

Public hearing slated on sewer rates

A public hearing on wholesale sewer rates, expected to increase suburban area homeowner's water bills an average of \$24 next year, will be held at 9:30 a.m. Wednesday, Aug. 29 before the Detroit City Council.

The hearing will be in the City-Country Building Auditorium, 13th floor. The new rates, proposed by the Detroit Water and Sewerage Department, represent a 38 to 69 percent increase for suburban area communities. The rates vary due to transportation costs and whether sewage is treated in an area. Water and sewage flow is

metered in the western Wayne County and southern Oakland County areas. The new rates are scheduled to take effect Jan. 1 and remain in effect through June 30, 1981.

More than 70 cities, towns and villages in Wayne, Oakland and Macomb counties are serviced by the Detroit sewer and water utility through county sewerage districts. The counties and municipalities pass on the wholesale cost increases to homeowners, plus add maintenance and service charges.

The sewerage treatment plant on the Detroit River is under court order to

comply with federal anti-pollution regulations.

The treatment plant is now being tested by a special consultant appointed by Detroit Mayor Coleman Young to measure its progress towards meeting the clean water standards.

The Detroit water utility has said the huge rate increases are necessary to raise about \$180 million needed to bring the plant into compliance. Suburban homeowner increases are expected

to be about double what Detroit residents will pay. Detroit residents' water and sewerage treatment bills are expected to increase \$12 to \$16 next year.

OAKLAND COUNTY Drain Commissioner George Kuhn, expecting that the rate hikes will be routinely approved by the Detroit City Council, said this week the county may join Macomb County in appealing the new rates to U.S. District Judge John Feikens. Feikens has presided over the federal

government's lawsuit the past two years to bring the treatment plant in compliance with federal and state standards.

Macomb County is expected to protest its residents being assessed the full repair cost of a major sewer main which collapsed last summer. Macomb wants the entire region to share the repair cost.

"What we want is good performance and the lowest possible cost and we can't get either one," Kuhn said. "Ques-

tions that we can't get answered (at next week's hearing) we plan to take to federal court. That's our only recourse."

Kuhn claims the Detroit plant only treats 50 percent of the total sewage flow. "Isn't someone owed a rebate for lack of service," he said. "We're not getting what we're paying for."

The new sewerage rates were approved by the Detroit Board of Water Commissioners last month.

OLHSA offers help to low-income youth

Summer jobs as maintenance, clerical, health, food service or teacher aides, at \$2.90 an hour, are still available through the Oakland Livingston Human Service Agency.

Part of the Summer Youth Employment Program, the jobs, aimed at out-of-school, low-income youth, are with non-profit, public agencies and institutions in Pontiac, Milford, Drayton Plains, Independence and Royal Oak townships.

OLHSA ALSO has openings in its work experience and Michigan Employment Program (MEP). The work experience program provides 1,000 hours of training for youth, 16-21, who are not returning to school.

The program attempts to place the trainee in a permanent job.

The MEP program, for out-of-school youth, 16-24, offers such jobs as dental assistant, inventory clerk, machine operator and warehouse managers. Following the training period, the trainee will be offered a full-time job with a participating private business.

What's a low-income youth?

For the MEP program, the guideline for a family of four is an annual income of \$6,700 or less. For the summer employment and work experience programs, the guideline is \$8,120 a year. Jobs in all three programs pay the federal minimum wage, \$2.90 an hour.

Motorists can save gas \$\$\$

With \$1-a-gallon gas signs haunting American motorists, and with the cry to conserve energy, it's critical for you to get the best gas mileage from your car.

Most motorists don't realize that it's the driver who controls how much gasoline used.

Two major conditions for good fuel economy are 1) how the car is maintained, and 2) how it's driven.

A well-tuned, properly maintained car will deliver the maximum mileage of which it's capable. The easiest and best way to make sure a car is mechanically able to give its owner the best possible mileage is to follow the recommended maintenance schedule in the car's owner's manual. A properly tuned car is a must for optimum fuel economy.

Spark plugs should be clean, properly gapped and firing efficiently. Plugs that misfire only 2 percent of the time — a rate that most drivers don't notice — can rob you of mileage.

The carburetor should be adjusted to manufacturer's specifications. A dirty or faulty carburetor or a sticking automatic choke wastes gas and contributes to air pollution.

Underinflated tires increase rolling resistance; this requires more fuel to move the car.

Wheels that are out of alignment can cause the tires to scrub against the road, causing the car to use more fuel.

The air cleaner should be clean and checked frequently, especially in dusty areas. A dirty air cleaner restricts the flow of air to the carburetor and causes the engine to run at a higher-than-normal ratio of fuel to air.

The thermostat in the cooling system should be functioning properly. A faulty or improper thermostat can waste gas by prolonging engine warm-up in cold weather. Once your car is tuned and properly maintained, how you drive has the greatest influence on the amount of fuel used. Usually, it's a simple matter of consciously thinking "fuel economy" when driving.

Here are some tips from the advisory council:

• Slow down. A light foot is one of the best assurances of good mileage. Don't stretch the speed limit.

• Avoid long periods of idling. If you're in for a long wait at a train crossing or are waiting for a passenger, turn off the engine. Remember: when you're idling, you're getting zero miles per gallon.

• Look ahead and anticipate signal changes. Slow down to make the green rather than stop for a red light.

• Try not to use streets with a lot of traffic lights and/or stop signs.

• Avoid jack-rabbit starts. Resist the temptation to be away first.

• Maintain an even speed, especially on freeways.

• Coast to a stop whenever possible. Sudden stops waste gas.

• Be sure the parking brake is fully released before pulling away.

• Don't ride the brake or clutch pedal or pump the accelerator pedal.

• Cut down the load. Store golf clubs or other gear at home, not in the trunk of your car.

• Organize your trips. Changes are, you can make one trip and do the things that usually take two.

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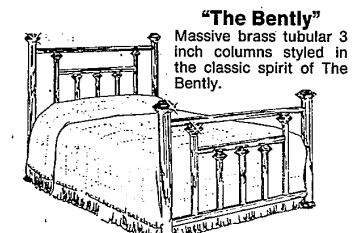
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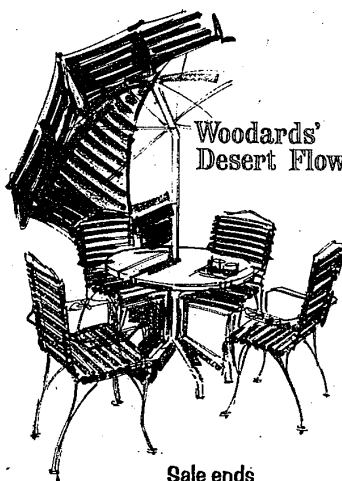
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