

Mitigation Monitoring Plan for Truckee Tahoe Airport Master Plan				
Mitigation Measure	Responsibility for Implementation	Method for Compliance	Timing of Compliance	Monitoring Completed
<p><b>AIR-1:</b> These mitigation measures are grouped by category as listed in NSAQMD's Guidelines:</p> <ol style="list-style-type: none"> <li>1. Mitigations for Use During Design and Construction Phases               <ol style="list-style-type: none"> <li>a. Alternatives to open burning of vegetative material will be used unless otherwise deemed infeasible by NSAQMD. Among suitable alternatives are chipping, mulching, or conversion to biomass fuel.</li> <li>b. Grid power shall be used (as opposed to diesel generators) for job site power needs where feasible during construction.</li> <li>c. Temporary traffic control shall be provided during all phases of the construction to improve traffic flow as deemed appropriate by local transportation agencies and/or Caltrans.</li> <li>d. Construction activities shall be scheduled to direct traffic flow to off-peak hours as much as practicable.</li> </ol> </li> <li>2. Mitigation for Public Transit               <ol style="list-style-type: none"> <li>a. Streets shall be designed to maximize pedestrian access to transit stops.</li> </ol> </li> <li>3. Mitigation for Traffic Emissions               <ol style="list-style-type: none"> <li>a. The project shall provide for pedestrian access between bus service and major transportation points within the project, and between separate sections of the project, where feasible.</li> </ol> </li> </ol>	TTAD	<ol style="list-style-type: none"> <li>1. Include mitigation in bid specifications</li> <li>2. and 3. Inclusion in site design</li> </ol>	<ol style="list-style-type: none"> <li>1. Preparation of bid specifications</li> <li>2. and 3. Preliminary site design.</li> </ol>	
<p><b>AIR-2: Dust Control Measures.</b> A Dust Control Plan shall be submitted to NSAQMD for approval prior to any surface disturbance, including clearing of vegetation. Approved dust control measures shall be included in the General Notes and/or the Grading Plan for the project, under a descriptive heading such as "Dust Control." The following conditions constitute an approvable Plan under Rule 226. Conditions should be more stringent for projects near sensitive receptors or for mitigation purposes.</p> <ol style="list-style-type: none"> <li>1. The applicant shall be responsible for ensuring that all adequate dust control measures are implemented in a timely manner during all phases of project development and construction.</li> <li>2. All material excavated, stockpiled, or graded shall be sufficiently watered, treated, or covered to prevent fugitive dust from leaving the property boundaries and causing a public nuisance or a violation of an ambient air standard. Watering should occur at least twice daily, with complete site coverage.</li> <li>3. All areas with vehicle traffic shall be watered or have dust palliative applied as necessary for regular stabilization of dust emissions.</li> <li>4. All on-site vehicle traffic shall be limited to a speed of 15 mph on unpaved roads.</li> <li>5. All land clearing, grading, earth moving, or excavation activities on a project shall be suspended as necessary to prevent excessive windblown dust when winds are expected to exceed 20 mph.</li> </ol>	TTAD	Inclusion in bid specifications.	Obtain approval from NSAQMD prior to preparation of final plans and specifications.	

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<p>6. All inactive portions of the development site shall be covered, seeded, or watered until a suitable cover is established. Alternatively, the applicant may apply County-approved non-toxic soil stabilizers (according to manufacturer's specifications) to all inactive construction areas (previously graded areas which remain inactive for 96 hours) in accordance with the local grading ordinance.</p> <p>7. All material transported off-site shall be either sufficiently watered or securely covered to prevent public nuisance, and there must be a minimum of six (6) inches of freeboard in the bed of the transport vehicle.</p> <p>8. Paved streets adjacent to the project shall be swept or washed at the end of each day, or more frequently if necessary, to remove excessive or visibly raised accumulations of dirt and/or mud which may have resulted from activities at the project site.</p> <p>9. Prior to final occupancy, the applicant shall re-establish ground cover on the site through seeding and watering in accordance with the local grading ordinance.</p>				
<p><b>AIR-3: Minimize Construction Equipment Idling.</b> In order to reduce emissions from construction equipment, the Airport shall include the following standard note on the grading and improvement plans:</p> <p><i>"During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment. Signs shall be posted in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes. Idling of construction-related equipment and construction related vehicles is not recommended within 1,000 feet of any sensitive receptor."</i></p>	TTAD	Include in plans and specifications.	Prior to approval of final plans and specifications.	
<p><b>AIR 4: Use Low-VOC Architectural Coatings for the Proposed Structure.</b> To ensure that the project will not result in the significant generation of VOCs, all architectural coating shall utilize low-VOC paint (no greater than 50g/L VOC). Prior to building permit issuance, the developer shall submit their list of low-VOC coatings to the NSAQMD for review and approval. The developer shall then provide written verification from NSAQMD that all architectural coatings meet NSAQMD thresholds to be considered low-VOC. Finally, all building plans shall include a note documenting which low-VOC architectural coatings will be used in construction.</p>	TTAD	Include in plans and specifications.	Prior to approval of final plans and specifications.	
<p><b>BIO-1:</b> Special-status plant surveys meeting the protocol requirements of CDFW will be performed in naturally vegetated portions of the Airport that may experience project-related disturbance. This protocol includes vegetation mapping using the current version of A Manual of California Vegetation, Second Edition (Sawyer, Keeler-Wolf and Evens 2009), a floristic plant list, multiple visits to sites based on suitable plant bloom times, and submission of any special-status plant finds into the CNDDDB. If special-status plants are found during protocol-level surveys within areas proposed for disturbance, a rare plant mitigation plan would be developed with agency consultation.</p>	TTAD	Include as part of CEQA documentation for relevant projects.	During preparation of CEQA documentation	

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<p><b>BIO-2:</b> Protection Measures for Nesting Birds. To avoid or minimize potential impacts to nesting birds (including special-status species), construction activities such as site grubbing, excavation, grading, and the operation of heavy equipment will occur between September 1 and January 31, outside of the nesting season, to the extent feasible. If project construction activities must occur during the period from February 1 to August 31, a qualified wildlife biologist will conduct pre-construction surveys for nesting birds. During the surveys, the qualified biologist shall carefully search for active nests/burrows within the work zone and a surrounding buffer zone. If an active nest is found, the bird species shall be identified and the approximate distance from the closest work site to the nest shall be estimated. Appropriate buffer distances shall be established by a qualified biologist. If active nests are closer than the appropriate buffer distance to the nearest work site, then the active nest(s) shall be monitored for signs of disturbance. Coordination with USFWS and CDFW shall occur as necessary. Disturbance of active nests should be avoided, to the extent possible, until it is determined that nesting is complete and the young have fledged.</p>	TTAD	If construction will occur during nesting season, conduct pre-construction survey for nesting birds.	Within 30 days prior to construction.	
<p><b>BIO-3:</b> Protection Measures for Bats. All potential impacts to bats will be avoided if the project does not disturb trees or any existing buildings in the Study Area. If impacts to any medium or larger trees (greater than 30.5 centimeter [12-inch] diameter) that may harbor roosting bats cannot be avoided, the measures described below will be implemented.</p> <ol style="list-style-type: none"> <li>1. Any medium or larger (greater than 30.5 centimeter [12-inch] diameter) tree or snag that is selected for removal would be inspected by a qualified wildlife biologist for the presence of foliage-roosting bats and potential dens (e.g., cavities, entrance holes). Cavities suitable as special-status bat roosts would be examined for roosting bats using a portable camera probe or similar technology. Buildings or other structures with potential for supporting special-status bats would be inspected by a qualified biologist for evidence of roosting colonies. If present, roosts of special-status or other bats (including day and night roosts, hibernacula, and maternity colonies) would be flagged and construction activities would be avoided within a minimum of 91.5 meters (300 feet) surrounding each occupied roost.</li> <li>2. If a portion of the Study Area is being used as a winter roost, project activity would not take place during the period of hibernation (November 1 to March 1). If a portion of the Study Area is being used as a maternity colony, project activity would not occur during the maternity roost season (March 1 to July 31). If a non-maternity bat roost is found within the Study Area, the roosting bats would be safely evicted under the direction of a qualified biologist (as determined by a Memorandum of Understanding with CDFW). The qualified biologist would facilitate the removal of roosting bats using the following methods:             <ol style="list-style-type: none"> <li>a. Opening the roosting area to allow airflow through the cavity or building (air flow disturbance).</li> </ol> </li> </ol>	TTAD	Include mitigation measures in bid specifications	Preparation of bid specifications	

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<p>b. Waiting a minimum of one night for roosting bats to respond to air flow disturbance, thereby allowing bats to leave during nighttime hours when predation risk is relatively low and chances of finding a new roost is greater than in the daytime.</p> <p>c. Disturbing roosts at dusk just prior to roost removal the same evening to allow bats to escape during nighttime hours.</p>				
<p><b>BIO-4:</b> A jurisdictional delineation meeting the requirements of USACE will be conducted in portions of the Airport that may experience project-related disturbance, particularly if habitat mapping in the subject area has identified wetlands or other water features. The delineation and other associated mapping can then be used to address specific impacts to wetlands or waters from any planned project disturbance and avoid, minimize, or mitigate for any potential impacts.</p>	TTAD	Prepare delineation as part of CEQA document preparation.	During preparation of CEQA document.	
<p><b>CUL-1:</b> Affected sites will be evaluated by a qualified archaeologist in consultation with the Native American community to determine eligibility. Truckee Tahoe Airport, in consultation with a qualified archaeologist and the Native American community, will develop a site specific plan to ensure that any eligible sites are protected to the extent practicable. The plan would include elements such as data recovery, archival research, public interpretation, and/or other means.</p>	TTAD	Applies only to extension and widening of Runway 2-20: evaluation of sites by qualified archaeologist in consultation with Native American community prior to completion of preliminary design.	During preliminary design.	
<p><b>CUL-2:</b> The contractor will adhere to the standard practice of immediately halting construction in the event that any subsurface cultural or historical remains are discovered during excavation or construction activities. Work will remain stopped until a qualified archaeologist and a representative of the Native American Heritage Commission are consulted as to what additional mitigation measures may be necessary to reduce any archaeological impact to a less-than-significant level before construction continues.</p>	TTAD	Include in specifications.	Prior to completion of bid specifications.	
<p><b>GHG-1:</b> Where feasible, given the type of structure, include the following features in new building construction:</p> <ol style="list-style-type: none"> <li>1. The building shall include energy efficient indoor and outdoor lighting and light colored "cool" roofs.</li> <li>2. Size and orientation of windows and doors shall be designed to take advantage of sun, shade and wind conditions to minimize the requirement on mechanical heating and cooling systems. Site buildings to take advantage of solar orientation. Proper building orientation facilitates the use of natural daylight.</li> <li>3. Incorporate natural cooling by utilizing shading from tree canopies where feasible. Any combination of natural cooling techniques can be used to reduce overheating, reduce the need</li> </ol>	TTAD	Where feasible include in building design.	During preliminary design.	

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<p>for air conditioning and reduce energy. This measure will largely be applicable to nonaviation commercial uses.</p> <p>4. All windows and doors shall be Energy Star rated.</p> <p>5. Upgrade insulation to exceed California Title 24 requirements.</p> <p>6. The applicant shall consider the use of a renewable electricity generation, such as a solar photovoltaic system. Solar systems must be evaluated for compatibility with airport operations using the then current FAA guidance.</p>				
<p><b>GHG-2:</b> Encourage the use of transit services by:</p> <p>1. Actively pursuing development of a transit hub on Truckee Tahoe Airport Road in conjunction with local transit agencies.</p> <p>2. Communicate the availability of transit services to airport users and tenants.</p>	TTAD	<p>1. Consult with local transit agencies on potential for transit hub on Truckee Tahoe Airport Road</p> <p>2. Establish means of routinely communicating availability of transit services to airport users and tenants.</p>	<p>1. Initial consultation now.</p> <p>2. Begin now and continue.</p>	
<p><b>NOI-1:</b> Limit construction work hours on the northwestern hangar site to 7:00 a.m. to 10:00 p.m. Monday through Saturday. Prior to issuance of grading and building permits improvement plans shall reflect the permitted hours of construction.</p>	TTAD	Include in bid specifications.	Include before approval of bid specifications.	
<p><b>TRAF-1:</b> When each element of the proposed plan is implemented, the applicant shall pay the amounts determined to be appropriate to the traffic impact fee programs of the various jurisdictions.</p>	TTAD	Pay traffic impact fees.	Prior to construction of each element of Master Plan.	
<p><b>TRAF-2:</b> The final landscaping plans for each element of the project when implemented will provide at least 275 feet of corner sight distance.</p>	TTAD	Include in landscaping plans.	Prior to approval of landscaping plans.	
<p><b>Drain 1:</b> For those projects located within Nevada County, a drainage plan will be prepared for each development project utilizing the County Standard Plans and Specifications. Drainage designs will need to ensure that there is no net increase in stormwater runoff from the site.</p>	TTAD	Include County Standard Plans and Specifications in drainage plan.	Prior to approval of drainage plan.	
<p><b>Drain 2:</b> For those Airport projects located within Placer County, stormwater analyses consistent with the guidance in the 1990 Stormwater Management Manual and appropriate for the scale of each proposed Airport project will be prepared as part of the engineering design for that project. The drainage analyses will be submitted to the Placer County Flood Control and Water Conservation District for review.</p>	TTAD	Provide drainage plan to Placer County Flood Control & Water Conservation District for review.	Prior to approval of plans and specifications.	