

Milliken backs stadium subsidy—but never again

By TIM RICHARD

Gov. William G. Milliken is still in favor of subsidizing the Pontiac Silverdome stadium despite some legislative opposition every year.

But the state's chief executive said that the state shouldn't make that kind of agreement again.

Silverdome gets \$800,000 a year in state subsidy, usually in a package with \$28 million in aid to the City of Detroit. And the package usually squeaks by in the State House of Representatives.

Silverdome was one of many subjects the governor covered in a recent interview with suburban newsmen in his Lansing office.

"THE LEGISLATURE and the governor entered into a good faith agreement with the Silverdome," Milliken said.

"To withdraw would be an act of bad faith. I wouldn't support withdrawal."

"But I wouldn't support aid to the Joe Louis Arena" now being built on Detroit's riverfront. "If we were to start all over, I wouldn't support the Silverdome subsidy."

But he had praise for the impact of

the giant Detroit Lions football stadium's economic impact. "Because of Silverdome, we got the Super Bowl," he said, referring to the 1982 National Football League championship game which will be held there.

The subsidy idea was born when the City of Detroit was seeking to build a new home for the Lions in the late 1960s. When Detroit's effort faded, the City of Pontiac established a building authority to construct it.

The state subsidy helps pay off the stadium's revenue bonds.

MILLIKEN, DEEPLY tanned after a recent Caribbean vacation, fielded questions on a host of governmental and political subjects. He said:

Royal Oak Commissioner Alice Schoenholz "is incorrect" in charging he didn't try hard enough to get federal aid for portions of Oakland County after the March ice storm. "It was not a question of trying hard. It was a question of compliance — of meeting the requirements of federal law."

His role at the 1980 Republican National Convention will be "host governor." . . . and to have some small influence on the presidential and vice-

presidential nominations. I expect to support someone for president. I can't imagine any combination of circumstances that would lead me to accept a vice-presidential nomination." He is not interested in a Cabinet post. "The Cabinet members I have known have all experienced a sense of frustration. One of the most challenging jobs in the nation is to be governor of an industrial state."

He had no particular plan for how the metropolitan area should tax itself to pay for its share of the 1990 Southeastern Michigan Transportation Authority plan. He has committed the state to pay for the capital portion of whatever plan SEMTA finally adopts, but the region itself must pick up a portion of the operating costs. Among the methods used in other regions: sales tax, property tax.

He would "play hardball" in seeking amendments to the County Home Rule Act so that Wayne County has latitude to write a streamlined charter with a strong executive and eliminating such elected department heads as sheriff, clerk and drain commissioner and the autonomous road commission. He will not agree to "a three-headed

monster" proposed by some Detroit legislators as the county's chief administrator. Restructuring of Wayne County government is Milliken's price for helping the county out of its projected \$14 million deficit.

"Everybody wants criminals off the streets — they voted for longer sentences — but they want them (prisons) over there and not here. The problem is that every time we propose a prison site, the community is up in arms." Nevertheless, Milliken said, some \$400 million worth of prisons must be built in the next 10 years. The current prison capacity is 13,000, the prison population is 15,000, and by 1981-82 it will reach 18,000.



GOV. MILLIKEN Aids Silverdome

Driver error biggest hazard

Driver error is a major safety hazard on Oakland County roads.

That's what more than two-thirds of county residents said in a survey conducted recently for the Oakland County Road Commission.

Sixty-nine percent of 900 voting-age residents randomly chosen for the phone survey chose driver error most often from a list of safety hazards which included potholes, road design defects, poor markings and signals and vehicle defects.

Inadequate roads that don't have enough lanes were listed as the main cause of traffic congestion rather than too many vehicles on the roads (55 percent to 52 percent). Residents of Avon, West Bloomfield, Waterford and Bloomfield townships most often blamed inadequate roads for congestion.

Residents rated county roads below interstate, state and local streets. Road commission spokesman Dennis Pajot said 91 percent of the county's roads are in townships.

The road commission's job performance was rated "fair to good." Signs and road signals received the highest rating, followed by snow and ice control, concern for the environment, road construction and road maintenance.

Seventy-two percent of those surveyed agreed that the road commission, with its current funding, couldn't keep up with roads wearing out.

The Market Opinion Research survey on general road questions was the first scientific-based poll conducted for the road commission. The residents survey and one of county opinion leaders cost \$25,500. The road commission plans a follow-up survey later this year.

Tornado peak season is April through July

Since 1950, the 410 tornadoes in the state have claimed 227 lives.

Michigan has the nation's third-highest average number of tornado deaths each year.

A tornado is a funnel cloud with violent rotating winds of up to 300 miles an hour. They have an average life span of 10 minutes and travel about five miles.

When conditions are favorable for tornado activity, a tornado watch is issued by the National Weather Service.

When a funnel cloud has been spotted, a tornado warning is issued.

Tornadoes can occur anytime of the day or night. But most tornadoes occur from April through July, forming in the late afternoon and evening hours.

UM hospital project

Paramedic training pushed

It's a matter of life or death, and there isn't a doctor or hospital within miles. An ambulance is called, but the victim still needs attention from a specialist.

That specialist is a paramedic.

Michigan, unlike other states, lacks proper paramedic training according to Patricia Warner, Emergency Service administrator, University of Michigan Hospital.

This is why University Hospital, St. Joseph's Mercy Hospital, and McPherson Hospital in Howell have joined with Washtenaw Community College in a cooperative effort to develop a

paramedic training protocol for statewide use.

A paramedic is a licensed professional emergency medical technician. EMTs are qualified to recognize and assess medical emergencies and render certain care at the scene of an emergency. But with advanced training, the EMT can be certified as a paramedic, capable of understanding the medical implications of an emergency and competent to render additional care under the radio direction of a hospital-based physician.

Sixteen EMTs, with at least one year's field work or related patient care, entered the local pilot program in January and expect to complete their

training in August. All are from Livingston County which is funding the project. With McPherson as its only major hospital, the program officials noted, Livingston County's interest is to enlarge its limited health resources with paramedic expertise.

About 30 percent of McPherson Hospital's emergency cases are referred to either University or St. Joseph hospitals because of limited specialty services at McPherson. The paramedic program will ensure Livingston County's emergency victims more life-saving emergency care if needed during the close to 45-mile ambulance run, the program officials said.

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