



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 16

CONTRACTOR SECTION

Request Prepared By: Pacific Gas and Electric Company (PG&E) Photos? Yes No

Landowners: Not Applicable (NA) Attachments? Yes No

Current Land Use: NA

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Applicant-Proposed Measure (APM) HAZ-3: Develop and implement a Helicopter Lift Plan. PG&E will require the helicopter vendor to prepare a Helicopter Lift Plan for approval by the Federal Aviation Administration (FAA) prior to any construction helicopter operations. Any specific transportation needs (e.g., temporary road closures) will be identified in the plan and will be coordinated with the appropriate jurisdictions.

Detailed Description of Variance:

PG&E is requesting authorization from the CPUC to eliminate the FAA approval requirement from APM HAZ-3 because it is not required for helicopter operation on the Hollister 115 Kilovolt Power Line Reconductoring Project (project). Therefore, PG&E is requesting that the language “for approval by the Federal Aviation Administration (FAA)” be eliminated from APM HAZ-3.

Variance Justification:

The FAA only approves congested area flight plans, and the project does not meet the criteria for congested areas. In addition, Visual Flight Rules (VFRs) govern the procedure for flights where the visibility, the ceiling, and the aircraft distance from clouds are equal to or greater than established minima. For a pilot flying under VFRs, there is no proof of filing and no approval process.



Variance Request Form

PG&E Hollister 115 kV Power Line Reconducting Project

PG&E ENVIRONMENTAL SECTION		
RESOURCE EVALUATION		
<p>The proposed variance was analyzed to verify that the project change would not introduce new significant impacts and that any potential impacts were fully analyzed in the MND. The following table provides a brief summary of that analysis for each resource area analyzed in the MND.</p>		
CEQA SECTION	Applicable	(Y) Define Potential Impact or (N) Briefly Explain Why CEQA Section is Not Applicable
Aesthetics	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to aesthetics. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to aesthetics.
Agriculture and Forestry Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to agriculture or forestry resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to agriculture or forestry resources.
Air Quality and Greenhouse Gas Emissions	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to air quality or greenhouse gas emissions. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to air quality or greenhouse gas emissions.
Biological Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to biological resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to biological resources.
Cultural Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to cultural resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to cultural resources.
Geology, Soils, and Seismicity	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any geology, soils, or seismicity impacts. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant geology, soils, or seismicity impacts.
Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not create significant new hazards. A Helicopter Lift Plan has been prepared, but because the project is not located in a congested area and is governed by VFRs no "approval" is required. All other environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create significant additional impacts from hazards and hazardous materials.
Hydrology and Water Quality	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to hydrology or water quality. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

		impacts to hydrology or water quality.
Land Use and Planning	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to land use or planning. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to land use or planning.
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to mineral resources.
Noise	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any noise impacts. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant noise impacts.
Population and Housing	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to population or housing. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to population or housing.
Public Services	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to public services. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to public services.
Recreation	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to recreation. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to recreation.
Transportation and Traffic	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to transportation or traffic. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to transportation or traffic.
Utilities and Service Systems	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The elimination of the requirement for FAA approval will not result in any impacts to existing utilities or service systems. Therefore, potential impacts are consistent with those evaluated in the MND, and the elimination of the requirement for FAA approval will not create additional significant impacts to utilities and service systems.
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

PG&E Approval					
Title	Name	Approval Initials	Date	Conditions (see attached)	
Henkels & McCoy Project Manager (if applicable)	Craig Smithey	CS	02/03/12	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Henkels & McCoy Field Foreman (if applicable)	James Panter			<input type="checkbox"/> Yes	<input type="checkbox"/> No
Henkels & McCoy Env. Field Lead (if applicable)	Duke Sonderegger			<input type="checkbox"/> Yes	<input type="checkbox"/> No
Environmental Compliance Supervisor	Kevin Kilpatrick	KK	02/03/12	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher	NF	02/03/12	<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke			<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Project Archaeologist (if applicable)	Wendy Nettles			<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Storm Water Program Manager (if applicable)	Hugo Jurado			<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Environmental Compliance Lead	Andy Smith	AS	02/03/12	<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Project Manager (if applicable)	Rod Parame	RP	02/03/12	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Landowner Approval (if needed)					
Landowner Name	Approval Signature		Date		
NA	NA		NA		
Resource Agency Approvals					
Determine required agency approvals based on the following:					
Will biological resources/habitats be affected? NO		If yes, obtain CDFG and USFWS approval			
Is this a variance from a permit? NO		If yes, obtain permitting agency approval			
Will wetlands or waters of the U.S. be affected? NO		If yes, obtain U.S. Army Corps of Engineers approval			
Will riparian areas or drainages be affected? NO		If yes, obtain CDFG approval – may require a permit			
Will surface or groundwater be affected? NO		If yes, obtain RWQCB approval			
Resource Agency	Name	Approval Initials	Date	Conditions (see attached)	
USFWS		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
CDFG		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
USACE		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
RWQCB		NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

CPUC and CPUC CONSULTANT SECTION		
Variance Approved: <input type="checkbox"/> Yes <input type="checkbox"/> No		
AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES		
<input type="checkbox"/> Air Quality:	<input type="checkbox"/> Soils:	<input type="checkbox"/> Noise:
<input type="checkbox"/> Hazards and Hazardous Materials:	<input type="checkbox"/> Transportation and Traffic:	
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input type="checkbox"/> No		
REQUIRED APPROVAL SIGNATURES		
Consultant Environmental Monitor:		(Note: signature signifies review only)
Consultant Project Manager: _____		<input type="checkbox"/> Level 1 Verbal Approval
CPUC Project Manager:		<input type="checkbox"/> Level 1 Verbal Approval
<i>Level 1 variances require only verbal approval from CPUC Project Manager and Consultant Project Manager. Level 2 variances require signatures.</i>		



Variance Request Form
PG&E Hollister 115 kV Power Line Reconductoring Project

VARIANCE CONDITIONS

Condition Name:
Conditions:
Condition Name:
Conditions:
Condition Name:
Conditions: