

# Placer County, Truckee partnering on trail network

Placer County and Truckee are working to secure funding to build two sections of the Resort Triangle Trail Network. This would connect North Lake Tahoe and Truckee.

Truckee and Placer County are jointly submitting a funding application to the California Federal Lands Access Program for money to build the two multiple-use, paved trail segments. Now about halfway completed, the system will eventually be a continuous 62-miles of trails running from Truckee to Northstar, then to Kings Beach. From there the trail will continue to Tahoe City before returning to Truckee along the Highway 89 corridor.

The proposed trail segments meet federal funding requirements by enhancing public access to federal lands and providing an economic driver for the region.

Placer County's trail segment will be the continuation of Truckee's Legacy Trail from the county line west to the intersection of West River Street and Highway 89. This section of trail will include a bridge to cross the Truckee River and possibly a trailhead parking area at the intersection. The Truckee portion will run from the county line east to Brockway Road near the intersection with Palisades Drive.

The estimated cost for both trail sections is \$4.75 million. The county and the town would each need to provide an 11.5 percent match to the federal funding for their respective trail sections.

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# Memorial service set for Truckee High coach

By Jim Krajewski, Reno Gazette-Journal

A memorial service for Bob Shaffer has been set for 1:30pm May 6 at Surprise Stadium, the football field at Truckee High School.

Shaffer, the former Truckee football coach, was killed in a head-on car accident April 1 outside Sierraville.

Shaffer helped lead the Wolverines to nine state football titles, including four-straight state championships in football. He retired from coaching football in 2013.

He was coaching track and field this year at Truckee, and was at the Reed Rotary Invitational on the day of the accident.

**Read the whole story**

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## LTN subscriber drinking wine for free

South Lake Tahoe resident Les Wright and a guest are going to the annual Rocks and Rhones wine event in May for free all because he is a subscriber to *Lake Tahoe News*.

"I read the *LTN* everyday because it has all the local news. It's the only local daily," Wright said.

Subscribers help support Lake Tahoe's only daily news source.

They are also then allowed to comment on stories, receive breaking news alerts and have a chance to vie for give-aways like the wine tickets. Subscriptions are \$10/month or \$100/year. Go **online** to subscribe, or send a check to Lake Tahoe News, PO Box 13406, South Lake Tahoe, CA 96151.

Wright's knowledge of wine helped him win these tickets. For those who are interested in the wine event, tickets are available **online**.

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## **Brown signs mega-tax to fix Calif. roads, bridges**

**By Patrick McGreevy, Los Angeles Times**

California motorists will start paying higher gas and diesel taxes on Nov. 1 under legislation signed Friday by Gov. Jerry Brown to provide \$5.2 billion annually for road and bridge repairs and expanded mass transit in the state.

The plan, which also includes new fees when vehicles are registered, has sparked a significant backlash. Opponents have launched a recall campaign against one senator and are talking about a possible initiative to roll back and control the taxes and fees. Other lawmakers said they received harassing phone calls about their votes on the bill.

But state officials hope the sight of construction crews on long-neglected highways and roads will compensate for pain in the pocketbook.

**Read the whole story**

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# **Letter: Bread & Broth thankful for generosity**

**To the community,**

Through the generosity of the John McDougall Pay It Forward Lake Tahoe Community Fund held at the Parasol Tahoe Community Foundation, Bread & Broth provided a roasted chicken dinner with all of the fixings at its Monday Meal on April 24.

The \$250 grant funds enabled B&B to serve 107 meals and provide for 26 takeout meals to the grateful dinner guests who arrived at St. Theresa's Grace Hall for the weekly Monday meal.

"All the people who volunteer with this community service are so happy to assist Bread & Broth in the great work that this outreach program provides to hungry folks in our community," observed John McDougall. As the meal's host for the evening, McDougall invited fellow Unity at the Lake Church members Anik Dean, Kris Hakanson, Donna Janaczek and Leonard Smith to join him at his Pay It Forward sponsorship dinner.

Together these five sponsor volunteers had a great time helping the B&B volunteers make sure the evening dinner went smoothly and all the dinner guests were welcomed, had heaping plates of nutritious food and enjoyed their time at the dinner.

For more B&B information, join us on Facebook.

**Carol Gerard, Bread & Broth**

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# Snippets about Lake Tahoe

- Heather Ferris is now the planning manager for Douglas County.
- Choices for Children is hosting a Mother's Day Diaper drive during the month of May. Donate any size of diapers at the following locations: South Lake Tahoe Library, Jubilee Kids Academy, Under the Magic Pine Tree, South Tahoe Association of Realtors, South Lake Tahoe Senior Center, Bright Beginnings, Tahoe Tot Spot, South Lake Tahoe Recreation Center, Boys & Girls Club of Lake Tahoe, Lake Tahoe Preschool, Lake Tahoe Community College Child Development Center, Pequeños Rascals Learning Center, Appleseeds Academy, and Choices for Children. For more info, call Heather Della Ripa at 530.541.5848.
- BloodSource will have a blood drive at the South Lake Tahoe Recreation Center on May 19 from noon-5pm. The drive is sponsored by Barton Memorial Hospital Auxiliary. Walk-ins are welcome. Donors must weigh at least 110 pounds, be at least 16 years old (16 and 17 year olds will need a parental consent form) and be generally healthy. Bring a photo ID and drink plenty of fluids before donating.
- Geoff Schladow, director of the Tahoe Environmental Research Center, will give a presentation July 27 about the most important factors that affect the health of Lake Tahoe, the most pressing issues, and the new programs that are designed to address them. Talk starts at 6pm, with wine at 5:30pm on the campus of Sierra Nevada College in Incline Village. Cost is \$5.
- Historian Dianne Jennings will lead an Emigrant Trail

trek on three weekends this summer out of Sorensen's Resort in Hope Valley. (Non-hiking alternatives offered. Participants may be asked to drive their own vehicles.) The dates are June 19-20, Aug. 2-3, Sept. 6-7. Cost is \$65 for resort guests, \$95 for others. Prices include snacks, beverages and trailside lunch. Call 530.694.2203 to make a reservation or for more info.

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## **Road Beat: Veloster, a new way to experience velocity**



Ride quality of the Veloster is firm with good compliance over the rough stuff. Photos/Larry Weitzman

**By Larry Weitzman**

Veloster, which is still in its first generation starting life as a 2012 model, got a shot in the arm recently with the installation of the new Hyundai 1.6L direct injected turbo and a new seven-speed dual clutch automated manual transmission.

Veloster is hard to categorize, it is a three door with two right side doors and a single driver's door on the left. It is in reality a sub-compact car at just 167-inches long, but it rides on a compact car wheelbase of 104 inches and it is in effect a wide 71 inches. While looking like a wind cheater, its co-efficient of drag is 0.33.

By comparison the excellent Hyundai Elantra compact car which is 180 inches rides on a 106-inch wheelbase, only 2 inches longer than the Veloster. Other dimensions are in effect identical leading one to believe that the Veloster rides on a channeled Elantra chassis as the Veloster also uses the Elantra suspension components. But the Veloster's body is anything but an Elantra with a very sporty, low slung body that catches everyone's eye. The question is will it meet a driver's expectation of what it promises?

Yes, would be the short answer, especially with this new power train which appears to be also identical with the new Elantra Sport tested a few weeks ago. The Veloster however doesn't get the Elantra Sport's unique independent rear suspension but instead gets a coupled torsion beam semi-independent set up used in most other Elantra sedans.

Under that longest hood is the answer to the promise of the body, a 1.6L turbo, direct injected, DOHC, 16 valve inline silky smooth engine that belts out a big 201 hp at 6,000 rpm and 195 pounds of twist from 1,750-4,500 rpm. Without the turbo, the same 1.6L engine produces 132 hp at 6,300 rpm and 120 pounds of twist at 4,850 rpm which while more than adequate (it is 200 pounds lighter) will feel like the

emergency brake is on when compared to the turbo.



### **Specifications**

**Price** \$22,600 to about \$27,000

### **Engine**

1.6L DOHC, 16 valve direct injected turbo inline four  
201 hp @ 6,000 rpm,  
195 lb.-ft. of torque at  
1,500-4,500 rpm

1.6 DOHC, 16 valve, direct injected inline four 132 hp  
@ 6,300 rpm  
120 lbs.-ft. of torque  
@4,850 rpm

### **Transmission**

Six speed manual

Seven-speed dual clutch  
automated manual

### **Configuration**

Transverse mounted front  
engine/front wheel drive

### **Dimensions**

Wheelbase 104.3 inches

Length 167.3 inches

Width 71.1 inches

Height 55.1 inches

Track (f/r) 60.9/61.4 inches  
Ground clearance 5.6 inches  
Fuel capacity 13.2 gallons  
Trunk capacity 15.5, rear  
seats down 34.7 cubic feet  
Passenger cabin volume 89.8  
cubic feet  
Weight 2,877-2,998 pounds  
Steering lock to lock 2.78  
turns  
Turning circle 34.12 feet  
Wheels 18X7.5 inch alloys  
Tires 225/40X18  
Coefficient of drag 0.33

### **Performance**

0-60 mph 6.34 seconds  
50-70 mph 3.00 seconds  
50-70 uphill 4.12 seconds  
Top speed Well into triple  
digits  
Fuel economy EPA rated at  
25/33/28 (manual) mpg  
city/highway/combined.  
Expect 30 mpg in rural  
country driving with some  
stop and go. 34-35 mpg on  
the highway at legal speeds.

Performance is strong with the Veloster knocking down 0-60 mph in an almost world class number of 6.34 seconds. Passing performance is equally outstanding with a level 50-70 mph simulated run requiring exactly 3 seconds and the same run up a steep grade (6-7 percent) slows that time to 4.12 seconds. Those are very quick times, virtually identical to the times posted by the Elantra Sport with the same power train but with about 150 pounds less weight. Performance like this makes the Veloster turbo into a real sports car especially when

considering the handling.

But there is no guilt penalty for all this performance. It is EPA rated at 25/33/28 mpg which is about two to three mpg better than the Elantra Sport (E. Sport) EPA numbers with the exact same power train with about that 150 less pounds. But the reality is that the Veloster actually returned while exceeding the EPA numbers, three to four less mpg than the E. Sport which actually exceeding the EPA numbers by at least five-eight mpg. Veloster averaged 32.6 mpg in my Placerville to Carson City and back Sierra round trip. On the highway at 70 mph on cruise control in a two-way run the Veloster averaged 34.6 mpg. Overall fuel economy averaged 30 mpg. I have no reason to understand the E. Sport's better fuel economy although their fuel economy was identical as measured by a fill-up at about 200 miles in Carson City which included vehicle testing and almost identical driving for both cars. Interestingly the fuel tank of 13.2 gallons is about a gallon smaller than the E. Sport.

We already know that the Veloster doesn't get the fully independent rear set up of the Elantra Sport, but the fact is that after experiencing the well-tuned coupled beam semi-independent holding up the rear with huge 225/40 x 18 series tires on 18 x 7.5 inch alloys the difference between to two is imperceptible even in hard, aggressive driving. Wheel track of 61 inches is also identical to the E. Sport. The electric power steering rack has as with the Elantra Sport, excellent feel although it is a bit slower with 2.78 turns lock to lock instead of the very quick 2.6 turns on the E. Sport. I wouldn't be surprised to see the Veloster Turbo on Club and higher racing circuits in numbers soon if not already. Veloster is water through a hose in doing the twisties. With a 34-foot turning circle, small, tight maneuvers are a snap.

Ride quality is firm with good compliance over the rough stuff. As with the E. Sport, it has identical gear ratios with the engine turning a bit high 2,700 rpm at 70 mph. But is

still quite quiet with respect to interior noise with no engine, tire or wind noise except for the raucous and racy exhaust when hard in the throttle which most buyers will welcome, if not desire. It does sound good when the driver gets aggressive.

Besides the usual acronyms such as ABS, ESC and more, the Veloster uses the same four-wheel disc brakes found on the Elantra Sport which are powerful. It also comes with driver's blind spot monitor and a backup camera with rear sensors. Projector headlights are very good in low and high beam.

Inside is bathed in leather with some trick two tone seats done in black perforated leather seating areas plus orange trimmed (Hyundai calls it Vitamin C as is the exterior color) that is embroidered with the word "turbo." The IP is well done with a large tach and speedo separated by an information center/trip computer. The center stack was easy to use and included a 7-inch nav screen which doubled for radio and other functions.

That right side rear door is quite big and allows great access to the rear seating which is certainly adequate for two adults even in a trip for a few hours. I wouldn't make a habit of that, but for short half hour rides, no problem. And then there is the hatchback cargo area which has 15.5 cubic feet with the rear seats up and turns into a minute 35 cubes with the rear seat down.

Pricing starts for this good hippest of sports car at about \$18,100 and the value edition which has all the stuff this Turbo has for \$21,350. But the Turbo and its engine makes this car and delivers the promise of its looks and starts at \$22,600 which is only a \$1,250 premium, a small price. Get the seven-speed dual clutch while you add it for an about an additional grand plus you will pick up a couple of mpg along the way. Total for my six-speeder manual with the Tech Package of \$2,700 which added nav, a huge panoramic moon roof and more

and the total with the obligatory carpeted floor mats (\$125) and the boat trip from Ulsan, Korea, (\$835) and my total was \$26,260. That's a lot of sport for the money.

*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.*

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## Truckee River flow expected to be high for months



Water from the Truckee River, which is to the left, covers

part of the bike path connecting Tahoe City and Squaw Valley.  
Photo/Kathryn Reed

**By Kathryn Reed**

TAHOE CITY – The Truckee River just outside Tahoe City is known for its placid pace for casual summer rafters. Today it looks like there might be some class IV rapids – it's running that fast and high.

Rafting companies have had to deal with drought for the past few years, and at times didn't open. Now there is too much water to speculate when to mark an opening date on the calendar.

The patio at the River Ranch restaurant near Alpine Meadows is closed. The water is swirling furiously and nearly reaches the top of the wall.

Water is touching the base of the bridge crossing the river leading to the ski resort.

Sections of the bike path between Tahoe City and Alpine are off limits because the river has overflowed. In some sections it has gone under Highway 89 so there is water on both sides.

This scenario could last well into summer as the water master regulates the level of Lake Tahoe. The lake is about 18 inches below the legal limit that was established in 1917 based on shoreline stability.

The record snowpack is beginning to melt, meaning the lake just keeps getting higher. Water officials say there is enough snow at higher elevations to cause the lake to rise another 3 feet in the next three months.



A raging Truckee River near the River Ranch's patio on April 28. Photo/Kathryn Reed

With the water being so swift in Tahoe City and farther east in Reno, officials are cautioning people to stay away. It's dangerous to be near it because people and animals could easily be swept away to their death.

Plus, there are a number of snags in the river that make it even more precarious for those in kayaks.

The National Weather Service in Reno said the Truckee River hasn't experienced this high of flows since February 1999. A flood advisory is in effect in the Tahoe-Truckee areas until the afternoon of May 2.

With temperatures expected to be in the mid- to high 60s in Truckee and the Lake Tahoe Basin for much of next week, the snow will just start melting that much faster. That means more water will be released to accommodate all that runoff.

Unless there is a heat wave or rain on snow event, officials

expect to handle the situation with only these minor flooding events.

Water coming out of the dam at Tahoe City flows at 2,600 cubic feet per second when the level is at the maximum allowed. Today, the flow is at 2,200 cfs.

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## **Fire consumes house in Truckee area**

No one was injured Friday when a fire in the Serene Lakes area was destroyed by fire.

Truckee firefighters said the initial call at about 1:30pm April 28 was a possible gas explosion.

The residence was unoccupied at the time.

The exact cause of the fire is under investigation.

*– Lake Tahoe News staff report*

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## **Opinion: Berkeley is California's scapegoat**

**By Joe Mathews**

Thank you, Berkeley.

Recent headlines should remind us Californians of yet another way we are lucky. Our state has the world's best scapegoat: you.

You—our most distinguished public university and all the people, institutions and neighborhoods surrounding it —serve as a punching bag for angry people of all manner of ideological preoccupations. The right and the center can pin all of California's liberal sins real and imagined, on you. And the left sees a reactionary threat in everything, from police action on or near campus, to the presence of law Professor John Yoo, who justified torture under President George W,. Bush.



Joe Mathews

Yes, California as a whole takes a lot of critical blows. But can you imagine how much more bloodied the rest of our state would be if we didn't have you around to absorb so much abuse?

In recent months, as a furious world chokes on its own populist vomit, it's been deeply reassuring to see you play your familiar role as California's sacrificial lamb.

First, you suffered widespread condemnation from President Trump and the media—both for your decision to cancel a speech by the Breitbart News provocateur Milo Yiannopoulos, and for the anarchist, anti-fascist violence (from arson to window smashing) that prompted the cancellation.

You and Berkeley police have patiently dealt with pro-Trump provocateurs who hold rallies near campus to start fights—as

well as the anti-Trump counter-protesters who took the bait. And most recently, you've taken incoming from the left for permitting the right-wing diva Ann Coulter to speak on campus, before you got roasted by the right for canceling her appearance because you couldn't guarantee her safety.

You can't win any of these fights, of course, which is why you're such an easy target. And yet you endure—which is precisely what makes you so valuable to California. We Californians should be grateful to you for keeping so many cranks focused on you, instead of on our own neighborhoods and campuses.

When I think of you, I can't help but recall the work of the late philosopher Rene Girard, a professor at your rival Stanford (so I'll understand if you take him with a grain of salt). Girard wrote that modern society has become addicted to scapegoating, in part because it has value—in bringing people together and reducing the scale and damage of violence. “When human groups divide and become fragmented, during a period of malaise and conflicts, they may come to a point where they are reconciled again at the expense of a victim,” he wrote.

Indeed, you, as California's great scapegoat, are a protector of many vulnerable people. Just look around at the rest of the country and the world, where elected leaders and voting publics are scapegoating whole classes of people—migrants, Muslims, Mexicans. We haven't had the same level of scapegoating in California, and one reason for that is you take such a heavy helping of the racists' rage.

You're such a good scapegoat because you've had so much practice. Ronald Reagan built the most successful American political career of the last half-century on scapegoating you; he ran for governor declaring he would clean up “the mess at Berkeley” and made you a leading symbol of “a leadership gap and a morality and decency gap” in the country. In 1969, he sent the National Guard to deal with unrest around People's

Park.

Of course, his successor, Jerry Brown, liked to poke you, too, even though he was a graduate. And pretty much every governor since then has taken swipes, both rhetorical and budgetary, at you. Legislators blame you for everything in higher education—you charge too much and admit too many out-of-state students—even though it's the Legislatures' systematic disinvestment in universities that forced you to pocket more of those higher, out-of-state tuitions.

If I were you, on the business end of so much blame-shifting, I'd be tempted to point out that Berkeley isn't all that different from other big public universities. But you won't make this argument in part because you know from long experience that perception is reality. After all, Bishop George Berkeley, the Irish philosopher for whom you are named, argued that even the objects we see in the world are really just ideas, made real only by the minds of those who perceive them.

Since the scapegoating of Berkeley is about your critics and not you, there's not much you can do about it. Except steel yourself for more.

Girard, the Stanford philosopher, said that as humans experience more identity-based conflict, scapegoating increases. "We easily see now that scapegoats multiply wherever human groups seek to lock themselves into a given identity—communal, local, national, ideological, racial, religious, and so on," he wrote.

I'm sorry, Berkeley. Times being how they are, California is going to need you to shoulder even more blame.

*Joe Mathews writes the Connecting California column for Zócalo Public Square.*