

August 24, 2025

VIA E-MAIL

Tharon Wright, CPUC Project Manager
Power Santa Clara Valley Project; Attn. V. Nez
c/o Environmental Science Associates,
575 Market Street, Suite 3700, San Francisco, CA 94105
Or via-email: PowerSCV@esassoc.com

Re: City of San José's Comment Letter relating to the Draft Environmental Impact Report for the Notice of Availability of a Draft Environmental Impact Report for the Power Santa Clara Valley Project (A. 24-04-017); State Clearinghouse No. 2024090200.

On behalf of the City of San José (City), we would like to express our appreciation for the opportunity to review and comment on the Draft EIR for the Power Santa Clara Valley Project. The City's comments are outlined below.

General Comments

- Confirm if "GO-88" for CPUC permits for work near or at railroad crossings needs to be added in section 2.14 *Anticipated Permits and Approvals*
- Coordination is needed with the Monterey Road Wildlife Crossing design team & the Peninsula Open Space Trust (POST) lead project.
 - Structural changes to roadway sub surface, ie, new culvert crossings and expanded bridge crossings could impact the profile alignment of the trenching/duct bank installation for the LS Power to Santa Clara project
 - CSJ DOT Contacts – Nicholas Frey (Nicholas.Frey@sanjoseca.gov) & Neil Ong (Neil.Ong@sanjoseca.gov)
- Coordinate duct bank alignment with following DOT projects and team project managers:
 - Monterey Rd Grade Separations Project (Alisar Aoun-Alisar.Aoun@sanjoseca.gov and Stacey Lu-Stacey.Lu@sanjoseca.gov)
 - Monterey Rd Transit Project (Brian Stanke - Brian.Stanke@sanjoseca.gov)
 - Monterey Rd Railroad Crossing Improvements n/o Curtner (Brian Stanke - Brian.Stanke@sanjoseca.gov)
 - High Speed Rail Project (Brian Stanke - Brian.Stanke@sanjoseca.gov)
- Coordination with VTA and BART will be required for locations impacted by LS Power's trench and vault work adjacent to existing bus stops (including concrete bus pads), LRT and future BART alignment, station footprint, and construction staging/haul routes conflicts
- Coordination with UPRR will be required for:
 - Design, construction and traffic control near UPRR railroad crossings
 - use this FRA GIS map to gather information on the railroad crossing info (DOT#, LATITUDE, LONGITUDE)
 - <https://fragis.fra.dot.gov/GISFRASafety/> .

- City lead will need to submit a Public Project Inquiry to UPRR to inform them of the work. UPRR will provide the requirements to work near/within UPRR right of way
 - https://www.up.com/real_estate/roadxing/contacts/
- UPRR will require the City to execute a reimbursement agreement for UPRR time to coordinate the work (they do not coordinate directly with developers)

Other Comments on Section in the draft EIR

2.8.1.2 New Access Roads

- Add description in this section to indicate who will have jurisdiction/ownership/maintenance responsibilities for the new access roads

2.8.5.3 Trenching Techniques

- Add description in this section to indicate if there is a maximum depth for the trenching for which open-cut trenching will not be considered the safest technique

2.8.7.2 Traffic Control

- Add all the CSJ public streets along the proposed trench alignment to be part of the potential traffic control plans (N 1st Street, Bassett Street, etc)

2.8.7.2 Traffic Control

During construction and deliveries, traffic control plans, or TCPs, may be implemented intermittently along Coleman Avenue, Santa Teresa Street, and Ryland Street for the Skyline HVDC terminal and along Monterey Road for the proposed Grove HVDC Terminal. Lane closures may be necessary along these roads when equipment is being delivered to the Project site. These TCPs would be temporary and short-term based on delivery schedules.

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3.17.2 (page 3.17-10)

- Add a paragraph and description of the San Jose Better Bike Plan 2025 in this section

Sincerely,

David Keyon

David Keyon (Aug 25, 2025 14:43:39 PDT)

David Keyon, Principal Planner
Planning, Building and Code Enforcement