

Cache Creek Pavement

Kern County, California
District 09-KER-58-R99.4/R107.7
Project ID Number: 0919000067
EA Number: 09-38310

Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2



Prepared by the
State of California Department of Transportation

October 2025



General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Kern County, California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans district office at 500 South Main Street in Bishop, California, Monday through Friday from 8:00 a.m. to 5:00 p.m., the Tehachapi Branch Library at 212 Green Street in Tehachapi, California, Tuesday through Friday from 11:00 a.m. to 6:00 p.m. and Saturday 10:00 a.m. to 4:00 p.m., and the Mojave Branch Library at 15555 O Street in Mojave, California, Tuesday through Friday from 10:00 a.m. to 6:00 p.m. and Saturday 10:00 a.m. to 4:00 p.m. This document may be downloaded at the following website: <https://dot.ca.gov/caltrans-near-me/district-9/district-9-projects-list/09-38310>.
- Tell us what you think. If you have any comments regarding the proposed project, please send your written comments to Caltrans by November 12, 2025. Submit comments via email to: rebeka.riesen@dot.ca.gov or via U.S. mail to: Rebeka Riesen, District 9 Environmental Division, California Department of Transportation, 500 South Main Street, Bishop, California 93514-3423.
- Submit comments by the deadline: November 12, 2025.

What happens next:

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Accessibility Assistance

Caltrans makes every attempt to ensure our documents are accessible. Due to variances between assistive technologies, there may be portions of this document that are not accessible. Where documents cannot be made accessible, we are committed to providing alternative access to the content. Should you need additional assistance, please contact us at the phone number in the box below.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attention: Rebeka Riesen, District 9 Environmental Division, 500 South Main Street, Bishop, CA, 93514; 442-359-8454 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

The California Department of Transportation proposes to preserve, repair, and extend the service life of the existing pavement and improve ride quality on State Route 58 in Kern County, California.

**INITIAL STUDY
with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission

Alexeya Williams

Alexeya Williams
Acting Deputy District Director, Planning and Environmental Analysis
California Department of Transportation District 9
CEQA Lead Agency

10/7/25

Date

The following individual can be contacted for more information about this document:
Rebeka Riesen, Environmental Scientist
500 South Main Street
Bishop, California 93514-3423
Email: rebeka.riesen@dot.ca.gov
Phone: 442-359-8454



DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: Pending

District-County-Route-Post Mile: 09-KER-58-R99.4/R107.7

EA/Project Number: 09-38310/0919000067

Project Description

The California Department of Transportation (Caltrans) proposes to preserve, repair, and extend the service life of the existing pavement and improve ride quality on State Route 58 in Kern County, California.

Determination

An Initial Study has been prepared by Caltrans District 9. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment for the following reasons:

The project would have no effect on Aesthetics, Agriculture and Forestry, Air Quality, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Mineral resources, Noise, Population and Housing, Public Services, Transportation, Tribal Cultural Resources, and Utilities and Service Systems.

The project would have less than significant effects to Biological Resources, Greenhouse Gas emissions, and Hydrology and Water Quality.

With the following mitigation measures incorporated, the project would have less than significant effects on biological resources (Western Joshua tree).

- An Incidental Take Permit would be obtained for any unavoidable take to Western Joshua trees, as defined in California Endangered Species Act and Western Joshua Tree Conservation Act regulations, and all requirements would be followed.

Alexeya Williams

Acting Deputy District Director, Planning and Environmental Analysis
California Department of Transportation District 9

Date

Table of Contents

Chapter 1	Proposed Project	1
1.1	Introduction.....	1
1.2	Purpose and Need	1
1.2.1	Purpose	1
1.2.2	Need	1
1.3	Project Description	1
1.3.1	Pavement.....	1
1.3.2	Access Control.....	2
1.3.3	Traffic Operation Features	2
1.3.4	Drainage	3
1.3.5	Staging Areas	3
1.4	Project Alternatives	5
1.4.1	Build Alternative	5
1.4.2	No-Build (No-Action) Alternative	6
1.5	Identification of a Preferred Alternative.....	6
1.6	Standard Measures and Best Management Practices Included in All Build Alternatives	6
1.7	Discussion of the NEPA Categorical Exclusion	7
1.8	Permits and Approvals Needed	8
Chapter 2	CEQA Evaluation.....	9
2.1	CEQA Environmental Checklist.....	9
2.1.1	Aesthetics	9
2.1.2	Agriculture and Forestry Resources.....	10
2.1.3	Air Quality	11
2.1.4	Biological Resources	12
2.1.5	Cultural Resources	18
2.1.6	Energy	19
2.1.7	Geology and Soils.....	19
2.1.8	Greenhouse Gas Emissions	20
2.1.9	Hazards and Hazardous Materials.....	21
2.1.10	Hydrology and Water Quality	22
2.1.11	Land Use and Planning	24
2.1.12	Mineral Resources.....	24
2.1.13	Noise	25
2.1.14	Population and Housing.....	25
2.1.15	Public Services	26
2.1.16	Recreation	26
2.1.17	Transportation	27
2.1.18	Tribal Cultural Resources	27
2.1.19	Utilities and Service Systems	28
2.1.20	Wildfire.....	29
2.1.21	Mandatory Findings of Significance	30
Appendix A	Title VI Policy Statement	31

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to preserve, repair, and extend the service life of existing pavement on State Route 58 from post miles R99.4 to R107.7 in Kern County, California. See Figures 1-1 and 1-2.

1.2 Purpose and Need

The project “purpose” is a set of objectives the project intends to meet. The project “need” is the transportation deficiency that the project was initiated to address.

1.2.1 Purpose

The purpose of this project is to preserve, repair, and extend the service life of the existing pavement and improve ride quality.

1.2.2 Need

The pavement within the project limits is exhibiting distress according to the 2023 Automated Pavement Condition Survey. This data shows deterioration has occurred and, if continued, it will decrease the ride quality and service life of the existing roadway. Some highway fixtures are nearing the end of their service life and/or do not meet current standards and need to be replaced or upgraded.

1.3 Project Description

Caltrans proposes to extend the service life of pavement, improve ride quality, and make other operational improvements on State Route 58 from post mile R99.4 to R107.7.

1.3.1 Pavement

Within the project limits, primarily on the eastbound lanes of State Route 58, are areas where cracks have risen to the roadway’s surface. Areas along the westbound lanes also exhibit cracking along the edge of pavement. This project would repair pavement through removal and replacement with a mill-and-fill method in these areas.

1.3.2 Access Control

Several gaps within the Caltrans access-controlled right-of-way would be closed by reconstructing fencing, installing locked gates, and/or paving areas between the edge of pavement and the fence line.

In addition, the existing right-of-way fence would be removed and replaced throughout the entire project length, except for a segment of fence along the westbound shoulder from post miles R101.5 to R101.8.

1.3.3 Traffic Operation Features

The following traffic operation features would be addressed on this project:

- New transition railing would be installed at locations where there is existing bridge railing.
- The existing weigh-in motion scales from post miles R106.84 to R106.87 would be removed and replaced.
- The existing changeable message sign at post mile R107.05 would be upgraded, and a maintenance vehicle pullout would be paved for access.
- The existing traffic management systems at Cameron Road (post mile R106.98) would be upgraded, including pull boxes, loop detectors, conduit terminators, controller cabinets, and service enclosure.
- Lighting systems would be installed at the on- and off-ramps at Sand Canyon Road, at Cameron Road, and at the weigh station.
- Existing outdated or nonfunctioning highway elements such as asphalt dike, signs, and guardrail would be replaced to meet current standards.
- Existing metal beam guardrail would be replaced with new standard Midwest Guardrail System at the following locations:

Post Miles	Location Description
R99.4 to R99.5	Westbound
R99.43 to R99.49	Eastbound
R99.47 to R99.49	Eastbound
R99.54 to R99.61	Westbound
R99.8 to R99.81	Eastbound
R99.81 to R99.82	Eastbound
R99.83 to R99.84	Westbound
R99.84 to R99.85	Westbound
R100.32 to R100.50	Westbound
R100.57 to R100.75	Eastbound
R100.95 to R101.07	Eastbound

Post Miles	Location Description
R101.55 to R101.58	In the median
103.46 to 103.47	Eastbound and Westbound
103.75 to 103.78	Eastbound
104.15 to 104.29	Eastbound
104.38 to 104.62	Eastbound
105.73 to 105.74	Eastbound
106.12 to 106.2	Westbound
106.59 to R106.61	Eastbound
R106.99 to R107.01	Eastbound
R107.05 to R107.15	Eastbound
R107.06 to R107.07	Westbound
R107.59 to R107.6	Westbound
R107.66 to R107.67	Eastbound

1.3.4 Drainage

All existing culverts within the project limits would be cleaned.

1.3.5 Staging Areas

All staging areas would occur within the Caltrans right-of-way at the following locations:

Post Miles	Location Description
R99.5	Two locations along Tehachapi Boulevard and westbound State Route 58 on- and off-ramps.
R100.5	Shoulder of westbound State Route 58.
R100.9	Storage area next to eastbound State Route 58.
103.1	Two locations on the shoulder of westbound and eastbound State Route 58.
104.6	Shoulder of eastbound State Route 58.
104.9	Shoulder of westbound State Route 58.
R106.3	Shoulder of eastbound State Route 58.
R107.5	Shoulder of westbound State Route 58

Figure 1-1 Project Vicinity Map

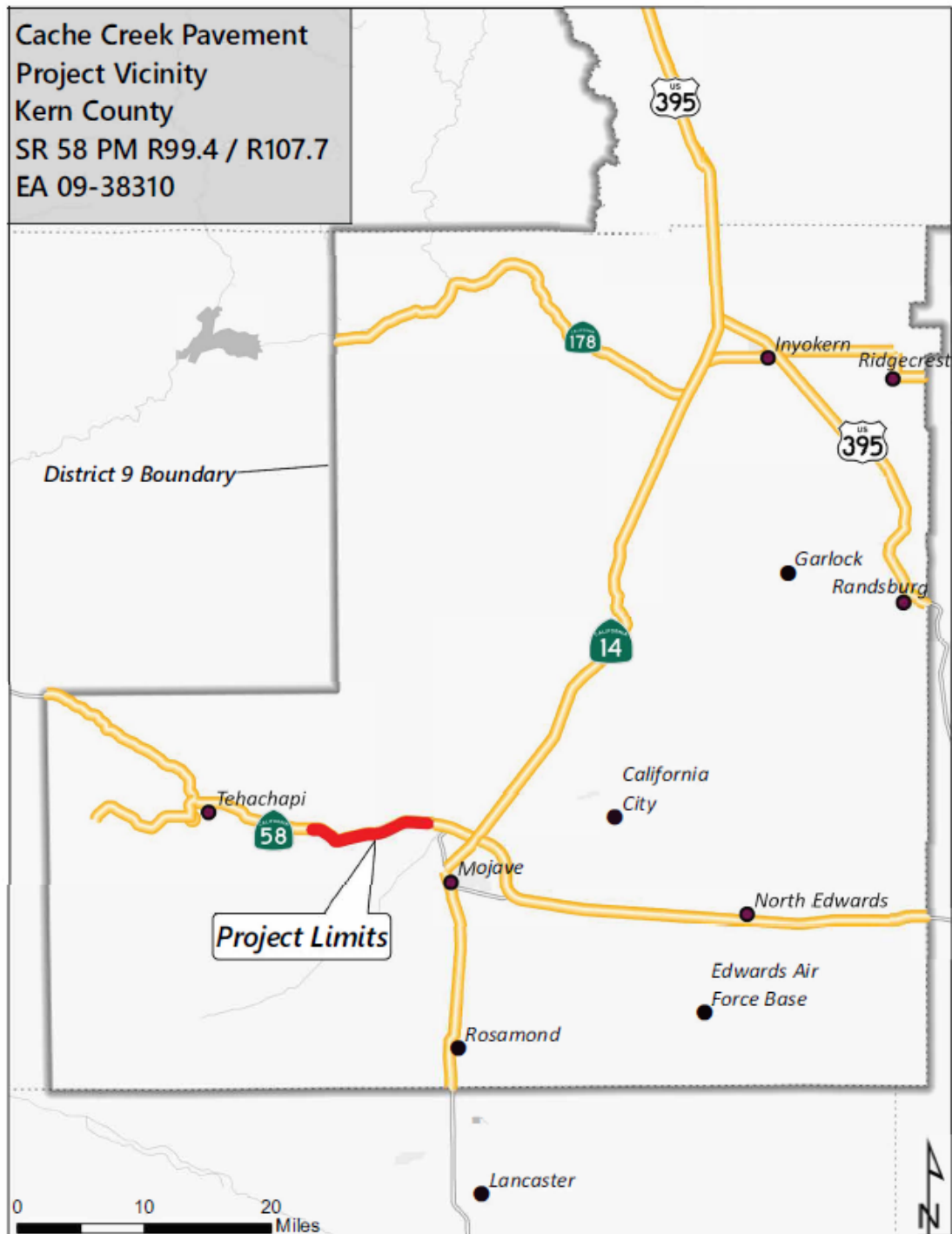
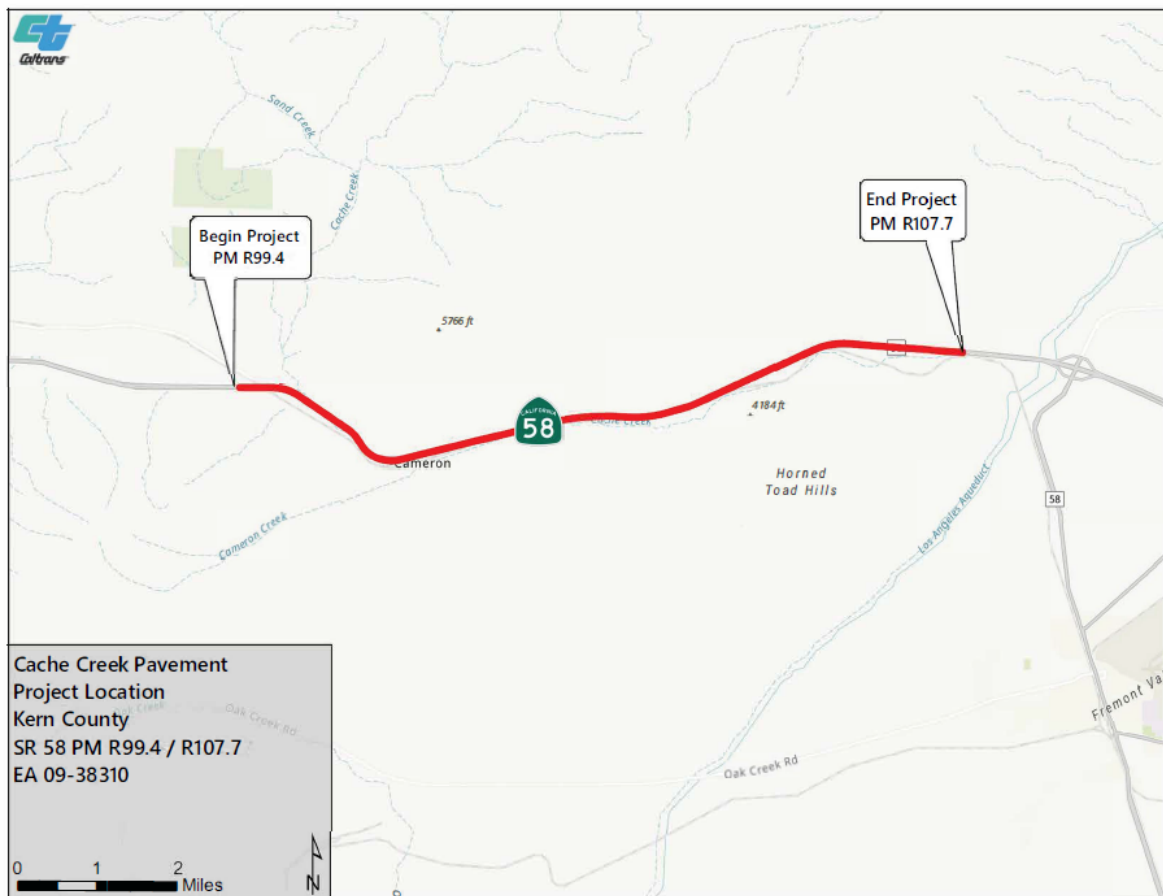


Figure 1-2 Project Location Map

1.4 Project Alternatives

A build alternative and a no-build alternative are under consideration for the project.

1.4.1 Build Alternative

The build alternative would preserve, repair, and extend the service life of existing pavement within the project area. For a detailed description of this work, please refer to Section 1.3 (Project Description).

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

The no-build alternative would maintain the existing facilities within the project limits on State Route 58 as is. Selection of the no-build alternative would result in no project-related construction activities taking place. The no-build alternative would not meet the project purpose and need because it would not address the pavement issues on the segment of State Route 58 within the project limits.

1.5 Identification of a Preferred Alternative

At this time, Caltrans has not identified a preferred alternative. The decision will be made after consideration of public comments. After the 30-day public circulation period of the draft environmental document, all comments will be considered, and Caltrans will select a preferred alternative and make the final determination of the project's effect on the environment. This section will be updated in the final Initial Study and make note of the identification of a preferred alternative.

1.6 Standard Measures and Best Management Practices Included in All Build Alternatives

This project includes a list of Caltrans standard measures that are typically used on all Caltrans projects. Caltrans standard measures are considered features of the project and are evaluated as part of the project. Caltrans standard measures are not implemented to address any specific effects, impacts or circumstances associated with the project, but are instead implemented as part of the project's design to address common issues encountered resources and are applicable to the project. These measures can be found in Caltrans 2024 Standard Specifications.

- 7-1 Legal Relations and Responsibility to the Public
- 10-4 Water Usage
- 10-5 Dust Control
- 10-6 Watering
- 12-1 Temporary Traffic Control
- 12-3 Temporary Traffic Control Devices
- 12-4 Traffic Control Systems
- 13-1 Water Pollution Control

- 13-2 Water Pollution Control Program
- 13-4 Job Site Management
- 13-6 Temporary Sediment Control
- 13-7 Temporary Tracking Control
- 13-10 Temporary Linear Sediment Barriers
- 14-1 Environmental Stewardship
- 14-2 Cultural Resources
- 14-6 Biological Resources
- 14-7 Paleontological Resources
- 14-8 Noise and Vibration
- 14-9 Air Quality
- 14-10 Solid Waste Disposal and Recycling
- 14-11 Hazardous Waste and Contamination
- 14-12 Other Agency Regulatory Requirements
- 17-2 Clearing and Grubbing
- 18-1 Dust Palliatives
- 20-1 Landscape
- 20-3 Planting
- 20-4 Plant Establishment Work
- 21-2 Erosion Control Work

Additional standard measures will be added to the project as necessary or appropriate.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion

determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Lake and Streambed Alteration Agreement	Notification to be sent before construction.
California Department of Fish and Wildlife	Incidental Take Permit	Notification to be sent before construction.
U.S. Fish and Wildlife Service	Programmatic Biological Opinion	To be obtained before construction.
Lahontan Regional Water Quality Control Board	Waste Discharge Requirements Permit	Application to be submitted before construction.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact with Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A “No Impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

“No Impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Visual Impacts Questionnaire dated July 29, 2025, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

2.1.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Based on a search of the California Department of Conservation's Important Farmland Mapping Tool, there are no designated Prime, Unique or Farmlands of Statewide Importance in or near the project limits. The project will not have any effect on protected farmlands, including those under the Williamson Act, (<https://maps.conservation.ca.gov/DLRP/CIFF>).

Impacts to timberland are analyzed as required by the California Timberland Productivity Act of 1982 (California Government Code Section 51100 et seq.), which was enacted to preserve forest resources. Searches of the California Department of Forestry and fire Protection website and the California Department of Conservation website show no designated timberlands or Timber Protection Zones in or near the project vicinity.

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No Impact
c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use?	No Impact

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Memorandum dated June 26, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	No Impact

Question—Would the project:	CEQA Significance Determinations for Air Quality
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	No Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	No Impact

2.1.4 Biological Resources

Considering the information in the Natural Environment Study (Minimal Impacts) dated September 3, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	Less Than Significant Impact with Mitigation Incorporated
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less Than Significant Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact

Question—Would the project:	CEQA Significance Determinations for Biological Resources
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

Affected Environment

The Natural Environment Study (Minimal Impacts) established a biological study area for the project, defined as the area that may be directly, indirectly, temporarily, or permanently impacted by construction and construction-related activities. The biological study area includes the project impact area where indirect and direct impacts from construction activities may occur. The project's biological study area is composed of the right-of-way for plant species (with the exception of the Western Joshua tree), the right-of-way and up to 3 feet outside of the right-of-way for the Western Joshua tree, and the project impact area plus a 500-foot buffer for all wildlife species. The biological study area was delineated to ensure all species and habitats with the potential to occur within the project impact area, including potential access routes and staging areas, were properly surveyed to assess potential impacts of proposed project activities.

The project lies within the Tehachapi Mountains, Eastern Sierra Mojave Slopes, and Western Mojave Basin ecoregions of California. At elevations ranging from 3,200 to 4,000 feet above sea level, the climate is characterized by hot, dry summers and cool, wet winters. The project location can be described as locally urban in a largely rural valley, with the towns of Mojave and Tehachapi bordering each edge of the project location.

Question a): Special-Status Animal and Plant Species

Migratory and Nesting Birds

According to the Migratory Bird Treaty Act, it is unlawful to pursue, hunt, take, capture, or kill; to attempt to take, capture or kill; or to possess or sell migratory birds. The law also applies to live and dead birds and grants full protection to any bird parts, including feathers, eggs, and nests. The

Migratory Bird Treaty Act protects over 800 species of birds that occur in the U.S. The law protects all species of nesting birds. There were no special-status bird species or nests observed during field surveys. The common species observed during field surveys include the California quail (*Callipepla californica*), common raven (*Corvus corax*), cliff swallow (*Petrochelidon pyrrhonota*), spotted towhee (*Pipilo maculatus*), red-tailed hawk (*Buteo jamaicensis*), and mourning dove (*Zenaida macroura*).

Desert Tortoise

The desert tortoise is a federally and state threatened species. This species occurs throughout most of the Mojave Desert, to the west and north of the Colorado River. Federally critical habitat is absent within the project area.

Suitable habitat for this species consisting of Joshua tree woodland, Mojave Desert scrub, and Sonoran Desert scrub occurs within the project area. Surveys of the study area were conducted using the methodology described in the Pre-project Survey Protocol for Potential Desert Tortoise Habitats (U.S. Fish and Wildlife Service, 2019). Surveys were conducted on May 29, 2024, in which one inactive crusty hard-soiled den was observed. No individuals or other signs were observed during surveys.

Desert Kit Fox

The desert kit fox is protected under the California Fish and Game Code Section 460-467. This statute specifies that furbearing mammals (fisher, marten, river otter, desert kit fox, and red fox) may not be taken at any time. This subspecies of kit fox inhabits the Mojave and Colorado deserts in California.

Suitable habitat for this subspecies is associated with vegetation communities consisting mostly of creosote, saltbush, and other alkali scrub and an abundance of small mammals associated with these habitats. Scat for this species was encountered during a desert tortoise survey that took place on May 29, 2024. No individuals or other signs were observed during surveys.

Bats

Bat species are protected under Section 2126 of the California Department of Fish and Wildlife Code, which states that it is unlawful to take any mammal identified by Section 2118, which includes all species of bats. The California Department of Fish and Wildlife also identifies bat roosts as a sensitive resource.

Suitable habitats for roosting and foraging consist of riparian, riverine/wash, Joshua tree, and desert scrub. Rocky outcrops and live Joshua trees may be suitable for individuals or small colony roosting, and non-native grasslands and desert scrub could support foraging habitat. Bat habitat assessment and roost mapping surveys as well as flyout and acoustic surveys were conducted from

June 18 to June 21, 2024. No bats or their signs were identified at any bridges, overpasses, or culverts. However, potential roosting habitat is present on bridges, overpasses, concrete box culverts, and Western Joshua trees.

Western Joshua Tree

The Western Joshua tree is regulated through the Western Joshua Tree Conservation Act, which was enacted in July 2023. This act, also supported by the California Department of Fish and Game Code Section 1927, prohibits importation, exportation, take, possession, purchase, or sale of the Western Joshua tree or parts or products of the species. With limited exceptions, take of this species requires a specialized Incidental Take Permit. The Western Joshua tree is native to California as well as other states in western North America.

Suitable habitat for this species consists of desert environments. More than 1,000 Western Joshua tree individuals occur within the biological study area and were mapped according to California Department of Fish and Wildlife Western Joshua Tree Census Protocol. Surveys occurred from November 4 to November 7, 2024. A total of 142 trees are present within a 14-foot buffer inside and 3-foot buffer outside of the existing right-of-way fence where temporary access is necessary for right-of-way fence replacement. Impacts to the Western Joshua tree within this buffer area are expected as access roads are established to replace fencing throughout the project area.

Question b): Natural Communities of Special Concern

Aquatic Resources

Water, wetlands, and riparian habitats have various protections and permit requirements under state and federal agencies, including the California Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Regional Water Quality Control Board.

Multiple intermittently flowing streams and their associated streambeds are present throughout the project area. All channels are episodic, meaning they do not contain flowing water most of the year. The December 2022 Aquatic Resource Delineation mapped multiple aquatic resources subject to California Fish and Game Code 1602.

Environmental Consequences

Response to a) Less Than Significant Impact with Mitigation Incorporated: Special-Status Animal and Plant Species

Migratory and Nesting Birds

Migratory birds nesting within the biological study area could be affected by removal of trees and shrubs. No nests in trees or shrubs were observed during biological surveys, indicating that these resources may be less suitable

for nesting compared to other resources outside of the biological study area. The removal of Western Joshua trees and vegetation would potentially result in permanent loss to low-quality nesting habitat.

Desert Tortoise and Desert Kit Fox

Temporary impacts resulting from the replacement of the right-of-way fence could occur to the desert tortoise, and desert kit fox. Temporary impacts would result from the temporary access road and the removal and installation of the replacement right-of-way fence. Permanent impacts to these species are not anticipated as a result of project activities. However, incidental observations of these species during construction could occur. Therefore, standard avoidance and minimization measures are being proposed to ensure take of these species would not occur as a result of this project.

Bats

No evidence of bat colonies or roosting activities was seen at any culverts, concrete box culverts, bridges or Western Joshua trees during biological surveys in the project area. Potential permanent impacts to bat roosting habitat could result from the removal of Western Joshua trees due to potential habitat being removed. Pre-construction surveys would occur to determine if bats are roosting in Western Joshua trees before trees are removed. Additional avoidance and minimization measures would be implemented if bats are observed roosting in vegetation that would be removed. No impacts to bats are anticipated from the cleaning and inspecting of culverts, concrete box culverts and bridges. If day roosting bats are present, the impacts from these activities would be minimal and temporary.

Western Joshua Tree

According to surveys, approximately 125 individual Western Joshua trees, living or dead, may be permanently impacted through removal because they are leaning on the existing right-of-way fence located within the limits of the proposed temporary access road, or would otherwise inhibit replacement of the fencing. Approximately 17 individuals may be temporarily impacted by “root ball” disturbance and trimming. The removal, trimming, or root ball disturbance of Western Joshua trees constitutes take and therefore would require an Incidental Take Permit through the California Department of Fish and Wildlife.

Response to b) Less Than Significant Impact: Natural Communities of Special Concern

The build alternative would result in approximately 1.66 acres of temporary impacts of California Fish and Game Code 1602 resources in locations where the existing right-of-way fence would be replaced. Multiple intermittently flowing streams and their streambeds are present throughout the project area and the biological study area. The streambeds are near Cache Creek Bridge

West (post mile R99.82), Cameron Canyon Road overpass (post mile R101.48), La Rose Creek Bridge (post mile 103.44), multiple box culverts (post miles R99.98, R100.08, R100.15, R100.73, 105.70, 106.58, 106.60, and R107.05), and Cache Creek Bridge East (post mile R107.60). Impacts may occur to the bed, bank, and channel of these resources during access needed by construction equipment, vehicles, and personnel for the replacement of fencing. No permanent impacts to the resources listed above are anticipated.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and mitigation measures are proposed for the project:

BIO-1: If an active nest is found within 100 feet of the project impact area, monitoring would be performed by a Caltrans-approved biologist. If monitoring determines that the nesting bird exhibits behavior indicating that construction activities may be negatively impacting the species, a temporary project construction buffer may be established. No-work buffer distance and duration would be determined by the biologist and may last until nesting activities are complete and fledglings have left the nest.

BIO-2: As feasible, take would be avoided by narrowing or rerouting the temporary access road and equipment around Western Joshua trees. In addition, trimming would be used to the greatest extent possible to avoid removal.

BIO-3: Workers onsite would receive a biological resource information program training that includes:

- Descriptions of the Western Joshua tree, desert tortoise, and desert kit fox and their legal protection status.
- Descriptions of bird nesting types, their potential locations, and their legal protection status.
- Descriptions of bats, their potential locations, and their California Department of Fish and Wildlife protection status.

BIO-4: A pre-construction burrow survey for desert tortoise would be performed within the project impact area.

BIO-5: Temporary access roads may be narrowed, re-routed, or otherwise adapted if an active desert tortoise burrow is found.

BIO-6: A pre-construction den survey for desert kit fox would be performed within the project impact area. All potential den sites would be assessed and monitored if determined to be active. A Caltrans-approved biologist would implement an appropriate project construction buffer around potentially active dens. If dens are determined to be active, appropriate California Department

of Fish and Wildlife passive relocation activities would be implemented to encourage desert kit foxes to move to a safe area. No natal dens would experience passive relocation. Active dens will be monitored until it is determined that dens are inactive, and only inactive dens would be excavated by hand and collapsed under the supervision of a Caltrans-approved biologist.

BIO-7: If listed or protected species are found, a temporary project construction buffer would be established until the animal moves outside of the project, and the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife would be contacted by Caltrans Environmental staff.

BIO-8: If bat roosts or their signs are observed in Western Joshua trees that require removal or trimming, additional avoidance and minimization measures would be developed and implemented.

BIO-9: A Caltrans-approved biologist would be present for right-of-way fence replacement activities and document all Western Joshua tree trimming and removal activities.

BIO-10: An Incidental Take Permit through the Western Joshua Tree Conservation Act would be obtained for any unavoidable take of Joshua trees, as defined in California Environmental Species Act and Western Joshua Tree Conservation Act regulations. All applicable mitigation fees would be paid, and all permit conditions would be complied with.

BIO-11: A 1602 Notification would be submitted in the project's Design phase, and all required measures would be implemented.

2.1.5 Cultural Resources

Cultural resource studies completed for this project consist of the Archaeological Study Report dated September 2025 and the Historic Properties Survey Report dated October 7, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	No Impact

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	No Impact

2.1.6 Energy

Considering the information in the Climate Change Analysis dated June 30, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

2.1.7 Geology and Soils

Considering the information in the Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Memorandum dated June 26, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	No Impact
ii) Strong seismic ground shaking?	No Impact
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
b) Result in substantial soil erosion or the loss of topsoil?	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	No Impact

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Analysis dated June 30, 2025 and the Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Memorandum dated June 26, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	No Impact

Affected Environment

The project is in Kern County between the communities of Mojave and Tehachapi on State Route 58. The project is in a rural area, with a tourism- and recreation-based economy. State Route 58 is the main transportation route to and through the area for both passenger and commercial vehicles.

The Kern Council of Governments serves as the Metropolitan Planning Organization and the Regional Transportation Planning Agency guiding transportation development in the area. The Kern County General Plan, Circulation Elements section, addresses greenhouse gas in the project area.

Environmental Consequences

Response to a) Less Than Significant Impact

Construction emissions cannot be avoided with any construction process, and construction activities will generate some level of emissions. The project will take an estimated 250 working days to complete, with a potential start date in the year 2029. Construction-related greenhouse gas emissions were calculated using the Caltrans Construction Emissions Tool (CAL-CET2021 v1.0). The tool was developed to use Caltrans-specific equipment activity data and the best available equipment emissions information to improve estimates of transportation-related construction emissions, fuel consumption, and electricity consumption, and to support transportation and air quality planning.

During construction, the project is estimated to emit 35 tons of carbon dioxide gas in total, with an average of 567 pounds of carbon dioxide gas emitted per day.

While some greenhouse gas emissions during the construction period would be unavoidable, no increase in operational greenhouse gas emissions is expected once construction is complete. The project will not increase the vehicle capacity of the roadway. This type of project generally causes minimal or no increase to operational greenhouse gas emissions.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures are proposed for the project:

GHG-1: Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment.

GHG-2: Schedule truck trips outside of peak morning and evening commute hours.

GHG-3: Use recycled water or reduce consumption of potable water for construction.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Memorandum dated June 26, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

2.1.10 Hydrology and Water Quality

Considering the information in the Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Memorandum dated June 26, 2025, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	No Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	No Impact
(iv) impede or redirect flood flows?	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	No Impact

Affected Environment

The project area contains multiple jurisdictional Waters of the State, including Cache Creek, a dry arroyo channel that flows seasonally from infrequent precipitation events, La Rose Creek, an intermittent stream, and other small ephemeral drainages that flow toward Cache Creek in the Southern Sierra foothills. All drainages are episodic, meaning they do not contain flowing

water most of the year. Intermittent and ephemeral drainages are also deemed jurisdictional Waters of the State.

Environmental Consequences

Preliminary analysis has determined that the waters within the project vicinity are jurisdictional to the Lahontan Regional Water Quality Control Board. The project scope may result in 0.93 acre of temporary impacts to multiple Waters of the State due to construction activities associated with the replacement of existing right-of-way fencing.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance, minimization, and mitigation measure is proposed for this project:

HYD-1: A Waste Discharge Requirements permit will be acquired before construction from the Lahontan Regional Water Quality Control Board, and all applicable permit-related measures will be implemented.

2.1.11 Land Use and Planning

Considering the project's scope, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	No Impact

2.1.12 Mineral Resources

Considering the project's scope, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	No Impact

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No Impact

2.1.13 Noise

Considering the information in the Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Memorandum dated June 26, 2025, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

2.1.14 Population and Housing

Considering the project's scope, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact

2.1.15 Public Services

Considering the project's scope, the following significance determinations have been made:

Question:	CEQA Significance Determinations for Public Services
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?	No Impact
Police protection?	No Impact
Schools?	No Impact
Parks?	No Impact
Other public facilities?	No Impact

2.1.16 Recreation

Considering the project's scope, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	No Impact

2.1.17 Transportation

Considering the project's scope, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No Impact
d) Result in inadequate emergency access?	No Impact

2.1.18 Tribal Cultural Resources

Considering the information in the Archaeological Survey Report dated Septemebr 2025, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	No Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	No Impact

2.1.19 Utilities and Service Systems

Considering the project's scope, in conjunction with adjacent utilities and service systems, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

2.1.20 Wildfire

Considering the information in the Climate Change Analysis dated June 30, 2025, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	No Impact

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



September 2024

TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at title.vi@dot.ca.gov or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

List of Technical Studies Bound Separately (Volume 2)

Natural Environment Study Minimal Impacts. Caltrans, September 3, 2025.

Air, Noise, Hazardous Waste, Waters, Paleontology, and Stormwater Technical Memorandum. Caltrans, June 26, 2025.

Visual Impact Assessment Questionnaire. Caltrans, July 29, 2025.

Climate Change Analysis. Caltrans, June 30, 2025.

Historic Properties Survey Report. Caltrans, October 7, 2025.

Archaeological Survey Report. Caltrans, September 2025.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Rebeka Riesen
District 9 Environmental Division
California Department of Transportation
500 South Main Street
Bishop, California 93514

Or send your request via email to: rebeka.riesen@dot.ca.gov

Or call: 442-359-8454

Please provide the following information in your request:

Project title: Cache Creek Pavement

General location information: Near Tehachapi, from 0.1 mile west of Sand Canyon Road Undercrossing to 1.2 miles west of Business Route 68 West Overcrossing.

District number-county code-route-post mile: 09-KER-58-R99.4/R107.7

EA number: 09-38310/Project ID number: 0919000067