

DEPARTMENT OF TRANSPORTATION

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FEB 26 2020

STATE CLEARINGHOUSE

February 26, 2020

11-SD-76

PM 29.87

Off-Reservation TEIR for the Pauma
Casino Replacement and Hotel NOP

Dr. Michael Baksh
President/Principal Planner
Tierra Environmental Services
10650 Scripps Ranch Blvd., Suite 105
San Diego, CA 92131

Dear Dr. Baksh:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review for the Notice of Preparation (NOP) of the Off-Reservation Tribal Environmental Impact Report (TEIR) for the Pauma Casino Replacement and Hotel Project located near State Route 76 (SR-76) in the unincorporated community of Pauma Valley. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

Since there is the potential for the off-reservation environmental and traffic or vehicles miles traveled (VMT) impacts, please provide a detailed explanation regarding why a Tribal Environmental Impact Report is being prepared as opposed to a Draft Environmental Impact Report (DEIR).

Traffic Impact Study

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures.

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1. Caltrans recommends early coordination on the TIS by providing a Traffic Impact Study scoping document for Caltrans review and input.
2. The previous traffic study included the intersections of:
 - SR-76/ I-15 SB Ramps
 - SR-76/ I-15 NB Ramps
 - SR-76/ Pala Mission Road
 - SR-76/ Pauma Reservation Road
 - SR-76/ Cole Grade Road
 - SR-76/ Valley Center Road
3. The geographic area examined in the TIS should also include, at a minimum, all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.
4. A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacity.
5. In addition, the TIS should include a VMT analysis.
6. Any increase in goods movement operations and its impacts to State highway facilities should be addressed in the TIS.
7. The data used in the TIS should not be more than 2 years old.
8. Please provide Synchro Version 10 files.

If you have any questions, please contact Mark McCumsey at (619) 688-6802 or by email at mark.mccumsey@dot.ca.gov.

Sincerely,



MAURICE EATON, Branch Chief
Local Development and Intergovernmental Review Branch