

(1) The VMT formula is defined as follows:

(a) Total Airport Generated VMT = (Airport Induced VMT) - (Airport Diverted VMT) + (General Aviation Generated VMT) + (Charter Generated VMT) + (Airport Employee VMT) + (Facility Generated VMT).

(2) The components, or sub-formulas, of the VMT formula are defined as follows:

(a) Airport Induced VMT = ((Induced Passenger Percentage)* x (Total Number of Passengers) x (7.24 Trips)** x (5.7 Miles Per Trip)***) divided by (2 Passengers Per Vehicle)****.
Assumptions:

* Until the subsequent surveys are complete, it shall be assumed that there are: (a) 31% induced passengers in the summer for California markets; (b) 42% induced passengers in the winter for California markets and (c) 100% induced passengers for non-California markets.

** It is assumed that each visitor makes an average of 9.24 trips while in the Tahoe Basin. However it is also assumed that the induced passenger does not make two of those trips (Echo Summit to the TVL and from the TVL to Echo Summit).

*** It is assumed that each induced trip is 5.7 miles long.

**** It is assumed that each vehicle leaving the TVL is occupied by 2 passengers. This assumption applies to all vehicles. It approximates the actual average of all vehicle occupancy rates and avoids the need for extensive calculations based on the occupancy rate and the percentage of each modal split.

(b) Airport Diverted VMT = ((Diverted Passenger Percentage)* x (Total Number of Passengers) x (2 Trips)** x (8.4 Miles Per Trip)***) divided by (2 passengers Per Vehicle)****.

Assumptions:

* Until the subsequent surveys are complete, it shall be assumed that there are: (a) 69% diverted passengers in the summer for California markets; (b) 58% diverted passengers in the winter for California markets; and (c) 0% diverted passengers for non-California markets.

** It is assumed that the diverted passenger does not make two trips as a result of using air transportation (from Echo Summit to the TVL and from the TVL to Echo Summit).

*** It is assumed that the distance between Echo Summit and the TVL is 8.4 miles.

**** It is assumed that there are 2 passengers per vehicle. (See above.)

(c) General Aviation Generated VMT = (Number Of General Aviation Flights) x (3 Vehicle Trips Per Flight)* x (6.2 Miles Per Trip)**. Assumptions:

* It is assumed that there will be three (3) vehicle trips per general aviation flight.

** It is assumed that each trip generated by general aviation will be 6.2 miles long.

(d) Charter Generated VMT = ((Number of Charter Passengers) x (7.24 trips)* x (5.7 miles per trip))* divided by (2 passengers per vehicle)*. Assumptions:

* Assumptions regarding trips, miles per trip, and passengers per vehicle are the same as the assumptions made in these areas listed above with respect to the Airport Induced VMT.

(e) Airport Employee VMT = (Number of Flights)* x (4 Employee Trips Per Flight)** x (4.5 Miles Per Trip)***. Assumptions:

* This includes all commercial, commuter, and charter flights. Excluded are general aviation flights.

** It is assumed that there will be four (4) employee trips per flight.

*** It is assumed that each employee trip will be 4.5 miles long.

(f) Facility Generated VMT = (Number of Flights)* x (Number of Trips Per Flight)** x (3.8 Miles Per Trip)***.
Assumptions:

* This includes all commercial, commuter, charter, and general aviation flights.

** The number of trips per flight still needs to be determined. Included are trips caused by fuel and supply deliveries and passenger drop offs and patrons of the restaurant, rental car services and gift shop.

*** It is assumed that each facility generated trip will be 3.8 miles long.

iii. There shall be no new or expanded rental car facilities at the TVL, no new rental car parking at the TVL, and no City contracts for advertisements for off-airport rental cars.

c. Water Quality.

i. The fuel farm shall be located at a new site outside the stream environment zone. Except as provided below, all fuel facilities serving the TVL shall be consolidated at the new site and, thereafter, the existing sites shall be cleaned up in accordance with applicable provisions of local, state, and federal law. This shall be done within one year of the adoption of the Master Plan except that relocation of the general aviation fuel tanks shall be on or before October 2, 1994, in accordance with the current contractual agreement with the present fixed based operator. Also, the parties agree that one underground automobile fuel tank may remain at the general aviation facility; however that underground tank shall be subject to all applicable local, state and federal regula-

tions concerning such tanks and shall be removed if required under such regulations.

d. Land Capability:

- i. The City shall revegetate the contractor's yard, (approximately two (2) acres) including the area presently being used as an access road to runway lights, and shall also revegetate the banks of the existing drainage channel, in accordance with TRPA standards and pursuant to previous TRPA mitigation requirements. No additional mitigation credit shall be given for the restoration of this site. This revegetation shall be completed within one year of the adoption of the Master Plan. In the alternative, if the City wants to continue to use the access road, then the City shall submit an application to, and receive approval from, the TRPA prior to constructing or using the access road. It is understood that this provision shall not preclude an application by the City to TRPA for a permit to construct T-hangars at the contractors yard site.
- ii. The "corporation yard" which is adjacent to the contractor's yard shall be revegetated in accordance with TRPA ordinances and regulations within one year of the adoption of the Master Plan by TRPA.
- iii. There shall be no increase in coverage with respect to the runway and general aviation ramp. Excess coverage with respect to other projects shall be mitigated on a project by project basis and as required by TRPA. The City has the option to acquire additional lands contiguous to the TVL and incorporate that real property into the boundaries of the TVL for purposes of coverage reduction and mitigation.

e. Noise Monitoring and Complaint System.

- i. Continuous noise monitoring and pre-planned noise tests shall be conducted on all aircraft operating at the TVL, in the manner set forth in this Agreement and the Access Plan.
- ii. A noise complaint system, which is described in detail in Exhibit E, attached hereto and incorporated herein by reference, shall be implemented by the City and its operation reviewed, verified and approved by TRPA before the

commencement of transport category aircraft operations at the TVL.

- iii. The City is primarily responsible for operating the noise monitoring system and noise complaint system. If the City defaults, the responsibility for the noise monitoring and complaint systems shall be assumed by TRPA.
- iv. No general aviation aircraft shall be accepted by the City for tie-downs or hangars, after adoption of the Master Plan, which do not comply with the noise standards set forth herein. Non-complying aircraft currently using tie-downs or hangars, if any, shall be phased out by the City within six months after the adoption of the Master Plan. All hangars and tie downs shall be leased by the City only to locally based aircraft which meet the noise standards. The City shall prohibit sub leases, or assignments, or similar transfers of rights, which are inconsistent with these provisions. "Locally based aircraft" for the purposes of this Agreement means aircraft owned by persons who own or operate a business or have a residence in the Tahoe Basin. If there are more applications for permanent tie-downs and hangars than there is space available, then the City shall give preference to the quietest aircraft.
- v. There shall be an 8 p.m. to 8 a.m. noise curfew closing the TVL except for emergency or mercy flights and aircraft which measure 77.1 dBA Lmax or less at the criterion noise monitoring stations set forth in the attached Access Plan (Exhibit A). There shall also be a 10 p.m. to 7 a.m. absolute ban on all general aviation and commercial aviation engine run-ups except those associated with the departure of emergency or mercy flights or the departure of aircraft which measure 77.1 dBA Lmax or less at the criterion noise monitoring stations. Weather or traffic delayed arriving scheduled aircraft have a 30 minute grace period.
- vi. Enforcement shall commence for general aviation and charter aircraft on a single event basis when noise levels are 1 dBA above the stated standards. The 1 dBA leeway is designed to insure accuracy in measurement before strict enforcement measures are implemented. When general aviation aircraft and charter aircraft exceed the noise standard by 1 dBA or more then they shall be subject to the enforcement program in the Access Plan. When a

general aviation or charter aircraft exceeds the applicable noise standard by less than 1 dBA LMAX, the operator shall be given warnings and advised and counseled by the City as provided in the Access Plan. The 1 dBA "leeway" shall not apply to the air carriers which measure compliance based on a quarterly average and not on a single event basis.

f. Aircraft Operations.

- i. TRPA and the City, to the extent allowed by state and federal law, shall discourage flights over noise sensitive areas including the Desolation Wilderness area.
- ii. The City and TRPA shall request that, insofar as possible, that all departing aircraft utilize the "meadow" departure route so as to minimize overflight of existing residential areas.
- iii. The City and TRPA shall require that airlines comply with all noise standards adopted as a part of the Airport Master Plan.
- iv. The City and the TRPA shall require airlines to cooperate and support all measures undertaken by the City to improve the peak hour traffic service levels of Highway 50.
- v. The City and the TRPA shall require airlines to participate in the passenger surveys, coordination of its service with ground transportation to reduce VMT, and noise testing.

g. Requests for Proposals.

After the reinstatement of transport category aircraft service to the TVL then Requests for Proposals (RFPs) shall be used to solicit the best aircraft available for commercial service. The RFP process shall be based upon best available technology, lowest available arrival/departure noise, and proposed mitigation. The RFP process is a continuing process and shall be conducted at 3-to-5-year intervals concurrent with the conclusion of commercial airline leases. The League and California shall be allowed to participate in the RFP process so as to assure the continuity of air service and to provide the maximum protection of the environment.

5. Mitigation Measures

In addition to the mitigation measures listed in the preceding Sections of this Agreement, the following mitigation measures shall be required. The mitigation measures are presented in the following four categories: General Measures, Noise Measures, Traffic and Air Quality Measures, and Water Quality Measures. In addition each mitigation measure is described in the following format:

Description	The description of the mitigation measure.
Timing	The appropriate point in time at which the mitigation measure is to be initiated and completed.
Compliance	The point in time at which compliance with the measure and its effectiveness is evaluated. Generally, this section will indicate what the City must demonstrate to the TRPA at the following review points and compliance dates:
Category Ia	Upon adoption of the Airport Master Plan.
Category Ib	Prior to reinstatement of transport category air service at the TVL.
Category IIa	Five years from adoption of the Airport Master Plan.
Category IIb	Five years from commencement of transport category air service at the TVL.
Category III	Ten and fifteen years from adoption of the Airport Master Plan.

a. General Provisions

1.1 Regulation Compliance

Description	The City must comply with all applicable regional, city, county, state, and federal codes and regulations, including but not limited to:
-------------	--

Tahoe Regional Planning Agency:

Code of Ordinances
Plan Area Statements
Regional Plan for the Lake Tahoe Basin
Rules of Procedure
Tahoe Regional Planning Compact
Environmental Threshold Carrying
Capacities
Lake Tahoe Basin Water Quality Plan
Handbook of Best Management Practices
The terms of the adopted TRPA Airport
Master Plan and any permit(s)
issued thereunder.

City of South Lake Tahoe:

Emergency Response Plan for the TVL
Erosion Control Plan for the TVL
Uniform Building Code
The Airport Master Plan
The Access Plan

Lahontan Regional Water Quality Control
Board:

Waste Discharge Requirements

El Dorado County:

Air Pollution Control District
Health Department Regulations

State of California:

State Vehicle Emission Controls
Worker Safety Rules and Standards

United States:

FAA Regulations

Timing

Ongoing

Compliance

On the date of review the City must be in compliance with all of the regulatory requirements listed as criteria. All notices of non-compliance received from the listed agencies more than 60 days prior to the date of review must have been rectified.

1.2 Access Plan

Description

The City shall adopt and implement the Access Plan, attached to this Agreement as Exhibit A.

The Access Plan shall include provisions for the City to use a "Request for Proposals" (RFP) process in selecting commercial air carriers to operate at the TVL. RFPs shall be used to solicit the best aircraft available for commercial service. The RFP process shall be based on the best available technology, lowest available arrival/departure noise, and proposed mitigation. The RFP process is a continuous process and shall be conducted at 3-to-5 year intervals concurrent with the conclusion of commercial airline leases. The League and California shall be allowed to participate in the RFP process so as to assure the continuity of air service and to provide the maximum protection of the environment.

Timing

At adoption of Master Plan.

Compliance

Category Ia, IIa, and III. On the date of review, the City shall demonstrate that it has complied with and is complying with sections 3 through 9 of the Access Plan which impose responsibilities upon the City.

b. Noise Measure

2.1 Noise Mitigation - Night-time Curfew and Ban on Night-time Maintenance Run-ups.

Description

The City shall maintain and enforce noise standards for the operation of all aircraft at the TVL.

The noise standards shall include a permanent night-time curfew precluding aircraft operations of 77.1 dBA or more (as measured at the criterion noise monitoring stations as set forth in the attached Access Plan) between 8:00 p.m. and 8:00 a.m. This night-time curfew

shall be enforced on a single event, non-average basis. However, there shall also be a 30 minute grace period for non-general aviation aircraft arriving late due to Air Traffic Control, mechanical and weather delays and statutorily required exceptions. This grace period is available only to arriving aircraft except where specific statutory requirements would allow late departures also. This grace period is not available to general aviation aircraft.

The TVL staff shall prepare and maintain a standard written policy regarding the operations during the 30 minute grace period, which shall include authority for the senior airport maintenance and operations technician to give the clearance to aircraft to operate within the 30 minute grace period. A written report shall be presented to the Airport Manager within 48 hours of the clearance. The Airport Manager shall provide a statement regarding the number of clearances and the circumstances requiring the clearances in his quarterly report to the Airport Commission and shall provide copies of the quarterly report to California, the League and TRPA.

The noise standards shall also include an absolute ban on all maintenance run-ups between 10:00 p.m. and 7:00 a.m.

Timing

Ongoing.

Compliance

Category Ia, IIa, and III. On the date of review the City must demonstrate that it has maintained and continued to enforce all the TVL noise requirements specified by the Master Plan and Access Plan including a permanent night time curfew of 77.1 dBA between 8:00 a.m. and 8:00 p.m. with a 30 minute grace period for air traffic control, mechanical and weather delays and statutorily required exceptions for arriving non-general aviation aircraft. The City must have required written reports presented to

the Airport Manager within 48 hours of clearance as well as a record of statements regarding the number of clearances and the circumstances requiring the clearances. The City must also demonstrate that the Airport Manager has provided a statement regarding the number of clearances and the circumstances requiring the clearances in his quarterly report to the Airport Commission and has provided copies of the quarterly report to California, the League and TRPA. Finally, the City must also demonstrate that it has maintained an absolute ban on all maintenance run-ups between 10:00 p.m. and 7:00 a.m.

2.2 Noise Mitigation - Single Event Standard

Description

The City shall implement an 80 dBA L_{max} (departure) and an 84 dBA L_{max} (arrival) single event noise standard for general aviation aircraft which shall be measured on a single event, non-average basis. The City shall also develop and maintain a presumptively banned list of general aviation aircraft based on the FAA AC 36-3 series. All general aviation aircraft, locally based and non-locally based aircraft, not meeting the 80/84 standard shall be included by the City in the presumptively banned list. The enforcement mechanism and testing standards and procedures to challenge a listing shall be in the Airport Access Plan. The City shall implement a six month phase-out for non-complying locally based aircraft.

The City shall also implement an 80 dBA L_{max} (departure) and an 86 dBA L_{max} (arrival) single event noise standard for transport category aircraft. The City shall also implement an 80 dBA L_{max} (departure) and an 84 L_{max} (arrival) single event noise standard for commuter aircraft. Enforcement for all scheduled transport category and commuter aircraft shall be based on a three-month arithmetic average, by aircraft type of

each air carrier. The three-month average shall be calculated each calendar quarter from the measured noise levels at each monitoring site.

Finally the City shall implement an 80 dBA Lmax (departure) and an 84 dBA Lmax (arrival; commuter charter aircraft) and an 86 dBA Lmax (arrival; transport category charter aircraft) single event noise standard for charter aircraft which shall be measured on a single event, non-average basis.

1.5 dBA shall be subtracted from the measured noise levels for arrivals at noise monitoring site 3, which is 2,000 meters from the Runway 36 landing threshold, to reflect the elevation differential between the runway and monitor site.

Maximum noise levels shall be measured in terms of A-weighted sound pressure levels using Slow meter response.

Timing

At adoption of Master Plan.

Compliance

Category Ia, IIa, and III. On the date of review, the City must demonstrate the following:

- (1) Continuous enforcement of the 80/84 Single Event Noise Standard for general aviation aircraft based on a single event, non-average basis;
- (2) The establishment and maintenance of a presumptively banned list based on the FAA AC 36-3 Series. All general aviation aircraft, locally based and non-locally based, not meeting the 80/84 Single Event Noise Standard shall be included by the City on the presumptively banned list;
- (3) That six months after adoption of the Master Plan all non-compliant locally based aircraft were phased out and no longer allowed to be based at the TVL. The City shall

demonstrate that no presumptively banned aircraft has been allowed to be based at the TVL following the six month phase out period unless such aircraft qualified after performing the noise tests called for in the Access Plan;

- (4) Continuous enforcement of the 80/84 Single Event Noise Standard for commuter aircraft based on a quarterly arithmetic average;
- (5) Continuous enforcement of the 80/86 Single Event Noise Standard for transport category aircraft based on a quarterly arithmetic average;
- (6) Continuous enforcement of the 80/84 Single Event Noise Standard for commuter charter aircraft based on a single event, non-average basis; and
- (7) Continuous enforcement of the 80/86 Single Event Noise Standard for transport category charter aircraft based on a single event, non-average basis.

2.3 Noise Mitigation - Construction Activities

Description

Powered equipment and vehicles used at TVL during construction shall be equipped with adequate mufflers and/or enclosures at all times. From 6:30 pm to 8:00 am the construction activities at the TVL shall not result in noise levels in excess of 70 dBA Lmax at any developed residential property boundary. Emergency work is exempted.

The Airport Director or his appointee is designated to receive and shall respond to all complaints of construction noise. Such response shall be made by phone within one working day of the receipt of the complaint. A report shall be made available within two weeks of receipt of the complaint.

Timing

Upon adoption of Master Plan

Compliance

Category Ia, IIa and III. On the date of review the City shall demonstrate that it has required that all powered equipment and vehicles, used during construction, be equipped with adequate muffler and/or enclosures at all times. Further, the City must demonstrate that for the period from 6:30 p.m. until 8:00 a.m. construction activities at the TVL did not result in noise levels of excess of 70 dBA LMAX at any developed residential boundary. Finally, the city shall demonstrate that any complaints received more than three months prior to the date of review have been satisfactorily resolved. A record of all complaints shall be maintained throughout the period.

2.4 Noise Mitigation - Operational Noise Abatement; Aircraft Parking Position.

Description

The TVL shall implement a program which directs aircraft during maintenance run-ups for engine testing to positions which direct the noise away from sensitive noise receptors such as residences. All night-time maintenance run-ups shall be prohibited by the City from 10:00 p.m. to 7:00 a.m.

Timing

Upon adoption of the Master Plan

Compliance

Category Ia, IIa and III. On the date of review the City must demonstrate that it has implemented on a continuous basis a program which: (1) directs aircraft during maintenance run-ups for engine testing to positions which direct the noise away from sensitive noise receptors such as residences, and (2) prohibits night time maintenance run-ups from 10:00 p.m. to 7:00 a.m. The program shall include day time and night time maintenance run-ups. The City must maintain a record of complaints for the preceding five years. The City shall demonstrate that effective steps were taken to resolve noise problems with complainants.

2.5 Noise Monitors - Refinement of Location

Description	The City shall relocate the Site 1 noise monitor to a position on the extended centerline of Runway 18/36 at a distance of about 6,500 meters from the start of takeoff roll on Runway 36. The City shall provide a new monitoring site in the Truckee River meadow about 6,500 meters from the start of takeoff roll on Runway 36, under the approximate centerline of the "Meadow" arrival/departure route. The City shall provide a new monitoring site in the Truckee River meadow about 2,000 meters from the Runway 18 landing threshold, under the approximate centerline of the "Meadow" arrival/departure route.
Timing	Within one year after Master Plan adoption.
Compliance	Category Ia. Within one year of the adoption of the Master Plan and on the date of review the City must demonstrate that it relocated the site 1 noise monitor and added two new noise monitors to the location points identified above. The City must demonstrate that the relocated and new monitors were in place within one year of the adoption of the Master Plan and have been continuously maintained in the new locations.

2.6 Noise Mitigation - Aircraft Noise Monitoring System

Description	The City shall upgrade and maintain the existing noise monitoring system. The system, at a minimum, shall include powered noise monitors and a tape recorder tuned to the tower frequency.
-------------	--

Stage 1: Within six months of the Adoption of Master Plan the City shall:

1. Purchase three (3) additional portable noise monitoring units (Metrosonics dB604) with microphone, dehumidifier, cables and windscreen to provide back up unit for existing installations, and to provide monitoring at two

(2) additional sites (see Measure 2.5).

2. Install 110V AC power to all permanent monitoring sites.
3. Purchase one multi-channel audio tape recorder with date/time search capability.
4. Purchase one aircraft radio scanner and antenna to provide input to audio tape recorder.
5. Purchase four (4) microphone dehumidifiers to replace faulty existing units.
6. Return existing noise monitoring units to manufacturer for calibration and firmware updates.

Stage 2: Within 3 years of adoption of Master Plan the City shall:

1. Install telephone line to each of the four permanent monitoring sites.
2. Install intelligent modem or computer at each monitoring site to facilitate dial-up data downloading.
3. Develop software to accomplish downloads from central office and to prepare standard reports.
4. Purchase standard IBM - compatible computer with hard disk, color VGA display and printer to operate software and store noise measurement data.
5. Purchase one portable audio cassette noise event recorder with date/time search feature.
6. Modify existing noise monitors as needed to accommodate noise event recorder.

7. Purchase additional microphone dehumidifiers to allow service (drying) of one set of four units while another set of units is in use in the field.

The TVL staff shall provide quarterly noise monitoring reports to the Airport Commission, City Council, TRPA, California, the League and, for the cost of reproduction, to any member of the public. The quarterly report shall include at a minimum the number and percentage of noise events which exceeded the noise standards set forth in this Agreement and a correlation of the noise complaints with the noise events.

Timing

Stage 1 - Prior to introduction of scheduled transport category air service under the Airport Master Plan.

Stage 2 - Within three years of Master Plan adoption.

Compliance

Stage 1 - Category Ib, IIa and III.
Stage 2 - Category IIa and III.

To measure the effectiveness of this mitigation measure as regards Stage 1, on the date of review the City must demonstrate that upon adoption of the Master Plan, and before the introduction of scheduled transport category service, each of the action items listed above in Stage 1 was accomplished.

For Stage 2 on the date of review the City must demonstrate that each of the items listed above in Stage 2 was accomplished within three years of adoption of the Master Plan.

On the date of review the City must demonstrate that it has provided quarterly noise monitoring reports to the Airport Commission, City Council, TRPA, California, the League, and, for an appropriate charge, to any member of the public.

2.7 Noise Mitigation - Noise System Operator

Description

The TVL shall hire a noise system operator or consultant with adequate qualifications to handle the following:

Administer the noise abatement program;
Maintain the noise monitoring system;
Correlate noise measurement data with operational records;
Determine aircraft ownership;
Maintain complaint and enforcement actions records;
Maintain a current national aircraft registry to ensure accurate tracking of aircraft ownership; and
Prepare regular reports.

Timing

Within 90 days of introduction of operations of scheduled transport category aircraft.

Compliance

Category Ib, IIa, and III. On the date of review the City must demonstrate that within 90 days of commencement of operations of scheduled transport category aircraft service the TVL has retained a noise system operator or consultant to perform the tasks listed above. The City must demonstrate that, at all times, it has retained such an operator or consultant to perform the tasks listed above. The City must also demonstrate that during the period of review it has maintained the noise monitoring system in an effective manner to measure noise events and correlate noise management data with operational records, maintained complaint and enforcement action records and provided quarterly reports to the Airport Commission, the City Council, TRPA, California, the League and, for an appropriate charge, to any member of the public.

2.8 Noise Mitigation - Maintain Aircraft Noise Abatement and Preferential Runway Use Procedures

Description

Subject to FAA Air Traffic Control considerations and directives, the TVL shall:

1. Request aircraft operators to use the "Meadow" departure when departing on Runway 36;
2. Request aircraft operators to use the "Meadow" arrival when arriving on Runway 18;
3. Request operators of aircraft exceeding 12,500 pounds to use Runway 36 for departures and Runway 18 for arrivals; and
4. Request the FAA to advise operators of aircraft using the TVL to avoid flying over noise sensitive areas such as the Desolation Wilderness. The City or the TVL shall request that this advisory be inserted in the TVL entry in the FAA Airport and Facility Directory.

Timing

Upon adoption of Master Plan

Compliance

Category Ia, IIa and III. On the date of review the City must demonstrate that, from the time of the adoption of the Master Plan, the TVL has consistently requested aircraft operators to use the meadow departure when departing on runway 36, requested runway operators to use the meadow arrival when arriving on runway 18 and requested operators of aircraft exceeding 12,500 pounds to use runway 36 for departures and runway 18 for arrivals. The City must also demonstrate that it has requested the FAA to advise operators of aircraft using the TVL to avoid flying over noise sensitive areas such as the Desolation Wilderness; the City must also demonstrate that it requested that this Advisory be inserted in the TVL entry in the FAA Airport and Facility Directory.

2.9 Noise Mitigation - Aviation and Noise Easements

Description

1. The City Planning Department shall implement a program to replan and rezone undeveloped residentially zoned lands in the TVL Airport Transportation Corridor to compatible uses.

2. Obtain aviation and noise easements for all residential or residentially zoned land included in the TVL Airport Transportation Corridor if not currently owned by the TVL.
3. Purchase in fee, at owners option and at fair market value, existing residences, if any, within the TVL Airport Transportation Corridor.

Timing

Item 1: Within six months of adoption of Master Plan. Items 2 and 3: Upon approval by the FAA of the Part 150* program and execution by FAA of an AIP grant for the acquisition(s).

Compliance

Category IIa. On the date of review the City must demonstrate that within six months of adoption of the Master Plan the City implemented a program redesignating and rezoning undeveloped residentially zoned properties in the TVL Airport Transportation Corridor to uses compatible with airport use. The City must also demonstrate that upon approval by the FAA of the Part 150 Program and execution by the FAA of an AIP grant for the acquisitions, the City has obtained aviation and noise easements for all residential or residentially zoned property included in the TVL Airport Transportation Corridor which is not currently owned by the TVL and that it has purchased in fee, at the owner's option and at fair market value, existing residences, if any, within the TRPA Air Transportation Corridor.

c. Traffic and Air Quality Measures

3.1 Air Quality/Traffic Mitigation - Basin Transportation Surcharge

Description

The City shall support the TRPA's adoption of a surcharge on rental cars within the Lake Tahoe Basin with a passenger seating capacity of less than eight passengers. The surcharge shall be not less than \$0.15 per mile and shall be used for VMT reduction, or

* 11/22/94

transit related projects. The Tahoe Transportation District (TTD) or other implementing agency shall be responsible for collection and disbursement of funds and shall not act as a planning agency for this purpose. The surcharge shall be adjusted annually based on the San Francisco area Consumer Price Index. At the five-year measuring point, 50% of the funds must have been expended and a total of 75% either expended or encumbered for VMT reduction or transit related projects.

TRPA and the City shall take immediate steps to activate the TTD for the purpose of acting as a funding and implementation agency for the car rental surcharge and other available funding. Within one year after commencement of transport category air service, a mechanism for expenditure of funds must be in place. It could be the TTD if reactivated or another agency agreed upon by the City and TRPA.

In enacting the rental car surcharge ordinance the TRPA administrative record shall reflect that the implementation of the rental car surcharge was relied upon for partial mitigation for VMT and related impacts associated with the implementation of the Airport Master Plan.

Timing

The ordinance must be adopted within six months of TRPA adoption of the Airport Master Plan. It shall remain in effect at least during the 20-year term of the Master Plan.

Compliance

Category IIa and III. On the date of review the City must demonstrate that in good faith it has supported enactment by TRPA of a rental car surcharge as specified above. If TRPA adopts a rental car surcharge in accordance with this mitigation measure, the City shall demonstrate that the surcharge was adjusted annually based on the San Francisco Consumer Price Index, that the surcharge total as not less than \$.15

cents per mile for any vehicle with a capacity of less than eight passengers, and that the money was utilized for VMT reduction or transit-related projects. Further, the City and TRPA must demonstrate that 50% of the funds collected have been expended and a total of 75% have either been expended or encumbered for VMT reduction or transit related projects.

3.2 Air Quality/Traffic Mitigation - Airport Transportation Funding

Description

The City shall contribute, on an annual basis a fund, to be used for transit projects, based on the STAGE bus trip cost per passenger trip times the percentage of passengers deplaned that was considered induced passengers. The City shall provide a minimum amount of funds each year. That minimum would be based on the figure of 75,900 passengers/year. This minimum shall be due regardless of whether the actual passenger levels are, in any given year, below 75,900. The City's commitment above the minimum shall be measured using the actual passenger count for each prior year. The formula would take the number of actual passengers enplaned (with a minimum guaranteed at 75,900) times 31 percent (induced trips), updated annually in accordance with the passenger survey outlined in Section 4 of this Agreement, times the local transit company's cost/passenger trip for the current year, to arrive at the funding level required.

Examples:

First Year: 75,900 passengers X 31% X \$1.71 (STAGE's cost per passenger trip) = Total Contribution; \$40,234.59

Second Year: 150,000 passengers X (the induced trip percentage to be updated annually) X (STAGE's cost per passenger trip) = Total Contribution.