

## **REQUEST FOR COMMENTS ON TRANSPORTATION PROJECTS**

THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public involvement in the sixteenth amendment to its *Transportation Improvement Program (TIP)* for fiscal years (FYs) 2017-2020 (10/1/16–9/30/20), consisting of the following proposed actions:

- 1)** Modifying the 2019 reconstruction of the railroad crossing surface at the M-37 (Helmer Rd) crossing of Grand Trunk Western (GTW) railroad in Springfield, by the Michigan Dept of Transportation (MDOT), to be financed 100% by State of Michigan Railroad (MRR) funds in the amount of \$207,177, instead of 90% Federal Surface Transportation Safety Highway Crossing Hazard Elimination (STRH)/10% State MRR;
- 2)** Modifying the scope of the 2020 City of Battle Creek (BC) Major Street Resurfacing project by deleting Meachem Ave, from Upton to Capital, from the project. Sections of Riverside Dr, Union St, Upton Ave, & Roosevelt Ave remain part of the project at the same \$491,770 total estimated cost, 81.85% Fed Surface Transportation Program (STP) Urban Local (STUL), 18.15% BC;
- 3)** Adding 2019 construction by MDOT to add sidelights and circuitry upgrades to support signal operations at the GTW railroad crossing of Kendall St just north of I-94BL (Dickman Rd), total cost \$50,000, 90% Fed STRH, 10% State MRR;
- 4)** Adding 2019 MDOT resurfacing of M-66 from Wanadoga Creek northward ~1.8 mi to the Calhoun/Barry County line. Total construction phase cost \$418,500, 100% State Non-Freeway Resurfacing Program;
- 5)** Deleting 2019 preliminary engineering (PE) phases for the MDOT Southwest Region's annual Longitudinal, and Special, Pavement Marking Programs, as no longer needed for 2019 implementation of the programs;
- 6)** Deleting 2017 & 2018 Battle Creek Transit (BCT) projects proposed to use Federal Transit Administration (FTA) Section 5339 - Bus and Bus Facilities funding, for large bus replacement pending accumulation of adequate Sec5339 funds, and re-directing those 2017 & 2018 funds to a modified 2019 BCT Sec5339-funded project to acquire Intelligent Transportation System technology support equipment for the BCT central office and on-board vehicles. Total 2019 cost \$445,623, 80% FTA Sec5339, 20% State Comprehensive Transportation Fund; and
- 7)** Modifying the 2020 Calhoun County Road Dept (CCRD) resurfacing of N Dr N (Gorsline Rd), from McAllister Rd to 12 Mile Rd, to add \$390,000 in local (CCRD) funds for additional extensive grading required to support paved shoulders. New total construction estimate \$1,200,000, 53.4% Fed STUL, 46.6% CCRD.

Details of the above listed projects can be provided upon request and may also be available online at [www.bcatsmpo.org](http://www.bcatsmpo.org). Discussion & action regarding the TIP amendment will be conducted at the regular meetings of BCATS' Technical Committee (Wednesday 5/8/19) and Policy Committee (Wednesday 5/22/19), beginning at 1:30 pm in the Council Chambers of Springfield City Hall at 601 Avenue A. Public comment is encouraged before or at those meetings; BCATS' regular meetings are open to the public. Comments will be accepted up to Policy Committee action on 5/22/19. Direct questions and/or comments to: BCATS, 601 Avenue A, Springfield, MI 49037; ph 269/963-1158, fax 269/963-4951, e-mail [bcats@bcatsmpo.org](mailto:bcats@bcatsmpo.org).

- 1) JN-200426, 2) JN-130194, 3) JN-207779, 4) JN-207826, 5) JNs 203024+203025,  
6) 2017 project pre-JobNet, no JN; 2018-JN-203077; 2019-JN-203103, 7) JN-130192*

# Wayne St., Pistons to build arena on campus

\$25M facility part of school's master development plan

David Jesse and Vince Ellis  
Detroit Free Press  
USA TODAY NETWORK

Wayne State University will combine with the Detroit Pistons to build a \$25 million facility on the western edge of its athletic fields, continuing the Detroit school's push for development past the core of its Midtown campus.

"This is a win-win for everyone," said Wayne State President Roy Wilson.

The move is part of Wayne State's continued growth, part of a master planning process underway at the school. That plan, set to be unveiled this summer, will include the consolidation of buildings, the closing of streets and other changes to the campus, Wilson said. This facility fits into the strategy of increasing the opportunities and life on the western edge of campus, he added.

The Pistons would use it for minor league games and player development. Wayne State has relationships with the other major professional teams in the city. Its business school is named for Mike Ilitch, the former owner of the Detroit Tigers and Detroit Red Wings. In both that deal and in the one with the Pistons, the agreement opens up internships for students.

The new deal was made official Wednesday afternoon when the Wayne State board gave its blessing to the plan, which has been discussed behind closed doors for several months.

Board members praised the Pistons for working with the school.

"I want to thank the Pistons for their commitment to Detroit," board president Kim Trent said. "I don't think there is another professional team in this community that has done more for Detroit. They aren't just talking about being committed to Detroit, but in projects like this, they are showing it."

The Ilitch organization has been under fire recently for commitments it made to Detroit for development around the new Little Caesars Arena that activists say it hasn't fulfilled.

The building will be on land that is currently vacant, save a rusty baseball backstop with fencing peeling away from its frame.

The building will be a 70,000-square-foot arena seating 3,000. It will have one main court that can be divided into two courts; five lockers rooms; coach's office, film room and conference room.

It will cost \$25 million, with Wayne State paying for it with \$22 million in bonds and \$3 million in fundraising.

Wayne State, which started playing basketball in 1919, has never had a dedicated basketball arena. Currently, men dress in a converted towel area and women in a bathroom and games are played in the Matthaei Center, a multi-purpose campus facility.

Construction on the Matthaei Center began in May 1965, but the university ran out of funds and never finished the basketball arena. Matthaei was built as part of Detroit's bid to host the 1968



An artist rendering of the \$25 million basketball arena planned for Wayne State University. The 70,000-square-foot building will seat 3,000. WAYNE STATE UNIVERSITY



A field at Warren and Trumbull in Detroit on the Wayne State University campus is seen on Wednesday. RYAN GARZA/DETROIT FREE PRESS

Summer Olympics.

The Pistons will rent the new building from the university.

Among the uses slated for the building is a home for Gatorade League basketball franchise operating as a minor league for the Pistons. Former Pistons coach Stan Van Gundy and current coach Dwane Casey have openly discussed the advantages of having the G-League franchise in Detroit because it would provide logistical support of young players on the roster to receive valuable playing time for skill development away from the pressure of regular NBA games.

The Grand Rapids Drive, the Pistons' current affiliate, plays at the DeltaPlex in Walker.

The contract between the Pistons and the Drive is for two more seasons. The Pistons and Drive recently extended their operating agreement through the 2020-21 G-League season.

The Drive is currently owned by Steve Jbara, so Pistons owner Tom Gores (or another Detroit group) could purchase the Grand Rapids franchise or attempt to land an expansion team. Any such move would require NBA approval.

The Pistons — pushed by Gores — have explored ways to bring the G-League operation closer to metro Detroit for several years. As a general rule, NBA teams prefer to have minor-league offshoots within an hour's drive of the parent club. The 24-hour drive to Grand

Rapids hinders development opportunities for young players.

Flint was discussed as a G-League option in the early planning stages.

"It's a huge advantage from a basketball standpoint," Pistons vice chairman and minority owner Arn Tellem said. "More and more, the G-League team is becoming a true minor-league club where players are going back and forth all the time."

"All of our young players — if they're not (in playing rotation) — should be down there developing."

The Drive released a statement saying it has "no plans on relocating to Detroit, but continue to have great communication and a positive relationship with the Pistons organization. We are solely focused on our sixth season, in partnership with the Pistons and the NBA."

The news is another development in the Pistons' impact on downtown development since the announcement in November 2016 that the Pistons were leaving northern Oakland County after nearly 30 years to play in then-under-construction Little Caesars Arena.

"This further ties us into Detroit," Tellem said. "Part of our mission as we come back to Detroit is to be closely linked to Detroit. This (Wayne State) is the most important institution in the city and we are pleased to partner with them."

The Pistons hope to run camps at the facility and make it available to help grow basketball in the city.

The Pistons have played the last two seasons at LCA, but still train at a practice facility on the property of the Palace of Auburn Hills.

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# California slowly inches toward 40M people

Immigration, births trending downward

Adam Beam and Janie Har  
ASSOCIATED PRESS

SACRAMENTO, Calif. — California had its slowest recorded growth rate in its history last year as the country's most populous state was hit by a slowdown in immigration and a sharp decline of births.

Estimates released Wednesday show California had 39.9 million people as of Jan. 1, adding nearly 187,000 people for a growth rate of 0.47%, the lowest since record keeping began in 1900. And while thousands lost their homes after last year's deadly wildfire in the northern part of the state, initial estimates show most people shuffled to cities closest to the blaze.

California's population has been creeping toward 40 million people, viewed as a milestone for a state that began as a frontier outpost and now boasts the world's fifth largest economy. While the state will surely reach that peak, officials noted the latest estimates should temper expectations for robust growth as births decline, deaths rise and immigration slows.

"We see that as a process of maturity," said Ethan Sharygin, a demographer

with the California Department of Finance.

The population of Los Angeles, the country's second largest city, saw little change with a population of just over 4 million people. New York is still tops with 8.3 million.

The northern California city of Chico added 19,000 people for a 20% increase to more than 112,000. But that was prompted by tragedy, as the nearby town of Paradise lost 83% of its population after the most destructive wildfire in state history.

"In a single word, it's been overwhelming," said Mark Orme, Chico's city manager, of the overnight population growth.

Chico has been affected broadly, including increases in toilet flushes and volume of trash. Orme also said traffic collisions are up 24%. Traffic is up about 25% and is as high as 77% in some places, he said.

"In Chico, the quality of life, one aspect of that is you don't have to wait in traffic," Orme said.

The fire destroyed more than 14,600 housing units. But Sharygin said most of those people stayed in California. Only about 400 left the state, according to initial estimates.

"People were just reacting immediately to the loss of a home and finding a short-term solution," he said. "I don't

think we can make any claims right now about what happens in the first quarter of this year."

Despite the slow growth, California remains by far the country's most populous state. Texas at No. 2 has 28.3 million people.

State officials said Wednesday they expected the state's birth rate to decline, but they were surprised

much: More than 18,000 fewer births than the previous year. Tina Daley, chief

of California's Demographic Research Institute, noted teen pregnancy rates are declining and, in general, people are waiting longer to have children.

What has surprised them, Sharygin said, is that fewer people are coming to California from other countries, especially neighboring Mexico.

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