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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Date: | April 15, 2015 | | | | | | | | Time: | |  |
| Location: | Phone Conversation | | | | | | | | | | |
| Subject: | Usage of SMAQMD and BAAQMD Screening Criteria for CO impacts | | | | | | | | | | |
|  |  |  |  |  | | | | | | | |
| Type: |  | Incoming |  | Telephone |  | | Visit | | | | |
|  | x | Outgoing |  | Conference Call |  | | Other: |  | | | |
|  |  |  |  |  | | | | | | | |
| Name of Person: | | Matthew Jones | | | | | | | | | |
| Organization: | YSAQMD | | | | | Contact Number: | | | | 530-757-3650 | |
|  |  |  |  |  | | | | | | | |

#### Summary of Conversation

Brenda Hom of Ascent Environmental called Matthew Jones on April 15, 2015 to ask if the SMAQMD and BAAQMD screening criteria for CO impacts could also be applied to projects in YSAQMD’s jurisdiction. The SMAQMD/BAAQMD screening criteria state that a project would result in a less-than-significant CO an affected intersection does not experience more than 31,600 vehicles per hour. Jones agreed that this criteria could be used instead of relying on the change in LOS to determine the significance of CO impacts, since the intersections affected by Nishi do not have such high volumes.