



Variance Request Form

PG&E Hollister 115 kV Power Line Reconductoring Project

Variance Request No.: 27

CONTRACTOR SECTION

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

Photos? Yes No

Landowners: Marguerite E. Settrini and others

Attachments? Yes No

- Attachment A: Variance 27 Overland Travel Route Map

Current Land Use: Agriculture Rangeland

Permit Measure or Specification:

- California Public Utilities Commission (CPUC) Mitigated Negative Declaration (MND) Project Description
 - Deviation from the project description to allow one additional overland access route.

Detailed Description of Variance:

As construction has progressed, it has become apparent to PG&E that the locations for temporary guard structures originally identified in the MND do not adequately illustrate all of the areas that would be necessary to safely replace conductor along the Hollister Tower Segment of the project. PG&E is requesting authorization from the CPUC to allow use of one additional overland access route, along which two boom trucks will be mobilized, staged, and utilized in place of a temporary guard structure to replace conductor.

Section 2.7.1.4 New Structure Installation; Guard Structures of the MND states that prior to stringing conductors, temporary guard structures would be installed at road crossings and other locations where the new conductors could otherwise come into contact with electrical or communication facilities, or vehicular traffic during installation. The MND identified one guard structure location along the Hollister Tower Segment—State Route (SR-) 156—and four guard structure locations along the Hollister Pole Segment—SR-156, San Juan Highway, San Justo Road, and the Union Pacific Railroad crossing. As stated above, boom trucks will be used in lieu of temporary guard structures to prevent the new conductors from coming into contact with an existing electrical facility during installation.

The following additional overland access route location is proposed as depicted on Attachment A: Variance 27 Map:

1. East side of an unnamed unpaved agricultural road near Tower 1/11

The boom trucks will be staged within the existing PG&E transmission line right-of-way. The temporary overland access road leading from the unnamed paved road will be approximately 146 feet (0.03 mile) long and will require temporary removal of an existing cattle fence. The area of disturbance for the overland access route will be approximately 2,190 square feet, and for the staging of the boom trucks, approximately 400 additional square feet. No grading or other earthwork is required, although if this activity occurs during the rainy season it may be necessary to temporarily lay plates, gravel, geotextile, or matting down on the ground surface below the boom trucks to protect the surface, ensure the trucks are stable, and safely remove the trucks once the reconductoring is complete. After the conductor stringing is complete, the overland access route will be revegetated according to the Habitat Mitigation Plan, and the fence replaced or repaired, as necessary. Table 1: Access Roads, provides a summary of the miles of access roads from the MND and previously approved variances, and the changes resulting from this request.



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Table 1: Access Roads

Type of Access	MND and Previously Approved Variances (miles)	Variance Request #27 (miles)	Total (miles)
Existing Road	18.35	0.00	18.35
Existing Road – Needs Improvement	1.82	0.00	1.82
New Road	0.26	0.00	0.26
Overland Travel Route	7.46	0.03	7.49
All-Terrain Vehicles (ATV) Overland Access Route	1.20	0.00	1.20
Total	29.09	0.03	29.12

Variance Justification:

PG&E is requesting this variance because an additional guard structure location is necessary to safely reconductor the Hollister Tower Segment where it crosses the shoo-fly (existing electrical facility). As described in the following resource evaluation section, because the boom trucks will be staged within the right-of-way originally-evaluated in the MND, potential impacts associated with this variance are consistent with those evaluated during the California Environmental Quality Act (CEQA) and variance reviews 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.



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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 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 checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> No new sources of light or glare will be introduced to the area from the use of the additional overland access route. Use of this route will not increase traffic beyond the 200 construction-related vehicle trips per day analyzed in the MND. The use of the boom trucks and the overland access route will not substantially degrade the quality of the site and its surroundings because views of the construction vehicles will be of short duration. In addition, 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 an additional overland access route will not create significant additional impacts to aesthetics.</p>
Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The boom trucks will be staged in a previously approved right-of-way and will not result in additional disturbance. In addition, the additional overland access route will not be located in Important Farmland, but will be located in grazing land. The additional overland access route will not significantly impact agricultural activities (grazing) because its use will be of short duration and will not convert agricultural land to non-agricultural use. Use of the additional overland access route will not result in impacts to forestry resources because the route will not require additional tree trimming or removal. Use of the additional overland access route 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 the additional overland access route will not create significant additional impacts to agriculture or forestry resources.</p>
Air Quality and Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The use of the boom trucks and additional overland access route will not increase traffic beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. In addition, their use will not significantly increase the amount or use of heavy equipment on the project and, therefore, will not increase emissions or fugitive dust, beyond what was analyzed in the MND. The overland access route is located within the previously approved right-of-way and will not be located 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 boom trucks and additional overland access route will not create significant additional impacts to air quality or greenhouse gas emissions.</p>



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Biological Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The MND evaluated the project areas and a 500-foot buffer for special status wildlife species. The proposed overland access route location is located within the 500-foot survey buffer and was, therefore, evaluated in the MND. The proposed overland access route is not located within any California Department of Fish and Game (CDFG), Regional Water Quality Control Board (RWQCB), or United States (U.S.) Army Corps of Engineers (USACE) jurisdictional areas. In accordance with Applicant-Proposed Measures and mitigation measures in the MND, pre-construction wildlife surveys for burrowing owl, American badger, and San Joaquin kit fox were conducted in this area within 30 days prior to construction occurring at Towers 1/10 and 1/11. A report describing the survey results was previously submitted to the CPUC. In addition, surveys for California tiger salamander, California red-legged frog, and nesting birds will be conducted immediately prior to construction. If any special-status species or nesting birds are observed, the appropriate and required measures, including construction buffers, will be implemented as described in the MND and project permits. The overland access route location will not require any additional tree trimming or removal. The proposed overland access route is located within proximity of a riparian habitat, although no disturbance is proposed within the riparian vegetation. The riparian area will be flagged for avoidance, in accordance with project permits. Environmental protection measures will be implemented as described in the MND and other project permits. Therefore, potential impacts to biological resources associated with this variance are consistent with those evaluated in the MND, and the use of an additional overland access route will not create significant additional impacts to biological resources.</p>
Cultural Resources	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> 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 access route location is located within the 500-foot survey buffer and was, therefore, included in the evaluation. The overland access route is not located in areas of high archaeological sensitivity, 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 to cultural resources associated with this variance are consistent with those evaluated in the MND, and the use of the additional overland access route will not create significant additional impacts to cultural resources.</p>
Geology, Soils, and Seismicity	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The additional overland access route location was included in the evaluation of geology, soils, and seismicity in the project area, and will not result in new 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 an additional overland access route will not create significant additional impacts to geology, soils, or seismicity.</p>
Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<p><i>No Change.</i> The additional overland access route 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 the additional overland access route will not create significant additional impacts from hazards or hazardous materials.</p>



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Hydrology and Water Quality	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The additional overland access route is not proposed within any hydrologic features, and it will not result in new significant impacts to hydrology or water quality. All applicable measures in the existing Stormwater Pollution Prevention Plan and other relevant measures described in the MND and other project permits will be implemented. The overland access route will not require improvements. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of the overland access route will not create significant additional impacts to hydrology or water quality.
Land Use and Planning	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The proposed overland access route will not result in new significant impacts to land use because the current land use will not be converted and the use of the overland access route will be temporary. Therefore, potential impacts are consistent with those evaluated in the MND, and the use of an additional overland access route will not create significant additional impacts to land use or planning.
Mineral Resources	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The additional overland access route is not located on any known mineral resources. Therefore, potential impacts are consistent with those evaluated in the MND and no additional significant impacts to mineral resources will occur.
Noise	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of an additional overland access route will not result in new significant impacts from noise because it will not be located closer to residences or sensitive receptors. The boom trucks and use of the overland access route will not increase traffic 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 the proposed overland access route 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 the proposed overland access route will not create additional significant impacts from noise.
Population and Housing	<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	<i>No Change.</i> The additional overland access route will not be located closer to residences, and its use 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 the proposed overland access route 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 use of the additional overland access route will not result in any impacts on public services because its use 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 use of the proposed overland access route will not create additional significant impacts to public services.



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Recreation	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> Impacts to recreational resources will not increase substantially beyond those identified in the MND because the overland access route is not located near any recreational facilities. Its use 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 the proposed overland access route will not create additional significant impacts to recreation.
Transportation and Traffic	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of an additional overland access route will not result in new significant impacts to transportation or traffic because its use will be relatively short in duration and the overland access route is not a public thoroughfare. The boom trucks and additional overland access route will not increase traffic beyond the estimated 200 construction-related vehicle trips per day that were analyzed in the MND. As described in the MND, where necessary, traffic control will be provided during conductor installation and removal, and as specified in Caltrans, San Benito County, and Monterey County encroachment permits. 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 the additional overland access route will not create additional significant impacts to transportation or traffic.
Utilities and Service Systems	<input checked="" type="checkbox"/> Y <input type="checkbox"/> N	<i>No Change.</i> The use of the additional overland access route will not result in new significant impacts to existing utilities or service systems because its use will be of relatively short duration and construction activities will not change from what was 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 the proposed overland access route will not create additional significant impacts to utilities or service systems.
Other Variance Conditions Attached: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		



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PG&E Approval					
Title	Name	Approval Initials	Date	Conditions (see attached)	
Environmental Compliance Supervisor	Keith Miller	KM	11/28	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Lead Environmental Inspector	Nick Fisher	NF	11/28	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Biologist (if applicable)	Andrea Henke	AH	11/28	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Archaeologist (if applicable)	Wendy Nettles	Not Applicable (NA)		<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Storm Water Program Manager (if applicable)	John Villalobos	NA		<input type="checkbox"/> Yes	<input type="checkbox"/> No
PG&E Environmental Compliance Lead	Andy Smith	AS	11/28	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
PG&E Project Manager (if applicable)	Art de la Rocha	AD	11/28	<input type="checkbox"/> Yes	<input checked="" 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



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CPUC and CPUC CONSULTANT SECTION

Variance Approved: Yes No

AFFECTED RESOURCE(s) and APPLICABLE MITIGATION MEASURES

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics: | <input type="checkbox"/> Agriculture and Forestry Resources: | <input type="checkbox"/> Air Quality and Greenhouse Gas Emissions: |
| <input type="checkbox"/> Biological Resources: | <input type="checkbox"/> Cultural Resources: | <input type="checkbox"/> Geology, Soils, and Seismicity: |
| <input type="checkbox"/> Hazards and Hazardous Materials: | <input type="checkbox"/> Hydrology and Water Quality: | <input type="checkbox"/> Land Use and Planning: |
| <input type="checkbox"/> Mineral Resources: | <input type="checkbox"/> Noise: | <input type="checkbox"/> Population and Housing: |
| <input type="checkbox"/> Public Services: | <input type="checkbox"/> Recreation: | <input type="checkbox"/> Transportation and Traffic: |
| <input type="checkbox"/> Utilities and Service Systems: | | |

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.



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VARIANCE CONDITIONS

Condition Name:

Conditions:

Condition Name:

Conditions:

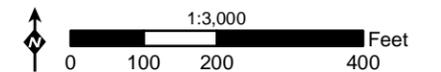
Condition Name:

Conditions:

VARIANCE 27 OVERLAND TRAVEL ROUTE MAP

Hollister 115 kV Power Line Reconducting Project

- Hollister Tower Segment
- Approximate Shoo-fly Location
- New Tower
- Existing Tower
- Tree Removal and Trimming
- Overland Travel Route
- Existing Road
- High Cultural Resource Sensitivity
- Variance 27 Proposed Road**
- Overland Travel Route



Source: Insignia 2012; PG&E 2012