

MEEKS BAY RESTORATION PROJECT STAKEHOLDER FORUM

Virtual Meeting #1 | July 15, 2020 (9 am - 12 noon)

Meeting Summary

Meeting Purpose

- Organize process: Review Stakeholder Forum Terms of Reference & Work Plan
- Review Meeks Bay Project Background and Goals
- Review Stakeholder Assessment & Opportunities for Stakeholder Involvement in Next Steps of Meeks Bay Restoration Project

Welcome, Zoom Overview, Agenda Review & Introductions

Austin McNerny, facilitator from the Consensus Building Institute welcomed participants to the first meeting of the Meeks Bay Restoration Project Stakeholder Forum and his colleague, Angel Suero, helped orient everyone to the Zoom meeting environment. Mr. McNerny asked all participants to adhere to the following meeting guidelines to help keep the dialogue proceeding smoothly:

- All ideas and points of view have value
- Think innovatively and welcome new ideas – solve problems
- Be honest, fair, and as candid as possible
- Honor time
- Patience and creativity working with each other virtually
- Invite humor and good will

Mr. McNerny acknowledged that we are discussing a project on the traditional territory of the Washoe Tribe of Nevada and California and explained that provides this acknowledgement to bring awareness of the rich history of the project site and the people that have been active here for thousands of years. He shared an online tool [here](#) for those who want to learn about the native lands in their area.

Mr. McNerny then explained that today's agenda is structured to accomplish the following:

- Introduce the members of the Stakeholder Forum and the Project Development Team to one another.
- Organize the forum process, including a review of the principles of collaboration and the Stakeholder Forum Work Plan
- Build a shared understanding of the Meeks Bay Project Background and Goals
- Present the recently completed Stakeholder Assessment report
- Review the overall planning process and opportunities for stakeholder involvement as the effort moves forward.

Mr. McNerny explained that the Meeks Bay Restoration Project is being overseen by a Project Development Team (PDT) comprised of the US Forest Service, Tahoe Regional Planning Agency

and the Lahontan Regional Water Quality Control Board, collectively referred to as the “Lead agencies”. The agencies will participate in all stakeholder forum meetings while other agencies will participate in the stakeholder forum as needed on an ad-hoc basis to weigh in on relevant content and /or depending on the agenda items for a given meeting. The project is being supported by Ascent Environmental and the Consensus Building Institute. Each of the PDT members introduced themselves and briefly explained their role in the effort:

- US Forest Service Lake Tahoe Basin Management Unit (LTBMU): property owner/project proponent and lead agency for National Environmental Policy Act (NEPA) - Stephanie Heller and Ashley Sibr
- Tahoe Regional Planning Agency (TRPA): coordinating public engagement process and lead agency for TRPA environmental review - Rebecca Cremeen
- Lahontan Regional Water Quality Control Board (LWB): lead agency for California Environmental Quality Act (CEQA) - Brian Judge
- Ascent Environmental (Ascent): planning and environmental analysis - Adam Lewandowski
- Consensus Building Institute (CBI): stakeholder assessment and stakeholder forum facilitation - Austin McNerny, Ekow Edzie & Angel Suero

Mr. McNerny shared that the intent of the stakeholder forum is for stakeholders and the public to engage in constructive discussions to inform key aspects of the Meeks Bay Restoration Project, including development of project alternatives, public engagement strategy, and environmental impact analysis. The lead agencies will not seek consensus from stakeholder forum participants, rather the intent will be to benefit from the insights and discussion of each participant to inform the process.

The composition of the Stakeholder Forum was determined based on a review of the all past project related correspondence and discussions held as part of the assessment report that you will hear more about shortly.

Each stakeholder forum entity (e.g. association, community group) has selected a primary and alternate representative to the forum. If the primary representative cannot attend a meeting, s/he may send an alternate. Each participating entity need only send one representative to a meeting. However, primary and alternate representatives may attend the same meeting to keep themselves apprised of the information and discussions. In this case, the alternate will take on the role of a listening observer.

Mr. McNerny then asked each forum member to introduce him or herself by stating their name, affiliation and what year they were first introduced to Meeks Bay. Each Forum member introduced themselves in the order listed on the roster shown below. Mr. Fillmore and Steve McNamara both joined the meeting a bit late and missed the introduction. Rueben Vasquez was not able to attend while all other members were present.

Stakeholder Forum Composition & Attendance

Affiliation	Representative	Mtg #1
Lake Tahoe Water Trail	Becky Bell	*
Tahoe Lakefront Owners Association	Jan Brisco	*
Meeks Bay Vista Property Owners Association	Tony Evans	*
League to Save Lake Tahoe	Gavin Feiger	*
Washoe Tribe Cultural/ Language Department	Herman Fillmore	*
Property Owner	Julie Hutchinson	*
Washoe Tribe Office of Environmental Protection	Susan Jamerson	*
Meeks Bay Yacht Club	Steve Matles	*
Meeks Bay Fire District	Steve McNamara	*
Lake Tahoe Marina Association	Jim Phelan	*
Friends of the West Shore	Jennifer Quashnick	*
Washoe Tribe Meeks Bay Resort	Rueben A. Vasquez	

In addition, Mr. Daret Kehlet introduced himself as a long-standing community member who is very interested in the project. McInerny asked that everyone look to the chat box for a link to an opportunity to contribute to a simple exercise which we will return to at the end of the meeting.

Mr. McInerny explained that the composition of the forum was determined based on a review of the all past project related correspondence and discussions held as part of the assessment report that you will hear more about in the next presentation.

Stakeholder Forum Overview & Meeting Plan

Mr. McInerny explained the purpose of the Stakeholder Forum is to inform the planning process. While the Tahoe Regional Planning Agency is convening the Stakeholder Forum, the lead agencies are committed to be attentive to the legal requirements that apply to federal and state planning activities. The agencies will seek public input on the key aspects of the project, development of feasible alternatives and the environmental analysis. However, the agencies will not seek consensus from the members of the Stakeholder Forum. The process encourages problem solving and issue resolution via a collaborative mutual gains approach. The process is also designed to ensure transparency and provides opportunities for broad public involvement.

Mr. McNerny shared the following general principles of collaboration which he asked all Stakeholder Forum members to adhere to:

- Be prepared to listen intently to the concerns of others and identify the interests represented.
- Ask questions and seek clarification to ensure full understanding of the content of discussions and other’s interests, concerns, and comments.
- Be respectful of other’s interests, even if they are not consistent with or oppose your own.
- Regard disagreements as problems to be solved rather than battles to be won.
- Commit to act in good faith and respect the personal integrity and values of others.
- Refrain from ascribing motives or intentions to other participants.

Virtual meeting ground rules will be relied upon to help ensure respectful engagement, conversational courtesy and respectful use of time together. Lastly, Mr. McNerny explained that all meeting agendas will be distributed at least two weeks in advance of each meeting, meeting summaries will be produced and shared no later than two weeks following a meeting and that Forum sessions will be recorded (entire presentation available [here](#)). A project website is under development and the address will be shared shortly.

Mr. McNerny explained that Stakeholder forum meetings are open to the public to allow the public the opportunity observe and learn more about the Meeks Bay Project development process. While the public will also have designated time to provide input at forum meetings, non-Forum members are encouraged to attend and participate in the public workshops that will be held throughout the process, as shown below:



Mr. McNerny stressed that this effort is in the first column on the left side of the diagram above and that there will be plenty of both Stakeholder Forum and public workshops over the duration of the project. To close, McNerny asked participants to use a link shared in the chat box to answer the question, “what 1-3 words come to mind when you think of Meeks Bay” and explained that the results would be shared at the end of the meeting.

Questions Raised & Discussion

Question: Ron Grassi, a local resident and member of the public, asked who on the Stakeholder Forum would be representing those who had slips in the old marina and who would like to see a new marina in the future.

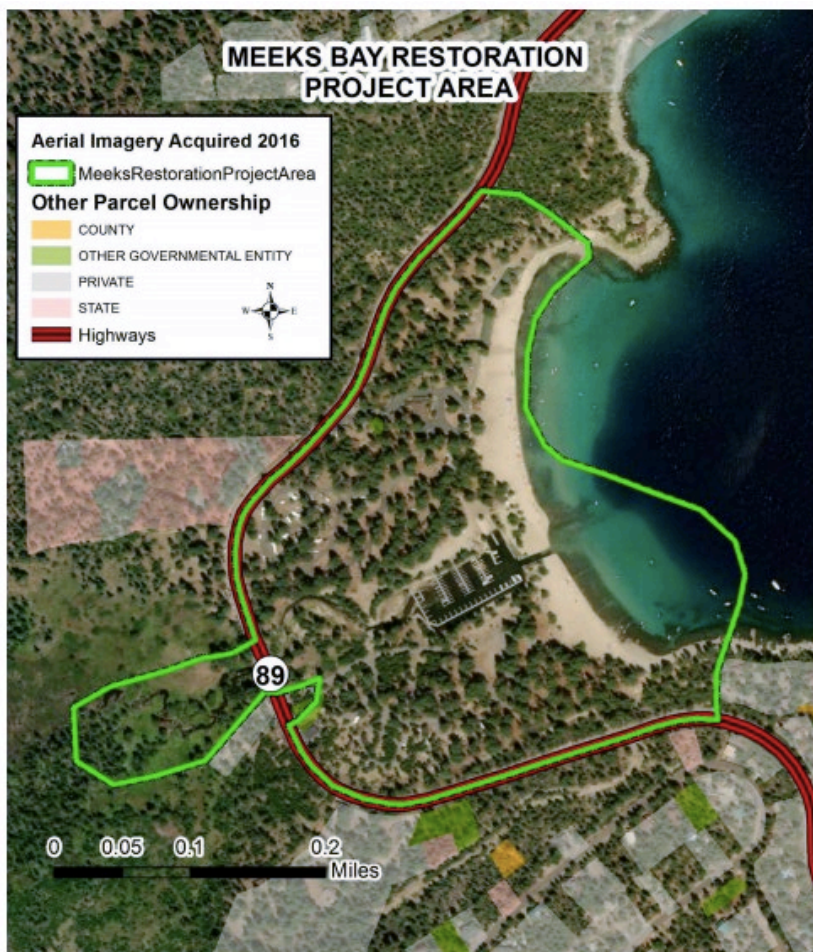
Response: Steve Matles from the Meeks Bay Yacht Club responded that this matter is within his concerns and that he would be a voice for all slip and boat owners in Meeks Bay.

Project Overview: Background & Project Goals

Ashley Sibr, US Forest Service, provided an overview of the site background and explained that Meeks Bay Meeks Bay has a long history of land use, dating back to when the Washoe Tribe of Nevada and California used it for a summer camp to hunt, collect plants, and conduct ceremonies. The area around Meeks Bay was clear cut during the Comstock Lode to provide timber for Virginia City. Meeks Bay Resort was established in the 1920's as a recreation destination. A marina was constructed on the site of the Meeks Lagoon in 1960 and significant ecological changes resulted after the construction of the marina. Meeks Bay is the outlet of Meeks Creek, which has a watershed reaching back into Desolation Wilderness.

Ms. Sibr presented a high-level overview of the project area (shown in the map here) and explained that the project extends a bit upstream in order to ensure hydrologic connectivity to allow restoration. She then shared a number of historical photos to explain how dynamic the Meeks Bay ecological system is. Meeks Creek formed a barrier beach system at the mouth of Lake

Tahoe, which created a lagoon area and wetland. Then, in the 1920's, the area saw the development of Meeks Bay as a recreation destination. Not unlike many developments in the early 20th century, the recreation resources at Meeks were largely developed in piecemeal fashion and with little consideration of ecological habitat and landscape stewardship. This presented challenges as the Meeks lagoon ecosystem supported a variety of plant species, including many that are unique to Lake Tahoe and the barrier beach ecosystem, such as Tahoe yellowcress. Fast forward a few decades and the most significant land change was completed with the dredging of the lagoon to create a marina in 1960. For more information, including the report which includes the photos



shared in the Project Background presentation, please see the *Meeks Creek Watershed Ecosystem Assessment Final Report* (June 2006) [here](#).

An operable marina requires regular dredging of the mouth, as well as interior of the marina to remain useable. Meeks Marina is considered the #2 source of warm water invasive fish and aquatic invasive species in Lake Tahoe. The marina has been dredged into an artificially deepened, widened, and fixed configuration, resulting in a lack of natural hydraulic processes and function in the dynamic floodplain /shoreline area, and resulting in generally poor primary benthic productivity and species viability. Meeks Creek below Highway 89 is in a highly degraded, ecological state of dysfunction. The channel is deeply incised (4-6 feet) and eroding as a result of marina construction and continued maintenance dredging.

As a result of the history of the area and the deteriorating condition of the existing marina infrastructure, concerns over aquatic invasive species, and concerns over degraded habitat for native species have prompted the need for action in Meeks Bay. The purpose of this project is to move the Meeks Creek stream channel and wetland/lagoon below State Route 89 (SR89) to a more natural condition where geomorphic and hydrologic processes support a functioning ecosystem while continuing to support sustainable recreation opportunities. To move towards the desired conditions for sustainable recreation, and to address the needs for improved environmental conditions of the Meeks Bay area, the following needs have been identified:

- Improve hydrologic function and processes of Meeks Creek, Meeks lagoon, and associated floodplain.
- Restore degraded aquatic, riparian, and wetland habitats and barrier beaches, to provide high quality habitat that is resilient to a changing climate.
- Improve fish passage through the SR 89 stream crossing, and control or eradicate current populations of terrestrial and aquatic invasive plant and animal species.
- Promote the TEPCS species Tahoe yellowcress (*Rorippa subumbellata*) and Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*)
- Replace the Caltrans bridge to allow for aquatic organism passage (AOP)
- Maintain and enhance access to Lake Tahoe and NFS system lands.
- Provide sustainable recreation opportunities consistent with a functioning ecosystem.
- Enhance educational and interpretive opportunities.
- Enhance species of value to the Washoe Tribe.

Questions Raised & Discussion

Question: You mentioned briefly for part of the project, the possibility for Caltrans rebuilding where the Culvert area is. Is part of the project to try and make that a longer crossing, to try and restore some of that area to make it so that it's not such a narrow relief of the stream?

Response: *We don't have the specific design yet for what that bridge would look like. To be honest, I would not anticipate that they would try to widen the culvert area. But what would most*

likely happen would be to, instead of having a box culvert, where essentially the elevation of the invert and the outvert are the same, is that there would be a natural substrate bottom, or something where there would be a step down. Caltrans is not interested in making a significantly larger bridge for that area, but the main thing would be to maintain that aquatic organism connectivity and really change the design so that the hydraulics of the area don't become problematic.

Question: How is Caltrans involved in this project going forward?

***Response:** Caltrans was not originally involved in this project, our project was, basically, upstream and downstream of the Caltrans bridge, because they were not originally planning to look at that bridge for a replacement in the near future. But some things changed and now they are now looking at replacing that bridge. Caltrans is considered a participating agency for this project, so we are looking to complete the environmental documentation necessary for them to complete their bridge work. They are not a leading agency but will be coordinated with. Ms. Cremeen (TRPA) added that the Project Development Team has been meeting with Caltrans and they are very interested in working on this project, and they have been invited to this meeting, so they will be participating as they can.*

Public Comment: Professional and personal opinion that an environmentally friendly marina could be still kept in place and meet most of the environmental requirements, which in fact would probably make the majority of people happy with the decisions and the end result.

Question: Can you tell me in your opinion which of your concerns and goals you could not be accomplished if the marina were reinstated?

***Response:** That's really the goal of this planning process: to develop a range of alternatives to see what combination of elements or design features could achieve the project elements and to then review those through the environmental review, so we have the information to make those kinds of decisions. We're too early in the process to say which objectives can and cannot be achieved with the marina in place, but that is something that we were hoping that all of you could weigh in on over the next several months. We need your assistance in develop alternatives over the next year or so and examine them over the environmental review process.*

Question: Was there a specific reason why a boat ramp was not mentioned in this part of the process as part of the project background or goals?

***Response:** I didn't mention specifically that the marina also had a boat ramp; the marina had a space. When the marina was fully functioning, there was a boat ramp and around 120 slips where people could store their boats. That was what was essentially occurring in the marina. What we are looking at now for the project is, essentially, sustainable recreation opportunities that are consistent with improved ecological conditions. We've proposed a boat ramp as a possible way that could be accomplished to replace some of the opportunity lost with removal of the full marina. We didn't call out specifically the goal of a boat ramp because there might be alternatives that we look at that might not include that type of activity. We don't have specific recreation opportunities as a priority of the project as this effort is focused on the restoration of Meeks Bay first and foremost.*

Assessment Findings Presentation & Discuss Key Concerns

Ekow Edzie from CBI started by thanking those that contributed to the assessment undertaken this past spring. The purpose of the effort was to assess perspectives on the future of Meeks Bay; identify areas of convergence and divergence; and clarify key issues that would help structure the planning process. Nineteen (19) interviews with twenty-six (26) people were completed and high level/key themes were summarized without attribution. Those asked to participate represented a broad range of stakeholders representing a diversity of perspectives.

Mr. Edzie started his presentation by sharing that interviewees described this effort as an opportunity to:

- Protect water quality to ensure the water remains clear
- Improve creek function to support connectivity between lagoon and upper watershed
- Reduce sediment
- Reduce fuel loads & increase defensible space, where possible
- Restore habitat to enhance species composition and biodiversity
- Eradicate aquatic invasive species (AIS) - milfoil, bullfrogs, warm water fish species
- Interface with and coordinate Caltrans SR89 corridor planning effort and other transportation planning efforts
- Enhance interpretive signage about Meeks Bay natural & cultural history (in partnership with Washoe Tribe)

Mr. Edzie then presented a thorough overview of the key findings from the assessment and recommendations that were developed for advancing the planning process. The presentation shared key findings in the following areas:

- Interviewees wish to maintain & enhance Meeks Bay's unique character
- Interviewees see opportunity for Meeks Bay Restoration & Stewardship
- Interviewees shared mixed perspectives on a prospective pier
- There is considerable resistance to placing a pier & boat launch in the southern section of Meeks Bay
- Many interviewees expressed concern about increasing visitors to Meeks Bay
- Stakeholders express a specific concern around increased fire risk if recreation infrastructure is expanded
- Interviewees expressed concern about visual impact from buoy field
- Interviewees suggest considering a range of technical information to support robust alternatives analysis & decision-making

Mr. Edzie shared his recommendations for effective public engagement based on the interviews:

- "One of the biggest mistakes agencies make is not telling the public what's going on."
- Communicate with an open, inclusive, transparent process to build trust
- Timeline & schedule must support summer engagement
- Shape public outreach for varied ages & technology access
- "Have a strong visual simulation partner to illustrate the options. People like seeing the vision. It gives them something besides white paper with text."

Mr. Edzie shared his recommendations for structuring the Stakeholder Forum:

- Encourage problem solving & issue resolution via mutual gains approach
- Work closely with technical team from outset
- Ensure transparency; sessions are open to the public
- Need representation from a broad range of interests & perspectives

The entire presentation, including a list of those interviewed and the questions used, is available from the project website.

Questions Raised & Discussion

Question: In the last year, there's sort of a movement by the authorities working on the lake-wide response plan and they've been talking to the marinas and using them as evacuation points and receiving points in emergencies, like fire emergencies, where the roads might be closed off. I think that should be included in the summary.

Response: We did hear loud and clear from many folks that the emergency response is a key consideration for the project. We heard that from folks in the boating community, as well as emergency responders themselves.

Question: If they have a pier in the plan, are they going to give equal analysis to the alternatives of not just the displacement of the pier, but also give equal analysis to the redoing of the marina? The reason that I say that is that, if you only have day-use for the boats, then all the campers would have to take their boats off every evening, and that would cause huge congestion there at that pier, which will affect pollution. If you don't do that, the campers will ask for buoys so that they can leave their boats and jet skis on the lake. I guess I'm asking: did they have equal analysis in the marina?

Response: As stated before, no analysis has been undertaken yet as the planning process has just begun. The Project Development Team understands that some members of the public are very concerned about the loss of the marina and consideration will be given to potential ways to provide access.

Planning Process and Options to Participate

Mr. Adam Lewandowski (Ascent Environmental) provided background information on the involved federal and state agencies and the legally required environmental review, described the planning process and opportunities for stakeholder participation and discussed the alternatives development process. The environmental review will be completed per the requirements of the National Environmental Policy Act (NEPA), Tahoe Regional Planning Agency (TRPA) Regional Plan and Code, and the California Environmental Quality Act (CEQA). These laws are intended to inform the public and decision-makers about the details of the project and to identify feasible mitigations for significant environmental effects.

Mr. Lewandowski emphasized that the overall project development process has just begun and shared the following diagram to show the steps in the overall process, indicating that the effort is

the step indicated in the red circle. The project must undergo conceptual design, environmental review, and final design and permitting before construction can be undertaken.



He then presented the schedule for the nine (9) scheduled Stakeholder Forum and three (3) public workshops that will allow robust public participation in the development of feasible project alternatives. Per the requirement of NEPA, TRPA, and CEQA, alternatives must evaluate a reasonable range of alternatives; achieve the stated purpose and need; meet most of the basic project objectives; avoid or reduce significant environmental impacts; and must be feasible. Alternatives will also help determine if the goals of the project can be achieved with an alternative approach that reduces impacts and will allow for consideration of tradeoffs between alternative approaches.

As applied to the Meeks Bay Restoration Project, the alternatives must meet most of the following objectives:

- Improve hydrologic function;
- Restore degraded habitats;
- Improve fish passage, and control or eradicate invasive species;
- Maintain and enhance access to Lake Tahoe and NFS system land;
- Provide sustainable recreation opportunities;
- Enhance educational and interpretive opportunities;
- Enhance species of value to the Washoe Tribe; and
- Promote Tahoe yellowcress and Lahontan cutthroat trout.

And, the alternatives must avoid or reduce possible environmental effects of the proposed action. For example, impacts to:

- beach recreation, camping, or non-motorized boating;
- motorized watercraft access;
- scenic quality;
- noise or disturbance to nearby residents;
- water or air quality related to construction; and
- transportation or circulation.

Finally, it was shared that a project website is nearing completion and the web address will be shared shortly. Participants were asked to provide feedback as to what information folks would like to see provided on the website.

Questions and Discussion

Mr. Lewandowski ended his presentation with a slide presenting the following questions to participants:

1. Are there ways to improve the process;
2. What additional information do you need;
3. Is there specific information that should be posted on the project website?
4. What environmental effects should the alternatives address?
5. What are some of the design elements that you would like to see in an alternative?

With these as the backdrop, the following discussion ensued:

Question: I'm with the Woodland Pier Association - We are a group of homeowners immediately on the Southside of the resort. What will the traffic mitigation information look like? We are impacted by that currently.

Response: *We won't have specific mitigation measures until the environmental evaluation is prepared. We're really focused on the restoration of the creek, which would affect the marina and some of the recreation opportunities. None of the project objectives involve increasing visitation, which could increase traffic. Part of what the environmental assessment will look at whether there is an expected increase in traffic from any of the options and will examine whether any mitigation strategies need to be put in place to decrease or manage traffic.*

Question: Is it the intention that they will — the powers that be— will approve the alternative of repositioning or redoing the marina? Which would be out of sight; or puts it back in where it was in history, if you will. But will they complete that environmental analysis?

Response: *Here's what I'll say about a replacement of the marina: replacing the marina, fixing the walls, putting back in the infrastructure that was back there and essentially sort of repairing what was there. That type of option, to our understanding, would not meet the purpose and need for the project. We wouldn't need to go through this process to improve the marina; that would be just an infrastructure project. There is, most likely, an option where some of those restoration activities could be met while providing some type of a marina opportunity in that same location. The extent to where that purpose and need could be met, would be less. There needs to be some type of significant improvement to the ecological status of the area for that ecological need to be met. This will be discussed in much more detail, as this group progresses in the process. If it is an alternative that we develop that would minimally meet the purpose and need, then it would be considered alongside all other alternatives.*

Question: I understand the purpose of wetlands, I also know that that creek meanders up to two miles up to the rocks, in where we used to call the “Meeks Creek waterfalls,” and that appears to be a substantial wetland area. The marina seems to be just a tip of that whole area, and in my opinion, I always felt that the marina was a very small portion of that system. I also understand that the budget for this project is around \$300 million dollars. So, my question is: why don't you take the challenge to build an environmentally friendly marina that makes the majority of people

happy? There are so many resources that could be done if that's the way people want to do it, rather than putting everything back to natural. I would like to see the people studying this to look at other alternatives.

Response: *There is no budget for this actual construction that was mentioned. The only portion of the project that is currently funded is the planning process that we are in.*

Question: Would final decisions come down to the forest service?

Response: *There are three agencies that all have to approve the project: the Forest Service, TRPA, and the Water Board.*

Public Comment: This is such an exciting opportunity to solve an issue that has been playing out in the lake for decades. We didn't know the harm that we were creating. This is a very rare opportunity to holistically improve the health of the lake.

Question: Is ongoing motorboat access considered an automatically grandfathered activity? Or are you considering curtailing that activity?

Response: *Through the environmental review, we'll look at impacts on a whole range of topic areas, which include recreation. I wouldn't assume that motorized access is automatically continued or grandfathered in. Through the environmental review we'll need to review those and consider the impacts of that activity. Part of the reason that this project is being evaluated in so many different ways is because some of the things that we are considering could have a significant impact on recreation or access. That's part of the reason why we are evaluating this project at that level [an Environmental Impact Statement]. We are taking feedback from all to ensure that we know what level of impact would be least/most acceptable.*

Question: Does this project include any of the rest of the resort? Or does this just include the marina?

Response: *The primary purpose and need for this project is the restoration activity, activities that we are entertaining within the resort and the campground area are activities that would be necessary to mitigate effects to recreation from any restoration activities that would take place in the area. Under one of the proposed actions, we proposed removing the marina and conducting restoration to bring back the lagoon ecosystem. In order to do that, you would impact the campground. We also look at adjusting and finishing off the water quality portion of the Meeks Bay resort. Another type of alternative would look at different mitigations within the resort or the campground.*

Question: So, each one of your alternatives would have a process to adjust the resort as a whole and the effects that it would have on the resort?

Response: *Yes.*

Forum Member Comment: Mr. Steve McNamara shared that he wants to inform all the stakeholders that the fire district has been engaged and responding to the Meeks Bay restoration process. Ultimately our goal is to protect life, property, and the environment, it's our goal to continue that. The place where we have the greatest number of marine-based rescues. We are the

only district that does not have a fire boat. Just to reiterate, the project location in relation to the existing fire station is one of the reasons that we are here, on top of the public safety question.

Question: Will there be any alternatives that will not turn the beach into a boat beach?

Response: *There are no alternatives that have been developed yet. The proposed action that was released in 2018 did include the boat ramp and the pier. But we heard a lot of concern through the scoping process and the assessment, which we are now considering very carefully.*

Question: Will agendas and meeting summaries be distributed to folks attending or wanting to attend the forum meetings, but are not members of the forum?

Response: *Forum meeting agendas and meeting summaries will be made publicly available on a project website that will "live" shortly. Additionally, information will be shared with those on the project mailing list so please provide us with your email contact info if you are not currently on the list.*

Question: Will the public be provided the scoping process public comments?

Response: *Yes, these documents will be made available.*

Question: Two boat ramps were shown on the Project information distributed by USFS and the pier is 300 feet. Is this correct?

Response: *There was one boat ramp adjacent to a pier that was max 300 feet.*

Question: The map provided for the Project Area did not include the entire Meeks Bay Resort property or the Kehlet House on the Northern Point. Is that a map error or if not, why has that area of the resort not been included?

Response: *This was not an error; we did not have any project elements that were proposed on the north side of the property near Kehlet. If folks have thoughts about the project area, that is something that can be considered in alternatives or modification of the alternative. The project area was chosen based on the areas where project elements were included.*

Public Comment: I am just concerned that others will see this area as being omitted as an attempt to either sell off that areas to a private party or that other plans are being determined for that area. All about public perception and making sure nothing else going on. Something that should be considered.

Public Comment: I also want to add, that communications need to take into account the regional nature of the audience. This project does not just affect the "local" population.

Question: I have a question that does not need an answer today but should be answered early on in the process. We just went through the shoreline process that had used the marina facility and the public boat ramp as part of the assessment as to what public facilities are currently in existence in order to establish future need, so my question is, especially to the TRPA, would the total removal of the marina facility and public ramp create an additional need and pressure on the remaining marinas to take up the slack? I ask this because it would be good to know whether or not the total removal of the marina facility and its functions including a public boat ramp without some kind of

replacement facility is an option? This question needs to be answered first in order to have appropriate relocation discussions.

Public Comment: Please add the following to the project distribution: Ellie Beals, elliebealsbookkeeping@gmail.com; markkircher@gmail.com; Smatles@sbcglobal.net

Public Comment: I also want to reflect the issue that seasonal boat owners feel that they are being squeezed out of Tahoe.

Question: Is it possible for the stakeholder group to have contact information for other stakeholders and agency representatives? I would like to be able to reach out and get to know other members and their concerns and suggestions. Collaboration will help us move towards a goal and consider other thoughts. We are challenged now that we cannot meet in person.

Response: *Contact info will be made available on the project website and anyone interested in the project is encouraged to contact the project facilitator, Austin McNerny at austinm@sbcglobal.net*

Question: Will there be a recording of this meeting made available?

Response: *Yes, all Stakeholder Forum meetings will be recorded and this meeting is available for viewing [here](#).*

Public Comment: Early assessment suggested south side is quiet compared to the north side. Is that true? Have noise measurements been taken? I was at Meeks Bay on July 4, 2019, and the loud party at south beach could easily be heard at the north beach.

Public Comment: The south beach is rocky compared to the north beach. It is hard for swimmers to walk into the water on those small rocks in the south beach. Thus, south beach seems like a better place for a pier than the north beach.

Question: Can Adam explain further the role TRPA and if they have authority over USFS? Could we also get information on how TRPA has authority, how they are formed, funded and who provides oversight? I'll be honest the TRPA and its roles and authorities are just not clear to the public.

Question: If a marina facility, i.e. pier and buoys, were to be located out in the bay will Lahontan be asking the Forest service for a State Lands lease or can they even do that with a federal entity?

Public Comment: development process is five stages. Please consider funding as a sixth stage.

Public Comment: Please post all the presentations on project webpage.

Public Comment: For Adam, the restoration of Meeks creek to protect the lake makes sense and is stated in the purpose and need. How does all the other project components of redoing the campground, a pier, new boat ramp, parking etc. in any way part of the purpose and needs? Since the marina, boat ramp etc. have been gone for more than 5 years we have already addressed the

only issue impacted by the restoration. I am trying to understand where all the other elements (pier, boat ramp, redesign campground, etc.) that were proposed came from? This can be offline just needed to write it down.

Public Comment: A question to look at: How many other areas at Tahoe can provide publicly accessible non-motorized recreation (no power boats) and low impact camping (tents, no generators)?

Next Steps and Closing Remarks

Mr. McInerny presented the following requests for meeting participants:

Forum Members:

- Review today’s meeting summary when sent out by or before July 29
- Review August 5 meeting agenda when issued on July 22
- Confer with your constituents to prepare for next forum meeting (8/5)

Members of the Public and Interested Parties:

- Make sure we have your email address if you are not already on the project list: please enter your name and contact info in the chat box
- Stay tuned for information and details on the August 19 public workshop
- Follow @TahoeAgency to keep informed

To close the meeting, McInerny shared the outcomes from the question posed at the beginning of the meeting:

Responses to “what 1-3 words come to mind when you think of Meeks Bay?”

