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 Natural Resources Manager
 Western Area Power Administration
 Sierra Nevada Region
 114 Parkshore Drive
 Folsom, CA 95630-4710



Schedule of SVS SEIS and EIR

Public Comment Forums	August 7 and 8, 2007
End of Public Comment Period	August 27, 2007
Final SVS SEIS and EIR	Winter 2007/Spring 2008
Record of Decision	Spring 2008

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Sacramento Area Voltage Support News

Sacramento Area Voltage Support Supplemental Environmental Impact Statement and Environmental Impact Report--Issue 2, July 2007

The Project Manager's Corner

I am pleased to announce the publication and availability of the Sacramento Area Voltage Support (SVS) Draft Supplemental Environmental Impact Statement (SEIS) and Environmental Impact Report (EIR). Western Area Power Administration (Western), Sacramento Municipal Utility District (SMUD), and the City of Roseville (Roseville) have combined efforts to complete the necessary environmental studies and fulfill the requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Draft SEIS and EIR evaluates the potential environmental effects of proposed alternatives identified for system additions and upgrades necessary to maintain required power system voltage stability, reliability, and security in the Sacramento area. Western has not selected a preferred alternative and will consider public comments in selecting one. Draft SEIS and EIR findings will provide Western and participating agencies with a basis for making a decision on whether the Project should proceed and if so, under which alternative.

This SVS News presents a summary of the refined alternatives. It also provides information on the availability of the Draft SEIS and EIR, how to obtain a copy, dates, times, and locations of public comment forums, and options for providing comments. The Public Comment period will close August 27, 2007.

Cordially,
 Steve Tuggle
 Natural Resources Manager

Public Comment Forum

Western invites you to attend the public meetings on the Draft SVS SEIS and EIR. From 6:00 pm to 7:00 pm there will be an open house. At 7:00 pm, Western will open the formal part of the meeting. Audience members will be given an opportunity to present oral comments or ask that written comments be read into the record. Comment forms and information will also be available. The meetings are scheduled August 7 and 8, 2007 as follows:



Tuesday, August 7, 2007

6:00-8:00 PM
 City of Roseville
 Corporation Yard
 Meeting Rooms 1 and 2
 2005 Hilltop Circle
 Roseville, CA 95747

Wednesday, August 8, 2007

6:00-8:00 PM
 SMUD HQ Auditorium
 6201 S Street
 Sacramento, CA 95817

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

You can provide your comments to us during one of the meetings or any time during the comment period, which closes August 27, 2007.

Overview Alternatives Description

Western's Central Valley Project transmission system is an integral part of the transmission grid in northern California. Western is responsible for the operation and maintenance of its system according to Western Electric Coordination Council (WECC) reliability standards. Western's Sierra Nevada Region maintains and operates numerous substations and more than 1,200 miles of transmission lines. These transmission lines are interconnected to other greater Sacramento-area transmission system owners, Load Serving Entities, and utilities including SMUD and Roseville.

Transmission system studies performed in 2006 and 2007 showed that additions and upgrades are needed to maintain system voltage stability, reliability, and security in accordance with the North American Electric Reliability Council (NERC) and WECC Planning/Operations Reliability Standards, and for Western to continue to meet its legislative and contractual requirements. Western and SMUD prepared the SVS SEIS and EIR to comply with Federal and state laws, regulations, and guidelines, principally NEPA and CEQA.

SVS DRAFT SEIS AND EIR NOW AVAILABLE

You may order copies by calling the hotline, mail, or e-mail. See page 4 of this newsletter for our contact information. You can also order copies online at

www.wapa.gov/sn/planning/SVS/request.asp



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Western and SMUD identified three transmission line segments between Western's O'Banion Substation and SMUD's Elverta and Natomas substations for further analysis. These would consist of Segments 1, 2, and 3. Segment 2 includes several alternative routes.

Segment 1 – O'Banion Substation to Cross Canal

Segment 1 would consist of constructing about 17.1 miles of new double-circuit, 230-kV transmission line in new transmission line right of way (ROW) and adjacent to an existing transmission line ROW from O'Banion Substation to an area near Cross Canal. It would parallel the Sutter Bypass and cross the Feather River. Western does not anticipate the need to construct new access roads.

Segment 2 – Cross Canal to South of Elverta Substation

Several alignments were originally considered for Segment 2 as described below.

Segment 2A would consist of constructing about 11.6 to 13.5 miles of new double-circuit, 230-kV transmission line within a new ROW. This alignment would begin at the termination of Segment 1 and proceed about 0.7 mile along Cross Canal, then turn south along the east or west side of Highway 99. Segments 2A1, 2A2, 2A3, 2A4, and 2A5 present five alternative routes between Riego Road and Elkhorn Boulevard that connect the east or west Highway 99 route option east to a point near East Levee Road, then extend south and east to connect with SMUD's existing Elverta-Natomas transmission line south of the Elverta Substation (see map).

Segment 2B – Cross Canal to Elverta Substation – Abandoned Railroad Right of Way Alignment

Segment 2B would require new ROW, which would follow 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 proceed southwest within an existing transmission line ROW, around the west side of the existing Elverta Substation, and tie into SMUD's existing Elverta-Natomas transmission line south of the Elverta Substation. Small areas near Rio Linda Boulevard and Elverta Road also would require new transmission line easements.

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

Segment 2C consists of Segments 2C1 and 2C2. Segment 2C1 would consist of constructing about 9.4 miles of new double-circuit, 230-kV transmission line from the termination of Segment 1 near Cross Canal to an area near the Elverta Substation. Segment 2C1 would angle east from the existing transmission line to avoid houses then cross the line at about MP 0.5 to avoid the Pleasant Grove Cemetery near Howsley Road. Segment 2C1 would then cross the existing transmission line at about MP 1.3 to avoid a house and cross back at about MP 2.2 to avoid a barn near Fifield Road. Segment 2C1 would again cross the existing transmission line at MP 3.0 to avoid structures and to use the existing Cottonwood-Roseville ROW from MP 5.1 to 8.0. The line would then continue south to tie into the Elverta-

Natomas transmission line near the Elverta Substation. Small areas around Elverta Road would require new transmission line easements.

Segment 2C2 would be constructed to reroute the existing Cottonwood-Roseville 230-kV transmission line to the east to provide sufficient ROW for Segment 2C1 between MP 5.1 and 8.0. This reroute would originate at Structure 143/3 and proceed east with construction of new 230-kV transmission line for about 3.9 miles, then south for about 2.4 miles to rejoin the existing Cottonwood-Roseville transmission line between Structures 152/2 and 152/3. About 8.7 miles of existing Cottonwood-Roseville line would be abandoned from Keys Road to Sorento Road (Segment 2C1 MP 8.0) then northeast to the termination of Segment 2C2. Cottonwood-Roseville structures from Keys Road to just north of Jackson Road and from Segment 2C1 MP 8.0 to the termination of Segment 2C2 would be left in place, and the conductors would be removed. Cottonwood-Roseville structures between MP 5.1 (Jackson Road) and Segment 2C1 MP 8.0 would be removed to provide ROW for Segment 2C1.

Segment 3 – Elverta Substation to Natomas Substation

Segment 3 would consist of rebuilding about 4.8 miles of existing double-circuit, 115-kV/230-kV Elverta-North City and Elverta-Natomas transmission lines within an existing ROW between Elverta and Natomas substations. The existing transmission line structures and conductors would be removed prior to constructing the new structures and conductors. Foundations would be removed sufficiently below grade to allow for roadwork and infrastructure projects to occur in the future.

ALTERNATIVES

Each alternative is identified as the abbreviated name of the Segment 2 option and includes the corresponding Segment 2 option, as well as Segments 1 and 3. Each alternative would rebuild about 4.8 miles of existing Elverta-North City and Elverta-Natomas transmission line.

Alternative A1

Alternative A1 includes Segments 1, 2A1, and 3. It would construct about 33.8 miles of new double-circuit, 230-kV transmission line on about 162 structures and would require up to 52.7 acres of access roads.

Alternative A2

Alternative A2 includes Segments 1, 2A2, and 3. It would construct about 33.7 miles of new double-circuit, 230-kV transmission line on about 162 structures and would require up to 52.6 acres of access roads.

Alternative A3

Alternative A3 includes Segments 1, 2A3, and 3. It would construct about 34.0 miles of new double-circuit, 230-kV transmission line on about 163 structures and would require up to 53.1 acres of access roads.

Alternative A4

Alternative A4 includes Segments 1, 2A4, and 3. It would construct about 35.4 miles of new double-circuit, 230-kV transmission line on about 170 structures and would require up to 55.6 acres of access roads.

Alternative A5

Alternative A5 includes Segments 1, 2A5, and 3. It would construct about 33.9 miles of new double-circuit, 230-kV transmission line on about 163 structures and would require up to 52.9 acres of access roads.

Alternative B

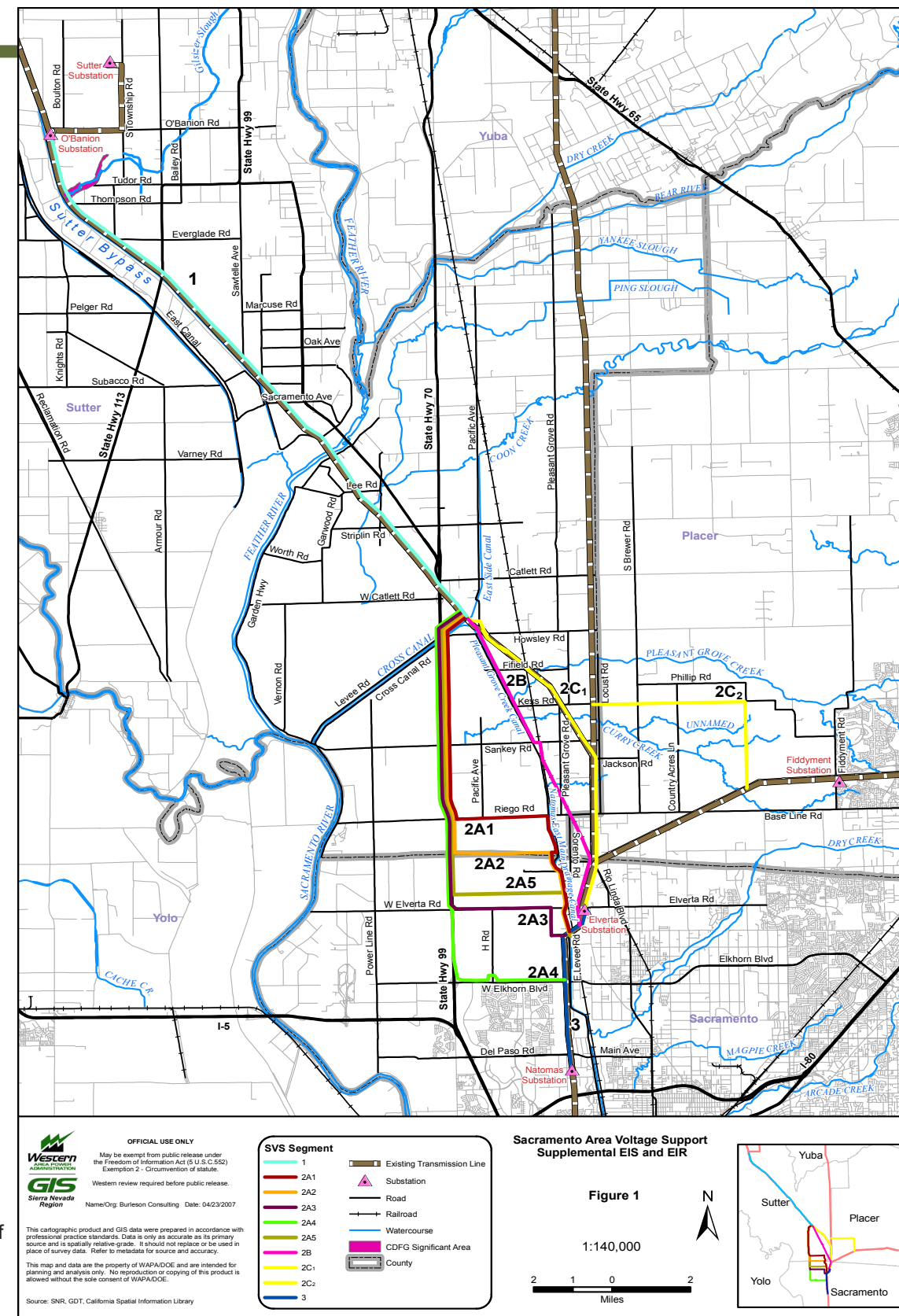
Alternative B includes Segments 1, 2B, and 3. It would construct about 31.3 miles of new double-circuit, 230-kV transmission line on about 150 structures and would require up to 48.2 acres of access roads.

Alternative C

Alternative C includes Segments 1, 2C1, 2C2, and 3. It would construct about 37.6 miles of new double-circuit, 230-kV transmission line on about 180 structures and would require up to 42.5 acres of access roads. Alternative C would abandon about 8.6 miles of existing Cottonwood-Roseville transmission line.

No Action

The No Action Alternative would include operation and maintenance of the existing transmission lines, and Western would not build any of the new transmission line alternatives.



SUMMARY OF ENVIRONMENTAL IMPACTS

The proposed Project alternatives would impact air resources, biological resources, land use, water resources, and wetlands during construction and permanently impact biological resources, land use, visual resources, and

wetlands. Impacts to these resources would be less than significant for each alternative with implementation of environmental protection measures, except for Alternative C. Segment 2C2 would conflict with City of Roseville's visual resource policy and, therefore, result in a significant impact on visual resources.