

California Department of Transportation

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April 6, 2026

Boris Sanchez, CPUC Project Manager
Cal City Substation Project; Attn. M. Hensel
c/o Environmental Science Associates
775 Baywood Drive; Suite 100,
Petaluma, CA 94954

Dear Boris Sanchez:

Cal City Substation Project, A.23-03-005: SR-58 Crossing west of North Rosamond Boulevard/ Edwards AFB Interchange

Caltrans District 9 reviewed the Draft EIR for the Cal City–Edwards–Holgate 115 kV Project SCH #2023110218, including the proposed overhead crossing of SR-58. We support the region's electrical reliability needs, but the EIR needs several corrections to reflect State highway requirements.

Encroachment Permits

Any work within, over, or under SR-58 requires an Encroachment Permit. This includes conductor stringing, staging, equipment access, and any activity that may impact traffic and/or require construction signage. The EIR needs to state this directly and remove language that treats these requirements as optional. Additional information on the highway encroachment permit process can be found here:

<https://dot.ca.gov/programs/traffic-operations/ep> .

Traffic Control Plans

The EIR must commit to Caltrans' review and approval of all traffic control plans. Work over SR-58 requires closures or traffic breaks coordinated with CHP. Plans must follow the California MUTCD.

Overhead Crossing Requirements

The EIR needs to confirm that the design meets Caltrans vertical clearance standards and CPUC GO-95 during operation and during sag when the line is being installed.

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Traffic Management and Emergency Access

Where the EIR relies on a Traffic Management Plan to address hazards, wildfire response, or emergency access, it must state that Caltrans approves the plan when State facilities are involved.

Corrections to EIR Tables and Narrative

Some mitigation tables list measures that do not apply or are mislabeled, including Impact 3.8-1, which references noise control techniques that do not appear relevant to greenhouse gas emissions. The EIR should correct these items, so the record is accurate and does not rely on measures unrelated to the impact being discussed.

If you have any questions, please contact us at caltrans.d09.ldr.review@dot.ca.gov.

Sincerely,

Catherine E. Carr

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