



California Public Utilities Commission



June 24, 2026

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

Re: Minor Project Refinement No. 4 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 (D.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 Company best management practices and field protocols adopted in the Construction Mitigation Monitoring, Compliance, and Reporting Program (Construction MMCRP).

On June 10, 2026, LSPGC submitted a request for Minor Project Refinement No. 4 (MPR-4) 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-4 Form**, and shown in **Attachment B, MPR-4 Figure**. Approval of MPR-4 would authorize LSPGC to reroute approximately 0.2 mile of the Grove to Skyline 320 kV Transmission Line in order to avoid conflicts with existing underground utilities along the approved route segment. The approved Grove to Skyline 320 kV Transmission Line route runs along the east side of the Plaza de Cesar Chavez, within the northbound lanes of Market Street, while the proposed MPR-4 route segment runs along the west side of the Plaza de Cesar Chavez, within the southbound lanes of Market Street. The proposed MPR-4 route segment is located within a paved and developed street in the City of San José, consistent with the approved route segment. Surrounding land uses of the proposed MPR-4 route consist of commercial and public/institutional, similar to the approved segment adopted in D.26-03-042.

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



California Public Utilities Commission



Dustin Joseph
June 24, 2026
Page 2

MPR-4 activities will include construction of the infrastructure for the 320 kV DC underground transmission line, predominately via trenching on existing paved roadways. Most of the underground transmission line components within the MPR-4 area 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. The southeastern end of the MPR-4 area will utilize a jack-and-bore trenchless construction method to install the underground transmission line under the existing Valley Transit Authority (VTA) light rail line which runs east/west through West San Carlos Street at the very southern terminus of the MPR-4 area. 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.

For underground transmission line activities, work will generally progress in a linear fashion, with multiple crews dedicated to duct banks, splice vaults, jack-and-bore, and cable installation working simultaneously in different locations along the route. Construction activities will generally be scheduled to occur during daylight hours six days per week (Monday through Saturday). 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.

Tree trimming may be required for areas where overhanging vegetation will interfere with MPR-4 construction equipment and activities. No street tree removals are anticipated as part of MPR-4 activities; however, underground construction associated with MPR-4 may affect tree roots beneath the roadway, which could necessitate the removal of street trees. Construction activities may also include temporary work areas along the alignment (as permitted under applicable encroachment permits) for staging materials, equipment, and cable installation operations.

The proposed MPR-4 route would be accessed via existing public roadways, including South Market Street and Park Avenue. The proposed MPR-4 area is shown in **Attachment B, MPR-4 Figure** and **Attachment C, MPR-4 Photograph Log**.

The Project's Final Environmental Impact Report (FEIR) analyzed environmental impacts of construction of 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 by LSPGC, including ground penetrating radar and test excavations, LSPGC



California Public Utilities Commission



Dustin Joseph
June 24, 2026
Page 3

identified substantial underground utility conflicts along the approved route segment on the northbound lanes of South Market Street adjacent to Plaza de Cesar Chavez. In particular, existing subsurface infrastructure within the approved corridor would constrain construction of the jack-and-bore crossing beneath the VTA light rail facilities and the associated northern sending/receiving pit, resulting in constrained subsurface conditions that would require extensive third-party utility coordination and relocation activities.

Based on these engineering evaluations, the MPR-4 route segment was identified as the most feasible alignment. Thus, MPR-4 will prevent or reduce impacts associated with underground utilities and transportation facilities currently serving downtown San José, consistent with Applicant Proposed Measure UTIL-1 and Mitigation Measure 3.17-1c. Utilization of the MPR-4 route:

- a) would not change the nature or substantially increase the severity of any impacts disclosed within the FEIR;
- b) would not result in alteration to applicant proposed measures or mitigation measures;
- c) would not require new mitigation measures;
- d) and would not require new regulatory approval.

The MPR-4 route segment is approximately 0.2 mile (approximately 2 acres total disturbance) within developed and paved land (i.e., city street). The work area will be stabilized as needed in accordance with the Storm Water Pollution Prevention Plan during construction and will be restored to pre-Project conditions following construction. All tree removal and other applicable permits must be secured prior to construction at the specific locations where these permits are required. In compliance with APM UTIL-1 and MM 3.17-1c, LSPGC will provide the CPUC proof of coordination with Valley Transportation Agency, City of San José, and existing utilities prior to the start of construction activities.

LSPGC is authorized to proceed with the route described in its MPR-4 request to CPUC submitted on June 10, 2026, upon the condition that all actions and construction are carried out in accordance with the methods and conditions described in the FEIR, Construction MMCRP, the MPR-4 request, and this approval issued by CPUC.

Sincerely,



California Public Utilities Commission



Dustin Joseph
June 24, 2026
Page 4

Cesar Moreno

Cesar Moreno
CPUC Environmental Project Manager

cc: Silvia Yanez, ESA
Rosalind Searle, ESA

Attachments:

- A MPR-4 Form
- B MPR-4 Figure
- C MPR-4 Photograph Log

ATTACHMENT A

MPR-4 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: June 10, 2026

Report No.:

Date Approved: June 24, 2026

Approval Agency: California Public Utilities Commission (CPUC).

Property Owner(s): The proposed Minor Project Refinement No. 4 (MPR-4) route segment is located within public right-of-way.

Location/Milepost: The proposed MPR-4 route segment is located within the southbound lanes of Market Street between West San Fernando Street and San Carlos Street, in the City of San José, California.

Land Use/Vegetative Cover: The proposed MPR-4 route segment is approximately 2 acres of developed land within an existing roadway.

Sensitive Resources: The proposed MPR-4 route segment falls within or adjacent to two cultural resources. See resource discussions below.

Modification From: ☐ Permit ☐ Plan/Procedure ☐ Specification ☐ Drawing
☐ Mitigation Measure ☒ Other:

LS Power Grid California, LLC (LSPGC) is requesting approval of MPR-4 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 previously analyzed in the Power Santa Clara Valley Project (Project) Final Environmental Impact Report (FEIR), as described below and shown in **Attachment B, MPR-4 Figure**.

LSPGC proposes to reroute approximately 0.2 mile of the Grove to Skyline 320 kV Transmission Line, in order to avoid conflicts with existing underground utilities along the approved route segment. The approved Grove to Skyline 320 kV transmission line route runs along the east side of the Plaza de Cesar Chavez, within the northbound lanes of Market Street. The proposed MPR-4 route segment runs along the west side of the Plaza de Cesar Chavez, within the

southbound lanes of Market Street. The proposed MPR-4 route segment is located within a paved and developed City street, consistent with the approved route segment. Surrounding land uses of MPR-4 consist of commercial and public/institutional, similar to the approved route segment that MPR-4 would replace.

MPR-4 activities will include construction of 320 kV DC underground transmission line infrastructure predominately via trenching on existing paved roadways. The majority of the underground transmission line components within the MPR-4 area 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. The southeastern end of the MPR-4 area will utilize a jack-and-bore trenchless construction method to install the underground transmission line under the existing Valley Transit Authority (VTA) light rail line which runs east/west through West San Carlos Street at the very southern terminus of the MPR-4 area. 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 may be required for areas where overhanging vegetation will interfere with MPR-4 construction equipment and activities. No street tree removals are anticipated as part of MPR-4 activities, however, underground construction associated with MPR-4 may 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) for staging materials, equipment, and cable installation operations.

The proposed MPR-4 route segment would be accessed via existing public roadways, including South Market Street and Park Avenue. See **Attachment B, MPR-4 Figure** for the location of the proposed MPR-4 route segment.

For underground transmission line activities, work will generally progress in a linear fashion, with multiple crews for duct banks, splice vaults, jack-and-bore, 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 or jack-and-bore operations, 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.

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

Original Condition: The proposed MPR-4 route segment is a minimal, approximately 0.2-mile, route adjustment near the northern end of the Grove to Skyline 320 kV Transmission Line. The MPR-4 route segment is shifted approximately 200 feet southwest of the approved route segment that it would replace, thus is within the geographic study area analyzed within the FEIR. The MPR-4 route segment is located within a previously disturbed, paved roadway. The area is generally flat with minimal vegetation nearby and no aquatic features. The MPR-4 route is

located in downtown San José, adjacent to Plaza de Cesar Chavez. Further description of current conditions along the MPR-4 route segment 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 the northbound lanes of South Market Street adjacent to Plaza de Cesar Chavez. In particular, existing subsurface infrastructure within this corridor would constrain construction of the jack-and-bore crossing beneath the VTA light rail facilities and the associated sending and receiving pits, resulting in constrained subsurface conditions that would require extensive third-party utility coordination and relocation activities.

Based on these engineering evaluations, the MPR-4 route segment was identified as the most feasible alignment. Thus, MPR-4 is necessary and will prevent or reduce 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-4 Figure**, for a map of the proposed MPR-4 route. Refer to **Attachment C, MPR-4 Photograph Log**, for pictures of the current conditions along the proposed MPR-4 route.

Environmental Impact: Utilization of the MPR-4 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-4 route segment is approximately 0.2 mile (approximately 2 acres total disturbance) within developed and paved land (i.e., city street). 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-4 route segment is 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-4 route adjustment.

<u>Resources:</u>			
Biological	☒ No Resources Present	☐ Resources Present	☐ N/A, Change would not affect resources
Previous Biological Survey Report Reference: Biological resources along the Project alignment, including the proposed MPR-4 route, were studied, reviewed, and documented as part of the Project's Proponent's Environmental Assessment (PEA). Biological resources were also analyzed within the CPUC-conducted California Environmental Quality Act (CEQA) review process in the FEIR. The Biological Resource Survey Area for the PEA and FEIR is inclusive of the MPR-4 route segment. Similar			

to the approved route segment to be replaced, the MPR-4 route segment is located on a developed, paved public road. The MPR-4 route segment does not cross aquatic resources, suitable habitat for special-status species, or native habitat.

Cultural ☐ No Resources Present ☒ Resources Present ☐ N/A, changes would not affect resources

Previous Cultural Survey Report Reference:

Cultural resources within the Project's study area, including the proposed MPR-4 route segment, were studied, reviewed and documented as part of the Project's PEA. These resources were also discussed within the CPUC-conducted CEQA review process. The MPR-4 route segment is located within the one-mile buffer of the original cultural resources inventory, but outside the original pedestrian survey area. Since the MPR-4 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-4 route segment by qualified archaeologists from PanGIS on February 26, 2026, in accordance with APM CUL-4 (see **Attachment D, MPR-4 Cultural Resources Field Survey Report**). No new cultural resources were observed during the pedestrian survey of the MPR-4 route segment on February 26, 2026. The proposed MPR-4 route segment will not impact any documented cultural resources site, as explained in Attachment D. Cultural resources monitoring will be conducted during construction work along the MPR-4 route segment in accordance with APM CUL-2, APM TCR-2, MM 3.5-1, and the Cultural Resources Management Plan (CRMP).

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-4 route segment) were studied, reviewed, and documented as part of the Project's PEA. These resources were also discussed within the CPUC-conducted CEQA review process. No records of paleontological resources were identified within the proposed MPR-4 route segment in the records search performed by the San Diego Natural History Museum (SDNHM) and the University of California Museum of Paleontology (UCMP). The MPR-4 route segment is located in an area with low paleontological potential at depths less than 7 feet below ground surface (bgs) and high paleontological potential at a depth of 7 feet or greater bgs. Excavation greater than 7 feet is anticipated within the MPR-4 work area in order to conduct jack-and-bore operations and install part of the underground transmission line.

Disturbance Acreage Changes: ☐ Yes ☒ No

The proposed MPR-4 route segment would not result in additional disturbance acreage, as the MPR-4 route is approximately the same length and would result in approximately the same amount of disturbance (approximately 2 acres) to developed, paved land as the approved route segment.

The following table includes environmental analysis representative of CEQA Appendix G Checklist Sections addressed in the FEIR as it relates to MPR-4.

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	☒ Y	With respect to geology, soils, seismicity, and paleontological resources, there is no material difference between the CPUC-approved route segment and the MPR-4 route segment. MPR-4 would not result in installation of different permanent facilities than the approved route segment that it would replace. MPR-4 would have the same construction activities, including trenching, jack-and-bore, potential tree trimming, backfilling, restoration, and the use of heavy equipment, as the approved Grove to Skyline 320 kV Transmission Line. MPR-4 would not result in performance of any new construction activities that may affect geology, soils, or seismicity. The proposed MPR-4 route segment is predominantly located in soils with low paleontological potential (<7 feet bgs). Paleontological monitoring will take place during excavations at a depth of 7 feet or greater bgs per the Project's Paleontological Resources Mitigation Monitoring Plan (PRMMP) and APM PALEO-1. The SWPPP would be amended as needed to include the MPR-4 route segment. During construction, the 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 roadway would be restored to pre-construction conditions in accordance with MM 3.17-1b. Accordingly, the MPR-4 route segment 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.
	☐ N	
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to geology, soils, seismicity, or paleontological resources.
	☒ N	
Hazardous Materials and Waste	☒ Y	With respect to hazardous materials and wastes, there is no material difference between the CPUC-approved route segment and the MPR-4 route segment. 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-4 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)
	☐ 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.
		(APM HAZ-3), and SWPPP. As such, there would be no change to impacts analyzed in the FEIR, Section 3.9.
Agency Consultation?	☐ Y	The MPR-4 route would not require new agency consultation relating to hazardous materials or hazardous waste.
	☒ N	
Hydrology/ Water Quality	☒ Y	MPR-4 activities would not involve the performance of any new construction activities. There are no aquatic features in the MPR-4 route segment, 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.
	☐ N	
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to hydrology or water quality.
	☒ N	
Cultural and Tribal Cultural Resources	☒ Y	A supplemental cultural pedestrian survey of the MPR-4 route segment was conducted by qualified archaeologists on February 26, 2026 in accordance with APM CUL-4 (see Attachment D). The proposed MPR-4 route segment will not impact any documented cultural resources site, as explained in Attachment D. Cultural resources monitoring will be conducted during construction work along the MPR-4 route segment in accordance with the Project's CRMP, APM CUL-2, APM TCR-2, and MM 3.5-1. The MPR-4 route segment is located on paved, developed, public streets. MPR-4 would require the same construction activities as the approved Grove to Skyline 320 kV Transmission Line route segment that it would replace. Cultural resources monitoring will take place during ground disturbance activities associated with the construction of the MPR-4 route segment per the CRMP, APM CUL-2, and MM 3.5-1. All personnel working within the MPR-4 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.
	☐ N	
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to cultural or tribal cultural resources.
	☒ N	
	☒ Y	

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.
Traffic and Circulation	☐ N	MPR-4 will not require any new activities or change in the volume of workers or construction-related vehicle trips. Similar to the approved route segment that would be replaced, the MPR-4 route segment is located within a City street. MPR-4 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-4 would replace. Traffic control is anticipated to be required for MPR-4 construction activities, which would be performed in accordance with APM TRA-1 and MM 3.17-1a. MPR-4 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-4 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.
Agency Consultation?	☒ Y	As stated above, traffic control is required for the MPR-4 route, and all applicable permits would be obtained from the City of San José.
	☐ N	
Air Quality	☒ Y	The MPR-4 route segment would not result in a change to construction schedule or equipment used. MPR-4 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 commercial and public uses as the approved route. As such, there would be no change to impacts analyzed in the FEIR, Section 3.3.
	☐ N	
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to air quality.
	☒ N	
Noise and Vibration	☒ Y	Similar to the approved route segment to be replaced, the MPR-4 route segment is located in downtown San José within existing roadways, surrounded by commercial, open space, and public/institutional existing land uses. The MPR-4 route segment is shifted approximately 200 feet southwest compared to the approved route segment, and would not result in a substantial change to noise receptors. The MPR-4 route segment would not result in a change to construction activities, schedule, or equipment used. As discussed in the FEIR, Section 3.13, temporary construction-related noise would generate noise levels that would exceed the existing ambient noise levels at the closest sensitive receptors by more than 10 dBA Leq; however, construction activities would affect a given sensitive receptor for less than 12 months and 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
	☐ 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.
		Contingency Plan), and MM 3.13-1a (Nighttime Construction Noise Plan) would be implemented during MPR-4 activities, as applicable. As such, impacts would remain similar to those analyzed in the FEIR, Section 3.13.
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to noise.
	☒ N	
Aesthetics/ Visual Resources	☒ Y	No permanent change in impacts to aesthetics/visual resources would result from the MPR-4 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.
	☐ N	
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to aesthetics or visual resources.
	☒ N	
Vegetation and Wildlife	☒ Y	The Biological Resource Survey Area for the PEA and FEIR is inclusive of the MPR-4 route segment. MPR-4 site conditions are consistent with those analyzed in the FEIR. Similar to the approved route segment to be replaced, the MPR-4 route segment is located on developed, paved surfaces. The MPR-4 route segment does not cross aquatic resources, suitable habitat for special-status species, or native vegetation. Tree trimming may be required for areas where overhanging vegetation will interfere with MPR-4 construction equipment and activities consistent with the approved route segment. No street tree removals are anticipated as part of MPR-4 activities, however, underground construction associated with MPR-4 may 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 José 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, as applicable. • 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 As such, there would be no change to impacts analyzed in the FEIR, Section 3.4.
	☐ 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.
Agency Consultation?	☐ Y	The MPR-4 route would not require agency consultation relating to vegetation and wildlife.
	☒ N	
Wildfire	☒ Y	MPR-4 does not require change to construction activities, facilities, or equipment. The MPR-4 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.
	☐ N	
Agency Consultation?	☐ Y	MPR-4 would not require agency consultation relating to wildfire.
	☒ N	

Approvals	Date	Name (print)	Signature	
LSPGC Project Manager	7/8/26	Jacob Diermann	<i>Jacob Diermann</i>	☒ Reviewed
LSPGC Environmental Project Manager		Dustin Joseph	<i>Dustin Joseph</i>	☒ Reviewed
CPUC Project Manager	6/24/26	Cesar Moreno	<i>Cesar Moreno</i>	☐ Approved ☒ Approved with conditions (see below) ☐ Denied

For CPUC Compliance Manager Use Only		
☒ Refinement Approved	☐ Refinement Denied	☐ Beyond Authority

Conditions of Approval or Reason for Denial:

The work area will be stabilized as needed in accordance with the Storm Water Pollution Prevention Plan during construction and will be restored to pre-Project conditions following construction. All tree removal and other applicable permits must be secured prior to construction at the specific locations where these permits are required. In compliance with APM UTIL-1 and MM 3.17-1c, LSPGC will provide the CPUC proof of coordination with Valley Transportation Agency, City of San José, and existing utilities prior to the start of construction activities.
approval issued by CPUC.

**Prepared
by:**

Cesar Moreno

Date:

6/24/2026

ATTACHMENT B

MPR-4 Figure



POWER SANTA CLARA VALLEY PROJECT

MPR-4 - Overview

City of San José, Santa Clara Co., CA

LEGEND

MPR-4 Components

— Grove to Skyline 320 kV DC UG Transmission Line

— Underground Work Area

● Jack and Bore Pit

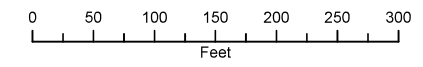
FEIR Approved Route Component

— Grove to Skyline 320 kV DC UG Transmission Line

● Bore Pit

General Features

— Railroad



ATTACHMENT C

MPR-4 Photograph Log

Power Santa Clara Valley Project

MPR-4 Photograph Log



Photo 1: Northwest-facing view of southbound Market Street near the southern end of the MPR-4 route segment. Shows existing city street, with typical sidewalks and street signs, and part of Plaza de Cesar Chavez in the right-side edge of the photograph.

Power Santa Clara Valley Project

MPR-4 Photograph Log



Photo 2: South-facing view of southbound Market Street near the northern end of the MPR-4 route segment. Shows existing city street, with typical pedestrian infrastructure, mixed land uses along the street, and part of Plaza de Cesar Chavez in the left-side of the photograph.