

Snippets about Lake Tahoe

- Merrill C. Haber has been appointed to the Placer County Planning Commission. He is a resident of Homewood who has 30 years of experience as an attorney and mediator.
 - There will be a digital marketing summit for small businesses on April 20 from 8:30-10:30am at Truckee Tahoe Airport. For more info and to register, go **online**.
 - Incline Village's dogs-on-the-beach season ends April 15. Dogs are welcome back on Ski Beach starting Oct. 15.
 - North Lake Tahoe Fire Protection District will be hosting a blood drive April 18 from 9am-5pm. To make an appointment, call 775.831.0351, ext. 0.
 - The 2nd annual Four Twenty Celebration featuring Andre Nickatina, plus Sewer Crew, Rhythmatix and DJ(R)Styles will be at Whiskey Dicks Saloon in South Lake Tahoe on April 21. Must be 21 to attend. Doors open at 9pm. Tickets are **online** for \$20.
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**Jeannine Naylor Ferguson –
1932-2017**



Jeannine Naylor Ferguson

Jeannine Naylor Ferguson passed away peacefully on Jan. 1, 2017, at Barton Skilled nursing facility in South Lake Tahoe. She was 84.

Born Oct. 16, 1932, in Detroit, Mich., Jeannine grew up in North Hollywood. Jeannine played the French horn in the band and performed at the Hollywood Bowl. She graduated from North Hollywood High in 1950.

Jeannine lived in the East Bay of San Francisco for many years and was part of many service clubs. She made South Lake Tahoe her home in the 1970s. Jeannine was instrumental in bringing the R.I.F (Reading is fundamental) to Al Tahoe Elementary School. She ran the snack bar for swim meets at South Lake Tahoe Parks and Recreation Department's center. Jeannine was a life-long member of the National PTA, a South Tahoe High Vikings Booster Club member and a dedicated fan of the San Francisco 49ers.

Jeannine started her career as a librarian, however, she changed careers and is known in South Lake Tahoe for owning and operating the Ferguson daycare. She watched and educated multiple generations of children for over 30 years in the Sierra Tract. She was provider of the month several times for Choices for Children/Child and Adult care food program (CACFP). She took great joy in caring for and teaching the communities children. Her patience and loving character was

inspiration for many children who started their learning from her.

She is survived by her sister, Marlene, two sons, two daughters, two sons-in-law, three daughters-in-law, and 14 grandchildren. She is preceded in death by husbands Russell F. Ferguson and Robert Tyo, son Mark, daughter Susan, sisters Vivian, Connie and Jane and brother Mark.

Per Jeannine's request she is to be buried with her husband Frank at sea. A celebration of life for friends and the community is being planned for later in the year. Memorial donations can be made to Barton Hospice and the grow our library initiative at the South Lake Tahoe Library in her name.

Jeannine was a warm hearted, caring and unselfish woman. She is now resting in God's care so dearly loved and so sadly missed. Your memory is our greatest treasure to have and to hold in our hearts forever.

Please contact Colleen at ty_colleen@hotmail.com if you would like to be notified about the celebration of life.

Tahoe Tails – Adoptable Pets in South Lake Tahoe



Marley

Marley is a pretty 7-year-old tortoiseshell cat who has been at the shelter since December. We are concerned that she is being overlooked because she needs a home without other pets or children. But hopefully that special person who wants just one kitty will consider Marley and come meet her.

Marley is spayed, microchipped, tested for FIV, and vaccinated. She is at the El Dorado County Animal Services shelter in Meyers, along with many other dogs and cats who are waiting for their new homes.

Go to the Tahoe animal shelter's Facebook page to see photos and descriptions of all pets at the shelter.

Call 530.573.7925 for directions, hours, and other information on adopting a pet.

For spay-neuter assistance for South Tahoe residents, go **online**.

– Karen Kuentz

NDOT's 100-year evolution connects the state



A completed sand and oil surface except for the final dragging, circa 1919. Photo/NDOT

By Susan Wood

The Nevada Department of Transportation turned 100 last month, and amid challenges and opportunities construction engineer Steve Lani has spent about a quarter of that time paving the way for a more improved Silver State.

It's not a bad day's work for a 47-year-old civil engineer who essentially matured with the agency while relishing the responsibility of building things. Lani jokes he still plays with Legos, a building-block toy set carried over from his childhood.

"I don't think I necessarily thought of myself ending up with NDOT, but once I landed here, there was no question I belonged here," Lani told *Lake Tahoe News*.



Paving trails through the mountains took special engineering, circa 1920. Photo/NDOT

The builder who since 1998 has been in the construction division is a quasi-chip off the old block. His father was a maintenance highway supervisor for 30 years in Austin where Lani grew up. He moved to Carson City in 1994.

His most memorable moment on the job revolved around his discovery that the concrete structure making the Highway 50 interchange at Tahoe Country Club Drive on the Spooner climb just “didn’t fit” halfway into the job. The crew had to conduct a logistical, mathematical scramble to adjust the dimensions and work backward. If this sounds easy, it’s not. A state highway department must always meet design criteria.

How has the world of transportation changed in an expansive state known as much for its “don’t-fence-me-in” attitude where horses roam as modernized infrastructure improvements?

“When we started we were known as the highway department. Now we’re multi-modal, evolving to being a full-blown transportation department,” Lani said. This means caring as

much for water quality, storm water and bike paths as overlaying or snowplowing a highway.



Early snow plow equipment.
Photo/NDOT

Evolution of the department

One of Lani's personal favorites is putting up horse crossing signs so motorists know to be aware of four-legged pedestrians.

He also shared a fondness for the aesthetic improvements that enhance the grey, black and brown world the department is exposed to every day. Even concrete comes in varying colors now – which Lani calls “eye candy.”

Another aspect to the department that has evolved involves the critical need to have partnerships.

“We’ve made it a point to juggle the public and TRPA,” he said of the Tahoe Regional Planning Agency, Lake Tahoe’s bi-state regulatory organization that dictates most of what happens in the basin.

“Lake Tahoe is kind of unique with all the stakeholders, and we’re proud of these relationships,” he said.

For example, it is no longer considered the norm for NDOT to tear up the road or put in an improvement without considering what other agencies and government agencies and even businesses and event planners might have to say about the matter.

Case in point, NDOT makes an effort to not conduct work on the roads during the heavily populated week in which the American Century Championship golf tourney occurs since it’s an already busy summer month for Tahoe.



Cave Rock tunnel, circa 1930s. Photo/NDOT

Working as a team

Through the years, Lani has noticed the public being more

receptive to times when the agency is forced to close the road or level restrictions on travel.

“You can never make everybody happy,” the engineer said. “But we’re doing more public outreach.”

It’s as though people just want to know ahead of time what to expect. They also realize there’s a tradeoff in having their state look better and run better.

And when the department’s employees are on – they’re on. Take this winter. Many endured inconveniences – including staffers.

Even as adrenaline junkies, Lani pointed out how a hopping snowplowing crew wondered: “Do we ever get a break?”

NDOT counted 18 emergency projects it put into place over this unprecedented, drought-breaking winter.

“With all that Mother Nature has to dish out, our guys do an amazing job,” Lani said. At last count, the department numbered 1,788 employees divided between administration, pre-construction, construction and maintenance. The latter represented the majority of staff.



NDOT employee measuring the snow, circa 1940s. Photo/NDOT

And such being the nature of construction, everything costs more than expected, requiring in some cases for allocations divvying up over time.

Revenue is largely generated through fuel tax, while construction spending at NDOT exceeds about \$800 million. The widening alone of Highway 50 east between Dayton and Stagecoach needed a cool \$22 million.

“It used to be a two-lane road,” he said. That’s progress for you.

Lanes are always on the wish list of motorists, and NDOT knows it.

That’s why Carson City travelers are eagerly anticipating the completion of the project Lani is proudest of – the Carson City I-580 bypass. But don’t call it a bypass in front of Lani. He wants the businesses along Highway 395 in town to know the state supports commerce in town.

Nonetheless, the connection linking the Spooner grade to the freeway at Fairview Drive will reduce a lot of time for motorists traveling from the lake to Reno.



The flood of 1950 in Reno. Photo/NDOT

The project is due for completion in six months – not a minute too soon for Lani. He toured the site about a week ago to check on the progress. One layer of asphalt has been laid in most places. Iron accents ranging from covered wagons to a fish run were placed on bridges marking the crossings of Koontz, Snyder, Clearview and Fairview drives. Artist designs blanket concrete barriers. Detention ponds were dug out.

“I can remember when we dug these bridges out,” Lani said in a trip down memory lane.

“I’m pleased to see it. Unfortunately, it took a while to get here,” he said. The project underwent at least seven contracts to accommodate the funding stream.

Lani and public information officer Meg Ragonese expressed awe over the progress at the 2-mile-long jobsite – occasionally pointing out the window and jumping from the truck to get up close and personal with heavy equipment. And for Lani, the tour represented a nostalgic trip.

He recalled another memorable moment occurring on this very jobsite. Work crews witnessed a hang glider landing on the site with no incident.



Building Interstate 80 near Reno in May 1972. Photo/NDOT

Changing times

You may even see boulders the size of trucks plunge onto the road. Such is the case east of Cave Rock on Highway 50 next to Lake Tahoe, which endured a winter for the ages this year.

“We’re always aware of rock fall hazards. We’re working our way around the basin,” Lani said. Crews have come to know the slope just west of Spooner Summit, among other frustrating sites.

What’s the biggest upcoming challenge?

“Given the age of our infrastructure, it’s being able to take the revenue we’ve got and keep the system in place that we have,” he said.

What’s the future of the state transportation department?

Like many aspects of professional and personal life – in a word, technology.

Gone are the days of the pencil and gridded notepad. And even the substances used on the ground require technology to result in a perfect blend of materials to make the ideal, durable

overlay.

“Old-timers would probably argue that the old asphalt is better, but we’ve adapted,” Lani said. What was once a simple sand, rock, water mix has transformed into a “chemical soup.”



Paving of Highway 28 in August 1985.
Photo/NDOT

In the construction office, doing away with manual practices has cut the manpower in half, thus allowing crews to work on other things.

“Our long-term objective is to be paperless and stay ahead of the power curve,” Lani said.

Of course, to know where you’re going is to embrace where you’ve been.

Pride rises to all levels

“As governor of the great state of Nevada, I am proud to congratulate the Department of Transportation on its 100th anniversary. Since its inception, NDOT has provided invaluable

service to our citizens and visitors – maintaining more than 5,400 miles of highway and more than 1,000 bridges, providing rides in hour rural areas and supporting regional aviation and railroad services all across the Silver State,” Gov. Brian Sandoval told Lake Tahoe News.

The governor tipped his hat to NDOT staffers’ commitment to making travel in Nevada safe.

Sandoval also took note of the agency’s many historic transportation projects, singling out the section of Interstate 80 at Lovelock as contributing to a highway that eliminated “the last traffic signal on Interstate 80 coast to coast.”

To commemorate its century-old anniversary, NDOT is posting historical photos on its website and social media along with an invitation for residents to share their transportation memories.

“We’ve been helping keep Nevada safe and connected for 100 years,” NDOT communications director Sean Sever said. “Nevada has a rich transportation history, from the dirt paths of a century ago to today’s interstates carrying as many as 300,000 vehicles every day.”

A timeline of major milestones will also be on display to reflect on a highways department formed on March 23, 1917. The nostalgic project comes a few years after the state itself experienced a 150-year birthday.



Interstate 580 in Carson City will be open later in 2017.
Photo Copyright 2017 Carolyn E. Wright

An overview of NDOT history:

- The Nevada Department of Highways was formed on March 23, 1917, with a mission to surface what were often rutted dirt paths first forged by pioneers. Highway construction of the time was an arduous undertaking through Nevada's desert expanses, with teams of horses grading the roads.
- In January 1919, the department's first construction project built a trestle bridge over the Humboldt River in Pershing County at a cost of \$10,953. In the same year, a \$72,000 project kicked off to build a concrete roadway from Reno to almost six miles south.



Photo/Susan Wood

In the mid-1920s, the state's 45 mph speed limit was removed and replaced with a guideline to limit speeds to that of "sane and safe driving."

- In 1923, another vital source of transportation funding was forged as the state gasoline tax came into being as an important resource for developing the state's transportation system.
- In 1929, the last Nevada link of Highway 91 near Apex was oiled, providing a smooth highway from California across Nevada between the California and Arizona state borders. In later years, it would pave the way for Nevada's busiest interstate, I-15, which now travels alongside the iconic Las Vegas Strip.



Photo/Susan Wood

In 1931, a 124-foot-long tunnel was blasted through Lake Tahoe's Cave Rock to create a roadway, bypassing a previously harrowing drive alongside the lakeside rock face.

- A traffic safety program was launched in 1936. Within two short years, the department's driving safety literature and programs became so popular that 12 safety committees were formed across the state to spread the word.
- As World War II erupted, many highway employees left to fight the war. The department's 1940-42 Biennial Report was dedicated "to those very fine young men who have left the department to go into the service of our country, and with the sincere hope that they will all return to resume their duties with the department as soon as the world is safe for decent-living people."



Photo/NDOT

In 1956, President Dwight Eisenhower signed the Federal Highway Act to build 41,000 miles of interstate highway across the nation. Nevada then had a pivotal role in completion of the interstate system when a new section of interstate in Lovelock was completed, eliminating the last traffic signal on Interstate 80 between the Pacific and Atlantic coasts.

- While there had been no speed limit for decades, a speed limit law established lower speed zones on certain sections of highways in 1955.
- In the 1960s, a hard hat and safety vest program was implemented; requiring NDOT employees to wear safety vests while working on the roadway.



Photo/NDOT

The original Las Vegas Spaghetti Bowl was completed in 1968. The interchange connected Interstate 15 to the new, crosstown Las Vegas Expressway.

- On Sept. 25, 1975, the I-80 Carlin Tunnels west of Elko were opened to traffic. The tunnels provide smoother, safer interstate travel by bypassing a sharply curvy stretch of Highway 40 alongside the Humboldt River.
- As the 1970s ended, the Department of Highways changed its name to the Nevada Department of Transportation, seeking balanced transportation policy and planning and incorporating state social, environmental and economic goals.
- In 1985, NDOT led the transportation industry by installing a Road Weather Information System along Mt. Rose Highway south of Reno. System sensors transmit road condition information and temperatures, allowing NDOT to better control when, where and how much sand and salt is used on winter roads.



Photo/Susan Wood

Highway 50 was officially named the Loneliest Road in America by Life magazine in 1986.

- In the 1990s, NDOT embarked on a list of “super highway” construction plans totaling \$1.5 billion in response to a statewide population explosion. The super highway strategy included widening Interstate 15 between Las Vegas and the California state line, widening Highway 95 in the northwest Las Vegas Valley, extending Interstate 580 between Reno and Carson City, improving Highway 93 through Boulder City and starting construction on the Las Vegas Beltway.
- In 1991, the Nevada Legislature established a bicycle and pedestrian planning position within NDOT responsible for integrating the needs of bicyclists into NDOT road projects and programs.
- In January 1997, downtown Reno/Sparks streets flooded and bridges across the Truckee River were closed as water surged across roadways. Westbound lanes of Interstate 80 near the Helms Pit in Sparks crumbled. Large rocks and 125,000 cubic yards of material were dumped into the south end of the pit and the roadway was stabilized in six days.
- In 1998, the department implemented the Freeway Service Patrol, a fleet of vans that cruise the freeways to help

keep traffic safely flowing.



Photo/NDOT

A makeover of the Interstate 515 and 215 Beltway interchange, known as the Henderson Spaghetti Bowl, broke ground in September 2003.

- The first segment of the Carson City Freeway, consisting of a 3.5-mile-long freeway from Highway 50 to Highway 395 north of Carson City, was completed in 2006.
- The department began using technology to better manage congestion by building the Freeway and Arterial System of Transportation in 2005. The \$15 million complex in southwest Clark County was launched to manage and monitor traffic in the state's three largest cities – Las Vegas, Henderson and North Las Vegas – through 600 cameras and a network of pavement, Bluetooth and microwave sensors.
- Statewide traffic fatalities reached an all-time high in 2006 with more than 430 lives lost on Nevada roads. Collaboratively with traffic and safety stakeholders across the state, the department launched the Strategic Highway Safety Plan in 2006. To this day, the plan identifies targeted strategies to save lives on Nevada roads through its Zero Fatalities program.



Photo/Susan Wood

The Hoover Dam bypass bridge opened on Oct. 19, 2010. The four-lane bridge, soaring nearly 90 stories above the Colorado River, eliminated the narrow switchbacks and low travel speeds that had long plagued Highway 93 crossing the dam.

- In 2012, an 8.5-mile extension of Interstate 580 between Reno and Carson City was constructed including a 1,722-foot-long, 295-foot-tall cathedral-arch bridge traversing Galena Creek.
- In 2015, NDOT broke ground on the first phase of the long-awaited Interstate 11 in Boulder City. Interstate 11 will improve motorist safety and convenience while reducing travel time by 30 minutes with a direct link bypassing Boulder City. The project marks the first new infrastructure to the Interstate Highway System since it was deemed complete in 1992. Construction is scheduled for completion in late 2017.
- In 2016, the state embarked upon an even bigger undertaking with “Project Neon” – the largest and most expensive public works project ever undertaken during Nevada’s 152-year history. The nearly \$1 billion project will widen 3.7 miles of Interstate 15 between Sahara Avenue and the Spaghetti Bowl interchange in downtown Las Vegas.
- Today, the department builds, maintains and operates

13,000-plus lane miles of state thoroughfares – roads that have been ranked among the nation’s smoothest. More than 1.5 million bus rides are provided every year on federal transit money NDOT administers to rural Nevada transit providers. Meanwhile, by rail and air, NDOT supports regional and rural aviation and railroad services to safely heighten Nevada’s transportation and tourist options.

Source: NDOT

Opinion: Collaboration will solve region’s traffic problems

By Andy Wirth

As locals, short- or long-time residents, or frequent visitors of North Lake Tahoe, we all know and have likely experienced firsthand that traffic and transportation throughout our region can be challenging. In fact, it’s not new, but rather a decades-old problem, as “the original local” Eric Poulsen, has pointed out to me a few times. Ironically, traffic experts have extensive modeling which suggests that the traffic congestion nowadays has actually eased since the early 2000s. I take no solace in that fact; our circumstance relative to traffic and roads congestion as a region is simply unacceptable.



Andy Wirth

From the 1940s to today, there hasn't been a broad, material and credible set of solutions implemented by community leaders (civic entities "do" infrastructure) that has worked well to resolve or event mitigate this regional challenge. For me (albeit still being somewhat new to the region), there seems to be a fierce and unfathomable commitment to the status quo. Despite a great many acronymed agencies analyzing the challenges in our region, improvements have been slow at best and to the general public, it understandably appears that nothing actually gets done.

Part of the reason for that is that as a community, we simply haven't worked together to remedy these decades old transit and infrastructure challenges. There have been disjointed efforts by various entities, and insular approach by civic entities, and it undoubtedly has felt like a daunting task that only gets more challenging. Moreover, the base population of the primary cities that are the basis to demand here in Lake Tahoe, increases year after year bringing more visitors to our region, summer and winter, and seemingly compounding the problem.

The good news is that many of us aren't willing to throw in the towel on this one. In fact, my company and I are hell bent on developing and implementing a variety of solutions related to resolving road congestion and regional transportation. Key point here: The basis to the demand which creates traffic and roads congestion has many discreet layers and sources. In order to be impactful, the solutions have to address each discreet type and source of demand.

Regardless of season, much of our community relies on some type of tourism-related visitation. Mass transit and even “micro mass transit” and other traffic congestion alleviating solutions have and are being implemented, and the light at the end of the tunnel is getting brighter. As a region, we experienced success with these collective efforts during the recent FIS World Cup event that took place at Squaw Valley.

Collectively, our community demonstrated that it is possible to make every weekend like what we experienced during World Cup. Despite there being more than 20,000 people in town for this international event, transportation was efficient, and traffic delays throughout the region – specifically on Highway 89 kept to a minimum over that weekend.

How and why did it work?

Quite simply, there was a communitywide rallying cry around Alpine World Cup, followed by extensive cooperation and collaboration by multiple entities throughout our region, as well as substantial use of the transportation services offered by both residents and visitors. Thankfully, the insular aspect of the civic entities and agencies was suspended. Local media helped to spread the word about transportation options, highway patrolmen helped to direct traffic, satellite parking locations were used both in Truckee and Tahoe City, free shuttles were offered frequently throughout the day (and used!), people carpooled if they did decide to drive to Squaw Valley to watch the event, and free transportation provided by Chariot within the resort was utilized by residents and guests staying in Squaw Valley.

What we experienced as a region is that implementation of these effective solutions has a positive impact on regional transportation and traffic. It was evident that mass transportation solutions can and do work. With community support and participation, the tactics employed during World Cup are things that can be replicated region-wide on peak days

in the future.

The reality is that each and every one of us has the ability to improve the situation – we just need to continue to work together to affect change. Let's let go of the attraction to an old way of "doing business" amongst the various entities in our region, and what seems to be a bizarre and absurd attachment to stasis. As my friend, Joanne Marchetta with the Tahoe Regional Planning Agency and I agreed this past summer, we may be the last mountain community to figure this out. We know what success looks like by way of other mountain communities that figured this out a decade or two ago. We also know what success looks like here in this very community. The Alpine World Cup demonstrated what we're capable of ... the success of true collaboration.

In the future, with continued communitywide collaboration, there's no reason why all the easily forecasted "busy" weekends can't all be like Alpine World Cup.

Andy Wirth is the president and CEO of Squaw Valley Alpine Meadows.

'Buying' the votes for a gas-tax hike

By Jim Miller, Christopher Cadelago and Taryn Luna, Sacramento Bee

California drivers will begin paying 12 cents per gallon more in gas taxes later this year, the first of several tax and fee hikes contained in this week's road-funding bill that eventually will cost the average motorist about \$120 a year.

It wasn't the sort of vote any politician likes to cast. So the measure's success on Thursday relied on a collection of eleventh-hour sweeteners offered by Gov. Jerry Brown and Democratic legislative leaders to reach the necessary two-thirds super-majority.

Now that the dust has settled, it's clear they doled out nearly \$1 billion in district-specific transportation projects, with a popular commuter train system linking the valley and Bay Area headed to new locales. It also appears architects could get legal indemnity in construction lawsuits, and four Riverside County cities could see a budget boost.

Read the whole story

Hwy. 28 road-trail work expected to begin in April

Final design of the next phase of Highway 28 improvements goes before the Nevada Transportation board on April 10. If approved, and weather permitting, NDOT and Granite Construction could begin work on phase 2 as early as next week.

Granite Construction will work from both ends of the project, Sand Harbor and Incline Village, to try to limit the impact on traffic flow and public access.

The focus, this summer, will be completing the main structural work along the first three miles of the Tahoe East Shore trail, which is part of the greater Stateline-to-Stateline trail. The crew on the Incline Village side will begin building retaining walls and stabilizing soil-nailed walls to

take the shared-use path up the hillside and around Rocky Point subdivision. At the same time, the second crew will start from the Sand Harbor boat ramp at Lake Tahoe Nevada State Park. They will also be building soil-nailed walls as well as bridge foundations along the shoreline. Some of the bridge decks will be set in the fall.

Most of this summer's work will be done Sunday night through Friday at noon, when the Memorial Point parking area will also be closed for construction staging. Expect daytime traffic control similar to last season with 20-30 minute delays. There will also be some night work with lane closures for water quality improvements, which include curb, gutter and drainage facilities.

Along with the water quality improvements, NDOT is coordinating digging a trench and adding conduit for future fiber optic and information technology uses from Incline Village to the Washoe County line. The next section, from the Carson line to Highway 50, will be included with the future shared-use path project.

Snippets about Lake Tahoe

- Red Dog lift at Squaw Valley has an electrical issue and will need several days of clear weather to repair.
- Sal DeRosa is Douglas County Sheriff's Department's newest deputy.
- Granlibakken will host the inaugural Restorative Arts and Yoga Festival May 19-21. For more info, go **online**.
- The South Lake Tahoe Democrats will meet at the Lake

Tahoe Golf Course in Meyers on April 20 from 6-8pm. Items on the agenda include reports from subcommittees on candidate identification and endorsement, rapid response and community service, and outreach.

• Lake Tahoe South Shore Chamber of Commerce and Lake Tahoe Visitors Authority's annual tourism breakfast will be April 18 from 8:15-11:30am. Keynote speaker is Daniel Craine. Cost is \$25 for chamber members, \$40 for others. It will be at the Lake Tahoe Resort Hotel in South Lake Tahoe. For more info, email brittani@tahoechamber.org.

Mandates go against local control for Nev. schools

By Meghan Delaney, Las Vegas Review-Journal

If lawmakers had their way, every Nevada school would teach financial literacy, diversity studies and the benefits of organ donations. High school would start at 9:30am, and every student would have free access to dual credit courses.

Elementary schools would have daily recess. Staff would be trained on gender expression, and cameras would be placed in special education classrooms.

If only it were that easy.

About two dozen bills introduced this legislative session mandate certain programs that schools may have to adopt and implement. The proposals come from both parties and both houses. Generally, the bills have earned widespread support – few people argue against schools giving kids recess or having

a library.

Money constraints are always a concern, but the issue boils down to whether lawmakers or school boards should mandate school policies. Districts want to maintain local control, but lawmakers want to be responsive to their constituents.

Missing woman's body found in Upper Truckee River

The body of a Sacramento woman who had been missing since April 3 was found Sunday in the Upper Truckee River north of Motel 6 in South Lake Tahoe.



Pamela
Suwinsky

Pamela Suwinsky, 62, left the motel last Monday afternoon on foot without her dog, purse, cell phone or car. She had her ID and credit cards with her.

El Dorado County sheriff's dive team members found her in the river on the afternoon of April 9.

The cause of death is still pending.

On Friday detectives with the South Lake Tahoe Tahoe Police

Department had ruled her disappearance suspicious.

It was her ex-husband who reported her missing, saying she had hit her head in a fall the day before.

At this time no arrests have been made, not has it been determined that foul play was involved.

– *Lake Tahoe News staff report*