

## Jamul Indian Village Casino Project and State Route 94

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# Frequently Asked Questions

The California Department of Transportation (Caltrans) often receives inquiries and comments regarding the Jamul Indian Village (JIV) Gaming Development (GD) (casino) project, its anticipated or potential impacts to traffic operations and safety on State Route 94 (SR-94), mitigation measures for impacts to the highway, and Caltrans involvement or authority related to the JIV project. Following are responses to some of the typical or frequently asked questions and comments received.

### *What is the Jamul Indian Village (JIV) casino project?*

JIV entered into a partnership with Penn National Gaming to build a Hollywood-branded casino on six acres of tribal land in San Diego County. The casino site is located along SR-94 about 20 miles east of downtown San Diego. The JIV casino is on Indian land held in trust by the United States Government for the benefit of the tribe. The project location lies within the community of Jamul, adjacent to SR-94, in the County of San Diego. The JIV Hollywood casino is approximately a 200,000 square foot facility consisting of areas for gaming, food and beverage service, storage, facility operations and administration offices.

The Indian Gaming Regulatory Act allows Class III, casino-style gaming activities, on the lands of federally-recognized Indian tribes subject to operation in conformity with a gaming compact. JIV and the State of California entered into such a compact on October 8, 1999, with a renewal of that compact on August 4, 2016, which established the rules and regulations for the operation and management of the tribal gaming operation. Upon entering into the compact, JIV was authorized to construct and operate a gaming facility. Details of the Gaming Compact are available at:

- [http://www.cgcc.ca.gov/documents/compacts/original\\_compacts/Jamul\\_Compact.pdf](http://www.cgcc.ca.gov/documents/compacts/original_compacts/Jamul_Compact.pdf)
- [https://www.gov.ca.gov/docs/Jamul\\_Indian\\_Village\\_Compact.pdf](https://www.gov.ca.gov/docs/Jamul_Indian_Village_Compact.pdf)

### *How is traffic mitigation for State Route 94 (SR-94) addressed in the agreement between the State of California and the JIV?*

To proceed with the JIV GD, the Tribe prepared a Final Tribal Environmental Evaluation (FTEE) that was approved in January 2013. As part of the FTEE, transportation impacts were identified at several locations on SR-94. At these locations, mitigation measures were developed to offset significant traffic impacts associated with the JIV GD. Caltrans, San Diego County, and the public had the opportunity to review and comment on the traffic analysis and proposed mitigation measures. The Compact outlines that JIV must demonstrate a good faith effort to mitigate significant impacts of the project.

Caltrans, in conjunction with consultants for the JIV, subsequently prepared an Environmental Impact Report (EIR) that was certified on March 28, 2016, covering the traffic impact mitigation measures on SR-94 proposed by JIV. The EIR includes a Traffic Impact Study (TIS) that forecasted the number of trips the casino will generate and assessed impacts to the adjacent road network, including SR-94. Improvements to mitigate these impacts include new traffic signals, added lanes, intersection modifications, and traffic signal optimization. The EIR is available at:

[http://www.dot.ca.gov/dist11/Env\\_docs/94Improvement/feir-sr94improvement-03-29-2016.pdf](http://www.dot.ca.gov/dist11/Env_docs/94Improvement/feir-sr94improvement-03-29-2016.pdf)

The FTEE document for the casino, which was accepted and certified by the JIV Executive Committee in January 2013 and outlines plans for the casino development and a summary of environmental impacts and mitigation measures, is available on the JIV website at:

<http://www.jamulindianvillage.com/wp-content/uploads/2016/03/Final-TEE-Vol-I.pdf>

### *What is Caltrans role in the JIV casino project?*

Caltrans is the owner/operator of the State Highway System (SHS), including SR-94. Caltrans is responsible for ensuring that significant impacts to the SHS, from land-use decision-making actions, are addressed in order to sustain the operational integrity of the SHS.

Caltrans is authorized by the California Streets and Highways Code (SHC) Section 94 to enter into agreements for Tribal Government-funded mitigation projects on the SHS. Information regarding the California SHC Section 94 is available at:

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=90-155.6>

Caltrans does not have a financial stake in the JIV Hollywood Casino. Its role in the JIV casino project is limited to the SHS, and with that, to ensure that all the casino's significant traffic impacts on SR-94 are mitigated. Caltrans continues to work with JIV, as the plans are refined for JIV's proposed mitigation improvements, to provide for safe and efficient movement of traffic on SR-94.

### *What and where are the mitigation proposals for SR-94?*

Traffic mitigation identified in the FTEE and the EIR includes access improvements directly adjacent to the JIV GD and improvements at several SR-94 intersections, due to the project's impacts at those locations:

#### Access Improvements

Widen SR-94 and signalize Daisy Drive and Melody Road for access to the JIV casino project.

#### SR-94 / Jamacha Boulevard Intersection

Restripe the intersection to provide an additional northbound right-turn lane.

### SR-94 / Jamacha Road Intersection

Widen SR-94 to provide an additional eastbound right-turn lane. Restripe the intersection to provide a third northbound left-turn lane.

### SR-94 / Steele Canyon Road Intersection

Widen SR-94 to provide a second through lane in each direction.

### SR-94 / Lyons Valley Road Intersection

Install a new traffic signal.

### SR-94 / Maxfield Road Intersection

Widen SR-94 to provide an acceleration lane for northbound Maxfield Road traffic heading westbound on SR-94.

## *What is the schedule for completing the JIV mitigation projects?*

The Access Improvements are currently under construction and will be completed in two phases.

**Phase 1:** Consists of the widening of SR-94 and constructing a new signalized intersection at Daisy Drive. The limits of this phase extend just south of the Melody Road intersection to approximately 1,500 feet south of Reservation Road. Construction of the first phase is expected to be completed in early 2017.

**Phase 2:** Consists of improvements to the Melody Road intersection, with widening of SR-94 to provide a second through lane in each direction and installation of a traffic signal. Construction of second-phase improvements is expected to begin in early 2017, pending right-of-way acquisition.

Final design of mitigation improvements for indirect impacts at the other identified SR-94 intersection locations is currently underway and scheduled to be completed in 2017.

## *What is being done to make SR-94 safer?*

The safety of this route, as well as all State Highway System (SHS) routes in California, is primarily addressed by the Highway Safety Improvement Program (HSIP). Additional information is available at:

<http://dot.ca.gov/hq/LocalPrograms/hsip.html>

The HSIP is a comprehensive effort to reduce the number and severity of collisions on the State's highway system by implementing safety improvements to existing roadways. The program includes projects at spot locations where collision history indicates a pattern that can be corrected by a safety improvement and system-wide improvements involving highway elements associated with collision frequency or severity.

The HSIP is a system that ensures that the limited funds available for upgrading existing roads will be spent at locations where the expenditure will result in the greatest benefit to the highway user. Analysis is based on crash experience, crash potential, crash rate, or other data-supported means.

Caltrans uses the Transportation System Network (TSN) database to identify locations with significantly high collision concentrations. The identified locations are systematically investigated to determine probable causes of the collisions in order to implement effective countermeasures to improve safety. Other locations identified for investigation and possible implementation of countermeasures are generated from the following Monitoring Programs:

1. Cross-Median Collisions
2. Two and Three Lane Cross-Centerline Collisions
3. Wrong Way Collisions
4. 2016 Pedestrian Safety Improvement Monitoring (Pilot) Program

The safety of highway facilities for all users is our highest priority, and Caltrans will continue monitoring the HSIP and working with the California Highway Patrol for enforcement. As is done with all new operational improvements, Caltrans will also be actively monitoring operation of the new traffic signals for the JIV access improvements to optimize system performance.

### *What will keep drunk driving on SR-94 from increasing after the JIV casino opens?*

The California Highway Patrol (CHP) maintains an aggressive and comprehensive impaired driving program to deter, detect, and arrest motorists Driving Under the Influence (DUI). The CHP is involved in numerous activities aimed at removing the impaired driver from the roadways, encouraging individuals to refrain from driving under the influence, and identifying and apprehending illicit drug traffickers. DUI countermeasures used by the CHP include routine patrols, task force operations, sobriety checkpoints, aggressive enforcement strategies, public awareness campaigns, and active support of DUI laws. The CHP continues to take a leadership role in developing new strategies and technologies to combat a problem that threatens the safety of everyone traveling on California's highways.

For SR-94 specifically as it relates to the JIV casino, the El Cajon CHP office has had numerous meetings with the Hollywood Casino management team, the local Sheriff Command staff, representatives from the California Department of Alcoholic Beverage Control and Caltrans, and with San Diego County Supervisor Dianne Jacob. These meetings have focused on traffic-related matters, including addressing the potential for an increase in impaired drivers traveling to or from the Hollywood Casino.

### *Can trucks using SR-94 be restricted to five tons or less?*

The National Highway System (NHS) Designation Act of 1995 was enacted by Congress in November 1995. The purpose of the NHS is to provide an integrated national highway system that serves both urban and rural America; to connect major population centers, international border crossings, ports, airports, public transportation facilities, and other major travel destinations; to meet national defense requirements; and to serve interstate and interregional travel. The new NHS includes the Interstate System routes. All of SR-94 is now included in the NHS. The route is classified as a Principal Arterial between urban San Diego and State Route 188, and as a Minor Arterial from State Route 188 to Interstate 8. Therefore, this does not allow for a restriction of trucks to five tons or less.

## *What will be done by Caltrans when events at the casino could significantly impact traffic on SR-94?*

Events at the JIV casino which fill its parking lot, and possibly the casino itself, to the maximum capacity allowed by the Fire Marshall, could significantly impact traffic on SR-94 if potential patrons continue to travel to the casino unaware of what awaits them. When events are scheduled or the casino is reaching capacity, portable and permanent Changeable Message Signs (CMS) will be placed or activated by Caltrans along Interstate 8, Interstate 805, SR-94, SR-125 and SR-54, to warn motorist heading to the casino with messages such as: EVENT AT JAMUL / TRAFFIC DELAYS EXPECTED or CASINO AT CAPACITY / PARKING LOT FULL. Caltrans will also coordinate with the casino, CHP, local school district, emergency services and others to plan for and respond to potential or actual events.

Notice of the upcoming traffic conditions through the use of permanent or portable CMS can benefit motorists. It allows them to plan ahead for the possibility of delays and consider possible ways to avoid areas where congestion may occur. This use of CMS to alert motorists of an event in Jamul is similar to their use in advance of events at the Del Mar Fairgrounds, downtown convention center, and San Diego sports venues, which also generate an increase in traffic.

CMS used to provide advanced warning of major highway incidents and route diversion information use wording that adheres to the CMS Guidelines (link below). They are not to provide advertisement for any place of business.

[http://www.dot.ca.gov/trafficops/tm/docs/CMS\\_Guidelines.pdf](http://www.dot.ca.gov/trafficops/tm/docs/CMS_Guidelines.pdf)

CMS are often a component of a Transportation Management Plan (TMP). A TMP is a plan to mitigate traffic impacts on a segment of highway due to an event, local development project, highway maintenance, or a highway construction project. The JIV prepared a TMP for the construction of the casino. Caltrans concurred with the TMP and issued an encroachment permit to allow JIV to place signs and flaggers within the State right-of-way. If needed, the encroachment permit and the TMP can be amended for future construction impacts. Additional information on Caltrans TMPs is available in the Caltrans 2009 Transportation Management Plan Guidelines at:

[http://www.dot.ca.gov/trafficops/tm/docs/TMP\\_Guidelines.pdf](http://www.dot.ca.gov/trafficops/tm/docs/TMP_Guidelines.pdf)

Portable CMS have been used throughout the construction of the casino access improvement project. They have given advance warning when one-way traffic control was in effect and were used to alert motorists to the new traffic signal when it began operation on August 2016.

*Additional information on references cited can be found on the following websites:*

U.S. Department of the Interior

<http://www.doi.gov/tribes/index.cfm>

Bureau of Indian Affairs

<http://www.bia.gov>

U.S. Environmental Protection Agency—EPA's Tribal General Assistance Program Fact Sheet

<http://www.epa.gov/evaluate/pdf/water/fs-eval-tribal-general-assistance-program.pdf>

Legislative Analyst's Office—California's Tribal Casinos Questions and Answers

[http://www.lao.ca.gov/2007/tribal\\_casinos/tribal\\_casinos\\_020207.aspx](http://www.lao.ca.gov/2007/tribal_casinos/tribal_casinos_020207.aspx)

California Natural Resource Agency—CEQA

<http://resources.ca.gov/ceqa/guidelines/>

California Department of Transportation (Caltrans)

<http://www.dot.ca.gov>