

Housing and Urban Development Historic Preservation funds were also invested.

The county commissioners say the investment is a good one. The area in the area have grown since the depot was built. The depot is a major industry with a \$7.8 million economic impact, according to a recent University of Minnesota study.

Duluth city officials credited the Depot with being a significant stimulant to tourism and awarded it receipts from a hotel/motel tax.

### A POSITIVE INFLUENCE

According to a Department of Transportation 1979 report on the Depot, "The recycling of the station has had a positive influence on the revitalization of the surrounding area. The reuse has generated new economic activity in the area and has become an integral element of the city's efforts to revitalize the downtown area. The project has contributed significantly to increased retail sales, tourism, and employment opportunities in the city of Duluth. In addition, the project has generated new jobs and employment opportunities in each of the eight participating cultural entities."

Attendance has been excellent since the grand opening in May 1977. In the first year, more than 250,000 people were actively involved in some Depot activity. This is high participation in light of the fact that Duluth has an isolated population of 100,000 with the rest of the county's 120,500 population widely spread over 6,072 square miles. Attendance at the museums before the Depot affiliation averaged between 5,000 and 10,000 per year.

The quality of life of an area closely related to its museums and creative arts. St. Louis County has made sure that its cultural life will continue to expand as it continues to support its Heritage and Arts Center.

More information on the Depot development and activities can be obtained from the St. Louis County Heritage and Arts Center, 506 W. Michigan St., Duluth, Minn. 55802.



REVITALIZED DEPOT—The St. Louis County (Minn.) Heritage and Arts Center, lower photo, is housed in Duluth's old Union Depot. One of its attractions is the Railroad Museum (inset). Photo above shows the depot as it appeared in the 1940s.

## Impact Aid May Expand

Continued from page 1

Senators and urge them to support passage of this legislation. It is particularly important that members of two committees be contacted: the Committee on Energy and Natural Resources and the subcommittee on Interior of the Senate Appropriations

Committee.

The latter committee will be considering appropriations for the existing FmHA program (fiscal '80). The Energy Committee will be considering the substance of Sen. Hart's proposal. For further information, call Mark Croke at NACo.

### Senate Committee on Energy and Natural Resources

#### Democrats

Henry M. Jackson, Wash., Chairman  
Frank Church, Idaho  
J. Bennett Johnston, La.  
Dale Bumpers, Ark.  
Wendell Ford, Ky.  
John Durkin, N.H.  
Howard Metzenbaum, Ohio  
Spark Matsunaga, Hawaii  
John Melcher, Mont.  
Paul E. Tsongas, Mass.  
Bill Bradley, N.J.

#### Republicans

Mark O. Hatfield, Ore.  
James A. McClure, Idaho  
Lowell P. Weicker, Conn.  
Pete Domenici, N.M.  
Ted Stevens, Alaska  
Henry Bellmon, Okla.  
Malcolm Wallop, Wyo.

### Senate Appropriations Subcommittee on Interior

#### Democrats

Robert C. Byrd, Chairman  
Ernest F. Hollings  
Birch Bayh  
Walter Huddleston  
Patrick Leahy  
Dennis DeConcini  
Quentin Burdick  
John A. Durkin

#### Republicans

Ted Stevens  
Milton R. Young  
Mark O. Hatfield  
Henry Bellmon  
James A. McClure  
Paul Laxalt

Director of Public Works/Road Commissioner, Calaveras County, Calif. Salary \$30,000. Direct and coordinate all facets of the public works program; road construction and maintenance; act as county surveyor; care, maintenance and control of solid waste disposal; building permits and inspections; airport and other related public works projects. Requirements: Registered civil engineer for California, five years responsible administrative or supervisory engineering in public works activities. Apply: Personnel Office, Government Center, San Andreas, Calif. 95249. 209/754-3536. Closing date: Sept. 10.

Phosphate Mining Coordinator, Manatee County, Fla. Salary \$14,976. Responsible for monitoring regulations through field observation of all phosphate mining to ensure compliance with federal, state and local ordinances. Also advise the county commissioners of the environmental and economic impact of phosphate mining operations. Bachelor's degree in mining, civil or geological engineering, plus at least eight years experience. Resume to: County Administrator, Box 1000, Bradenton, Fla. 33506. Closing date: Sept. 30.

Planner II, Manatee County, Fla. Effective communication skills essential. Master's degree in planning with two years experience in local planning required. Resume to: Manatee County Personnel Department, Box 1000, Bradenton, Fla. 33506.

Transit Planner, Washoe County, Nev. Salary \$14,118-\$22,022. Primarily responsible for the development and evaluation of existing and alternative operational plans and system design for the "Citifare" transit system. Degree in planning or a related field and three years progressively responsible experience. Resume to: Washoe County Personnel, Box 11130, Reno, Nev. 89520.

Transportation Planner, Washoe County, Nev. Salary \$14,118-\$22,022. Responsible for the evaluation of street and highway systems and the development and maintenance of a master

transportation plan. Degree in planning or related field plus three years progressively responsible experience. Resume to: Washoe County Personnel, Box 11130, Reno, Nev. 89520. 702/785-4143.

Training Director, Statewide Staff Development Institute of Indiana (SSDI). Salary commensurate with experience. Will be responsible for planning, coordination and delivery of training and technical assistance to CETA entities throughout the state. Must have a demonstrated ability in the areas of training program administration, curriculum development and training methodology. Experience in employment and training programs is preferred. Resumes, including salary requirements and examples of work, to: Julian Griggs, Director, Room 23, Civic Center, 7th and Pontiac, Rochester, Ind. 46975. 219/223-4371.

Accountant/Budget Specialist I, Loudoun County, Va. Salary \$12,204 to \$12,828 starting salary (\$12,204-\$17,184 salary range). Some knowledge of local government and grants management desired. Requires one year of applicable professional experience in municipal accounting, budget and financial administration plus a bachelor's degree in accounting, business, public administration or related field, or an equivalent combination of education and experience. Send resume to: County of Loudoun, Office of Personnel, 18 North King St., Leesburg, Va. 22075. 703/777-0213. Closing date: Sept. 21.

Planning Director, Dakota County, Minn. Previous salary \$27,000. Master's degree in planning, public or business administration. Requires four years executive experience in private or public sector and ability to recognize and evaluate public issues. Resume to: Administration Office, Dakota County Government Center, 1560 Highway 455, Hastings, Minn. 55033.

Public Administration Specialist (2), Northern Kentucky Area Development District. Salary \$12,646 to \$15,392. The PAS provides local gov-

ernments with assistance in improving administrative functions and developing grant applications. Bachelor's degree in public administration or related field; two years experience in public administration with emphasis on economic development programs. Resume: Manager, Local Government Services Division, 7505 Sussex Drive, Florence, Ky. 41042. Closing date: Sept. 10.

Deputy Administrator, Mercer County, Pa. Salary \$19,000. To direct a county CETA program. Degree in public administration, business administration or related field plus four years management experience in public or private sector. Resume to: Employment Training Administrator, Mercer County Community Services, Inc. Box 402, Meadville, Pa. 16335. Closing date: Sept. 10.

Airport Manager, Chesterfield County, Va. Degree in airport management, business administration or related field and three to five years of experience. Resume and salary requirements to: R.B. Gahula, Chesterfield County Personnel Department, Chesterfield, Va. 23041. Closing date: Sept. 10.

Deputy-Juvenile Detention Services, Jefferson County, Ky. Salary \$23,340. Bachelor's degree in social sciences, criminal justice, public administration or related field and three to five years of experience. Resume and salary requirements to: R.B. Gahula, Chesterfield County Personnel Department, Chesterfield, Va. 23041. Closing date: Sept. 10.

Employment Training Analyst (CETA), Santa Cruz, Calif. Salary \$1,450 to \$1,700 monthly. Two years experience in employment training programs, knowledge grant administration regulations desirable. Contact: County of Santa Cruz Personnel Department, Room 401, 701 Ocean Street, Santa Cruz, Calif. 95060. 2316. Closing date: Sept. 28.

## Job Opportunities



# The Surface Transportation Act: an Overview

Editor's Note: John S. Hassell Jr., deputy administrator, Federal Highway Administration, U.S. Department of Transportation. This article is reprinted with permission from the July 1979 issue of *Public Works* magazine.

By John S. Hassell Jr.

Historically, our nation's counties have been in the forefront of highway matters. In 1893, four years before the first American-made motor car was rolled out onto what passed for roads, S.H. Owens, road supervisor of Richland County, S.C., combed the deep sand that covered the shoulders of the roads in the county for the sticky clay that covered the third of the roads in the county. While the sand particles were left to bear upon each other and interlock, producing one of our improved surfaces. County Supervisor Owens forthwith became known as "the father of the sand road in America."

Cuyahoga County, Ohio, goes to the first brick surface on a road; it was laid on the Wooster road near Cleveland on a portion of what is now U.S. 42. That, too, was in 1893, coincidentally the year the Federal Road Inquiry, forerunner of the Federal Highway Administration, was established.

To get into the specifics of the Surface Transportation Assistance Act of 1978, it is the first comprehensive legislation combining highway and transit transportation funding into one law. Altogether, the 1978 Act is a significant milestone in federal aid to the nation's transportation needs. It provides a renewed impetus for accomplishing such significant tasks as completing and re-aligning the Interstate system, improving the nation's deteriorating bridges, initiating the new rural and urban program, consolidating safety construction programs, improving enforcement of vehicle and weight laws and developing energy saving programs.

## THE INTERSTATE SYSTEM

The Interstate Highway portion of the act is a timetable to complete the system by requiring the submission of environmental impact statements for segment projects by 1983 and the commencement of construction by 1985. States that have spent all their allocated Interstate funds may borrow from future years and, after a new two-year lapse of funds, lapsed funds will be reallocated to other states for their Interstate projects. The matching ratio remains 90/10, except for Interstate substitution projects, where credits for substitute highway and transit projects are available at the request of local and state governments after withdrawing Interstate projects. The matching ratio of these projects is 85/15.

The Interstate "3R" program was made permanent in the 1978 bill. We are now authorized to use \$175 million in this fund for Interstate resurfacing, rehabilitation and restoration for 1980 and 1981, \$275 million for 1982 and 1983, at a matching ratio of 75/25.

For non-Interstate highways, \$2.5 billion annually is provided for 1979 and 1980. The matching ratio, previously was 70/30, is now 80/20.

## FAS BRIDGES

The National Bridge Replacement and Rehabilitation Program has recently been changed drastically in order to address this serious problem more than heretofore. Funds for the program were provided for the first time in the Federal Highway Act of 1978 on the heels of the tragic Ohio

River Silver Bridge disaster in West Virginia. From then up to November, 1978, the program had allocated \$816 million toward replacement of deficient bridges. Altogether, the bridge replacement program has some 1,500 bridges completed or in various stages of replacement.



Hassell

Inventory and prioritization of federal-aid bridges required by the Act was a monumental task, for previously there had been very little coordinated effort in this area. Today, however, the initial job on the federal system is complete with 98 percent of the bridges inventoried.

Our bridge statistics are startling and alarming. Of the approximately 560,000 public bridges in the United States greater than 20 feet in length, 234,000 are on the federal-aid system. About 9,000 are structurally deficient and another 33,000 functionally obsolete. The estimated cost in today's dollars to replace these 42,000 bridges is in excess of \$12.5 billion. At previous funding levels, without considering future deficiencies or inflation, it would have taken 100 years to correct or replace these structures on the federal-aid system, not to mention the off-system bridges.

Obviously, the cost of adequately addressing the bridge problem is beyond the resources of state and local governments; that is why Congress increased the funding and changed the federal share from the previous 75 percent to 80 percent. Federal funding under the program will be \$4.2 billion over the next four years. The 1978 Act also expanded the program to include bridge rehabilitation as well as replacement.

## SAFER OFF-SYSTEM ROADS

In another area, the 1978 Act extended authorizations for the Safer Off-System Roads Program, and it also included a requirement that at least 50 percent of the SOS monies obligated in any fiscal year must be for highway improvement projects which correct or improve high-hazard locations, eliminate roadside obstacles, improve highway signing and pavement marking, or install traffic control or warning devices at high accident potential locations.

The SOS program was first established in the Federal-Aid Highway Act of 1976; it authorized \$200 million for each of the fiscal years '77 and '78. The Surface Transportation Assistance Act of 1978 continued the authorized funding level at \$200 million for each of the fiscal years '79 through '82. Since the SOS program is not funded out of the Highway Trust Fund, specific congressional appropriations are required from the General Fund to implement the program. While \$600 million has been authorized through fiscal '79, only \$305 million has been appropriated to date.

DOT proposed a consolidated safety improvement program with one authorization covering safety improvements, both on and off the federal aid system, for enactment in 1978. Consistent with this proposed legislation, no provisions were made for the SOS program in the department's budget for fiscal '79, nor in the budget passed by Congress.

## OFF-SYSTEM BRIDGES

The 1978 Act requires that all bridges on public routes off the federal-aid system must be inspected and inventoried by December 31, 1980. Our national bridge inventory currently has only a partial listing of about 87,500 bridges off the federal-aid system. The National Association of Counties' recent survey of 3,100 counties estimates that there are 233,800 such bridges, of which it is projected an alarming 166,800, or 71.5 percent, may be structurally deficient or functionally obsolete.

The 1978 Act also stipulates that between 15 and 35 percent of a state's annual apportioned funds shall be used to rehabilitate or replace public bridges off the federal-aid system. Translated into dollars and cents, this means at least \$500 million and up to \$1.4 billion will be available for these bridges over the next four years.

## URBAN SYSTEM

Of course, the Federal-Aid Urban System Program is also of great interest. Obligations of urban system funds have increased yearly and surpassed the annual apportionment

level of \$766 million during fiscal '78. The \$1 billion obligations objective for fiscal '79 should be met easily. FHWA field offices will continue the program emphasis with our staff working earnestly with state and local agencies.

## NON-URBAN PUBLIC TRANSPORTATION

The Secretary has assigned joint responsibility to UMTA and FHWA for administration of the \$75 million program for public transportation in non-urbanized areas. The \$75 million is provided in formula funds for transit programs in rural areas and urban areas of less than 50,000 population. Funds may be used to offset transit operating costs as well as construction costs. The \$75 million appropriation for fiscal '79 is made available to each state on a formula basis.

Projects funded under this program must be in an annual state program. The program cannot be approved unless it provides for the fair and equitable distribution of funds within the state, including Indian reservations, over the four-year authorized period. Provision must be made for the maximum feasible coordination of public transportation services funded by other federal sources.

Under the program, eligible recipients may include state agencies, local public bodies, nonprofit organizations and operators of public transportation services. Purchase of service agreements with private providers of public transportation service are permitted.

The federal share for nonoperating expenses is 80 percent. The federal share for operating expenses is 50 percent of the operating deficit. At least 25 percent of the deficit must be provided from sources other than federal funds.

An Emergency Regulation was published in the *Federal Register* on December 18, 1978, with a 90-day comment period for the non-urban public transportation program. A letter was sent to the governors informing them of the program and requesting designation of a state agency to administer the program. As of today, 48 of the 55 states and territories have responded. Upon designation of the agency, a state can draw on 15 percent administrative funds with the federal share at 100 percent. FHWA plans to publish the final regulation this summer; meanwhile, we will continue the consultative process begun last summer with comments on the emergency regulation to formulate the final regulation.

FHWA will continue, as it has in the past, to work very closely at the federal level with the departments of Health, Education and Welfare and Labor to deliver this program to the locals efficiently and effectively. Our goal is to make the final regulation as simple as possible with a minimal number of federal strings, and to give the states and local governments maximum flexibility and authority under the provisions of the law. We think the achievement of this goal will provide improved transportation for the transportation disadvantaged in nonurbanized areas.

# Matter and Measure



## TRUCK ACCIDENT MEETING

Traffic accidents involving heavy trucks claimed an estimated 4,624 lives in 1978, a 40 percent increase since 1975, according to statistics compiled by the U.S. Department of Transportation (DOT).

Last year, deaths related to heavy trucks accounted for almost 10 percent of the 50,000 traffic fatalities, or one out of every 10 persons killed on the nation's highways.

As a result, the department's National Highway Traffic Safety Administration (NHTSA) has announced a public meeting in Washington, D.C., on Sept. 10 to discuss the problem. The meeting will be held from 9 a.m. to 6 p.m. in the Department of Commerce Auditorium, 14th Street and Constitution Avenue, N.W.

Discussions will center on five topics: driveability (brakes, tires and road conditions, handling and stability, and speed control), vision and lighting, crash protection, driver environment, and maintenance, operation and training.

On June 19, the National Highway Safety Advisory Committee, a 35-member group appointed by the President to advise the Secretary of Transportation on highway safety issues, held a public meeting on the advisability of installing speed control devices on new heavy duty trucks and intercity buses, as well as examining the level of safety in operating commercial vehicles.

The meeting was scheduled after the Trailways Bus Co. petitioned NHTSA to require that commercial vehicles be equipped with governors that would limit their speed to 57 miles per hour. The petition claimed that the rule limiting the speed of commercial vehicles would reduce accidents, save lives and conserve fuel.

The advisory committee recommended that NHTSA undertake a research program to demonstrate the costs, benefits and overall effectiveness of speed control devices before establishing rules. It also suggested more resources were needed to improve the performance of the federal government's enforcement of commercial vehicle safety regulations.

Persons who want to participate in the meeting but lack the funds to do so may apply for financial assistance by writing to: Ann Mitchell, Office of Public Affairs and Consumer Participation, NHTSA, Room 5232, Washington, D.C. 20590.

## IBTTA ANNUAL MEETING

More than 500 toll industry officials from 10 nations are expected to attend the 47th annual meeting of the

International Bridge, Tunnel and Turnpike Association (IBTTA), Sept. 23-26 at the Hyatt Regency in New Orleans.

Attendees will discuss future prospects for toll operations in view of the world energy situation, new toll projects in the United States, Europe and South America, and the effect of changing economic conditions on transportation financing.

A special panel of fiscal experts from Florida, Maryland and Pennsylvania will discuss innovative financing options as they affect transportation.

Headlining the meeting will be Federal Highway Administrator Karl S. Bowers.

For more information contact: International Bridge, Tunnel and Turnpike Association, Inc., 1225 Connecticut Avenue N.W., Suite 307, Washington, D.C. 20036, 202/659-4620.

## FHWA REGION 15 DEMONSTRATION PROJECTS

During the first two weeks in September the Federal Highway Administration (FHWA) will conduct two Region 15 demonstration projects.

Demonstration Project No. 45 on Highway Noise Analysis will be held Sept. 11-13 at the West Virginia Department of Highways in Charleston. Contact Ben Hark at 304/348-3505 for more information.

Demonstration Project No. 38 on Air Quality Model Calibration will be held Sept. 13-14 at the Indiana State Highway Commission in Indianapolis. Contact John Mick at 317/633-5816.

## DATE CHANGE FOR TRANSBUS

According to UMTA regulations, any jurisdiction soliciting bids for and/or purchasing new standard, full-size urban transit buses with UMTA financial assistance was to use the Transbus Procurement Requirements bid package after Sept. 30.

However, because no bids were received on May 2, 1979, the bid opening date for the first scheduled procurement of Transbus by UMTA grantees, it has become impossible to hold grantees to the Sept. 30 date.

UMTA has therefore published a final rule in the Aug. 13 *Federal Register* amending the existing UMTA Transbus regulation to delete that date and substitute the phrase "date reserved."

For a copy of the Aug. 13 ruling, contact Chuck Reidbort at NACO.



# Spreading the Word: CETA Works

Developing good relations with the local press is an important ingredient to any successful program and CETA projects are no exception.

On July 12, the *State Journal Register* in Springfield, Ill. described the experiences of an 18-year old high school dropout in a CETA-funded community garden project operated by the Springfield and Sagamon Community Action Agency.

He and several other youths had built a greenhouse, planted crops, transplanted the crops to six acres of farmland, and already harvested 206 bushels of lettuce, cabbage, turnips, broccoli and other vegetables. The harvested crops are donated to senior citizens in the city and county.

Now, however, the young man will not be around to pick the watermelons and canteloupe. He will start a

full time job at a local nursery and will take two semesters of agriculture at the local community college this fall.

A local paper in Chemung County (Elmira), N.Y. reports that five teenagers participating in a CETA Exemplary In-School Project have proposed the rehabilitation of a landmark building which hasn't been used by the public in over 40 years.

They call themselves "The Whiz Kids," after a group of Elmira businessmen who promoted downtown improvements several years ago. After renovating the structure the young people hope to form a business, lease the building from the city and sponsor public events.

Most CETA programs have comparable success stories. But over the past year CETA has received a lot

of hard knocks in the press. National newspapers have run articles attacking the program and many local papers have followed suit. The damage any individual program is of course importance compared to the blow to their credibility which all CETA programs have suffered.

By making use of the contacts in the local media, CETA operators in Chemung and Sangamon counties have reaped the benefits of positive publicity. They are encouraging prime sponsors to invite the local press for a "walk through" their programs, to meet the participants and see for themselves that CETA works.

NACETA's upcoming annual employment conference in Jefferson County (Louisville), Ky. will feature a workshop on successful public relations. Frank Greer, special assistant to Secretary of Labor Ray Marshall, and a panel of public relations specialists will discuss ways to work with local media to encourage positive publicity for successful CETA programs.

NACETA will sponsor

## NACo's Eighth National Employment Policy Conference

Sponsored by the National Association of County Employment and Training Administrators (NACETA) with special sessions sponsored by the County Employee/Labor Relations Service (CELRs)

**Commonwealth Convention Center  
Jefferson County (Louisville), Kentucky  
October 14-17, 1979**

### Workshops

For elected officials, CETA staff, labor relations staff, personnel directors, welfare directors, job service directors and service deliverers

PSE Management	OJT Designs
Job Development	Private Sector Initiative
Youth Programs	Welfare Reform
Rural Programs	Targeted Jobs Tax Credit
EEO/Affirmative Action	Client Motivation
Job Classification	Counseling Techniques
Public/Media Relations	

### Business Session

Election of Officers of the National Association of County Employment and Training Administrators

### Regional Caucuses

### General Session Speakers

House Education and Labor Committee Chairman **Carl Perkins**, Secretary of Labor **F. Ray Marshall**, House Subcommittee on Employment Opportunities, Ranking Minority Member **James Jeffords**, Assistant Secretary of Labor **Ernest Green**, and many other key congressional representatives, staff and administration officials

### General Information

Delegates to NACo's 8th Annual Employment Policy Conference can both preregister for the conference and reserve hotel accommodations by completing this form in full. Please use **one** form for **each** delegate registering for this conference. You must pay your Conference Registration Fee by check, voucher, or equivalent made payable to **National Association of Counties/Employment** and postmarked **no later than Sept. 10, 1979**. Return all of the above to **NACETA Conference Registration Center**, 1735 New York Ave., N.W. Washington, D.C. 20006. For further information, call 703/471-6180.

### Conference Registration

All advance conference registrations must include payment and be postmarked no later than **Sept. 10, 1979**. No requests for conference registration will be accepted by telephone. Refunds of Conference Registration Fee will be made if cancellation is necessary, provided that written notice is postmarked no later than **Oct. 7, 1979**. Spouses must register to attend social events. No separate tickets will be sold.

#### CONFERENCE REGISTRATION

Check appropriate box(es) ☐ Delegate (\$95) ☐ Spouse (\$55)

Name Last First Middle Initial

Title County

Prime Sponsor (If Appropriate)

Address

City State Zip Telephone

Name of Registered Spouse Last First

#### OFFICIAL HOUSING RESERVATION REQUEST

- Special conference room rates will be available to all delegates whose reservations are postmarked to the **NACETA Conference Registration Center** no later than **Sept. 10**.
- After Sept. 10 no hotel reservations will be made directly by the Conference Registration Center. However, the NACETA Registration Center (703/471-6180) will provide information on hotel room availability after Sept. 10 so that delegates can make their own hotel reservations.
- No housing reservations will be accepted over the telephone at any time by the Conference Registration Center.

Indicate hotel preference by circling rate under type of room:

Hotel	Single 1 person/1 bed	Double 2 persons/1 bed	Twin 2 persons/2 beds
Hyatt Regency	\$39	\$49	\$49
Galt House	\$35	\$43	\$43

Note: Suite information from Conference Registration Center (703/471-6180).

Name of Individual

Co-occupant/Double or Twin

Arrival Date/Time Departure Date/Time

Special Hotel Requests

Credit Card Name Number

Authorized user's signature Expiration Date

☐ Check here if you have a housing related disability.

No room deposit required. Rooms may be guaranteed for after 6 p.m. arrival in writing by your county or by sending one night's deposit to the above address. For further housing information, call NACETA Conference Registration Center (703/471-6180).

#### For Office Use Only

Check No.

Check Amount

Date Received

Date Postmarked

### Pa. Convention Hears Francois

More than 240 Pennsylvania county officials attended the 93rd annual convention of the Pennsylvania Association of County Commissioners, Aug. 5-8 in the Pocono Mountains. In addition to county commissioners, chief clerks and county solicitors from 64 of the 67 Pennsylvania counties attended the meeting.

Delegates heard from Eugene Eidenberg, deputy assistant to President Carter, and NACo's new president, Francis B. Francois, county man, Prince George's County, Md. Francois emphasized the importance of counties in the current economic crisis, as well as the future of the general revenue sharing program.

New PSACC officers include Commissioner Nelson A. Punt, Cumberland County, president; Commissioner Carol T. Hilday, Columbia County, first vice-president; Commissioner Stuart F. Pipher, Monroe County, second vice-president; and Commissioner Ronald C. Shaffer, Juniata County, secretary/treasurer.

The Pennsylvania State Association of County Commissioners, founded in 1898, is one of the oldest county government organizations in the country. James Allen serves as PSACC executive director.

### Conference Set on Hydropower

Small-scale hydropower will be the focus of an international conference to be held in Washington, D.C. this fall. The conference, **WATERPOWER '79**, will address a wide range of topics relating to small hydro project planning.

In the search for nonpetroleum energy supplies, small-scale hydro is an energy source of considerable interest and potential. For example, studies by the Army Corps of Engineers have identified some 50,000 small dams in the United States alone which could be developed into sources of electricity for small communities, factories and government buildings.

**WATERPOWER '79** will include workshops on financing, licensing, policy development, engineering and marketing considerations. The conference will be held Oct. 1-3, at Washington Hilton Hotel. For further information, contact **WATERPOWER '79**, 1129 20th St., Suite 600, Washington, D.C. 20036, 202-729-7290.