

Barton has money to give to nonprofits

The Barton Foundation has \$50,000 in grant funding to award to entities that will improve community health.

Barton Health provides funds for programs and organizations that positively impact the health of the South Lake Tahoe community. Projects and programs that address mental health, substance abuse, and access to healthcare services will be the priority.

These three issues were identified as the most pressing health needs in South Lake Tahoe's 2015 Community Health Needs Assessment. Grant proposals addressing one or more of these top three priorities will be accepted until June 30.

Government agencies, non-profits, and schools, are encouraged to apply. Priority will be given to programs that benefit underserved populations. Grant recipients will be notified in September and awards will be distributed at the annual Philanthropy Day Celebration on Nov. 4.

Additional grant criteria and the application are available **online**.

3-day seminar for lawyers in Tahoe City

Continuing Education of the Bar is putting on a three-day retreat on the North Shore for attorneys.

It is geared toward lawyers who are feeling dissatisfied and burned out. The goal is to rediscover what inspired you to pursue a legal career.

At the retreat attendees will be taught techniques to deal with stress in their legal practice and hear from other attorneys who have attained satisfaction and balance by making changes to their practices and their lives. Additional trainings in meditation and communication methods will be available.

The seminar is May 18-20 at Granlibakken in Tahoe City.

For more information, go **online**.

Noah Arzio – 1992-2016



Noah Arzio

Noah Arzio of South Lake Tahoe died April 15, 2016, after a brief illness. He was 23.

He was born on Oct. 8, 1992.

Noah was his happiest with his South Lake Tahoe audiences, whether it was Tiny Tim in “Scrooge”, Miss Marcia’s dance recitals, Mrs. Robinson’s Spring String Fling or just hanging out with friends.

He is survived by his parents Paula and Bobby; brothers Jesse, Eric and Matthew; and many aunts, uncles and cousins.

A memorial Mass will be celebrated at Saint Theresa Catholic Church (1041 Lyons Ave., South Lake Tahoe) on April 20 at 10am.

In lieu of flowers, donations in Noah’s name may be made to NAMI East Bay, 980 Stannage Ave., Albany, CA 94706.

Novasel talks roads, other EDC topics

By Kathryn Reed

Road projects dominated the conversation Monday night between El Dorado County Supervisor Sue Novasel and those at the South Tahoe Chamber of Commerce meeting.

“In concept I think it’s wonderful. I see it as an economic driver,” Novasel said of the proposed loop road near the state line.

The county won’t have a say on the project. However, Novasel is on the Tahoe Transportation District board, and it’s that agency which is spearheading the Highway 50 realignment. She is also the county’s rep on the Tahoe Regional Planning Agency

Governing Board, which will have a say regarding some aspects of the project.

Her biggest concern with the loop road is parking.



Supervisor Sue Novasel on April 18 talks at the Cantina to chamber members about an array of El Dorado County issues. Photo/LTN

Carl Hasty, who heads the TTD, last week said the project is not designed to deal with parking.

Novasel likes the idea of a more walkable-bikeable area.

At the other edge of her district that is part of the Lake Tahoe Basin, the proposed roundabout at highways 50 and 89 generated much discussion.

Angie Olson, a Meyers resident, said, "Every morning I smell hot brakes. How are trucks going to slow down for the roundabout?"

Novasel said she has the same concern, as does the California Highway Patrol. It has been brought up with Caltrans, which is the state agency that desires the **roundabout**. A final decision has not been made to build this. A four-way stop and traffic signals are also possible.

The supervisor said she is lobbying for a designated chain control area. She has also asked Caltrans to create a computer-generated model to simulate what the traffic pattern could be like.

She said Caltrans plans to host a meeting in May about the roundabout, but no date has been set.

Novasel is also encouraging the transportation department to build the roundabout – assuming that is the desired fix for the intersection – at the same time the **Echo Summit bridge** is rebuilt. Construction is likely to occur in two to three years.

Other items touched on at the meeting:

- Tahoe Paradise Park will allow dogs on leashes starting May 5.
- At today's Board of Supervisors meeting changes to the vacation home rental ordinance are expected to be approved. They include mandating owners have a business license and endorsing the **Good Neighbor** policy.
- Novasel believes hiring a public information officer will help the county to better get its message out.
- Regarding the **senior center**, the supervisors have asked for the property to be assessed, as well as an analysis of financial value of the whole area. She said she'd like to write in a deed restriction so certain services would always be provided, like meals for seniors, which is a county program.
- She defended her **Feb. 23 vote** not to allocate more money for roads, saying, "It was not a vote against roads, it was a vote against the process."
- Novasel said she wants to get money from Red Hawk Casino's deal with the county so money comes to the basin to

deal with roads. “It’s almost an act of God to get that contract changed,” she said. However, when the **county in 2012 revised** the 2006 agreement Tahoe was not and has never been a beneficiary of the tribe’s money.

• When budget hearings begin later this spring for the fiscal year that begins July 1, money is expected to be allocated so the Meyers Area Plan can go through California Environmental Quality Act environmental review.

Opinion: Checking on bullying at the doctor’s office

By Jessica W. Tsai, New York Times

I let out a huge sigh as I picked up the next chart in clinic. “Chief complaint: Behavioral concerns” was typed out on the top of a thick packet of papers. My young patient was sitting on the exam table comfortably. His parents sat stoically with furrowed brows in the chairs next to him. They were nervous, rigid, clearly concerned.

“What’s been going on?” I asked. Apparently he had been acting out at his elementary school. I sifted through the papers, chock full of documentation from teachers, detailing his behavior. He was on the verge of expulsion. His parents expressed understandable frustration to me given his remarkably normal behavior at home.

I gathered my history per usual, directing my questions toward him as he swung his legs back and forth on the exam table. I did not seem to be getting anywhere when I happened to ask, “Is anyone at school making fun of you?” Yes.

Read the whole story

Study: Changing prejudices is possible

By David Perlman, San Francisco Chronicle

Two young political scientists at UC Berkeley and at Stanford who exposed a major research fraud less than a year ago are now reporting the results of their own work on countering prejudice, and are being hailed for it by a leading expert in their field.

The scientists said they have found that the attitudes of voters who strongly disdain transgender people and opposed laws protecting them can be rapidly changed by brief conversations with volunteers, regardless of whether those volunteers are transgender.

The change in prejudice can be long-lasting, too, and persists for at least three months, the two investigators found.

Read the whole story

Controversial VRBO fees boost

vacation rental costs

By Ellen Creager, Detroit Free Press

Vacation rentals are suddenly more expensive, thanks to a new guest service fee tacked on to the rental price by the big sites VRBO and HomeAway.com.

Travelers looking for a place to stay will pay up to \$499 a week extra now that the sites have instituted a 4 percent to 9 percent service fee on all vacation rentals.

How does the fee impact travelers? A look at the VRBO site shows that a typical vacation condo that rents for \$1,420 a week is subject to a new 9 percent guest service fee of \$121, a \$124 cleaning fee and taxes of \$163, putting the actual rental price at more than \$1,800.

Read the whole story

Nevada's rooftop solar battle heats up

By Las Vegas Review-Journal

The future of a November ballot referendum seeking to return Nevada's rooftop solar program to its original, more favorable rates for homeowners remains uncertain, but that hasn't stopped the opposition from starting its campaign.

Citizens for Solar and Energy Fairness, a coalition including

NV Energy that wants the new net metering rates approved by state regulators to remain in effect, is running a television ad and has a new website to educate voters on its opposition to the proposed referendum.

The coalition, which says it wants “affordable energy for all ratepayers,” states that the referendum to restore Nevada’s net metering program, should it qualify for the November ballot, would subsidize rooftop solar customers through those who do not have the systems.

Read the whole story

Snippets about Lake Tahoe



It was standing room only April 13 as South Lake Tahoe birders Bob and Jenny Sweatt regaled the audience about their year of documenting every species they saw in the basin. One man came from Santa Rosa to hear the presentation that was sponsored by the Friends of the Library. Photo/Denise Haerr

- Here are the El Dorado-Tahoe and Sierra roadwork schedules for the week from Caltrans.
 - Lake Tahoe Community College's budget development team earned the distinguished budget presentation award from the Government Finance Officers Association for the 2015-16 budget.
 - On April 24 at 1pm there will be a memorial service at the Putah Creek Lodge on the UC Davis campus for Carson May, who died in an avalanche on Jan. 14 at Sugar Bowl.
 - Lake Tahoe Triathlon is Aug. 27-28. For more info, go **online**.
-

Road beat: Mazda CX-3 a worthy crossover



The Mazda CX-3 handles well making a name for itself.
Photos/Larry Weitzman

By Larry Weitzman

Introduced about nine months ago, the new Mazda CX-3 is already proving itself as a best in class vehicle. Other than carrying a baby grand piano or an eight-man football team, this new Mazda demonstrates this unique company's purpose of building vehicles that outperform the competition in so many areas.

Starting with its KODO themed aggressive design (Mazda says "Soul of Motion") which starts with a simple, but sophisticated open cross-member grille that might look good on a 1960s Ferrari, to its edgy, curvaceous lines which flow rearward, this Mazda (as with their entire line) speaks of forward movement almost like great airplane designs like the North American P-51 Mustang; when they look that good, they fly that good.



Specifications

Pricing

\$19,960 to about \$29,500

Engine

2.0L DOHC 16 valve direct injection inline four 146 hp @ 6,000 rpm

146 lb.-ft. of torque @ 2,800 rpm

Transmission

Six-speed torque converter automatic

Configuration

Transverse front engine//FWD/AWD

Dimensions

Wheelbase 101.2 inches

Length 168.3 inches

Width 69.6 inches

Height 60.9 inches

Track (f/r) 60.0/59.9 inches

Ground Clearance 6.22 inches

Curb weight (FWD/AWD) 2,809/2,952 pounds

Turning circle (curb to curb)34.8 feet

Fuel Tank capacity (FWD/AWD) 12.7/11.9 gallons

Cargo volume (second row

down/up) 44.5/12.4 cubic feet

Wheels (std/opt) 16X6 inch steel/16X6.5-inch alloy opt/18X7 inch alloy opt

Tires (std/opt) 216/60X16/215/50X18

Performance

0-60 mph 7.89 seconds

50-70 mph 4.45 seconds

50-70 uphill 6.86 seconds

Top speed (according to Mazda) 119 mph

Fuel economy EPA rated 29/35/31 mpg city/highway/combined.

Expect 30.9 mpg in rural/suburban driving and 35 mpg at 70 mph on a level highway.

As a crossover SUV, the CX-3 is small with a length of 168 inches (about a foot shorter than your average compact). It is wide, however, at 70 inches and stands 61-inches tall, not exactly a giant. Wheelbase is a long 101 inches, which can be seen in the very short rear overhang. As a benefit of that width is a wide track of 60 inches.

Power comes from inline transverse mounted DOHC, 16 valve, Skyactiv four-cylinder engine that pumps out 146 hp engine at 6,000 rpm plus 146 pounds of twist at an extremely low 2,800 rpm. Skyactiv is an important part of this remarkable engine's equation as it adds direct injection plus the ability to Atkinson cycle which makes the engine more efficient, just wait until you see the real fuel economy numbers. The tranny is a six speed lockup torque converter automatic. Very quick shifting, it was sometimes reluctant to shift to a higher

gear. While it has a sport mode, even when switched off it sometimes stayed in the lower gears too long. This might have been due to a memory function of modern trannies where they remember the driving habits of the hot-rodder before me.

Performance numbers reflect how remarkable this engine is. The CX-3 pops off 0-60 mph in 7.89 seconds. But the CX-3 really shows off its big mid-range torque in its 50-70 mph passing times of 4.45 seconds on a level highway and just 6.86 seconds blasting up a 6 percent grade. But adding to the CX-3 performance characteristics is its remarkable responsiveness. The throttle is linear, but get halfway into the go pedal and it feels like it has 246 horses working for you. Also while this was a front wheel drive CX-3, torque steer is almost non-existent. Performance is also helped by the light 2,809 pounds of curb weight. Being skinny also helps fuel economy and ride and handling.

Sipping gas is another attribute of the CX-3. In about 300 miles of driving with less than 15 percent on the highway and including my performance testing, this CX-3 averaged 30.9 mpg and on the highway with the engine spinning 2,400 rpm, it returned an average of 35 mpg. I'll bet with the addition of a seventh gear that number would go up by three mpg. The CX-3 is the most economical SUV ever tested by the Road Beat, quite remarkable considering its relatively excellent performance. One small item is the smallish fuel tank of 12.7 gallons. AWD will cost you about one mpg overall. The EPA says it should return 29/35/31 mpg city/highway/combined.

But it's not just straight line performance, it's also about when the road bends. In this category the CX-3 really can strut. Suspension is fairly standard with MacPherson struts up front and a semi-independent torsion beam in the rear. Its wide track improves stability and its gorgeous 18 x 7 inch alloys are shod with 215/50 series rubber. And those numbers don't disappoint when changing directions, like it's a larger Miata. The electric power steering has great feedback and feel

and assures confidence when dancing through a good set of twisties. Body roll is almost flat. With respect to this SUV, the operative letter is the S. It is a delight to drive. When it comes to looks, performance, handling and fuel economy not only is this CX-3 at the top of its class, so is the Mazda3, Mazda6, Mazda MX-5 and the CX-5 all ratings just bestowed as well by the New York Daily Auto News. No one has tested the new CX-9, but you can bet scribes have high hopes for this new mid-size SUV with three rows of seats.



Comfort is part of the package.

Ride quality is a bit firm, not harsh mind you, but firm. On smoother roads you will love the way it handles bumps and undulations, but sharper imperfections will be noticed. On the positive side large undulations don't upset the handling as there is no float in the ride. In fact, Mazda CX-3 handles those kind of road imperfections better than SUVs with a softer ride. Road noise is about average for this class and wind noise is quite subdued making the CX-3 a good road car. With AWD (a \$1,250 option) it would be a great all weather vehicle that could do well in the light bush.

Safety is second to none with an alphabet soup of electronic technology. Brakes are four wheel discs and in the AWD package the fronts discs grow by over half an inch for improved power. It stops in wet conditions in 46 feet from 40 mph under perfect control. You could feel all the systems working to

make the stop in only about 6 feet longer if the surface was dry. Good stuff.

Not only are Mazda designers doing world class exteriors, but their interiors also deserve that nomenclature. Seats are superb in style and comfort, especially when done in black and parchment with a bit of red trim pieces which are done in a leather and a faux suede material. Instrumentation consists a central large tach with a digital speedo in its southeast quadrant and also on its heads-up display. Other info including the trip computer are done digitally left and right of the tach. Good stuff. But it's the audio/nav system that is a distraction as it is still difficult to master and operate. I know Mazdas are about driving, which they definitely are.

Cargo capacity with the rear seats folded is about 45 cubic feet. With them up it shrinks to about 12 cubic feet. Not exactly your average moving van, but it's a good way from blowing your budget when going to Home Depot.

Pricing starts at just below \$20 large for a FWD Sport CX-3. However, my fully loaded Grand Touring FWD is \$24,990, plus \$880 for the boat ride from Hiroshima, Japan. AWD will add \$1,250 and the option GT package is \$1,920 which is appropriate for the inattentive driver with its smart braking, radar cruise, lane departure, auto high beams and a couple of other items, your choice. My tester which had all these options plus Mazda mobile start stickered at \$28,340. Mazda makes driving fun as long as you don't have to change the radio station.

Larry Weitzman has been into cars since he was 5 years old. At 8 he could recite from memory the hp of every car made in the U.S. He has put in thousands of laps on racetracks all over the Western United States.