

CENTRAL VALLEY NATURAL GAS STORAGE PROJECT	VARIANCE REQUEST FORM	
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Date Required:	August 15, 2011	Variance Request No.:	No. 7 – Installation of Temporary Bridges
Date Submitted:	August 11, 2011	Location:	Fourteen agricultural drainages that occur within the natural gas pipeline construction work area (see attached map set).
Property Owner(s):	D-5 (Zumwalt) D-6 (Zumwalt) D-10a (Weller) D-11 (Wucher) D-14 (Perez) D-19 (Perez/Medeiros) D-26 (Etcharren) D-31 (Danley) D-32 (Danley) D-33 (Towne) D-38 (Teeter) D-39 (Sutton) D-43 (Corbin) D-43 (Cutler)	Parcel No.:	D-5 (012-110-073) D-6 (012-110-073) D-10a (012-110-102) D-11 (012-160-048) D-14 (012-160-031) D-19 (012-15-014/012-150-013) D-26 (012-150-001) D-31 (011-230-023) D-32 (011-230-023) D-33 (011-230-066) D-38 (011-230-064) D-39 (011-230-009) D-43 (011-220-007) D-43 (011-220-002)
Current Land Use:	Agriculture	Sensitive Resources:	The temporary bridges will be installed across agricultural ditches and drainages that provide habitat for western pond turtle and giant garter snake.

Variance from: This variance requests the CPUC’s approval to install temporary bridges across fourteen (14) drainages that will be crossed by an auger bore or HDD (see attached map set for the location of these crossings). The purpose of this request is to facilitate equipment access through the pipeline construction work area. All bridges will be installed within the previously approved pipeline work area.

Description and Justification for Variance: Central Valley Gas Storage’s contractor is proposing to install a temporary railroad car bridge across fourteen (14) drainages in the construction corridor (see Table 1). Thirteen of the fourteen drainages will be crossed with a railroad car or timber mats that will span the drainages from top of bank to top of bank. For these crossings, the bridge length will depend on the width of the drainage and will range from 15 feet to 60 feet. Depending on the drainage width, the contractor will use 18-foot timber mats, 40-foot timber mats, and 80-foot steel railroad car bridges. No material or structures will be placed in the drainage channel as part of these temporary bridge crossings.

One of the large drainages (Colusa Trough [D-19]) will be crossed using a railroad car that will be keyed into the top of the bank. At this crossing, the temporary bridge would consist of a 100 foot flexi float, spanning the drainage ditches. The flexi float would be positioned using a crane that will be operated from upland areas. Prior to setting the flexi float bridge, a minimum amount of bank would be excavated along the top of each bank in order to construct temporary bridge entries and exits. All bridge footing

excavation would occur at the top of the drainage banks and would not affect the active channel. The trench would be 8 feet wide and 3 to 4 feet deep. Each trench would require the removal of approximately 19 cubic yards of upland material with an excavator. A crane would then construct the temporary bridge footings within the trench by placing equipment mats or similar material. The flexi float would then be positioned onto the footings with the flexi float decks matching the surrounding surface elevation. See attached figure for plan and profile view of this type of temporary bridge crossing.

Drainage D-6 (an unnamed agricultural drainage ditch that occurs immediately adjacent to Dodge Road) contains woody riparian vegetation that will be removed and trimmed to allow installation of the temporary bridge. An estimated 0.01 acre of woody riparian vegetation will be removed/trimmed during crossing of Drainages D-6 (permitted for an auger bore with temporary bridge crossing) and D-6a (permitted for a trench). The vegetation removal will consist of removing a large Fremont's cottonwood tree and trimming two willows along Drainage D-6 to allow for the installation of the temporary bridge crossing. One single willow shrub along Drainage D-6a will be trimmed or possibly removed during because it occurs close to the pipeline trench.

As required in the CEQA MND, Central Valley Gas Storage has compensated for the removal of 0.01 acre of woody riparian vegetation by purchasing 0.02 acre of credits from Westervelt Ecological Services' Cosumnes Floodplain Mitigation Bank. This mitigation bank purchase was approved via email by Sandi Jacks on July 28, 2011. A copy of the mitigation bank purchase agreement has been provided to the CPUC.

The temporary bridges would be removed immediately after the pipeline has been installed across the drainage and all temporarily disturbed areas would be restored upon project completion.

Table 1. Temporary Bridges Proposed for HDD/Auger Bore-Crossed Drainages

Drainage Number ¹	Drainage Type	Estimated Width (ft)	Woody Riparian Vegetation Present at Temporary Bridge Crossing	Riparian Vegetation Removed/Trimmed for Bridge Placement
D-5	Canal	12	None	None
D-6	Canal	15	Fremont cottonwood riparian woodland	0.01 (One Fremont cottonwood and trimming of two willows)
D-10a	Canal	15	None	None
D-11	Agricultural Ditch	12	None	None
D-14	Agricultural Ditch	12	None	None
D-19	Colusa Trough (Drain)	80	None	None
D-26	Agricultural Ditch	10	None	None
D-31	Canal	15	None	None
D-32	Canal	20	None	None
D-33	Agricultural Ditch	15	None	None
D-38	Canal	25	None	None
D-39	Agricultural Ditch	12	None	None
D-43	Hunters Creek	30	None	None
D-43	Hunters Creek	30	None	None

Environmental Analysis. A brief description of the potential environmental effects associated with the installation and use of the temporary bridges is provided below.

Aesthetics. The temporary bridges occur within areas that are currently being used for agricultural purposes. The temporary bridges will not affect the existing character of the area and no impacts on aesthetics or visual resources are anticipated. No mitigation is required.

Agricultural and Forestry Resources. The temporary bridges occur across drainage ditches and are not in agricultural production. No forestry resources occur in the project area. No impacts on agricultural or forestry resources are anticipated. No new mitigation has been identified.

Air Quality and GHG Emissions. The installation and use of the temporary bridges would not result in any new or greater impacts than were previously described in the MND. CVGS will implement the appropriate APMs and mitigation measures identified in the MND to avoid and minimize potential short-term construction-related air quality impacts associated with use of the temporary bridges. No new mitigation has been identified. CVGS will implement APMs AIR-1, AIR-2, and AIR-3, when appropriate.

Biological Resources. The temporary bridges will be installed across perennial and intermittent agricultural drainages that provide potential habitat for giant garter snake and western pond turtle. As described previously, approximately 0.01 acre of woody riparian vegetation would be removed/trimmed along Drainage D-6. The removal of this vegetation has been approved by the California Department of Fish and Game as part of the Streambed Alteration Agreement amendment (provided with this variance request) and has been mitigated through the purchase of 0.02 acre of credits from Westervelt Ecological Services' Cosumnes Floodplain Mitigation Bank.

A biological survey was conducted on June 28, 2011 and confirmed that no sensitive biological resources occur within the proposed work area. The results of the biological survey were contained in a technical memorandum submitted to the CPUC to support issuance of NTP 10B for pipeline ROW preparation. Additional preconstruction surveys will be conducted prior to the installation and removal of the temporary bridges and every morning prior to the start of construction. CVGS will implement APMs BIO-1, BIO-3 and BIO-4 (for the woody riparian vegetation removal at the D-6 crossing), BIO-6, BIO-8, BIO-10, BIO-11 and BIO-12 as part of the proposed bridge installation and removal activities. No new mitigation has been identified.

Cultural Resources. The temporary bridges are located within the cultural resources survey area (conducted for the PEA and Section 106 report). No cultural resources were found during previous surveys and therefore, no cultural resource monitoring is required. CVGS will implement APMs CR-3 and CR-4 and mitigation measure CUL-1 as part of the proposed temporary bridge installation and removal activities. No new mitigation has been identified.

Geology and Soils. The installation and use of the temporary bridges will not result in any effects related to geologic, soil, and seismic site conditions. No mitigation is required.

Hazards and Hazardous Materials. No hazardous materials will be used during installation of the temporary bridges. However, CVGS will implement the appropriate APMs and mitigation measures identified in the MND to avoid and minimize potential impacts, including APMs HAZ-1 and HAZ-2 and mitigation measure HAZ-3. No new mitigation has been identified.

Hydrology and Water Quality. The temporary bridges will be installed generally from the top of bank to the top of bank and will not directly affect drainages hydrologic conditions or baseline water quality conditions. Appropriate measures outlined in the project SWPPP and APM HYDRO-1 will be implemented during bridge installation and removal activities. No new mitigation has been identified. No new mitigation has been identified.

Land Use and Planning. No potentially significant impacts related to land use have been identified. No mitigation is required.

Mineral Resources. Installation of the temporary bridges would not have a significant effect on mineral and energy resources and would not result in the loss of the availability of the resources because none occur in the project area. No mitigation is required.

Noise. CVGS will implement the appropriate APMs and mitigation measures identified in the MND (APM NOI-1 and mitigation measure NOI-1) to avoid and minimize potential short-term construction-related noise impacts associated with the installation and removal of the temporary bridges. No new mitigation has been identified.

Population and Housing. Installation of the temporary bridges would not result in any new or greater impacts than were previously described in the MND. No mitigation is required.

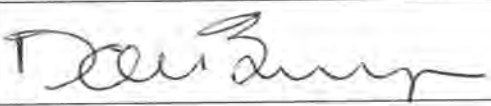

Public Services. Installation of the temporary bridges would not result in any new or greater impacts on public services than were discussed in the MND. No mitigation is required.

Recreation. Installation of the temporary bridges will not increase the use of public recreation facilities and will not require the expansion of recreation facilities. In addition, the installation and use of the temporary bridges would not result in any new or greater impacts on recreation activities than were discussed in the MND. No new mitigation has been identified.

Transportation/Traffic. The installation and use of the temporary bridges will not affect local traffic because most of these bridges (except for the bridge crossings at Dodge Road, Four Mile Road, and Delevan) occur in publicly inaccessible agricultural areas. The roads will remain open during the work period and no road closure is proposed. The installation and use of the temporary bridges would not result in any new or greater impacts on transportation than were discussed in the MND. No mitigation is required.

Utilities and Service Systems. The installation and use of the temporary bridges would not require an expansion or improvement in utilities or service systems, including wastewater and water supply treatment or delivery. In addition, the temporary bridges would not result in any new or greater impacts on recreation activities than were discussed in the MND. No new mitigation has been identified.

Site Conditions/Comments: The California Department of Fish and Game issued an amendment to the Streambed Alteration Agreement that authorizes these crossing and is provided with this variance request. The temporary crossings will not result in the placement of fill material below the ordinary high water mark and therefore no amendments to the Section 404 Individual Permit and Section 401 Water Quality Certification are required. The bridges occur within the work area that was authorized as part of the Biological Opinion issued for the project.

Approvals	Date	Name (print)	Signature	Comments
CPUC Compliance Mgr				
Central Valley Construction Manager	8/11/11	Dirk de Bruyn		
Central Valley Environmental Manager	8/11/11	Susan Bushnell Bergfalk		None

Prepared by: Susan Bushnell Bergfalk, Environmental Manager, ICF International

Date: August 11, 2011