



SEQUOIA UNION HIGH SCHOOL DISTRICT

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July 9, 2026

Mary McGee

Associate Transportation Planner

Caltrans District 4

Email: Mary.McGee@dot.ca.gov

And

Yunsheng Luo

Branch Chief, Local Development Review

Office of Regional and Community Planning

Dear Mary McGee and Yunsheng Luo,

RE: Response to Comments from the California Department of Transportation Dated June 2, 2026, on the Mitigated Negative Declaration for the Sequoia High School Facilities Master Plan (SCH No. 2026050040)

The Sequoia Union High School District (District) appreciates the California Department of Transportation (Caltrans) review and input on the Sequoia High School Facilities Master Plan Project (Project) Mitigated Negative Declaration (MND) provided in the letter dated June 2, 2026. The District's responses to your comments are provided below.

Caltrans Comment No.1: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sequoia High School Facilities Master Plan. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the May 2026 Draft MND.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

Project Understanding. The proposed project includes renovations to existing campus facilities including seismic retrofitting, system upgrades, and indoor and outdoor modernizations. Additionally, the plan includes the construction of a new 14,000 square foot classroom building and the expansion of an existing arboretum to create an outdoor classroom. The Sequia High School campus is located on El Camino Real (State Route 82).

District Response to Caltrans Comment No.1: The District appreciates Caltrans' review of the Draft MND for the Sequoia High School Facilities Master Plan Project and thanks Caltrans for its participation in the environmental review process. The introductory statements and information regarding Caltrans' Local Development Review Program and review role have been noted. No response is required.

Caltrans Comment No. 2: Construction-Related Impacts. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with

Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

District Response to Caltrans Comment No. 2: The District acknowledges Caltrans' comment regarding transportation permits and coordination requirements for construction activities. For any construction activity involving oversized or overweight vehicles on State roadways, the District would obtain the appropriate permits from Caltrans and comply with all applicable permit conditions. The District and its contractors will coordinate with Caltrans, as necessary, regarding traffic management measures and the potential need for a Transportation Management Plan (TMP) to minimize impacts to the State Transportation Network.

As discussed in the Draft MND, the proposed project would not increase student enrollment and, therefore, project operation would not generate new vehicle traffic or increase roadway travel. In addition, construction activities would be temporary and would not result in a long-term increase in traffic in the region. The construction workforce is anticipated to average approximately 48 workers per day, with a maximum of 57 workers on peak construction days. Construction-related traffic, including worker commute trips and truck deliveries, is estimated to average approximately 121 daily trips, with a maximum of approximately 164 daily trips during peak construction periods. These temporary trips would be minor relative to existing traffic volumes in the project vicinity and would not result in a significant transportation impact.

Accordingly, the Draft MND concluded that the project would not result in a significant transportation impact during construction. As noted above, the District would comply with applicable Caltrans permit requirements and coordination regarding a TMP.

Caltrans Comment No. 3: Equitable Access. If any Caltrans facilities are impacted by the project, those facilities must meet Americans with Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users

District Response to Caltrans Comment No. 3: The comment is noted. The project consists of improvements within an existing school campus and would not modify Caltrans facilities or infrastructure within the public right-of-way. Therefore, the project would not adversely affect Caltrans transportation facilities or accessibility features.

In addition, all construction activities, including material staging, would occur entirely within the project site. No work would occur within adjacent public rights-of-way, and no lane closures, lane narrowing, sidewalk closures, crosswalk closures, or bicycle lane closures would be required. As a result, existing bicycle and pedestrian facilities and access routes would remain available during construction, and construction activities would not interfere with existing or planned bicycle or pedestrian circulation in the project vicinity.

Accordingly, the project would not conflict with Caltrans' goals of maintaining safe, accessible, and equitable transportation facilities for all users, and transportation impacts related to accessibility and bicycle/pedestrian circulation would remain less than significant as determined in the MND.

Caltrans Comment No.4: Encroachment Permit. Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway Rights-of-Way (ROW) requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed

through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Caltrans Encroachment Projects Processes – Information Video ([link](#))
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Mary McGee, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact LDR-D4@dot.ca.gov.

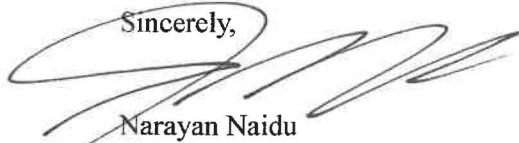
District Response to Caltrans Comment No.4: The comment is noted. The proposed project would be constructed entirely within the existing campus boundaries and would not involve temporary or permanent work within, under, or over State highway rights-of-way. Construction activities, including material staging, would occur on-site, and no work within Caltrans right-of-way is currently proposed.

Accordingly, no encroachment permit is anticipated to be required for the project as currently designed.

The District acknowledges Caltrans' permitting requirements and appreciates the information provided regarding the Encroachment Permits Office Process (EPOP), Quality Management Assessment Process (QMAP), application procedures, and associated review timelines. The District would comply with applicable Caltrans permitting requirements, if triggered.

Thank you for your comments and continued participation in the environmental review process.

Sincerely,



Narayan Naidu
Chief Facilities Officer