

**5.4 AIR QUALITY****5.4.1 Significance Criteria**

Standards of significance were derived from the CEQA Guidelines. Project-related air quality impacts would be considered potentially significant if they would:

- Violate any AAQS.
- Contribute substantially to an existing or project-related air quality violation.
- Expose sensitive receptors to a substantial pollutant concentration. Sensitive air quality receptors are defined as facilities or land uses that include people who are particularly susceptible to the effects of air pollution, (e.g., children, the elderly, and people with illnesses). Schools, hospitals, and residential areas are all examples of sensitive receptors.

During the SCAQMD and AVAQMD review of the project, additional significance criteria may be applied to the project.

**5.4.1.1 Construction Impacts**

PM<sub>10</sub> is the primary air-pollutant source from construction activities. In addition to PM<sub>10</sub>, there are pollutants associated with construction equipment usage, and with vehicular emissions from transporting workers, equipment, and supplies.

Estimated emissions associated with construction of Segment 1 of the Antelope Transmission Project are summarized in Table 5.4-1.

**TABLE 5.4-1  
SEGMENT 1 – ESTIMATED  
EMISSIONS FROM CONSTRUCTION<sup>1</sup>**

Activities	Emission Activities	Total Project Emissions (tons)				
		PM <sub>10</sub>	NO <sub>x</sub>	CO	SO <sub>2</sub>	VOC
<b>Construction</b>	Construction equipment exhaust emissions	1.26	18.93	23.34	4.44	1.56
	Fugitive dust from construction	2.44				
	On Road equipment exhaust emissions	1.45	5.73	7.90	0.04	0.95
	<b>Total Emissions</b>	<b>5.15</b>	<b>24.66</b>	<b>31.24</b>	<b>4.49</b>	<b>2.51</b>

<sup>1</sup> Construction emission estimates based on application of emission factors to construction equipment estimates presented in Table 3-2 of this PEA.

Construction emission impacts would be temporary and transient in nature and would not be expected to expose sensitive receptors to substantial pollutant concentrations. With implementation of the APMs presented in Section 5.4.2, air quality-related impacts would be expected to be less than significant.

#### **5.4.1.2 Operation**

Once constructed and operating, the project would not result in long-term air emissions from any stationary sources. Intermittent vehicular and helicopter emissions associated with maintenance and repair of the project components would be the only sources of emissions during the operational phase.

#### **5.4.2 Mitigation Measures**

##### **5.4.2.1 Construction Phase**

APMs for combustion emissions and fugitive dust include:

**APM AQ-1.** Use of low sulfur diesel fuel.

**APM AQ-2.** Use of clean burning on-road and off-road diesel engines. Where feasible, heavy-duty diesel powered construction equipment manufactured after 1996 (with federally-mandated “clean” diesel engines) would be utilized.

**APM AQ-3.** Construction workers would carpool when possible.

**APM AQ-4.** Vehicle idling time would be minimized.

**APM AQ-5.** Water all active construction areas, access roads, and staging areas as needed.

**APM AQ-6.** Cover all trucks hauling soil and other loose material, or require at least 2 feet of freeboard.

**APM AQ-7.** Construction vehicles would use paved roads to access the construction site when possible.

**APM AQ-8.** Limit vehicle speeds to 15 mph on unpaved roads.

**APM AQ-9.** Sweep paved streets daily with water sweepers if visible soil material is carried onto adjacent public streets.

**APM AQ-10.** Stabilize soils in inactive construction areas on an as-needed basis.

**APM AQ-11.** Enclose, cover, water twice daily, or add soil binders to exposed stockpiles of soil and other excavated materials.

**APM AQ-12.** Allow natural revegetation to occur on temporarily disturbed areas following the completion of construction.

#### **5.4.2.2 Operations Phase**

Because air-quality impacts during operations would be minor and less than significant, mitigation measures are not required.