



California Public Utilities Commission



June 4, 2026

Dustin Joseph
LS Power Grid California
16450 Main Circle Drive, Suite 310
Chesterfield, MO 63107

Re: *Minor Project Refinement No. 3 for the Power Santa Clara Valley Project (A.24-04-017)*

Dear Mr. Joseph:

On March 19, 2026, the California Public Utilities Commission (CPUC) adopted the Final Environmental Impact Report (FEIR) for the Power Santa Clara Valley Project (Project) and selected Alternative Combination 1 (AC-1)¹ for approval (Application 24-04-017). The CPUC Decision (26-03-042) granted LS Power Grid California (LSPGC) a Certificate of Public Convenience and Necessity (CPCN) and approved the Project conditionally with the implementation of Applicant Proposed Measures, Mitigation Measures, and Pacific Gas and Electric (PG&E) best management practices and field protocols adopted in the Construction Mitigation Monitoring, Compliance, and Reporting Program (Construction MMCRP).

On May 20, 2026, LSPGC submitted a request for Minor Project Refinement No. 3 (MPR-3) to the CPUC seeking authorization of a minor route adjustment to the Grove to Skyline 320 kilovolt (kV) direct current (DC) Transmission Line (Grove to Skyline 320 kV Transmission Line) as described in **Attachment A, MPR-3 Form**, and as shown in **Attachment B, MPR-2 Figure**. The route adjustment is similar to that shown in the FEIR for the Downtown Alignment Alternative 2 (FEIR Figure 4-5) with the exception that instead of continuing straight across Bassett Street, the MPR-3 route adjustment turns west and then northwest before Bassett Street and crosses Bassett Street just west of the previously approved alignment and parallels to the west of the approved alignment into the Skyline terminal. Approval of MPR-3 would authorize LSPGC to reroute approximately 0.5 mile of the Grove to Skyline 320 kV Transmission Line to avoid conflicts with existing underground utilities along the previously approved route.

Beginning at the intersection of North Market Street and West Saint James Street, the revised route proposed in MPR-3 travels west along West Saint James Street, which turns into West Julian Street, for approximately 0.3 mile, and then turns northwest to enter the parking lot of a private property leased to Santa Clara County. The revised route continues north through the parking lot for approximately 0.2 mile, until it parallels west

¹ The “project” selected for approval is AC-1, which is hereby described as the “Project.”



California Public Utilities Commission



Dustin Joseph
June 5, 2026
Page 2

of the previously approved Grove to Skyline 320 kV Transmission Line route from Bassett Street into Skyline Terminal. The proposed MPR-3 route is located entirely in the City of San José, within paved and developed areas. Between the Skyline Terminal site and the intersection of North Market Street and West Saint James Street, the proposed route is approximately 0.53 mile long, whereas the previously approved route is approximately 0.49 mile long. The proposed MPR-3 area is shown in **Attachment B**, *MPR-3 Figure* and **Attachment C**, *MPR-3 Photograph Log*.

The MPR-3 route adjustment would avoid conflicts with underground utilities currently serving downtown San José, consistent with Applicant Proposed Measure UTIL-1 and Mitigation Measure 3.17-1c. Approval of MPR-3 will not change the impact conclusions set forth in the FEIR, nor will it change the type of equipment, number of construction personnel, or the status of any pre-construction or construction requirements set forth in the Project's Construction MMCRP. Use of the proposed MPR-3 route would not require permits from any agencies not disclosed within the FEIR.

LSPGC is authorized to proceed with the proposed route as described in its MPR-3 request to CPUC submitted on May 20, 2026, upon condition that all proposed actions and construction are carried out in accordance with the methods and conditions described in the FEIR, Construction MMCRP, the MPR-3 request, and this approval issued by CPUC.

Sincerely,

Cesar Moreno

Cesar Moreno
CPUC Environmental Project Manager

cc: Silvia Yanez, ESA
Rosalind Searle, ESA

Attachments:

- A MPR-3 Form
- B MPR-3 Figure
- C MPR-3 Photograph Log

ATTACHMENT A
MPR-3 Form



Power Santa Clara Valley Project CPUC Minor Project Refinement Form

Minor project refinements are strictly limited to changes that will not trigger an additional permit requirement (except local government ministerial permits and associated requirements), do not substantially increase the severity of a previously identified significant impact based on criteria used in the EIR, create a new significant impact, are located within the geographic boundary of the study area of the EIR, and that do not conflict with any mitigation measure or applicable law or policy.

Date Requested: May 20, 2026

Report No.:

Date Approved: **June 4, 2026**

Approval Agency: California Public Utilities Commission (CPUC).

Property Owner(s): The proposed Minor Project Refinement No. 3 (MPR-3) route is located within land owned by SI 42, LLC and within the City of San José public right-of-way.

Location/Milepost: The proposed MPR-3 route is located southeast of the Skyline high-voltage direct current (HVDC) Terminal (Skyline Terminal) site, along West Saint James Street, West Julian Street, and through an office **complex's** parking lot in the City of San José, California.

Land Use/Vegetative Cover: The proposed MPR-3 route contains approximately 6 acres of developed land (almost exclusively paved except for minimal work in landscaped areas).

Sensitive Resources: The MPR-3 route is within an area with soils that have high paleontological potential at depths of 7 feet or greater below ground surface (bgs). See resource discussions below.

Modification From:

<input type="checkbox"/> Permit	<input type="checkbox"/> Plan/Procedure	<input type="checkbox"/> Specification	<input type="checkbox"/> Drawing
<input type="checkbox"/> Mitigation Measure	<input checked="" type="checkbox"/> Other:		

LS Power Grid California, LLC (LSPGC) is requesting approval of MPR-3 for a minor route adjustment to the Grove to Skyline 320 kilovolt (kV) direct current (DC) Transmission Line (Grove to Skyline 320 kV Transmission Line), which was described as the Downtown Alignment Alternative 2 analyzed in the Power Santa Clara Valley Project (Project) Final Environmental Impact Report (FEIR), as described below and shown in Attachment B, MPR-3 Figure.

LSPGC proposes to **utilize the FEIR's** Downtown Alignment Alternative 2 and reroute approximately 0.5 miles of the Grove to Skyline 320 kV Transmission Line in order to avoid conflicts with existing underground utilities along the approved route. Due to the constrained urban environment and existing subsurface infrastructure within downtown San José, final engineering investigations were necessary to identify a constructible alignment. Beginning at the

intersection of North Market Street and West Saint James Street, the MPR-3 route travels west along West Saint James Street, which turns into West Julian Street, for approximately 0.3 miles, and then turns northwest to enter the parking lot of a privately owned office complex, currently leased to Santa Clara County. The revised route continues north through the parking lot for approximately 0.2 miles until it aligns with the approved Grove to Skyline 320 kV Transmission Line route at Bassett Street, consistent with Downtown Alignment Alternative 2 (FEIR Figure 4-5). The proposed MPR-3 route is located entirely in the City of San José, within paved and developed areas similar to the approved route. Existing land uses surrounding the MPR-3 route consist of commercial, industrial, and residential, similar to the approved route segment that MPR-3 would replace. Between the Skyline Terminal site and the intersection of North Market Street and West Saint James Street, the proposed MPR-3 route is approximately 0.53 miles long, whereas the approved route is approximately 0.49 miles long.

MPR-3 activities will include construction of 320 kV DC underground transmission line infrastructure predominately via trenching on existing paved roadways and a paved parking lot. A splice vault will be installed along the MPR-3 route with dimensions of approximately 30 feet long, 10 feet wide, and 10 feet deep. The underground transmission line components will be installed within a duct bank containing at least five smaller internal ducts: three 8-inch ducts for cables (two ducts for the installed cross-linked polyethylene [XLPE] cable and one duct as a spare) and two 2-inch ducts for fiber optic cables. Telecommunications infrastructure will be co-located with the new underground transmission line infrastructure. Trench depths may vary depending on soil stability and existing substructures. The trenches will be widened and shored where necessary to meet California Division of Occupational Safety and Health (Cal/OSHA) safety requirements.

Tree trimming will be required for areas where overhanging vegetation will interfere with MPR-3 construction equipment and activities. Additionally, minimal tree removal is anticipated within landscaped areas. Underground construction associated with MPR-3 may also affect tree roots beneath the roadway, which could necessitate removal of street trees. Construction activities may also include temporary work areas along the alignment (as permitted under applicable encroachment permits or private easements) for staging materials, equipment, and cable installation operations.

The proposed MPR-3 route would be accessed via the existing public roadways, West Saint James Street, West Julian Street, and Bassett Street. See Attachment B, MPR-3 Figure for the location of the proposed MPR-3 route.

For underground transmission line activities, work will generally progress in a linear fashion, with multiple crews for duct banks, splice vault, and cable installation working simultaneously in different locations along the route. Overall for the Project, construction activities will generally be scheduled to occur during daylight hours six days per week (Monday through Saturday). Construction activities could be scheduled outside of these hours to avoid or reduce schedule delays, to complete construction activities, such as continuous concrete pours, to accommodate the schedule for system outages, or to address emergencies. Local municipalities may also dictate that transmission line construction occur at night or Sundays given the amount of construction within existing roads. Nighttime construction is more likely in commercial and industrial areas, but night work may also be required in residential areas. All work hours for construction within existing public roadways will be coordinated with the City of San José. Specific to MPR-3, nighttime construction is anticipated within the office complex parking lot to minimize disruptions to the building tenants.

Describe how project refinement deviates from current project. Include photos.

Original Condition: The proposed MPR-3 route is a minimal, 0.5-mile, route adjustment at the northern end of the Grove to Skyline 320 kV Transmission Line. Between the Skyline Terminal site and the intersection of North Market Street and West Saint James Street, the proposed MPR-3 route is approximately 0.53 miles long, whereas the approved route is approximately 0.49 miles long. The MPR-3 route **was included in the Project's FEIR** as a portion of Downtown Alignment Alternative 2 and is within the geographic study area analyzed within the FEIR. The MPR-3 route is located within previously disturbed, paved roadways and a paved parking lot on private property. The area is generally flat with minimal vegetation and no aquatic features. The MPR-3 route is located in downtown San José, and crosses under

California State Route (SR) 87, also known as the Guadalupe Parkway. Further description of current conditions within the MPR-3 route is included in the resource discussions herein.

Justification for Change: The Project’s **FEIR** analyzed environmental impacts from the Grove to Skyline 320 kV Transmission Line alignment and its alternative alignments based on information available at the time. As additional engineering design and subsurface utility investigations have been completed, including ground penetrating radar and test excavations, LSPGC identified substantial underground utility conflicts along the approved route segment on Terraine Street and Bassett Street. Existing infrastructure within this corridor includes major storm drain, sanitary sewer, electric, gas, and telecommunications facilities, resulting in constrained subsurface conditions that would require extensive third-party utility coordination and relocation activities. In addition, the proximity of multiple existing electric facilities creates thermal constraints that could adversely affect long-term system reliability.

Based on these engineering evaluations, the MPR-3 route, which was previously analyzed in the FEIR as Downtown Alignment Alternative 2, was identified as the most feasible and least impactful alignment. Accordingly, MPR-3 is necessary and will avoid impacts associated with underground utilities and transportation facilities currently serving downtown San José, consistent with APM UTIL-1 and MM 3.17-1c.

Maps & Figures: Refer to Attachment B, MPR-3 Figure, for a map of the proposed MPR-3 route. Refer to Attachment C, MPR-3 Photograph Log, for pictures of the current conditions along the proposed MPR-3 route.

Environmental Impact: Utilization of the MPR-3 route would not change the nature or substantially increase the severity of any impacts disclosed within the FEIR; would not result in alteration to Applicant Proposed Measures (APMs) or existing Mitigation Measures (MMs); would not require new mitigation measures; and would not require new regulatory approval. The proposed MPR-3 route is approximately 0.5 miles (6 acres total disturbance) within developed land. The work area will be stabilized as needed in accordance with the SWPPP during construction and will be restored to pre-Project conditions following construction. Specific discussions for each resource area are provided below.

Concurrence (if appropriate): Concurrence is not required as the proposed MPR-3 **route was included in the Project’s** FEIR as a portion of Downtown Alignment Alternative 2 and is therefore within the geographic study area analyzed in the California Environmental Quality Act (CEQA) review process. There are no new regulatory permits required for the MPR-3 route adjustment.

<u>Resources:</u>			
Biological	<input checked="" type="checkbox"/>	No Resources Present	<input type="checkbox"/> Resources Present <input type="checkbox"/> N/A, Change would not affect resources
Previous Biological Survey Report Reference: Biological resources along the Project alignment and the MPR-3 route (Downtown Alignment Alternative 2) were studied, reviewed, and documented within the CPUC-conducted CEQA review process in the FEIR. The Biological Resource Survey Area for the FEIR is inclusive of the MPR-3 route. Similar to the approved Grove to Skyline 320 kV Transmission Line route, the MPR-3 route is located on previously disturbed, developed surfaces. The MPR-3 route does not cross sensitive aquatic resources, suitable habitat for special-status species, or native habitat.			
Cultural	<input checked="" type="checkbox"/>	No Resources Present	<input type="checkbox"/> Resources Present <input type="checkbox"/> N/A, changes would not affect resources
Previous Cultural Survey Report Reference: Cultural resources within the Project’s study area (including the proposed MPR-3 route) were studied, reviewed and documented within the CPUC-conducted CEQA review process. The MPR-3 route is located within the one-mile buffer of the original cultural resources inventory, but outside the original survey area. Since the MPR-3 route is			

located outside the original cultural resources survey area, a supplemental cultural resources survey, including a records review and an intensive pedestrian survey, was conducted for the MPR-3 route by PanGIS, in accordance with APM CUL-4. No new cultural resources were observed during the pedestrian survey of the MPR-3 route on February 26, 2026. The proposed MPR-3 route will not impact any documented cultural resources sites, as explained in Attachment D.

Paleontological No Resources Present Resources Present N/A, Change would not affect resources

Previous Paleontological Survey Report Reference:
 Paleontological resources within one mile of **the Project's** limits of construction (which includes the proposed MPR-3 route) were studied, reviewed, and documented as part of the CPUC-conducted CEQA review process. No records of paleontological resources were identified within the proposed MPR-3 route in the records search performed by the San Diego Natural History Museum (SDNHM) and the University of California Museum of Paleontology (UCMP). The proposed route is located in an area with low paleontological potential less than 7 feet bgs and high paleontological potential at a depth of 7 feet or greater bgs. Excavation greater than 7 feet bgs is anticipated along the MPR-3 route in order to install the splice vault and underground transmission line.

Disturbance Acreage Changes: Yes No

Between the Skyline Terminal site and the intersection of North Market Street and West Saint James Street, the proposed MPR-3 route is approximately 0.53 miles long (approximately 6 acres of total disturbance), whereas the approved route segment to be replaced is approximately 0.49 miles long (approximately 5 acres of total disturbance). Both route segments are within developed, paved land in downtown San José.

The following table includes environmental analysis representative of CEQA Appendix G Checklist Sections addressed in the FEIR as it relates to MPR-3.

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
Geology, Soils, Seismicity, Paleontological Resources	<input checked="" type="checkbox"/> Y	<p>With respect to this category, there is no material difference between the CPUC-approved route segment and the MPR-3 route segment (described in the FEIR as Downtown Alignment Alternative 2). MPR-3 would not result in installation of different permanent facilities than the approved route segment that it would replace. MPR-3 would have the same construction activities, including trenching, backfilling, restoration, and the use of heavy equipment, as the approved Grove to Skyline 320 kV Transmission Line.</p> <p>MPR-3 would not result in performance of any new construction activities that may affect geology, soils, or seismicity. The proposed MPR-3 route is located in soils with low paleontological potential (<7 feet bgs), and high paleontological potential (>7 feet bgs). Paleontological monitoring will take place during excavations in accordance with the Project's Paleontological Resources Mitigation Monitoring Plan (PRMMP) and APM PALEO-1. The SWPPP would be amended as needed to include the MPR-3 route. During construction along the MPR-3 route, the Project area will be stabilized in accordance with the Project's SWPPP, and APMs GEO-1, PALEO-1, and PALEO-2 would be implemented as applicable. Following construction, the</p>
	<input type="checkbox"/> N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		roadway would be restored to pre-construction conditions in accordance with MM 3.17-1b. Accordingly, the MPR-3 route would not increase the severity of any previously identified impacts to geology, soils, and seismicity and would not create any new geological related hazard not previously disclosed in the Project's FEIR, Section 3.7.
Agency Consultation?	<input type="checkbox"/> Y	The MPR-3 route would not require agency consultation relating to geology, soils, seismicity, or paleontological resources.
	<input checked="" type="checkbox"/> N	
Hazardous Materials and Waste	<input checked="" type="checkbox"/> Y	With respect to this category, there is no material difference between the CPUC-approved route segment and the MPR-3 route segment (described in the FEIR as Downtown Alignment Alternative 2). LSPGC and its contractors would comply with applicable rules and regulations pertaining to hazardous materials to minimize the risk of a significant hazard from material transport, use, storage, and disposal. MPR-3 activities would not result in the performance of any new construction activities, an increase or change in the anticipated amounts or type of hazardous materials, nor would it create any new hazardous waste that could expose the public to hazards. All applicable Project activities would be conducted in accordance with the site-specific Spill Prevention, Control, and Countermeasure (SPCC) Plan (APM HAZ-1), Hazardous Materials Management Plan (HMMP) (APM HAZ-2), Site Management Plan (SMP) (APM HAZ-3), and SWPPP. As such, there would be no change to impacts analyzed in the FEIR, Section 3.9.
	<input type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	The MPR-3 route would not require agency consultation relating to hazardous materials or hazardous waste.
	<input checked="" type="checkbox"/> N	
Hydrology/ Water Quality	<input checked="" type="checkbox"/> Y	MPR-3 activities would not involve the performance of any new construction activities. There are no aquatic features in the MPR-3 route, and Project activities would be performed in accordance with the SWPPP, APM WQ-1, APM HAZ-1, APM HAZ-2, and APM HAZ-3 as applicable. As such, there would be no change to impacts analyzed in the FEIR, Section 3.10.
	<input type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	The MPR-3 route would not require agency consultation relating to hydrology or water quality.
	<input checked="" type="checkbox"/> N	
Cultural and Tribal Cultural Resources	<input checked="" type="checkbox"/> Y	A cultural pedestrian survey of the MPR-3 route was conducted by qualified archaeologists on February 26, 2026 in accordance with APM CUL-4. No new cultural resources were observed during the intensive pedestrian survey of the MPR-3 route (described in the FEIR as Downtown Alignment Alternative 2). Five existing cultural resources were identified in the APE, and one additional site is directly adjacent to the APE. However, all resources within the APE have been destroyed. The route is located within developed areas, public streets and a parking lot, that do not contain any existing historic structures. No cultural monitoring is required for ground disturbance within the MPR-3 route.
	<input type="checkbox"/> N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		All personnel working within the MPR-3 route will complete Worker Environmental Awareness Program (WEAP) training prior to working onsite (APM CUL-1, APM TCR-1), which includes training on how to identify cultural resources. In the event that previously unidentified cultural resources are uncovered during implementation of the Proposed Project, all work within 100 feet (30 meters) of the discovery shall be halted and the LSPGC qualified archaeologist shall inspect the discovery and determine whether further investigation is required, per APM CUL-3. As such, impacts would remain similar to those analyzed in the FEIR, Sections 3.5 and 3.18.
Agency Consultation?	<input type="checkbox"/> Y	The MPR-3 route would not require agency consultation relating to cultural or tribal cultural resources.
	<input checked="" type="checkbox"/> N	
Traffic and Circulation	<input checked="" type="checkbox"/> Y	MPR-3 will not require any new activities or change in the volume of workers or construction-related vehicle trips. Similar to the approved Grove to Skyline 320 kV Transmission Line route, the majority of the MPR-3 route is located within city roadways. Part of the MPR-3 route is located within a parking lot. MPR-3 would result in temporary lane closures, potential traffic detours, and parking space closures, however, these impacts would be similar to the approved route segment that MPR-3 would replace. Traffic control is anticipated to be required for MPR-3 construction activities, which would be performed in accordance with APM TRA-1 and MM 3.17-1a. MPR-3 would not limit access or increase usage of public transit and APM TRA-2 ensures LSPGC coordinates any bus stop closures with the Santa Clara Valley Transportation Authority. Any damage to existing infrastructure resulting from MPR-3 construction activities would be repaired pursuant to APM TRA-3 and MM 3.17-1b. As such, impacts would be similar to those analyzed in the FEIR, Section 3.17.
	<input type="checkbox"/> N	
Agency Consultation?	<input checked="" type="checkbox"/> Y	As stated above, traffic control is required for the MPR-3 route, and all applicable permits would be obtained from the City of San José.
	<input type="checkbox"/> N	
Air Quality	<input checked="" type="checkbox"/> Y	The MPR-3 route would not result in a change to the construction schedule or equipment used. MPR-3 construction activities would be performed in accordance with MM 3.3-2a and MM 3.3-2c, as applicable, and would take place within a similar distance to residences and commercial uses as the approved route. As such, there would be no change to impacts analyzed in the FEIR, Section 3.3.
	<input type="checkbox"/> N	
Agency Consultation?	<input type="checkbox"/> Y	The MPR-3 route would not require agency consultation relating to air quality.
	<input checked="" type="checkbox"/> N	
Noise and Vibration	<input checked="" type="checkbox"/> Y	Similar to the approved Grove to Skyline 320 kV Transmission Line route, the MPR-3 route is located in downtown San José within existing roadways and paved surfaces, surrounded by commercial, industrial, and residential
	<input type="checkbox"/> N	

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		<p>existing land uses. The MPR-3 route segment abuts substantially less residential buildings (i.e., sensitive noise receptors) than the approved route segment to be replaced, with multi-family units along Devine Street, Terraine Street, and Bassett Street being avoided. The MPR-3 route would not result in a change to construction activities, schedule, or equipment used.</p> <p>As discussed in the FEIR, Section 3.13, the CPUC established the threshold that impacts from temporary construction-related noise generated in the City of San José would be considered “substantial” if it would cause noise levels to increase by 10 dBA Leq or more at the nearest noise-sensitive land use(s) for a period of more than 12 months. The proposed MPR-3 construction activities would not exceed this CPUC threshold because they would affect a given sensitive receptor for less than 12 months. Further, the proposed MPR-3 construction activities would not represent a substantial temporary increase in ambient noise pursuant to City of San José General Plan Policy EC-1.7. APM NOI-1 and MM 3.13-3 (Vibration Monitoring for High Vibratory Equipment Contingency Plan), and MM 3.13-1a (Nighttime Construction Noise Plan) would be implemented during MPR-3 activities, as applicable. As such, impacts would remain similar to those analyzed in the FEIR, Section 3.13.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The MPR-3 route would not require agency consultation relating to noise.
Aesthetics/ Visual Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	No permanent change in impacts to aesthetics/visual resources would result from the MPR-3 route adjustment as the transmission line would be located underground, and all road surfaces would be restored to original conditions upon completion of construction. Nighttime lighting, if required for construction activities and site security, would be conducted in accordance with APM AES-1 and MM 3.1-2. As such, impacts would be similar to those analyzed in the FEIR, Section 3.1.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The MPR-3 route would not require agency consultation relating to aesthetics or visual resources.
Vegetation and Wildlife	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	The Biological Resource Survey Area for the FEIR is inclusive of the MPR-3 route. MPR-3 site conditions are consistent with those analyzed in the FEIR. Similar to the previously approved Grove to Skyline 320 kV Transmission Line route, the MPR-3 route segment is located on developed, paved surfaces. The MPR-3 route does not cross aquatic resources, suitable habitat for special-status species, or native vegetation. Tree trimming will be required for areas where overhanging vegetation will interfere with MPR-3 construction equipment and activities. Additionally, minimal tree removal is anticipated

CEQA Section	Applicable	(Y) Define potential impact or (N) briefly explain why CEQA section isn't applicable. If (Y), describe original and new level of impact, and avoidance/minimization measures to be taken.
		<p>within landscaped areas. Underground construction associated with MPR-3 may also affect tree roots beneath the roadway, which could necessitate removal of street trees. If required, removal of street trees would be approved by the City of San Jose prior to removal per MM 3.4-5. All workers will be required to complete the WEAP training prior to working onsite, and activities will be performed in accordance with the following APMs and MMs, as applicable.</p> <ul style="list-style-type: none"> • APM BIO-6: Vehicle Speed Limits • APM BIO-7: Outdoor Lighting Measures • APM BIO-8: WEAP Training • APM BIO-9: Nesting Bird and Roosting Bats Protection • APM BIO-11: Excavation Wildlife Safety BMPs • APM BIO-14: Nesting Bird Surveys • MM 3.4-5 Compliance with Local Tree Ordinances <p>As such, there would be no change to impacts analyzed in the FEIR, Section 3.4.</p>
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	The MPR-3 route would not require agency consultation relating to vegetation and wildlife.
Wildfire	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	MPR-3 does not result in changes to construction activities, facilities, or equipment. The MPR-3 route is not located in a high-fire severity zone as determined by the Department of Forestry and Fire Protection (CAL FIRE), nor is it located in an area of elevated or extreme fire-threat as determined by CPUC. As such, there would be no change to impacts analyzed in the FEIR, Section 3.20.
Agency Consultation?	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	MPR-3 would not require agency consultation relating to wildfire.

Approvals	Date	Name (print)	Signature	
LSPGC Project Manager	6/5/26	Jacob Diermann	<i>Jacob Diermann</i>	<input checked="" type="checkbox"/> Reviewed
LSPGC Environmental Project Manager	6/4/26	Dustin Joseph	<i>Dustin Joseph</i>	<input checked="" type="checkbox"/> Reviewed
CPUC Project Manager	6/4/26	Cesar Moreno	<i>Cesar Moreno</i>	<input type="checkbox"/> Approved <input checked="" type="checkbox"/> Approved with conditions (see below)

			<input type="checkbox"/> Denied
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For CPUC Compliance Manager Use Only

<input checked="" type="checkbox"/> Refinement Approved	<input type="checkbox"/> Refinement Denied	<input type="checkbox"/> Beyond Authority
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Conditions of Approval or Reason for Denial:
All proposed actions and construction are carried out in accordance with the methods and conditions described in the FEIR, Construction MMCRP, the MPR-3 request, and this approval issued by CPUC.




Prepared by: **Cesar Moreno** Date: **June 4, 2026**

ATTACHMENT B
MPR-3 Figure





POWER SANTA CLARA VALLEY PROJECT
MPR-3 Julian Street
Downtown Route Alignment
City of San José, and Santa Clara Co., CA

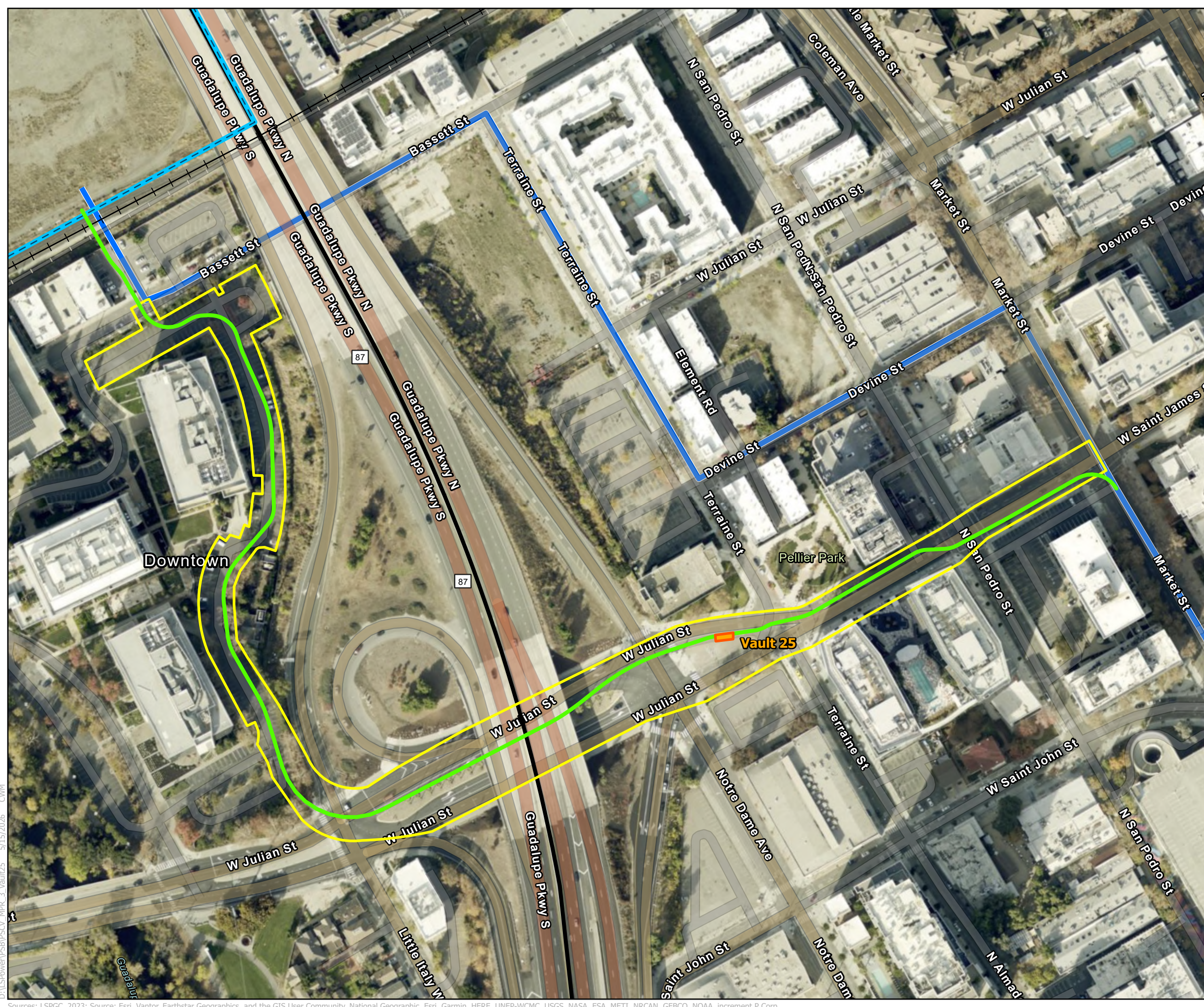
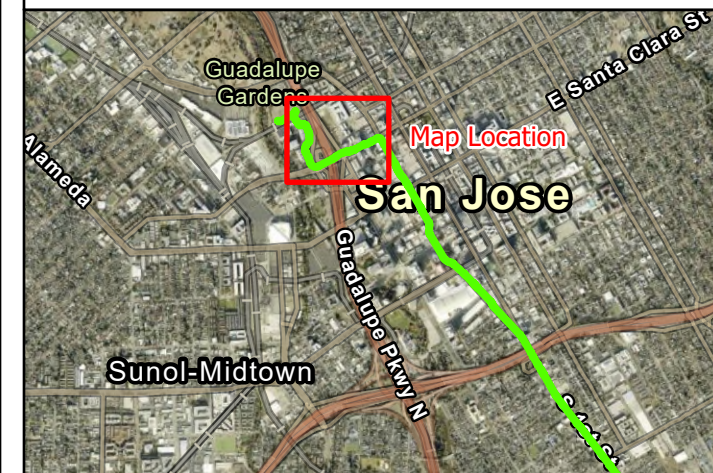
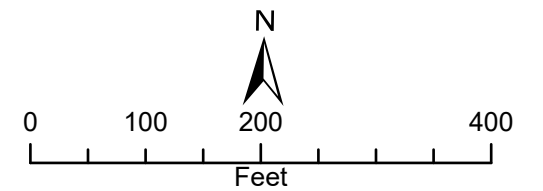
LEGEND

MPR-3 Components

-  Grove to Skyline 320 kV DC UG Transmission Line
-  Vault Location
-  Underground Work Area

General Features

-  Grove to Skyline 320 kV DC UG Transmission Line (Previously Approved Site)
-  US Route or State Highway
-  Railroad
-  Skyline Terminal



D:\LSPower\PSB\PSOV_MPR_3_Vault25_5/15/2026_CIVM

Sources: LSPGC, 2023; Source: Esri, Vantor, Earthstar Geographics, and the GIS User Community, National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

ATTACHMENT C
MPR-3 Photograph Log

Power Santa Clara Valley Project

MPR-3 Photograph Log



Photo 1: West-facing view of W. Saint James Street and W. Julian Street at the eastern edge of the MPR-3 route. Shows existing city street, with typical sidewalks and utilities, and mixed land uses along the street.

Power Santa Clara Valley Project

MPR-3 Photograph Log



Photo 2: South-facing view from the parking lot on the private property adjacent to the State Route 87 off-ramp to the west, showing a paved parking lot, landscaped sidings, and a Santa Clara County building. The MPR-3 route runs through this parking lot.

Power Santa Clara Valley Project

MPR-3 Photograph Log



Photo 3: South-facing view from the parking lot on the private property, near the northern end of the MPR-3 route, showing a paved parking lot, a landscape island, and a Santa Clara County building. The MPR-3 route runs through this parking lot.

Power Santa Clara Valley Project

MPR-3 Photograph Log



Photo 4: South-facing view of a landscaped area adjacent to parking spaces within the MPR-3 route.