3.3 Air Quality

Table 3.3-1 Air Quality Checklist

Would the project:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a.	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
d.	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e.	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 Setting

Project activities would be conducted within parts of Butte County, Yuba County, and Sutter County. These counties are located in the northern portion of the Sacramento Valley Air Basin (SVAB). The northern SVAB is bounded on the north and west by the Coastal Mountain Range and on the east by the southern portion of the Cascade Mountain Range and the northern portion of the Sierra Nevada Mountains. These mountain ranges reach heights in excess of 6,000 feet above mean sea level (MSL), with individual peaks rising much higher. This provides a substantial physical barrier to both locally created pollution and the pollution that has been transported northward on prevailing winds from the Sacramento Metropolitan area. Although a significant area of northern SVAB is at elevations higher than 1,000 feet above MSL, the vast majority of its populace lives and works below that elevation. The valley is often subjected to inversion layers that, coupled with geographic barriers and high summer temperatures, create a high potential for air pollution problems (NSVPA 2006).

Criteria Air Pollutants

The Clean Air Act (CAA) requires the United States Environmental Protection Agency (USEPA) to set National Ambient Air Quality Standards (NAAQS) for criteria pollutants that are emitted from numerous and diverse sources considered harmful to public health and the environment. Primary NAAQS have been established to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary NAAQS have been established to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The USEPA has set NAAQS for seven criteria pollutants:

- Carbon monoxide (CO);
- Lead;
- Nitrogen dioxide (NO_2);

- Ozone;
- Particulate matter less than or equal to ten microns in diameter (PM_{10});
- Particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$); and
- Sulfur dioxide (SO_2).

Ozone is not emitted directly from emission sources but is created at near-ground level by a chemical reaction between oxides of nitrogen (NO_x) and reactive organic gases (ROGs) in the presence of sunlight. As a result, NO_x and ROGs are often referred to as ozone precursors and are regulated as a means to prevent ground-level ozone formation.

The State of California has also established California Ambient Air Quality Standards (CAAQS) for these criteria pollutants, as well as ambient air quality standards for sulfates, hydrogen sulfide (H_2S), vinyl chloride, and visibility-reducing particles. NAAQS and CAAQS are summarized in Table 3.3-2. The historical frequency of violations of these standards and the air quality at air monitoring stations in the vicinity of the project are summarized in Table 3.3-3.

Table 3.3-2 Summary of National and California Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS		CAAQS
		Primary	Secondary	
CO	8-hour	9 ppm[(a)]	-	9 ppm
	1-hour	35 ppm[(a)]	-	20 ppm
Lead	3-month (rolling average)	0.15 µg/m^3	0.15 µg/m^3	-
	Quarterly	1.5 µg/m^3	1.5 µg/m^3	-
	30-day	-	-	1.5 µg/m^3
NO_2	Annual	0.053 ppm	0.053 ppm	0.030 ppm
	1-hour	-	-	0.18 ppm
Ozone	8-hour	0.075 ppm[(b)] (0.08 ppm^3)[(b,c)]	0.075 ppm[(b)] (0.08 ppm^3)[(b,c)]	0.070 ppm
	1-hour	0.12 ppm[(d)]	-	0.09 ppm
PM_{10}	Annual	-	-	20 µg/m^3
	24-hour	150 µg/m^3 [(e)]	150 µg/m^3 [(e)]	50 µg/m^3
$PM_{2.5}$	Annual	15.0 µg/m^3 [(f)]	15.0 µg/m^3 [(f)]	12 µg/m^3
	24-hour	35 µg/m^3 [(g)]	35 µg/m^3 [(g)]	-
SO_2	Annual	0.03 ppm	-	-
	24-hour	0.14 ppm	-	0.04 ppm
	3-hour	-	0.5 ppm	-
	1-hour	-	-	0.25 ppm

Table 3.3-2 Summary of National and California Ambient Air Quality Standards

Pollutant	Averaging Time	NAAQS		CAAQS
		Primary	Secondary	
Sulfates	24-hour	-	-	25 μg/m^3
H_2S	1-hour	-	-	0.03 ppm
Vinyl chloride	24-hour	-	-	0.01 ppm
Visibility reducing particles	8-hour	-	-	Extinction coefficient of 0.23 per km visibility of 10 miles or more due to particles when relative humidity is less than 70 percent.

Sources: 40 CFR 50, 17 CCR §§ 70200
Key:
μg/m^3 = micrograms per cubic meter
ppm = parts per million
Notes:
[a] Not to be exceeded more than once per year.
[b] To attain this standard, the 3-year average of the fourth highest daily maximum 8-hour average concentration over year must not exceed the standard.
[c] 1997 standard. The implementation rules for this standard will remain in place for implementation purposes as USEPA undertakes rulemaking to address the transition from the 1997 ozone standard to the 2008 ozone standard.
[d] As of June 15, 2005, 1-hour ozone NAAQS revoked in all areas except the fourteen 8-hour ozone nonattainment Early Action Compact (EAC) Areas.
[e] Not to be exceeded more than once per year on average over 3 years.
[f] To attain this standard, the 3-year average of the 98th percentile must not exceed the standard.
[g] The 3-year average of the 98th percentile of 24-hour concentrations within an area must not exceed the standard.

Table 3.3-3 Ambient Air Quality Monitoring Data

Monitoring Station	Pollutant	Parameter	Averaging Period	2005	2006	2007
Yuba City	Ozone	Maximum Concentration (ppm)	1-hour	0.092	0.102	0.095
			8-hour	0.073	0.081	0.081
		Days with exceedances of NAAQS[a]	8-hour	0	0	0
		Days with exceedances of CAAQS[a]	1-hour	0	1	1
			8-hour	7	13	6
	CO	Maximum Concentration (ppm)	1-hour	4.4	3.1	-
			8-hour	3.4	2.3	-
		Days with exceedances of NAAQS[a]	1-hour	0	0	-
			8-hour	0	0	-
		Days with exceedances of CAAQS[a]	1-hour	0	0	-
			8-hour	0	0	-
	PM_{10}[b]	Maximum Concentration - Federal[c] (μg/m^3)	24-hour	59	63	51
			Annual	24.7	23.0	19.7
		Maximum Concentration - State[d] (μg/m^3)	24-hour	60	66	54
			Annual	25.0	-	-
		Days with exceedances of NAAQS[a]	24-hour	0	0	0
		Days with exceedances of CAAQS[a]	24-hour	5	4	1

Table 3.3-3 Ambient Air Quality Monitoring Data

Monitoring Station	Pollutant	Parameter	Averaging Period	2005	2006	2007
	$PM_{2.5}$[b]	Maximum Concentration - Federal[c] (μg/m³)	24-hour	45	42	45
			Annual	9.5	11.4	8.2
		Maximum Concentration - State[d,e] (μg/m³)	24-hour	47.2	51.6	55.8
			Annual	10.2	11.2	-
		Days with exceedances of NAAQS[a,f]	24-hour	0	0	0
Gridley	$PM_{2.5}$[b]	Maximum Concentration - State[d,e] (μg/m³)	24-hour	53.0	48.4	53.4
			Annual	-	-	9.2

Sources: CARB 2008, USEPA 2008
Key:
ppm = parts per million.
μg/m3 = micrograms per cubic meter.
CAAQS = California ambient air quality standards.
NAAQS = National ambient air quality standards.
Notes:
[a] An exceedance is not necessarily a violation.
[b] Measurements usually collected every 6 days.
[c] Based on standard conditions. Samplers using federal reference (or equivalent) method.
[d] Based on local conditions. Use of California-approved samplers.
[e] State criteria for calculating annual average concentrations are more stringent than the national criteria.
[f] Estimate of days with concentrations higher than the level of the standard.

USEPA compares ambient air criteria pollutant measurements with NAAQS to assess the status of air quality of regions within the states of the United States. Similarly, the California Air Resources Board (CARB) compares air pollutant measurements in California to CAAQS. Based on these comparisons, regions within the states of the U.S. and California are designated as one of the following categories:

- **Attainment.** A region is designated as attainment if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, areas that have been redesignated from nonattainment to attainment area are classified as a "maintenance area" for a 10-year period to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS is exceeded for a pollutant, then the region is designated as nonattainment for that pollutant.
- **Unclassifiable.** An area is designated as unclassifiable if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

The air quality designations of the areas where project activities would occur are summarized in Table 3.3-4.

Table 3.3-4 Attainment Status within the Regional Area

Pollutant	Butte County		Yuba County		Sutter County	
	NAAQS	CAAQS	NAAQS	CAAQS	NAAQS	CAAQS
CO	Att/U	Att/U	Att/U	Att/U	Att/U	Att/U
Lead	Att/U	Att/U	Att/U	Att/U	Att/U	Att/U
NO_2	Att/U	Att/U	Att/U	Att/U	Att/U	Att/U
Ozone (1-hr)	-	NonAtt	-	NonAtt	-	NonAtt
Ozone (8-hr)	NonAtt	NonAtt	Att/U	NonAtt	NonAtt[a]	NonAtt
PM_{10}	Att/U	NonAtt	Att/U	NonAtt	Att/U	NonAtt
$PM_{2.5}$	Att/U	NonAtt	NonAtt[b]	Att/U	NonAtt[b]	Att/U
SO_2	Att/U	Att/U	Att/U	Att/U	Att/U	Att/U
Sulfates	-	Att/U	-	Att/U	-	Att/U
H_2S	-	Att/U	-	Att/U	-	Att/U
Vinyl Chloride	-	Att/U	-	Att/U	-	Att/U
VRP	-	Att/U	-	Att/U	-	Att/U

Key:
Att/U = attainment/unclassifiable area
NonAtt = nonattainment area
Notes:
[a] Ozone NAAQS nonattainment area includes only the southern portion of Sutter County.
[b] $PM_{2.5}$ NAAQS nonattainment area includes Sutter County and portions of Yuba County (Marysville area).

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants suspected or known to cause cancer, birth defects, neurological damage, or other-related issues. Except for lead, there are no established ambient air quality standards for TACs. Instead, the compounds are managed on a case-by-case basis depending on the quantity and type of emissions and proximity of potential receptors. Statewide and local programs identify industrial and commercial emitters of TACs and require reduction in these emissions. There are also federal programs that require control of certain categories of TACs. Diesel engines emit a complex mix of pollutants, the most visible of which are very small carbon particles or "soot", known as diesel particulate matter (DPM). CARB has identified DPM as a TAC.

Applicable Regulations, Plans, and Standards

Ambient air quality and air pollutant emissions from stationary and mobile sources are managed under a framework of federal, state, and local rules and regulations.

Federal

The USEPA is the principal administrator responsible for overseeing enforcement of CAA statues and regulations. The USEPA also oversees implementation of federal programs for permitting new and modified stationary sources, controlling toxic air contaminants, and reducing emissions from motor vehicles and other mobile sources. The sections of the CAA that are most applicable to the project include Title I (Air Pollution Prevention and Control) and Title II (Emission Standards for Mobile Sources).

Title I of the CAA requires establishment of NAAQS, air quality designations, and plan requirements for nonattainment areas. States are required to submit a state implementation plan (SIP) to EPA for areas in nonattainment with NAAQS. The SIP, which is reviewed and approved by the USEPA, must demonstrate

how state and local regulatory agencies will institute rules, regulations and/or other programs to achieve attainment with NAAQS.

Title II of the CAA contains a number of provisions regarding mobile sources, including requirements for reformulated gasoline, new tailpipe emission standards for cars and trucks, standards for heavy-duty vehicles, and a program for cleaner fleet vehicles.

State

The California Clean Air Act outlines a statewide air pollution control program in California. CARB is the primary administrator of California Clean Air Act while local air quality districts administer air rules and regulations at the regional level. CARB is responsible for establishing CAAQS, maintaining oversight authority in air quality planning, developing programs for reducing emissions from motor vehicles, developing air emission inventories, collecting air quality and meteorological data, and preparing the SIP. CARB utilizes air quality management plans prepared by local air quality districts as the basis of SIP development. State regulatory provisions applicable to the project include, but are not limited to:

Code of California Regulations Title 13, Section 2281 (13 CCR 2281): Sulfur Content of Diesel Fuel

The sulfur content of vehicular diesel fuel sold or supplied in California must not exceed 15 parts per million (ppm). Diesel supplied in California for project vehicles and equipment would be subject to this regulation and, therefore, must have a sulfur content less than or equal to 15 ppm.

Local

Local air districts in California are responsible for issuing stationary source air permits, developing emissions inventories, maintaining air quality monitoring stations, and reviewing air quality environmental documents required by CEQA. The California Clean Air Act also designates air districts as lead air quality planning agencies, requires air districts to prepare air quality plans, and grants air districts authority to implement transportation control measures. The Butte County Air Quality Management District (BCAQMD) is the administrator of air pollution rules and regulations within Butte County. The Feather River Air Quality Management District (FRAQMD) is the administrator of air pollution rules and regulations within Yuba County and Sutter County.

BCAQMD, FRAQMD, and other local air quality districts located within the northern SVAB developed the Northern Sacramento Valley Planning Area 2006 Air Quality Attainment Plan to address the area's nonattainment status for ozone. The purpose of the plan is to achieve and maintain healthy air quality throughout the northern air basin. The plan addresses the progress made in implementing the original air quality attainment plan submitted to CARB in 1991 and has been updated every three years, most recently in 2006. The plan focuses on the adoption and implementation of control measures for stationary sources, area wide sources, and indirect sources, and addresses public education and information programs. Projects directly related to population growth (e.g., residential projects) have been forecast in the plan. In general, population-related projects have been accounted for in the plan with the implementation of regional-wide control measures.

Local regulatory provisions applicable to the project include, but are not limited to:

- BCAQMD Rule 200: Nuisance. This rule prohibits emissions from any non-vehicular source in such quantity to cause injury or nuisance to a considerable number of persons or which endanger the comfort, health, or safety of the public or which cause damage to property.

- BCAQMD Rule 205: Fugitive Dust Emissions. This rule requires reasonable precautions be taken so as not to cause or allow the emissions of fugitive dust beyond of construction and/or operational activities.

- FRAQMD Rule 3.16: Fugitive Dust Emissions. This rule regulates operations which periodically may cause fugitive dust emissions into the atmosphere.

Applicant Proposed Measures

The applicant has incorporated the following applicant proposed measures (APMs) into the project to minimize or avoid impacts on cultural resources. See Chapter 1.0 for a complete list of APMs that the applicant has incorporated into the project to avoid or minimize impacts on all resources.

APM AIR-1: Implement best management practices to reduce construction tailpipe emissions

APM AIR-2: Implement mitigation measures for construction fugitive dust emissions

APM AIR-3: Minimize greenhouse gas emissions during construction

APM AIR-4: Implement standard mitigation measures

APM AIR-5: Implement all appropriate best available mitigation measures

APM AIR-6: Avoid concurrent daytime and nighttime construction emissions

3.3.2 Environmental Impacts and Mitigation Measures

Project construction is expected to take 12 to 18 months to complete. The construction phases along the transmission line corridor would include site preparation, tower work, and line stringing activities. Site preparation is expected to include the use of a bulldozer and backhoe and would occur over a 19-week period in the FRAQMD and an 8-week period within the BCAQMD. Tower work would require the use of numerous types of equipment (e.g., bulldozer, grader, crane, line truck) with a workforce of approximately 50 workers per day. Tower work would occur over a 19-week period in the FRAQMD and an 8-week period within the BCAQMD.

Two construction alternatives are proposed for line stringing: **Alternative 1** would use helicopters to string lines and **Alternative 2** would use ground equipment (i.e., crane and line truck) to string lines. Line stringing would occur over a 24-week period within the FRAQMD and a 6-week period within the BCAQMD. During the ozone season (May 1 through October 31), construction activities would occur over a 19-week period within the FRAQMD and a 7-week period within the BCAQMD. In order to reduce emissions and minimize impacts during the peak ozone season line stringing activities with helicopters would be replaced with ground equipment where practical.

The linear nature of project construction would mean construction work phases occurring at different locations spread out over the length of the corridor. Because construction would progress quickly, construction activities are not expected to take place near any one location for more than a few days.

Air pollutant emissions would be generated during each construction phase. Air pollutants would be emitted from engine exhaust of on-site construction equipment and on-road vehicles. On-site earthmoving activities and vehicle travel on local/access roads would also generate fugitive dust. Maximum daily and total air pollutant emissions were estimated for each construction phase using the URBEMIS 2007 emissions model and published emission factors. A summary of estimated daily emissions for each

construction phase is presented in Table 3.3-5. These estimated daily emissions represent values prior to the implementation of APMs to reduce emissions. Potential emission reductions with APMs are addressed in the next section. Detailed emission calculations are presented in Appendix A.

Table 3.3-5 Estimated Daily Construction Emissions for Each Construction Phase

Construction Phase	Daily Emissions (lb/day)					
	ROGs	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.8	28	16	<0.01	1.8	1.6
Tower Work	12.6	125	69	1.1	5.8	5.8
Line Stringing						
(Alternative 1)	1.2	56	27	3.8	3.7	3.7
(Alternative 2)	2.2	21	10	<0.01	0.8	0.8

Key:
Alternative 1 = Line stringing work done with helicopters.
Alternative 2 = Line stringing work done with ground equipment.

For operation of the transmission line following construction activities, no additional maintenance is required beyond the existing ongoing maintenance. Therefore, it is assumed that there would be no long-term emission increases associated with the project.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

LESS THAN SIGNIFICANT IMPACT. Construction activities related to the project would not conflict with or obstruct implementation of the Northern Sacramento Valley Planning Area Air Quality Attainment Plan. This plans outlines the long-term strategies designed to have regional air quality comply with NAAQS and CAAQS. The emission inventory, as part of the plan, includes emissions from off-road equipment, such as construction equipment and fugitive dust. The emissions associated with project construction would be temporary and would only represent a very small fraction of the regional emission inventory included in the plan. Thus, project construction emissions are not expected to contribute significant burden to the regional emission budget. Project construction equipment would also be operated in compliance with applicable local, state, and federal regulations as outlined in the plan and related SIP. No long-term increases in operational emissions are anticipated for the project. Therefore, impacts would be less than significant under this criterion.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

LESS THAN SIGNIFICANT IMPACT. Emissions generated from construction activities are anticipated to cause temporary increases in ambient air pollutant concentrations. Given that construction activities would be transient and would impact specific locations for only limited durations, long-term impacts would not occur. The BCAQMD and FRAQMD consider short-term impacts to be less than significant so long as applicable standard mitigation measures (SMMs) and best available mitigation measures (BAMMs) are applied. Therefore, the applicant would implement APM AIR-1 through APM AIR-6 to reduce air pollutant emissions from construction activities, and impacts would be less than significant under this criterion.

c. Would the project 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)?

LESS THAN SIGNIFICANT IMPACT. The project would occur in some areas that are designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$. A summary of estimated reduction in NO_x construction emissions for tower work and line stringing phase work is presented in Table 3.3-6. A summary of total reductions in maximum daily NO_x emissions for phase work being performed concurrently is presented in Table 3.3-7. During limited periods, more than one work crew may be used for each construction phase. BCAQMD and FRAQMD consider short-term impacts to be less than significant so long as applicable SMMs and BAMMs are applied. The applicant would implement APM AIR-1 through APM AIR-6 to reduce air pollutant emissions from construction activities, including reductions of emissions of ozone precursors (NO_x and ROGs), PM_{10}, and $PM_{2.5}$. Therefore, impacts would be less than significant under this criterion.

Table 3.3-6 Estimated Daily NO_x Emissions for Tower Work and Line Stringing Phases

Construction Phase	Equipment Type	Unmitigated Daily NO_x Emissions (lb/day)	Mitigated Daily NO_x Emissions (lb/day)
Tower Work	Ground Equipment	108.4	68.7
	Helicopters	16.3	16.3
	Total	*125*	*85*
Line Stringing	Helicopters[1]	56	56
	Ground Equipment[2]	21	14

Notes:
1 Also known as Alternative 1.
2 Equipment used when helicopters are not used (Alternative 2).

Table 3.3-7 Estimated Maximum Daily NO_x Emissions for All Construction Phases

Work Location	Season	Maximum Unmitigated Daily NO_x Emissions (lb/day)		Maximum Mitigated Daily NO_x Emissions (lb/day)	
		Alternative 1	Alternative 2	Alternative 1	Alternative 2
Feather River AQMD	Ozone Season	308	308	223	223
	Non-Ozone Season	168	143	168	100
Butte County AQMD	Ozone Season	249	249	170	170
	Non-Ozone Season	213	179	163	120

Key:
Alternative 1 = Site preparation, tower work, and/or line stringing work done with helicopters.
Alternative 2 = Site preparation, tower work, and/or line stringing work done with ground equipment.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

LESS THAN SIGNIFICANT IMPACT. Sensitive receptors include schools, day care centers, hospitals, residential areas, and other sensitive uses. Several residential areas are located within 1,000 feet of the existing transmission line with additional residential areas within ½ mile of the line. A number of schools, retirement homes, and medical offices are also located within one half mile of the current transmission line (and proposed construction activities). A summary of specific sensitive receptors along the project transmission line is presented in Table 3.3-8. No hospitals are located within one half mile of the transmission line. Given that construction activities would be transient and would impact specific

locations for only limited durations, long-term impacts would not occur. Therefore, impacts would be less than significant under this criterion.

Table 3.3-8 Sensitive Receptors in Proximity to the Project

Receptor Group	Name of Receptor	Transmission Line Location
Receptors within 1,000 feet of Transmission Line	Linda Elementary School (Linda School District)	Mile 25
	Corp Presiding Bishop Church	Mile 25
	Chapter – Jesus Christ of Latter Day Saints	Mile 25
	Tucker Matthew Alan Medical Office	Mile 25
	Yuba College	Mile 25
	Her Sao Sue Religious Organization	Mile 27
	Yuba Gardens Intermediate School (Ella School District)	Mile 28
	Lindhurst High School (Marysville Joint Unified School District)	Mile 28
	Christian Church Fairview	Mile 39
	Macum-Illinois Union Elementary School	Mile 40
Receptors from 1,000 feet to 0.25 miles of Transmission Line	Palermo School	Mile 3
	Larry E. Engwerson Medical Office	Mile 3
	Jasper Ellis Medical Office	Mile 3
	First Assembly of God Church	Mile 27
	Codie Williams Retirement Group Quarters	Mile 27
	Del Norte Clinics	Mile 27
	Robert Drodgers Retirement Group Quarters	Mile 27
	First Baptist Church of Oliveh	Mile 27
	Seventh Day Adventists	Mile 28
	Johnson Park Elementary School (Ella School District)	Mile 28
	Church of God Prophecy	Mile 28
	Ella School District	Mile 28
	Plumas Elementary School District	Mile 33
	Browns Elementary School	Mile 37

e. Would the project create objectionable odors affecting a substantial number of people?

LESS THAN SIGNIFICANT IMPACT. Exhaust from construction equipment may temporarily create odors from the combustion of fuel. However, the level of emissions would likely not cause a perceptible odor to a substantial number of people. Any odors that are perceptible would be temporary during construction activities. Vehicle emissions during project operation would very minimal and subsequently no objectionable odors are expected. Therefore, impacts would be less than significant under this criterion.

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