



### Contact Information:

- ◆ **Toll-free hotline:** 1-866-859-5126
- ◆ **Visit the website:** [www.wapa.gov/SN](http://www.wapa.gov/SN)
- ◆ **E-mail us at:** [svs-seis@wapa.gov](mailto:svs-seis@wapa.gov)  
Please include: "SVS Comments" in subject line

- ◆ **Mail us at:** Loreen McMahon,  
SVS SEIS Project Manager  
Western Area Power Administration  
Sierra Nevada Region  
114 Parkshore Drive  
Folsom, CA 95630-4710



### Schedule of SVS SEIS and EIR

|                                      |                    |
|--------------------------------------|--------------------|
| <b>Scoping Meetings</b>              | June 5 and 7, 2006 |
| <b>End of Scoping Comment Period</b> | June 16, 2006      |
| <b>Draft SVS SEIS and EIR</b>        | Fall/Winter 2006   |
| <b>End of Draft Comment Period</b>   | Winter/Spring 2007 |
| <b>Final SVS SEIS and EIR</b>        | Spring/Summer 2007 |
| <b>End of Final Comment Period</b>   | Summer/Fall 2007   |
| <b>Record of Decision</b>            | Winter 2007-2008   |

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## Sacramento Area Voltage Support (SVS) News

Sacramento Area Voltage Support Supplemental Environmental Impact Statement and Environmental Impact Report—Issue 1, May 2006

### The Project Manager's Corner

Western Area Power Administration (Western) is preparing a Supplemental Environmental Impact Statement (SEIS) and Environmental Impact Report (EIR). This newsletter provides information on the Sacramento Voltage Support Project and how you can provide input. I believe that public involvement is a vital part of our process and I welcome your participation. I hope to meet you at one of our upcoming meetings or to hear from you at your convenience. Feel free to contact me to discuss this proposed project.

#### What is the project and why is it needed?

The need for transmission reliability in the Sacramento area is ongoing. Growth in the greater Sacramento area has increased the demand on the interconnected electric transmission system, leading to transmission system overloads. A proposal to address this need was first developed in 2000. It involved constructing, reconductoring, maintaining, and operating about 100 miles of new 230-kilovolt transmission line in the Sacramento region.

Western completed the necessary environmental studies in late 2003 and issued a Record of Decision (ROD) in January 2004, but project funding was uncertain. In the ROD, Western made commitments to complete air, biological, and cultural surveys once project funding was secured.

#### Why are we preparing another EIS?

Sacramento Municipal Utility District (SMUD) and the City of Roseville have since committed to fund the environmental studies and evaluate additional alternatives. Western, SMUD, and Roseville identified additional routing alternatives from O'Banion Substation to Elverta and/or Natomas Substations.

To move forward with the project, Western and the cooperating agencies—SMUD and Roseville—need to complete the necessary Federal and state environmental evaluations. Therefore, we are preparing an SEIS and EIR.

Western is the lead Federal agency for this project under the National Environmental Policy Act (NEPA) to prepare the SEIS. SMUD joined Western as a cooperating agency and will be the California Environmental Quality Act (CEQA) lead to prepare an EIR. Roseville is also participating in this endeavor as a responsible agency.

The SVS SEIS and EIR will supplement and reference the previous EIS and ROD. We expect to complete the SVS SEIS and EIR in Winter 2007/2008.

Cordially,

Loreen McMahon  
SVS SEIS Project Manager

### Public Scoping Meetings



The first step in our environmental compliance process is to share preliminary information with you. We use public scoping as a formal way to educate you about the proposed project and to get your initial feedback.

During the open house public scoping meetings, we'll provide a brief overview of the alternatives we plan to analyze in the SEIS and EIR.

We want to hear about the issues and concerns of interest to you and any issues or concerns you believe we should address in the environmental studies. Our meetings are set for:

|   |   |
|---|---|
| <b>Monday, June 5, 2006</b><br>South Natomas Library<br>2901 Truxel Road<br>Sacramento, CA 95833<br>4 p.m. – 7 p.m. | <b>Wednesday, June 7, 2006</b><br>Pleasant Grove School<br>3075 Howsley Road<br>Pleasant Grove, CA 95668<br>4 p.m. – 7 p.m. |
|---|---|

Both facilities are wheelchair accessible. Please contact us in advance of the meetings to let us know if you need additional accommodations to attend.

#### Scoping comments needed by June 16, 2006

We'll be happy to receive your comments during one of the scoping meetings or any time during the comment period, which closes June 16, 2006.

### Availability of the Previous SVS EIS

Summaries of the previous SVS EIS are available on Western's website ([www.wapa.gov/SN](http://www.wapa.gov/SN)). You may also order copies of it by calling the hotline, mail, or e-mail. See page 4 of this newsletter for more information.



Call toll-free: 1-866-859-5126 for more information about the SVS EIS or visit us at: [www.wapa.gov/SN](http://www.wapa.gov/SN)



# SVS SEIS and EIR Overview

## Alternatives Description

The SVS SEIS and EIR will address potential environmental effects of a proposed project to construct about 40 miles of new transmission line from O'Banion Substation in Sutter County to Natomas Substation in Sacramento County. So far, we've identified three potential transmission line segments for the proposed project. Segment 2 includes three alternative routes (2A, 2B, and 2C).

### Segment 1 – O'Banion Substation to Cross Canal

Segment 1 was analyzed and selected as part of the Preferred Alternative in the previous EIS and ROD. Segment 1 would consist of constructing about 17 miles of new 230-kV, double-circuit transmission line adjacent to an existing transmission right-of-way (ROW) from O'Banion Substation to an area near Cross Canal. It would parallel the Sutter Bypass and cross the Feather River. Segment 1 would require about 82 new structures and 9 pulling sites resulting in about 28 acres of short-term disturbance and 8 acres of long-term disturbance.

### Segment 2A – Cross Canal to Elverta Substation, Western Alignment

Segment 2A would consist of constructing about 13 miles of new 230-kV, double-circuit transmission line within a new ROW. This alignment would begin at the termination of Segment 1 and proceed along Cross Canal to Highway 99, then turn south along Highway 99. At some point between Riego Road and Elkhorn Boulevard the route would go east to a point near East Levee Road then extending south to intercept SMUD's existing Elverta-Natomas Transmission Line south of Elverta Substation. Segment 2A would require about 61 new structures, 7 pulling sites, and 9 miles of access road resulting in about 38 acres of short-term disturbance and 23 acres of long-term disturbance.

### Segment 2B – Cross Canal to Elverta Substation, Abandoned Railroad ROW Alignment

Segment 2B would consist of constructing about 10 miles of new 230-kV, double-circuit transmission line along the alignment of an abandoned railroad ROW from the termination of Segment 1 and proceed southeast to an area north of Rio Linda Boulevard. From there, it would continue southwest along the existing ROW and tie into SMUD's existing Elverta-Natomas transmission line south of Elverta Substation. Small areas near Rio Linda Boulevard and Elverta Road would also require new transmission line easements. Segment 2B would require about 45 new structures, 5 pulling sites, and 10 miles of access roads resulting in about 35 acres of short-term disturbance and 22 acres of long-term disturbance.

### Segment 2C – Cross Canal to Elverta Substation, Eastern Alignment

Segment 2C was analyzed and selected as part of the Preferred Alternative in the previous EIS and ROD. In the previous EIS, this alignment was identified as Option B and was comprised of line segments A/A<sub>1</sub>, B, F, G, H, I, and J. The first element of this alignment would reroute the existing Cottonwood-Roseville 230-kV Transmission Line to the east. This reroute would originate at Structure 143/3 and proceed east with construction of new 230-kV, transmission line for about 4 miles and then south for about 2 miles to rejoin the existing Cottonwood-Roseville Transmission Line between Structures 152/2 and 152/3.

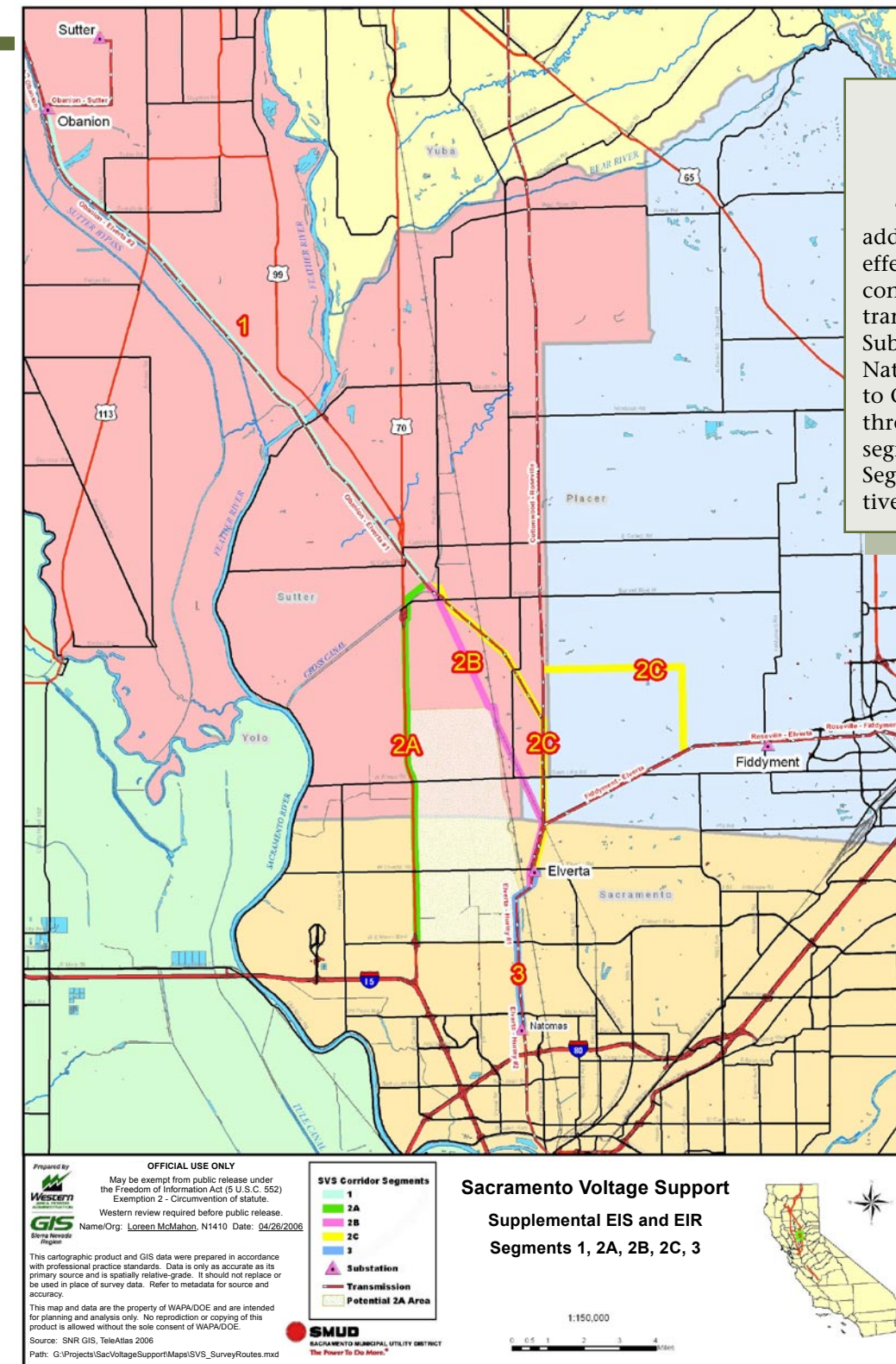
The second element would consist of constructing about 9 miles of new 230-kV, double-circuit transmission line adjacent to an existing transmission ROW from the termination of Segment 1 near Cross Canal, south to approximately Locust Road. It would then continue south, using the vacated Cottonwood-Roseville easement/ROW (from element 1 above) and the other existing ROW to tie into SMUD's existing Elverta-Natomas Transmission Line south of Elverta Substation. Small areas around Elverta Road would require new transmission line easements. Both elements of Segment 2C would include constructing about 15 miles of new transmission line and abandoning 6 miles of existing transmission line. This would require building about 74 new structures, 8 pulling sites, and 7 miles of access road resulting in about 37 acres of short-term disturbance and 19 acres of long-term disturbance.

### Segment 3 – Elverta Substation to Natomas Substation

Segment 3 was analyzed and selected as part of the Preferred Alternative in the previous EIS and ROD. This alignment would consist of rebuilding about 5 miles of an existing 115/230-kV, double-circuit transmission line within an existing ROW between Elverta and Natomas substations. This would require about 23 new structures and 3 pulling sites resulting in about 7 acres of short-term disturbance and about 3 acres of long-term disturbance.

### No Action

The No Action alternative was analyzed in the previous EIS and is comprised of continued operation and maintenance of existing facilities. If Western determines a need for additional analysis, it will be included in the SEIS.



### Transmission alternative segments to be examined in the SEIS and EIR

The SVS SEIS and EIR will address potential environmental effects of a proposed project to construct about 40 miles of new transmission line from O'Banion Substation in Sutter County to Natomas Substation in Sacramento County. So far, we've identified three potential transmission line segments for the proposed project. Segment 2 includes three alternatives routes (2A, 2B, and 2C).

### SVS Corridor Segments

- 1
- 2A
- 2B
- 2C
- 3
- Substation
- Transmission
- Potential 2A Area

### Potential Issues to be Studied

To help you frame your comments, we have anticipated several categories of potential environmental issues we will analyze in the SEIS and EIR. These include impacts to: protected, threatened, endangered or sensitive animals or plants species or their critical habitats; land use, recreation, and transportation; floodplains and wetlands; cultural or historic resources and tribal values; human health and safety; air, soil, and water resources; visual impacts; and socioeconomic impacts and dispro-

portionately high and adverse impacts to minority and low-income populations.

This list is not intended to be all-inclusive or to imply any predetermination of impacts. Western invites interested parties to suggest specific issues within these general categories, or other issues not included above, to be considered in the SEIS and EIR.

Western will also use and reference analyses in the previous EIS. Where possible the SEIS and EIR will only address issues and concerns.