Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 18

CONTRACTOR SECTION

Request Prepared By: Pacific Gas and Electric Company (PG&E)

Photos? ☐Yes ☒No

Landowner: Not Applicable (NA)

Attachments? ☒Yes No

- Attachment A: Access Roads Map

Current Land Use: Agriculture; Flood

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
  - Deviation from the project description to allow use of additional overland access routes not included in the MND to access project work areas.

Detailed Description of Variance:

PG&E is requesting authorization from the CPUC to allow PG&E to use additional overland travel routes that are necessary to construct the project. As part of the California Environmental Quality Act (CEQA) review, the MND for the Hollister 115 Kilovolt Power Line Reconductoring Project (project) identified overland travel routes and estimated the total mileage of overland travel routes that would be necessary during construction. The MND estimated that 5.58 miles of overland travel routes would be required. This variance request would add an additional approximately 1.37 miles of overland travel routes, the majority of which would be located within actively farmed areas.

As construction has progressed, it has become apparent to PG&E and its contractors that the overland travel routes originally identified in the MND do not adequately illustrate all of the routes that are necessary to construct the project. As a result, PG&E has identified and mapped additional overland travel routes that are required and requests that the CPUC approve the use of these routes during project construction. Attachment A: Access Roads Map maps the locations of these overland travel routes and additional routes that are necessary to access the project work areas. It is important to note that the exact location of the overland travel routes in the agricultural areas shown on Attachment A: Access Road Map can change seasonally as crops are rotated and the fields are plowed. Therefore, the overland access roads depicted in Attachment A: Access Roads Map are general in nature and based on recent aerial photos with input from PG&E construction personnel. In addition, in grazing lands, where use of existing roads by landowners is less frequent, the difference between an overland travel route and an existing road is not always well-defined. For example, the proposed overland travel route shown between poles 18/04 and 18/05 could also be considered an existing agricultural road, although in order to avoid the adjacent drainage feature, landowners have slowly shifted the alignment of the road, and it is not as well-defined as others in the project area.

Variance Justification:

PG&E is requesting this variance because there are multiple overland travel routes within the project area that are necessary to access project work areas, but they are not indicated on the maps contained in the MND. In addition, they do not appear to have been included in Table 2-4: Access Roads in the MND, which estimates the total mileage of each type of road in the project area (i.e., existing road, existing road-needs improvement, overland travel, new road). It is infeasible to construct the project using only the overland travel routes identified in the MND; therefore, additional routes have been identified in Attachment A: Access Roads Map that provide the necessary access to the project work areas. As described in the resource evaluation section below, potential impacts associated with this variance are consistent with those evaluated during the CEQA review and will not result in any new significant impacts that were not previously identified. Environmental protection measures will be implemented as described in the MND and other project permits.

Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

PG&E ENVIRONMENTAL SECTION

RESOURCE EVALUATION

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 each resource area analyzed in the MND.

CEQA SECTION	Applicable	(Y) Define Potential Impact or (N) Briefly Explain Why CEQA Section is Not Applicable
Aesthetics	☒ Y ☐ N	*No Change.* No new sources of light or glare will be introduced to the area from use of additional overland travel routes, since impacts from truck traffic were considered in the MND. In addition, use of these routes will not increase traffic beyond the 200 construction-related vehicle trips per day analyzed in the MND. The use of these overland travel routes will not substantially degrade the quality of the site and its surroundings because views of the trucks will be of short duration, and construction is relatively short term. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes during project construction will not create significant additional impacts to aesthetics.
Agriculture and Forestry Resources	☒ Y ☐N	*No Change.* A portion of these additional overland travel routes will traverse approximately 0.51 mile of prime farmland. These routes will not significantly impact agricultural activities because use of these routes is relatively short term and will not convert agricultural land to non-agricultural use. Use of these routes will not result in impacts to forestry resources because it will not require additional tree trimming or removal. Use of these roads will not conflict with Williamson Act contracts or existing zoning because it will not result in any changes to existing land uses. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts to agriculture or forestry resources.
Air Quality and Greenhouse Gas Emissions	☒ Y ☐N	*No Change.* The MND analyzed 200 construction-related vehicle trips per day within the project area, as well as construction-related equipment. The use of additional overland travel routes will not require additional trips; therefore, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, the use of these routes will not increase the amount or use of heavy equipment on the project and, therefore, will not increase emissions, including fugitive dust, beyond what was analyzed in the MND. These routes will not be closer to residences or sensitive receptors; therefore, pollutant concentrations and objectionable odors will not increase beyond those described in the MND. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts to air quality or greenhouse gas emissions.

Biological Resources	☒ Y ☐ N	*No Change.* The MND evaluated the project areas and a 500-foot buffer for listed species including Pajaro Manzanita (*Arctostaphylos pajaroensis*), California Tiger Salamander (*Ambystoma californiense*) (CTS), California Red-legged Frog (*Rana draytonii*) (CRLF), western spadefoot (*Spea hammondii*), western pond turtle (*Actinemys marmorata*) (WPT), Coast horned lizard (*Phymosoma coronatum*), San Joaquin coachwhip (*Masticophis flagellum ruddockil*), (*Athene cunicularia*) (BUOW), American badger (*Taxidea taxus*) (AMBA), San Joaquin kit fox (*Vulpes macrotis mutica*) (SJKF), special-status bats, nesting birds, and South-Central California Coast Steelhead (*Oncorhynchus mykiss*). The additional overland travel routes are located within the 500-foot survey buffer and were, therefore, included in the evaluation. In accordance with Applicant-Proposed Measures (APMs) and mitigation measures in the MND, surveys for CTS and CRLF will be conducted immediately prior to construction. In addition, pre-construction wildlife surveys for AMBA, SJKF, and BUOW will be conducted within 30 days prior to construction. A report describing the survey results will be submitted to the CPUC. If work is initiated during the nesting season, nesting bird surveys will be conducted. If any special-status species or nesting birds are observed, the appropriate and required construction buffers will be implemented as described in the MND and project permits. The use of additional overland access routes will not require any additional tree trimming or removal beyond what was analyzed in the MND. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts to biological resources.
Cultural Resources	☒ Y ☐ N	*No Change.* PG&E prepared a Historic Properties Inventory Report, which included an evaluation of cultural resources in the project area and a 500-foot buffer. The additional overland travel routes are within the 500-foot survey buffer and were, therefore, included in the evaluation. A portion of the additional overland travel routes are in an area of high archaeological sensitivity; however, no excavation is anticipated to occur along these routes, and no impacts to cultural resources are anticipated. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts to cultural resources.
Geology, Soils, and Seismicity	☒ Y ☐N	*No Change.* The additional overland travel routes were included in the evaluation of geology, soils, and seismicity in the project area, and will not result in new geology, soils, or seismicity impacts. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional geology, soils, or seismicity impacts.
Hazards and Hazardous Materials	☒ Y ☐ N	*No Change.* The use of additional overland travel routes will not create new significant hazards or require new hazardous materials because construction activities will not change. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts from hazards or hazardous materials.

Hydrology and Water Quality	☒ Y ☐ N	*No Change.* The use of additional overland travel routes will not result in new significant impacts to hydrology and water quality because they will not require improvements. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts to hydrology or water quality.
Land Use and Planning	☒ Y ☐N	*No Change.* The use of additional overland travel routes will not result in new significant impacts to land use because the current land use will not be converted because the use of these routes will be temporary. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create significant additional impacts to land use or planning.
Mineral Resources	☐ Y ☒ N	*No Change.* The additional overland travel routes do not cross any known mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create additional significant impacts to mineral resources.
Noise	☒ Y ☐ N	*No Change.* The use of additional overland travel routes will not result in new significant impacts from noise because these routes will not be located closer to residences or sensitive receptors. The use of these routes will not require additional trips; therefore, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, impacts to noise as a result of construction vehicles were analyzed in the MND and use of additional overland travel routes will have the same impacts. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create additional significant impacts from noise.
Population and Housing	☐ Y ☒ N	*No Change.* The additional overland travel routes will not be closer to residences than those described in the MND and use of these routes will not induce population growth or displace existing housing or people. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create additional significant impacts to population or housing.
Public Services	☐ Y ☒ N	*No Change.* The use of additional overland travel routes will not result in any impacts on public services because use of these routes will be of relatively short duration. The MND found that potential impacts on emergency response services, fire protection services, police services, school facilities, recreational facilities, public libraries, and hospitals will be less than significant because construction activities are temporary and do not require construction of new or physically altered governmental facilities for public services. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND and the use of additional overland travel routes will not create additional significant impacts to public services.
Recreation	☒ Y ☐ N	*No Change.* Impacts to recreational resources will not increase substantially beyond those identified in the MND because use of additional overland travel routes will be of relatively short duration. The use of these routes will not increase local population or housing and, therefore, will not increase demand for recreational facilities. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are

		consistent with those evaluated in the MND, and the use of additional overland travel routes will not create additional significant impacts to recreation.
Transportation and Traffic	☒ Y ☐ N	*No Change.* The use of additional overland travel routes will not result in new significant impacts to transportation or traffic because use of these routes will be of relatively short duration and these routes are not public thoroughfares. In the MND, it was estimated that construction will generate over 200 vehicle trips per day within the project area. The use of additional overland travel routes will not require additional trips; therefore, traffic will not increase beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, these routes are not public thoroughfares and, therefore, will not impact public transit, bicycle and pedestrian transportation, airports, or rail service. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create additional significant impacts to transportation or traffic.
Utilities and Service Systems	☒ Y ☐ N	*No Change.* The use of additional overland travel routes will not result in new significant impacts to existing utilities or service systems because use of these routes will be of relatively short duration and construction activities will not change. Environmental protection measures will be implemented as described in the MND. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of additional overland travel routes will not create additional significant impacts to utility or service systems.
Other Variance Conditions Attached: ☐Yes ☒ 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	3/9/12	☐ Yes	☒ No
Henkels & McCoy Field Foreman (if applicable)	James Panter	JP	3/9/12	☐ Yes	☒ No
Henkels & McCoy Env. Field Lead (if applicable)	Duke Sonderegger			☐ Yes	☒ No
Environmental Compliance Supervisor	Kevin Kilpatrick	KK	3/9/12	☐ Yes	☒ No
Lead Environmental Inspector	Nick Fisher	NF	3/9/12	☐ Yes	☒ No
PG&E Project Biologist (if applicable)	Andrea Henke	AH	3/9/12	☐ Yes	☒ No
PG&E Project Archaeologist (if applicable)	Wendy Nettles			☐ Yes	☒ No
PG&E Storm Water Program Manager (if applicable)	Hugo Jurado			☐ Yes	☒ No
PG&E Environmental Compliance Lead	Andy Smith	AS	3/9/12	☐ Yes	☒ No
PG&E Project Manager (if applicable)	Rod Parame	RP	3/9/12	☐ Yes	☒ 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		☐ Yes	☐ No
CDFG		NA		☐ Yes	☐ No
USACE		NA		☐ Yes	☐ No
RWQCB		NA		☐ Yes	☐ No

Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

CPUC and CPUC CONSULTANT SECTION

Variance Approved: ☐ Yes ☐ No

AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES

☐ Air Quality: ☐ Soils: ☐ Noise:

☐ Hazards and Hazardous Materials: ☐ Transportation and Traffic:

Other Variance Conditions Attached: ☐ Yes ☐ No

REQUIRED APPROVAL SIGNATURES

Consultant Environmental Monitor: (Note: signature signifies review only)

Consultant Project Manager: _____ ☐ Level 1 Verbal Approval

CPUC Project Manager: ☐ Level 1 Verbal Approval

Level 1 variances require only verbal approval from CPUC Project Manager and Consultant Project Manager. Level 2 variances require signatures.

Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

VARIANCE CONDITIONS

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

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

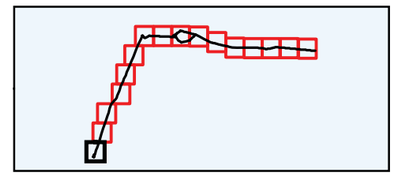
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 1 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road1_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

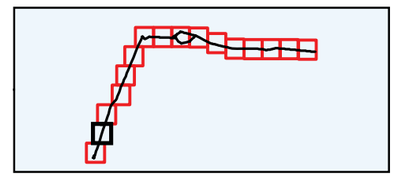
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 2 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXD\Attachment_A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

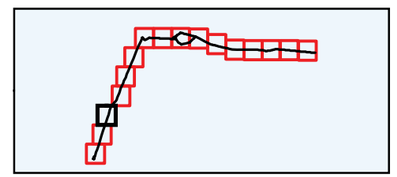
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 3 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A:
ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

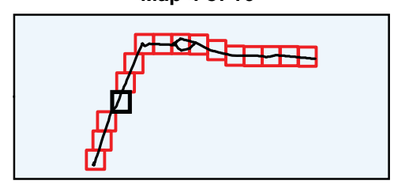
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 4 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

3/23
TP-5
3/22
TP-5
TLZ-3
3/21
3/20
3/19
3/18
3/17
Salinas Rd
Salinas Rd
Salinas Rd

Z:\Projects\PGE_Hollister\MXDs\Attachment A Variance 18 Access Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

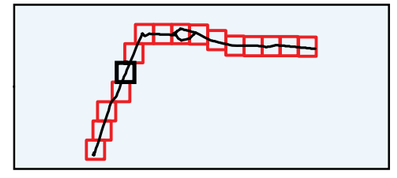
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 5 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment A_Variance 18_Access Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

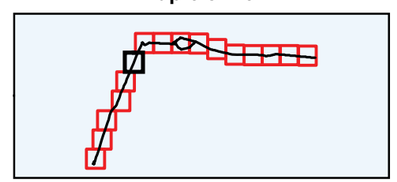
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 6 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

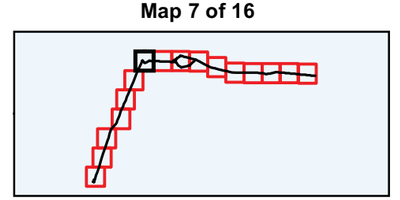
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 7 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road_v2.mxd 2/8/2012

ATTACHMENT A:
ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

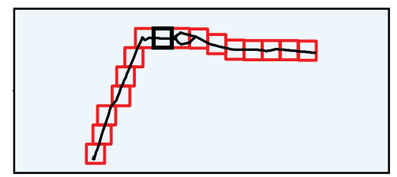
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 8 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

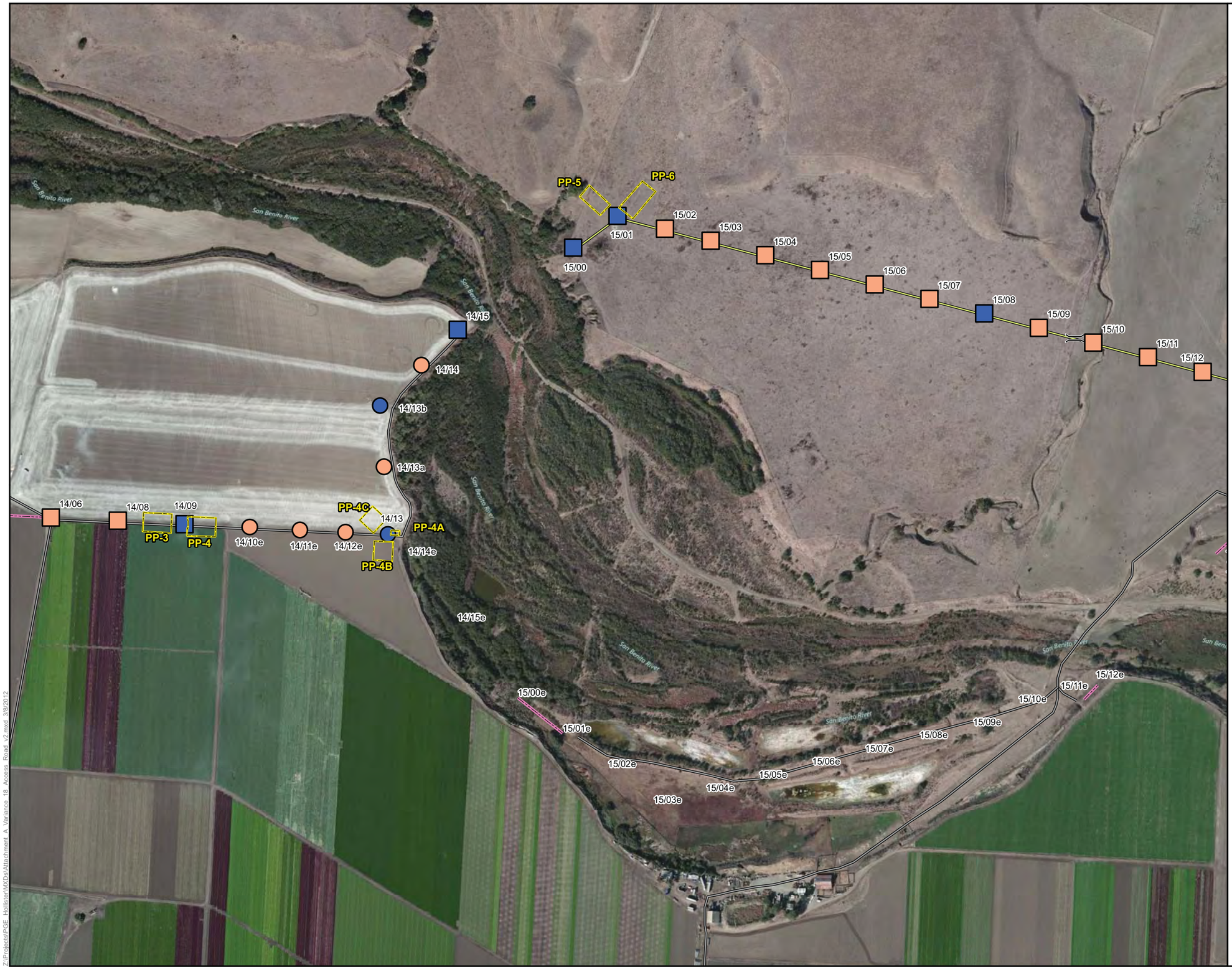
0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road_v2.mxd 3/8/2012



ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

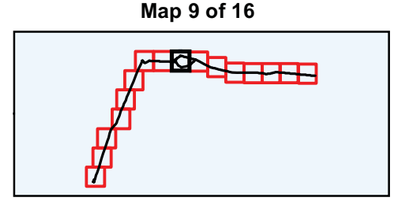
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 9 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE Hollister\MXDs\Attachment A Variance 18 Access Road v2.mxd 3/8/2012

ATTACHMENT A:
ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

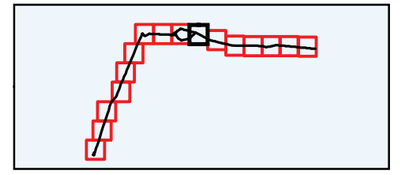
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 10 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road_v2.mxd 2/8/2012

ATTACHMENT A:
ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

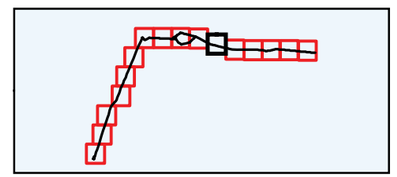
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 11 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

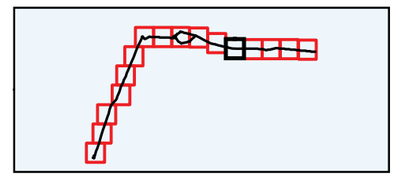
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 12 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment A_Variance 18_Access Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

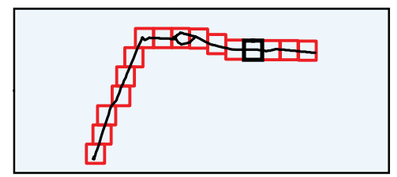
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 13 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment_A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A:
ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

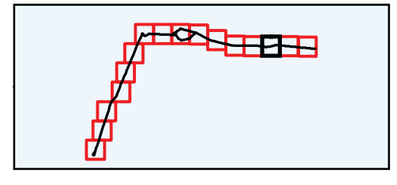
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 14 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXD\Attachment_A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A:
ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

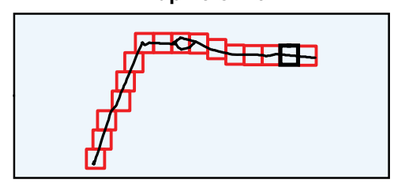
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 15 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXD\Attachment A_Variance_18_Access_Road_v2.mxd 3/8/2012

ATTACHMENT A: ACCESS ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate
- Tree Removal and Trimming

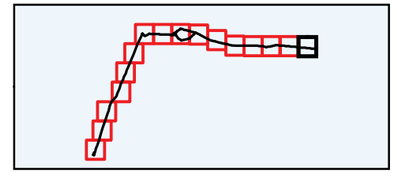
Approved Road

- Overland Travel Route
- New Road
- Existing Road
- Existing Road - Needs Improvement

Variance 18 Proposed Road

- Overland Travel Route

Map 16 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Attachment A_Variance_18_Access_Road_v2.mxd 3/8/2012

VARIANCE 18: PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

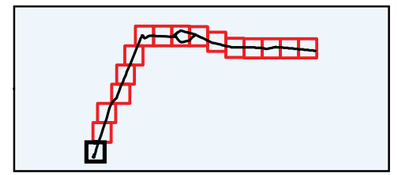
- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

0/07
TP-4
0/06
TP-3
TLZ-1
0/04
TP-2
0/3A
TP-1
37/232
Crazy Horse Canyon Rd
San Juan Grade Rd
Laguna Lake

Map 1 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

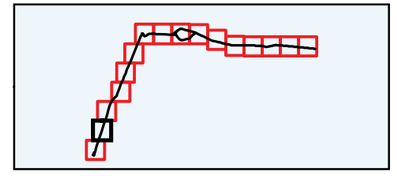
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 2 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

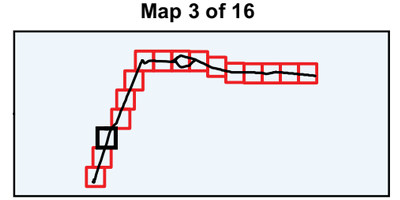
2/16
2/15
TLZ-2
2/14
2/13
2/12
1/11
San Juan Grade Rd
San Juan Grade Rd

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 3 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

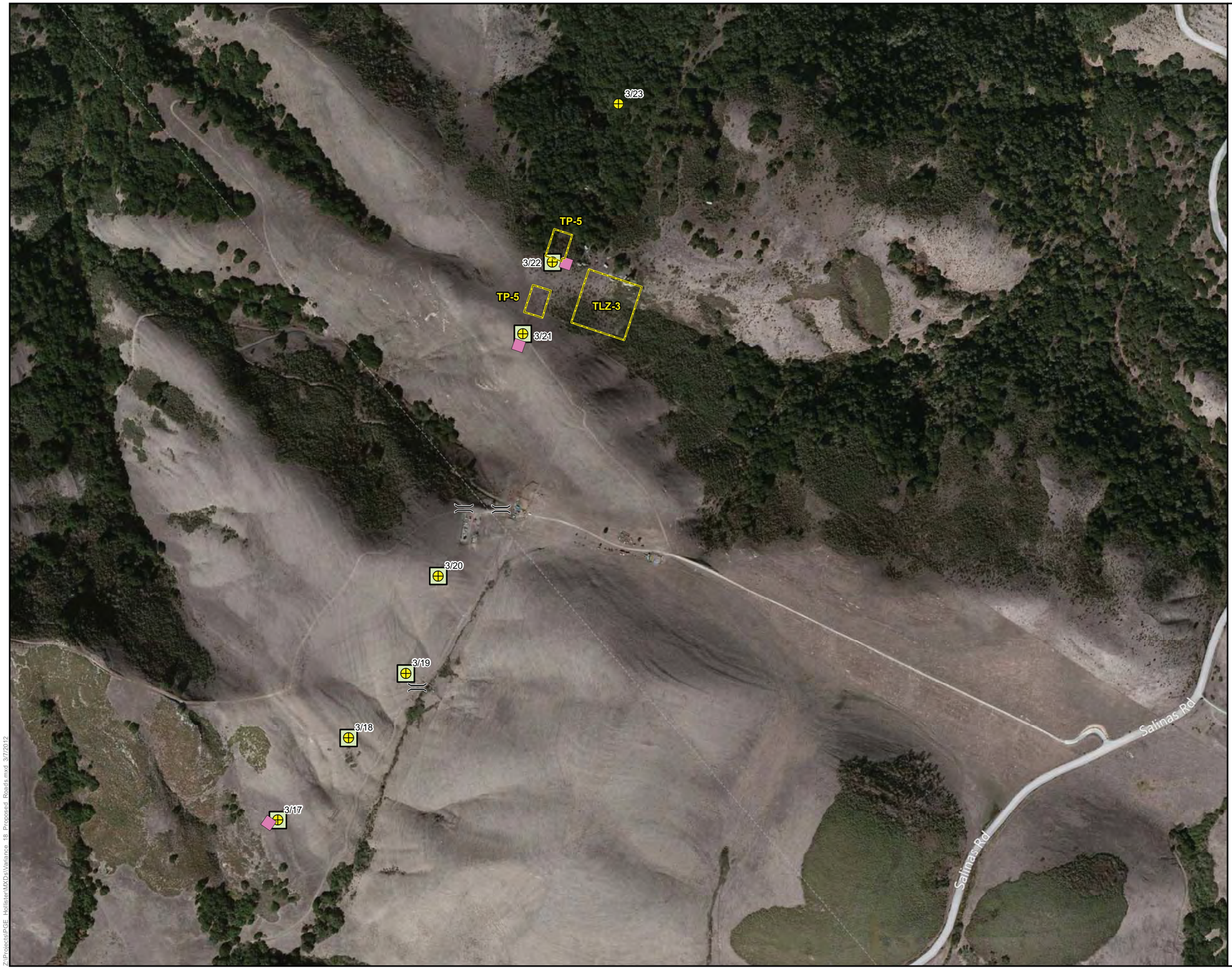
INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

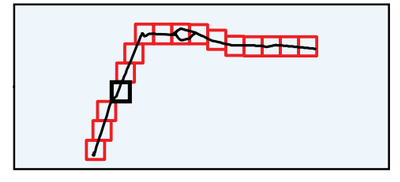


- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 4 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

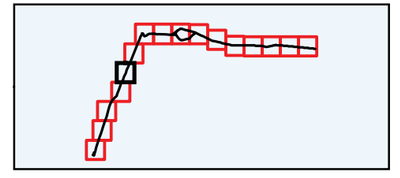
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 5 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

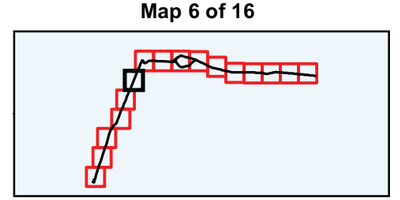
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 6 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

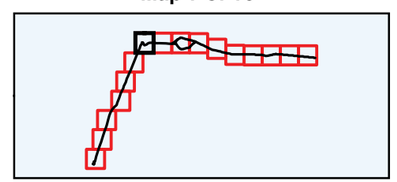
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 7 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

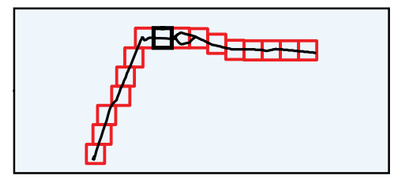
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 8 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

PLZ-2 & Construction Yard

PP-3

PP-4

13/11 13/12 13/13 13/14 13/15 13/16 13/17 13/18 13/19 14/00 14/01 14/02 14/03 14/04 14/05 14/06 14/08 14/09 14/10e 14/11e

San Justo Rd

San Juan Hwy

San Benito River

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

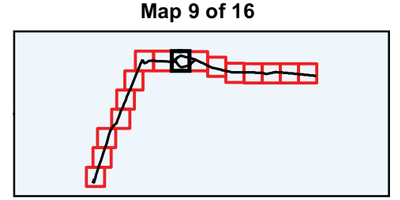
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 9 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

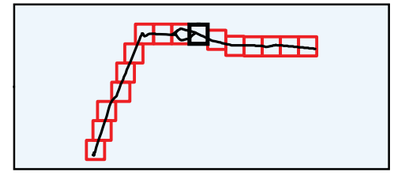
- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

15/07 15/08 15/09 15/10 15/11 15/12 15/13 15/14 PLZ-3 PP-7 16/01 16/02 PP-8 16/00e 15/15e 16/04 16/05 16/06 16/07 16/08 16/09 16/10 16/11 16/12 16/13 16/14 16/15 16/16 16/17 15/14e 15/13ae 15/13be 15/13ce 15/12e 15/11e 15/10e 15/09e 15/08e San Benito River

Map 10 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

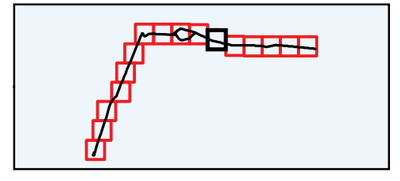
Variance 18 Proposed Road

- Overland Travel Route

16/12 16/13 16/14 16/15 16/16 16/17 16/18 17/00 17/01 17/02 17/03 17/04 17/05 17/06 17/07 17/08 17/09 17/10 17/11 17/12 17/13 17/14 17/1

San Benito River

Map 11 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

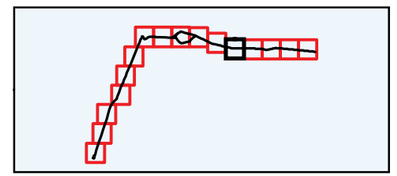
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 12 of 16



Privileged and Confidential
Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

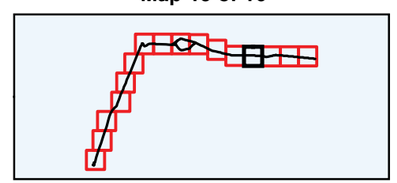
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 13 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18 Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

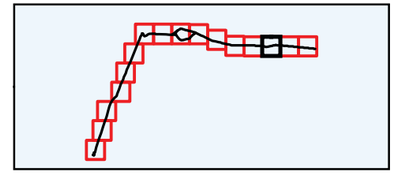
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 14 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXDs\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

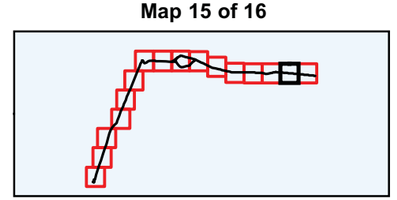
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 15 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXD\Variance_18_Proposed_Roads.mxd 3/7/2012

VARIANCE 18: PROPOSED ROADS MAP

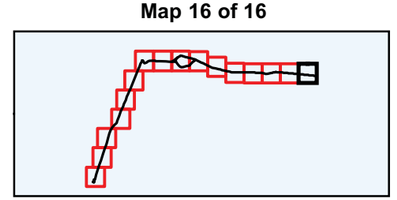
Hollister 115 kV Power Line Reconductoring Project

- LDS Location
- TSP Location
- Proposed Realignment, Install LDS Pole
- Proposed Realignment, Install TSP Pole
- New Tower
- Existing Tower
- Existing Pole
- Existing Pole to be Removed
- Existing Pole to be Topped
- Crane Pad
- Existing Substation
- Existing Switch
- Construction Area
- Culvert Installation
- Proposed Gate

Variance 18 Proposed Road

- Overland Travel Route

Map 16 of 16



Privileged and Confidential Attorney Work Product

1:6,000

0 250 500 1,000 Feet

Pacific Gas and Electric Company®

INSIGNIA ENVIRONMENTAL

Source: Insignia 2012; PG&E 2011

Z:\Projects\PGE_Hollister\MXD\Variance_18_Proposed_Roads.mxd 3/7/2012