

2.3 Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section evaluates the Proposed Project and the Weed Segment’s potential to impact regional and local air quality from stationary and mobile sources of air emissions from construction activities and operational sources. This section is based on a review of existing documentation of air quality conditions in the region, air quality regulations from the U.S. Environmental Protection Agency (USEPA), the California Air Resources Board (CARB), and the Siskiyou County Air Pollution Control District (SCAPCD).

Setting

Air quality is a function of both the rate and location of pollutant emissions under the influence of meteorological conditions and topographic features that influence pollutant movement and dispersal. Atmospheric conditions such as wind speed, wind direction, atmospheric stability, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants, which affects air quality.

Regional Topography, Meteorology, and Climate

The potential for high pollutant concentrations developing at a given location depends upon the quantity of pollutants emitted into the atmosphere in the surrounding area or upwind, and the ability of the atmosphere to disperse the air pollutants. The atmospheric pollution potential, as the term is used in this Initial Study, is independent of the location of emission sources and is instead a function of factors such as topography and meteorology.

The Proposed Project and the Weed Segment areas are located in Shasta Valley, in Siskiyou County, California. The Proposed Project and Weed Segment areas are located at the base of the Cascade Range in the Northeast Plateau Air Basin. In this area of California, the Coast Range merges with the Cascade Range to create an extensive area of rugged mountain terrain more than 200 miles in width. The Cascades range from approximately 5,000 to 10,000 feet in height, with Mt. Shasta rising to 14,161 feet above sea level (WRCC, 2006a). This portion of Shasta Valley generally rises to the south, with the elevation of Weed, California at approximately 3,600 feet above mean sea level and the elevation of Yreka, California at approximately 2,600 feet above mean sea level (WRCC, 2006a). This unique variation of elevation and rugged terrain contributes to the fluctuating climate in the project area.

Warm winters, cool summers, small daily and seasonal temperature ranges, and high relative humidity are characteristic of the area nearest the Pacific Ocean. With increasing distance east of the Coast Range, the maritime influence decreases. Areas that are well protected from the ocean, such as the Proposed Project and Weed Segment areas, experience a more continental climate type with warmer summers, colder winters, greater daily and seasonal temperature ranges, and generally lower relative humidity.

The northern part of the Proposed Project area near Yreka typically has average maximum and minimum winter (i.e., January) temperatures of 44 and 24 ° F, respectively, while average summer (i.e., July) maximum and minimum temperatures are 91 and 52 ° F, respectively. The southern part of the Proposed Project area and the Weed Segment area near Weed typically has average maximum and minimum winter (i.e., January) temperatures of 43 and 23 ° F, respectively, while average summer (i.e., July) maximum and minimum temperatures are 85 and 48 ° F, respectively. Precipitation in Yreka averages approximately 20 inches per year, with 18 inches of snowfall, while precipitation in Weed averages approximately 26 inches per year, with 19 inches of snowfall (WRCC, 2006b).

Existing Air Quality

SCAPCD operates a regional monitoring network that measures the ambient concentrations of criteria pollutants. Existing levels of air quality in the Proposed Project and Weed Segment areas can generally be inferred from ambient air quality measurements conducted by SCAPCD at its Yreka – Foothill Drive monitoring station. The Yreka monitoring station measures ozone, particulate matter equal to or less than 10 microns (PM₁₀), and particulate matter less than 2.5 microns (PM_{2.5}) concentrations.

Background ambient concentrations of pollutants are determined by pollutant emissions in a given area as well as wind patterns and meteorological conditions for that area. As a result, background concentrations can vary among different locations within an area. However, areas located close together and exposed to similar wind conditions can be expected to have similar background pollutant concentrations. Table 2.3-1 shows a five-year (2001 – 2005) summary of monitoring data collected from the Yreka station, compared with California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). As indicated in the table, no violations of the ozone or PM_{2.5} standards were recorded in Yreka during the five year

**TABLE 2.3-1
AIR QUALITY DATA SUMMARY (2001–2005) FOR THE PROJECT AREA**

Pollutant	Standard	Monitoring Data by Year				
		2001	2002	2003	2004	2005
Ozone						
Highest 1 Hour Average (ppm)		0.049	0.087	0.089	0.077	0.070
Days over State Standard	0.09	0	0	0	0	0
Days over National Standard	0.12	0	0	0	0	0
Highest 8 Hour Average (ppm)		NA	0.075	NA	0.071	0.064
Days over National Standard	0.08	---	0	---	0	0
Particulate Matter (PM _{2.5})						
Highest 24 Hour Average (µg/m ³)		NA	NA	NA	NA	26.0
Days over National Standard	65	---	---	---	---	0
Particulate Matter (PM ₁₀):						
Highest 24 Hour Average (µg/m ³)		33.0	69.0	31.0	26.0	27.0
Estimated Days over State Standard	50	0	6	0	0	0
Annual Average (µg/m ³)	30	NA	17.5	12.8	12.8	13.3

NOTES: Values in **bold** are in excess of applicable standard. NA = Data not available. ppm = parts per million; µg/m³ = micrograms per cubic meter

SOURCE: CARB 2006a

study period. However, there was an estimated eight days during 2002 when the PM₁₀ 24-hour standard was exceeded.

Sensitive Receptors

For the purposes of air quality and public health and safety, sensitive receptors are generally defined as land uses with population concentrations that would be particularly susceptible to disturbance from dust and air pollutant concentrations, or other disruptions associated with project construction and/or operation. Sensitive receptor land uses generally include schools, day care centers, libraries, hospitals, residential area, and parks. Some sensitive receptors are considered to be more sensitive than others to air pollutants. The reasons for greater than average sensitivity include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirmed are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system.

Regulatory Context

Air quality within the air basin is addressed through the efforts of various federal, State, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The air pollutants of concern and agencies primarily responsible for improving the air quality within the air basin and the pertinent regulations are discussed below.

Criteria Air Pollutants

Regulation of air pollution is achieved through both national and State ambient air quality standards and emission limits for individual sources of air pollutants. As required by the federal Clean Air Act, the USEPA has identified criteria pollutants and has established NAAQS to protect public health and welfare. NAAQS have been established for ozone, CO, nitrogen dioxide (NO₂), sulfur dioxide (SO₂), PM₁₀, PM_{2.5}, and lead (Pb). These pollutants are called “criteria” air pollutants because standards have been established for each of them to meet specific public health and welfare criteria.

To protect human health and the environment, the USEPA has set “primary” and “secondary” maximum ambient thresholds for all six criteria pollutants. Primary thresholds were set to protect human health, particularly sensitive receptors such as children, the elderly, and individuals suffering from chronic lung conditions such as asthma and emphysema. Secondary standards were set to protect the natural environment and prevent further deterioration of animals, crops, vegetation, and buildings.

The NAAQS are defined as the maximum acceptable concentration that may be reached, but not exceeded more than once per year. California has adopted more stringent ambient air quality standards for most of the criteria air pollutants. Table 2.3-2 presents both sets of ambient air quality standards (i.e., national and State) and provides a brief discussion of the related health effects and principal sources for each pollutant. California has also established State ambient air quality standards for sulfates, hydrogen sulfide, and vinyl chloride; however, air emissions of these pollutants are not expected under the project and thus, there is no further mention of these pollutants in this Initial Study. The Northeast Plateau Air Basin generally has very good air quality and is in attainment or unclassified for all federal and State ambient air quality standards.

Ozone

Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Ozone is not emitted directly into the atmosphere, but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x). ROG and NO_x are known as precursor compounds for ozone. Significant ozone production generally requires ozone precursors to be present in a stable atmosphere with strong sunlight for approximately three hours.

**TABLE 2.3-2
STATE AND NATIONAL CRITERIA AIR POLLUTANT STANDARDS, EFFECTS, AND SOURCES**

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 Hour 8 Hour	0.09 ppm 0.07 ppm	– 0.08 ppm	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases and NO _x react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial / industrial mobile equipment.
Carbon Monoxide	1 Hour 8 Hour	20 ppm 9.0 ppm	35 ppm 9 ppm	Classified as a chemical asphyxiant, CO interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
Nitrogen Dioxide	1 Hour Annual	0.25 ppm –	– 0.053 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
Sulfur Dioxide	1 Hour 3 Hour 24 Hour Annual	0.25 ppm – 0.04 ppm –	– 0.5 ppm 0.14 ppm 0.03 ppm	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
Respirable Particulate Matter (PM ₁₀)	24 Hour Annual	50 µg/m ³ 20 µg/m ³	150 µg/m ³ 50 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
Fine Particulate Matter (PM _{2.5})	24 Hour Annual	– 12 µg/m ³	65 µg/m ³ 15 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including NO _x , SO ₂ , and organics.
Lead	Monthly Quarterly	1.5 µg/m ³ –	– 1.5 µg/m ³	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction.	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.

ppm = parts per million
µg/m³ = micrograms per cubic meter

SOURCE: CARB 2006b and SCAQMD, 1993

Ozone is a regional air pollutant because it is not emitted directly by sources, but is formed downwind of sources of ROG and NO_x under the influence of wind and sunlight. Ozone concentrations tend to be higher in the late spring, summer, and fall, when the long sunny days combine with regional subsidence inversions to create conditions conducive to the formation and accumulation of secondary photochemical compounds, like ozone.

Carbon Monoxide

Carbon monoxide is a non-reactive pollutant that is a product of incomplete combustion and is mostly associated with motor vehicle traffic. High CO concentrations develop primarily during winter when periods of light winds combine with the formation of ground level temperature inversions (typically from the evening through early morning). These conditions result in reduced dispersion of vehicle emissions. Motor vehicles also exhibit increased CO emission rates at low air temperatures. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces the oxygen-carrying capacity of the blood. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia.

Particulate Matter

Particulate matter, including PM₁₀ and PM_{2.5}, represent fractions of particulate matter that can be inhaled into air passages and the lungs and can cause adverse health effects. Particulate matter in the atmosphere results from many kinds of dust- and fume-producing industrial and agricultural operations, fuel combustion, and atmospheric photochemical reactions. Some sources of particulate matter, such as demolition and construction activities, are more local in nature, while others, such as vehicular traffic, have a more regional effect. Very small particles of certain substances (e.g., sulfates and nitrates) can cause lung damage directly, or can contain adsorbed gases (e.g., chlorides or ammonium) that may be injurious to health. Particulates can also damage materials and reduce visibility.

Other Criteria Pollutants

Sulfur dioxide is a combustion product of sulfur or sulfur-containing fuels such as coal. SO₂ is also a precursor to the formation of atmospheric sulfate and particulate matter (PM₁₀ and PM_{2.5}) and contributes to potential atmospheric sulfuric acid formation that could precipitate downwind as acid rain. Lead has a range of adverse neurotoxin health effects, and was formerly released into the atmosphere primarily via leaded gasoline. The phase-out of leaded gasoline in California resulted in decreasing levels of atmospheric lead.

Regulatory Setting

Federal

USEPA is responsible for implementing the myriad programs established under the federal Clean Air Act, such as establishing and reviewing the NAAQS and judging the adequacy of State Implementation Plans (SIPs), but has delegated the authority to implement many of the federal

programs to the states while retaining an oversight role to ensure that the programs continue to be implemented.

State

The California Air Resources Board (CARB) is responsible for establishing and reviewing the state standards, compiling the California SIP, securing approval of that plan from USEPA, and identifying toxic air contaminants. CARB also regulates mobile sources of emissions in California, such as construction equipment, trucks, and automobiles, and oversees the activities of California's air quality management districts, which are organized at the County or regional level. County or regional air quality management districts are primarily responsible for regulating stationary sources at industrial and commercial facilities within their geographic areas and for preparing the air quality plans that are required under the federal Clean Air Act and California Clean Air Act.

The regional air quality plans prepared by Air Quality Management Districts and Air Pollution Control Districts throughout the state are compiled by the CARB to form the SIP. The local air districts also have the responsibility and authority to adopt transportation control and emission reduction programs for indirect and area-wide emission sources.

Siskiyou County

The Proposed Project and Weed Segment areas are within the jurisdiction of the Siskiyou County Air Pollution Control District (SCAPCD). The SCAPCD regulates air pollutant emissions for all sources other than motor vehicles throughout Siskiyou County. The SCAPCD enforces regulations and administers permits governing stationary sources.

As required by the federal Clean Air Act and the California Clean Air Act, air basins or portions thereof have been classified as either "attainment" or "nonattainment" for each criteria air pollutant, based on whether or not the standards have been achieved. Jurisdictions of nonattainment areas are also required to prepare air quality plans that include strategies for achieving attainment. Siskiyou County is in attainment or unclassified status for all of the NAAQS and the CAAQS (SCAPCD, 2006).

The Siskiyou County General Plan does not address any requirements regarding the protection and enhancement of air quality in the region. The County does not have any air quality protection policies that are applicable to the Proposed Project or Weed Segment.

City of Weed

The City of Weed General Plan does not address any requirements regarding the protection and enhancement of air quality in the Weed Segment area. The City does not have any air quality protection policies that are applicable to the Weed Segment.

Air Quality Impacts and Mitigation Measures

This section presents an analysis of the potential air quality impacts associated with Proposed Project and Weed Segment construction and operation. Emissions from construction equipment exhaust and generation of particulate matter (fugitive dust) are the primary concerns in evaluating short-term air quality impacts. Long-term impacts, however, would be negligible since emission-related activities associated with Proposed Project and Weed Segment operations and maintenance would be limited to periodic maintenance and inspection trips similar to what is occurring now on the existing line.

Proposed Project and Weed Segment construction would employ a variety of construction and grading equipment. Exhaust pollutants would be emitted during construction activities from motor-driven construction equipment, construction vehicles, and workers' vehicles, and fugitive dust would be generated by ground disturbing activities. The "worst-case" scenario for total emissions during the project construction, which would involve conducting all Proposed Project construction activities during the same year, would generate the following emissions:

- PM₁₀: 3.18 tons per year
- ROG: 0.30 tons per year
- CO: 3.67 tons per year
- SO₂: 0.30 tons per year
- NO_x: 2.53 tons per year

Projected construction emissions are presented in Table 2.3-3, broken down by onsite and offsite emissions. It should be noted that the emissions presented in Table 2.3-3 do not reflect those that would be associated with the Weed Segment because construction of the Weed Segment would not occur during the same year as the Proposed Project. Because SCAPCD does not maintain construction equipment emission factors, South Coast Air Quality Management District (SCAQMD) emission factors for off road construction equipment were used to estimate onsite emissions from sources such as cranes, graders, backhoes, forklifts, etc. CARB's EMFAC2002 was used to develop emission factors for on-road vehicles such as pickup and diesel semi-trucks. Fugitive dust emissions were developed based on guidance from the Bay Area Air Quality Management District (BAAQMD). Based on approximate emission factors developed by the USEPA for construction emissions, uncontrolled project construction-related PM₁₀ emissions are 0.77 tons per acre per month and 51 pounds per acre per day (BAAQMD, 1999).

Fugitive dust emissions would vary from day to day depending upon the level and type of activity, silt content of the soil, and the prevailing weather. Larger-diameter dust particles (i.e., greater than 30 microns) generally fall out of the atmosphere within several hundred feet of construction sites, and represent more of a soiling nuisance than a health hazard, but the smaller-diameter particles generally remain airborne until removed from the atmosphere by moisture and are associated with adverse health effects.

a) **Conflict with or obstruct implementation of the applicable air quality plan: *No impact.***

Siskiyou County is in attainment or unclassified status for all of the NAAQS and the CAAQS, so there is no air quality plan that is applicable to the Proposed Project or Weed Segment areas. Therefore, the Proposed Project and Weed Segment would not conflict with or obstruct an applicable air quality plan. No impact would occur.

b) **Violate any air quality standard or contribute substantially to an existing or projected air quality violation: *Less than significant.***

Construction and operational activities (e.g., grading, excavation, pole removal and installation, line installation, substation upgrades, maintenance, etc.) associated with the Proposed Project and Weed Segment would generate emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions.

Construction

Impact 2.3-1: Construction activities would generate emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. This would be a less than significant impact; however, Mitigation Measure 2.3-1 would further reduce particulate emissions.

The SCAPCD does not have established significance criteria to determine the significance of construction projects such as the Proposed Project and Weed Segment. However, the SCAPCD does have criteria pollutant significance thresholds for new or modified stationary source projects in the County. In lieu of significance thresholds for construction emissions, the SCAPCD has recommended comparing Proposed Project and Weed Segment emissions to its new or modified stationary source significance thresholds, which are 40 tons/year for ROG, NO₂, and SO₂, 100 tons/year for CO, and 15 tons/year for PM₁₀ (SCAPCD, 2006).

Given the size and scope of the Proposed Project relative to the Weed Segment, and that the Proposed Project and the Weed Segment would not be constructed during the same year, estimated construction emissions associated with the Proposed Project represent the maximum annual emissions and there is no need to quantify the emissions associated with the Weed Segment as those emissions would be considerably less than those generated by the Proposed Project. Estimated onsite and offsite annual emissions associated with the Proposed Project are presented in Table 2.3-3.

Onsite emissions include equipment exhaust from activity sources, including access road construction, hole drilling, structure assembly, conductor assembly, upgrades at Lucerne Substation, and restoration and clean-up. Onsite fugitive dust emissions are related to ground disturbance (assumed to be one acre/day) that would occur at the various Proposed Project locations. Offsite emissions are those that would be generated by

workers that would commute to the various Proposed Project sites and by diesel semi-trucks hauling materials and debris in Proposed Project area. Refer to Appendix E for the detailed assumptions that were used to estimate the Proposed Project construction emissions.

As shown in Table 2.3-3, estimated construction emissions that would be associated with the Proposed Project would not exceed the significance thresholds recommended by the SCAPCD. Therefore construction emissions associated with the Proposed Project and Weed Segment would be less than significant, and would not violate any air quality standard or contribute substantially to a projected or existing violation.

**TABLE 2.3-3
 ESTIMATED PROPOSED PROJECT CONSTRUCTION EMISSIONS (tons/year)**

Activity and Equipment	ROG	CO	NO ₂	SO ₂	PM ₁₀
Onsite					
Equipment Exhaust	0.16	0.72	1.60	0.30	0.09
Fugitive Dust	---	---	---	---	3.08
Offsite					
Worker Vehicle and Haul Truck Trips	0.14	2.95	0.93	0.00	0.01
TOTAL	0.30	3.67	2.53	0.30	3.18
Significance Thresholds (tons/year)	40	100	40	40	15
Significant Impact?	No	No	No	No	No

Although construction emissions would be less than significant, PacifiCorp has committed to implementing dust control measures to further reduce particulate emissions associated with construction activities (PacifiCorp, 2005). To formalize this commitment, implementation of Mitigation Measure 2.3-1 shall be required.

Mitigation Measure 2.3-1: During construction, PacifiCorp shall ensure that its employees and contractors implement the following measures.

- For all active construction areas, water as needed or apply soil stabilizers to control dust.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard¹.
- If applicable, sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at or nearby construction sites.

¹ Freeboard is the distance between the material and the top of the haul truck. This mitigation measure reduces the overtopping and slippage of material, and thus, fugitive dust.

- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Apply (non-toxic) soil stabilizers to previously graded inactive (for more than 10 days) construction areas.
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit traffic speeds on unpaved roads to 15 mph.

Significance after Mitigation: Less than significant.

Operations

Air emissions that would be created by the Proposed Project and Weed Segment, once operational, are those that would be associated with maintenance and inspection of Proposed Project and Weed Segment components. Normal maintenance and inspection would not involve grading, excavation, or the use of any motor-driven construction equipment, but would require the use of a pick-up truck or an all terrain vehicle to access the Proposed Project and Weed Segment transmission lines a minimum of once a year and to access the substation sites once a month. Emissions that would be associated with maintenance and inspection activities associated with the Proposed Project and Weed Segment would be negligible and would be considerably less than those presented in Table 2.3-3, estimated for construction of the Proposed Project. Therefore, potential operational impacts to air quality would be less than significant.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors): *No impact.***

Siskiyou County is in attainment or unclassified status for all of the NAAQS and the CAAQS. Therefore, there would be no cumulatively considerable net increase of a criteria pollutant that is non-attainment in the Proposed Project or Weed Segment areas and no impact related to a criteria pollutant that is non-attainment in the area would occur.

- d) **Expose sensitive receptors to substantial pollutant concentrations: *Less than significant.***

Impact 2.3-2: Construction activities would generate emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. These activities could expose sensitive receptors to substantial pollutant concentrations.

Numerous homes are located along the Proposed Project in Grenada and along the Weed Segment in the City of Weed, and a few rural homes are scattered along the Proposed Project corridor. Construction activities would generate emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. These emissions could expose sensitive receptors to pollutant concentrations. However, Mitigation Measure 2.3-1 would reduce the impacts of construction-related dust emissions. Because impacts related to construction emissions would be less than significant (see discussion under b, above), and because emissions would tend to be dispersed throughout the Proposed Project and Weed Segment areas, impacts to sensitive receptors would also be less than significant.

Mitigation Measure 2.3-2: Implement Mitigation Measure 2.3-1.

Significance after Mitigation: Less than significant.

e) **Create objectionable odors affecting a substantial number of people: *Less than significant.***

The operation of the Proposed Project and Weed Segment would not create odorous emissions. However, project construction could include sources, such as diesel equipment operation, which could result in the creation of objectionable odors. Since the construction activities would be temporary, spatially dispersed, and generally take place in rural areas, these activities would not affect a substantial number of people. The Proposed Project and Weed Segment would not create objectionable odors affecting a substantial number of people. Impacts would be less than significant.

References – Air Quality

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