

Letter: Liberty-STPUD need to fix streetlight

To Liberty Utilities, STPUD and the SLT Engineering Dept.,

On July 14 I wrote a letter and asked that it be published because I was having troubles getting a streetlight fixed after contacting all the proper people and agencies and waiting for a period of time. Well here we are months later after my letter and the streetlight still isn't fixed.

I'll just mention that I know someone at Liberty Utilities saw my letter on July 14 because I got a very not nice message on the 15th berating me for my letter. I will just say that if I wasn't beholden to Liberty Utilities for my power, I would not be a customer after the message that was left on my answering machine. I'll just say that their CSR needs to review their training.

Now, here we are months later, my STPUD bill is coming due, and they want a streetlight fee even though I haven't received the service.

Again I don't think it's right to be charged for a service if I haven't received it.

Just fix the light already.

John Spinola, South Lake Tahoe

Nev. controller releases wish list for legislative session

By Sean Whaley, Las Vegas Review-Journal

CARSON CITY — State Controller Ron Knecht last week released a list of bills he has requested be drafted for the 2017 legislative session, including a measure that would create a hybrid retirement plan for state and local government employees.

Employees would have the option to move into this plan, which Knecht said would diversify their risks and provide them greater freedom and control in their retirement financial planning. They would not be required to participate in this program, but could not return to the existing programs once they opt into it.

Members of the Nevada's Public Employees Retirement System would have the option to move into this plan. The plan covers nearly all state and local government employees, including educational personnel.

Read the whole story

Outside groups pour money into Nev. races

By Ben Botkin, Las Vegas Review-Journal

Outside groups reported putting \$1.37 million into Nevada election races last week, according to Federal Election

Commission data.

The bulk of the money went into the Senate race between Democratic candidate Catherine Cortez Masto, a former Nevada attorney general, and Rep. Joe Heck, R-Nev.

Read the whole story

Road Beat: Kia Optima – a guilt free car



The 2016 Kia Optima LX Turbo combines incredible fuel economy with performance. Photos/Larry Weitzman

By Larry Weitzman

Kia has been in the United States market for just more than 20

years and it has come a long way from their little Sephia, which in Kia's first commercials was shown chasing a Honda Civic throughout a city, to their now world class K900. When Kia brought out the third generation Optima as a 2011 model, its stunning good looks shook up the mid-size car world. I agree. If you wonder why Kia has had so many great designs, Kia's president is also its chief designer, Peter Schreyer, who in a prior life designed for VW.

For 2016, Optima enters its fourth generation. The new body is a bit tighter and sleeker, but the overall shape and influence of the third generation still remains in its DNA as there is a resemblance. Instead of being revolutionary, its evolutionary. In that evolution, Optima's wheelbase and length has grown by half an inch (110.4 and 191.1 inches, respectively) and width is up by a full inch to 73.2 inches. While it stands almost half an inch taller, it looks lower with the wider stance and taut sheet metal. Coefficient of drag is a slick 0.27.

But what makes this particular Optima of the new generation so unique is the small 1.6L turbocharged engine and its new super-efficient seven speed dual clutch automatic. Dual clutch automated manuals, introduced by Audi and VW in 2005 have no torque converter which even though are extremely efficient today, still have a hydraulic coupling torque converter. With a dual clutch, the tranny is always connected to the drive wheels, using electronically controlled clutches to perform the shifts and slippage during starting from a stop.



Specifications

Price \$23,990 to about \$30,000

Engine

1.6L DOHC, 16 valve turbocharged inline four cylinder 178 hp @ 5,500 rpm; 195 lb.-ft. of torque @ 1,500-4,000 rpm

Transmission

Seven speed dual clutch automated manual

Configuration

Transverse mounted front engine/front wheel drive

Dimensions

Wheelbase 110.4 inches

Length 191.1 inches

Width 73.2 inches

Height 57.7 inches

Ground clearance 5.3 inches

Track (f/r) 63.5/63.8 inches

Weight 3,224 pounds

Fuel capacity 18.5 gallons

Trunk capacity 15.9 cubic feet

Passenger capacity 104.8 feet

Steering lock to lock 2.78

Turning circle 35.8 feet

Wheels 6.5X16 inch alloys

Tires 205/65X16

Co-efficient of drag 0.27

Performance

0-60 mph 7.28 seconds

50-70 mph 3.68 seconds

50-70 mph uphill 5.56

seconds

Top speed plenty fast

Fuel economy EPA rated
28/39/32 mpg

city/highway/combined.

Overall in rural country
driving expect 34 mpg. On
the highway at legal speeds
should net 44 mpg.

Knocking down 178 hp at a low 5,500 rpm and 195 pounds of twist which hits at an off idle 1,500 rpm and lasts to 4,000 rpm, this conventional gas powered passenger car returns amazing performance and incredible fuel economy. No batteries or electric motors here, just great design.

Zero-60 mph arrives in a scant 7.28 seconds which is about a half second quicker than the standard 185 hp normally aspirated 2.4L inline four. Passing performance clearly bests the 2.4L model with a 50-70 mph sprint lasting only 3.68 seconds and the same run up a six-seven percent grade only extending that time to 5.56 seconds. This is a high performance automobile. And with its high for a turbo compression ratio of 10:1, turbo lag is significantly reduced.

Shifts are almost imperceptible, almost like a CVT. It's a superb powertrain.

Now for the better news.

EPA rates this 1.6 turbo Optima at 28/39/32 mpg city/highway/combined. On the highway in a two-way run at 70 mph on cruise control it recorded an average fuel economy of 44 mpg. That's getting close to many hybrids. Overall this Optima returned 34 mpg even though it was hard not to dip into its delicious throttle. A 140-mile round trip to South Lake Tahoe on Highway 50 averaged 37.1 mpg and that includes several full throttle passes made in the passing zones. One

nice feature of a turbo is the altitude doesn't reduce engine hp as in a normally aspirated engine. With its large 18.5 gallon fuel tank, highway range extends out to an easy 700 miles, longer than most single engine light airplanes.

Changing directions is not quite like the performance minded 2.0T SXL model, but it is still quite adept. All models get the same MacPherson struts up front and a multilink independent system holding up the rear with stab bars at both ends. The electric rack steering is quick at 2.78 turns and the turning circle is good at 35.8 feet. But it comes with just 6.5X16 inch wheels which are shod with taller 205/65 series tires. While ordinary handling is excellent, three other Optima's get standard bigger wheels and tires, either 7X17 inch alloys (EX) or 7.5X18 inch alloys (SX & SXL) with the SX getting some serious 235/45 series tires. They (EX, SX) probably get some recalibrate the spring and damping rates as well to sharpen up the handling. But understand the LX as all fourth generation Optima's handle better as a result of a much stiffer (58 percent more torsional rigidity) and lighter chassis so from generation to generation handling is improved from good to even better. And to further emphasize the point, track is a wide 64 inches front and rear. As a result, this LX is still a credible handler and it will satisfy 99 percent of drivers, me included, it's just not ready for the track, although with a couple of tweaks, it might surprise someone.

Kias have a new found quiet and this new LX turbo is no exception. It is quiet. On the highway the engine spins about 2,050 rpm at 70 mph and is totally inaudible. Wind and road noise is obviously subdued. It also has an extremely supple ride with no float, able to handle the biggest bumps like Superman, in a single well damped bound.

Braking is by four wheel discs (front are one foot in diameter and ventilated) with ABS and other acronyms. Electronic stability control, traction control, seven airbags and more are standard. Brakes are strong, stopping the Optima in 41

feet from 40 mph under perfect control. My tester had the Tech Package which added blind spot monitoring, Nav, rear cross traffic and a lot more (\$2,600).

Inside is a cloth interior and soft touch materials everywhere. Seats are very comfortable. The IP contains a full complement of instrumentation and a complete trip meter so you can keep track of your fuel economy. The center stack is easy to use, no college degree required and that's a blessing. It is also non-distracting. Rear seating can handle three adults with ease and the trunk now holds 16 cubic feet of baggage and overall with 105 cubic feet of interior space, the Optima is considered a large car by the EPA.

OK, here's the deal, the LX 1.6 turbo stickers for just \$23,990. Add the Tech Package and \$825 for shipping from West Point, Ga. That totals \$27,415. If you are thinking of buying an expensive hybrid, you must check out this Optima. It costs thousands less, performs as well if not better (actually much better than the smaller hybrids) and almost gets the same fuel economy. This Kia Optima is a guilt free car. You can stick your foot into it and go like a slightly scalded dog and still achieve astonishing fuel economy. If you get on the Interstate for a road trip, the fuel tank will easily out last your personal tank unless you and your passengers all are equipped with a "Motorman's Friend."

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.

Laine: Banking on experience

Publisher's note: *Lake Tahoe News asked candidates for South Lake Tahoe City Council, Lake Tahoe Community College, Lake Tahoe Unified School District, Douglas County School District, South Tahoe Public Utility District and Lake Valley Fire Protection District a series of questions. We are running the responses in the order received. All profiles may be found under the Special Projects listing and then the 2106 November Candidate Profiles category.*



Brooke Laine is running for one of two seats open on the South Lake Tahoe City Council.

Name: Brooke Laine

Age: 52

Job/profession: Branch manager, US Bank

What boards, commissions, or other experience, including volunteering, do you have?:

Current: Treasurer, South Tahoe High School Alumni Association, 2004-present

Past president, current parliamentarian, Soroptimist International of South Lake Tahoe, 1990-present

Chair, Citizen's Oversight Committee, Lake Tahoe Community College, 2015-present

Past: Lake Tahoe Educational Foundation, California Tahoe Conservancy, Waste Management

JPA, Clean Tahoe Program, Tahoe Transportation District, Local Area Formation Committee,

South Lake Tahoe Chamber of Commerce, South Tahoe National Little League, American

Youth Soccer Organization, South Tahoe Babe Ruth.

Why are you running for City Council?: I am and have always been passionate about our community. I want to help bring professional and respectful discourse back to the public process so that we can work together and focus on moving our community forward.

Why should voters vote for you over another candidate?: I have six years experience as a council member. I fully understand the responsibilities and the time commitment. I will listen to all sides of an issue. While I may believe strongly in my position, I am willing to compromise when necessary for the good of the residents and city.

What distinct experience or competency makes you uniquely qualified to lead effectively as an elected official?: I served on the City Council from 1998-2002. During this time, the council oversaw the successful completion of the redevelopment project at Stateline and the creation of the ice arena. The experience that I gained during this term in office was exceptional as we negotiated complex contracts and funding strategies.

I was appointed to serve on the City Council from 2012-14.

During this term, we addressed the unfunded liabilities. Working with our current and former employees, we were able to negotiate a settlement thereby eliminating a huge financial burden that caused many cities throughout our country to file bankruptcy.

Public agencies have been under scrutiny the last few years for lack of transparency and accountability. What will you do to ensure both?: I would recommend that all public agencies videotape their meetings and make their public meetings available on the government channel just like what the city has been doing for years.

What stands out for you in the current budget that you support and that you would change?: During my recent service on the budget subcommittee we altered how we project our revenues which have improved the city's ability to accurately balance our budget. We lay down a baseline, conservative figure for revenues. Then at the midway mark of our fiscal year, we look at our actual revenue and adjust our revenues accordingly. This has allowed us to budget for one-time projects, knowing we have the revenue to support it or not. I would like to see the budget reflect actual projects. Currently, the budget is simply broken down by department. It is impossible to see the current expenses of an actual project. Being able to see these projects reflected in the budget will allow for even greater transparency and will also help to identify the costs of maintenance and operations.

Do you support current legislation for \$15 minimum wage? Please explain: The average household income for a family in Tahoe is \$36,000. An increase in the minimum wage will greatly assist the average family struggling to keep their head above water. I support an increase to the minimum wage. However, having been a small business owner myself, I understand that this increase has to benefit the employee as well as be affordable to the business owner. If this mandate is too large, businesses will most likely reduce their work force,

which defeats the purpose.

Do you support Proposition 55? Please explain: I do not like this ballot measure. Prop. 30 was to be a temporary tax increase on the wealthiest. Prop 30. included a one-quarter cent sales tax that went toward transportation improvements for the state of California. Prop. 55 proposes to keep the tax on the wealthiest for another 12 years, but does not renew the one-quarter cent sales tax. Prop. 30 was to be a temporary tax and I feel we should honor that.

Describe three attributes for a successful council: Professionalism, respect for the process, and each other, listen and have an open mind

What are your thoughts about public employee defined benefits?: Our defined benefits are appropriate to attract the quality work force, which the city needs in order to fully serve the public.

Please explain your position regarding contracting out work normally done by staff: The city is proud of the work it provides in order to serve our residents. There are times that some labor needs to be contracted out due to understaffing or unexpected increase in demand. Occasionally, the city needs to contract out legal services due to the special nature of a case. These circumstances should not be routine but rather the exception.

What is your 10-year vision for South Lake Tahoe?: I can see a unified Tahoe with lines that used to define us, now joining us. I would like to explore the idea of a Tahoe County with other agencies who could benefit from this realignment. A Tahoe County that could include the city, all of the unincorporated areas perhaps as far up the West Shore to Tahoma, and across the state line to Glenbrook, and why not include Incline. All residents would be eligible to run for election to the county board. We would no longer have a

situation where residents who live in the unincorporated portion of our community feel they do not have a say or a voice. With a Tahoe County in place, we can maintain our fiscal resources for our direct benefit. I believe this is an option worth considering.

What one vote in the last four years that the current council made do you disagree with and why?: I regret that the current council chose to not enforce the phased in ban on plastic bags as it relates to our restaurant industry.

Regulating plastic bags can mitigate harmful impacts to oceans, rivers, lakes, forests and the wildlife that inhabit them. Reducing bag use can also relieve pressure on landfills and waste management.

How many City Council meetings have you attended this year?: I have attended, in person, two council meetings this year. However, I watch them on TV regularly and fully support continuing the broadcast of meetings as a means to keeping the public involved.

What do you know about the strategic plan, finances, debt, and goals of the city?: As a council member I participated in the development and review of all of these matters. It is important to regularly review and update strategic plans and goals with community input to make sure they keep up with changing times and challenges. Finance and budgets reflect our values, goals, and execution of the strategic plan. We must constantly work on reducing any city debt and unfunded liabilities so we can focus more on planning for the future rather than trying to take care of the past. The city has made excellent progress in these areas over the past few years and my goal is to continue in that positive direction.

Being on the council means working as a team. How will you work with the sitting members for the greater good of the community?: My past years on council have demonstrated that

under unusual circumstances, I will remain professional and respectful to my fellow council members and to our staff and residents. Any other working environment is detrimental to the progress and growth of our city.

What should be the three main priorities for the council?: A well thought out strategic plan. A budget that allows for the implementation of the strategic plan. Most important, we need to build the public's confidence that the City council is capable of making decisions that are always in the best interest of protecting our natural resources and growing our economy such that all residents can prosper.

What have you done to make yourself ready to be a council member?: I have served as a council member for six years. I have stayed very active in city politics and events and continue to volunteer when asked.

What role should government have in housing for residents?: Our city should have a strong and supportive role in helping to resolve our current housing dilemma. (See below.)

How can the city partner with the school district to improve high school graduation rates?: I believe students are more successful when they can relate their education to the real world, not just as mandatory time spent with no perceived relevance. The city, the school district, and possibly the community college should consider partnering in community service projects that will give students the opportunity, possibly for credit, to be more involved in their surrounding environment.

How can local government support and expand job creation and small local businesses?: Government must support small businesses that then expand job creation by tearing down the barriers that discourage this growth. We must be open and supportive of new concepts; like turning a single-family residence into a fully-fledged business office. Our sign

ordinance needs to be adjusted to allow temporary signage for start-up businesses that are waiting for permanent signage. Examples like these will encourage business creation and will thereby create better job opportunities for our residents. We must look at everything we do and see if we can do it better.

If you believe in the one South Shore concept, what would you do to further make this a reality? If you don't believe in blurring the state line, why don't you?: I believe strongly in blurring the state line. In fact, my idea would be to support a new county: Tahoe County. Perhaps we could join with the lake portion of Douglas County, and create a bi-state county that would include from Echo Summit, down through the unincorporated portion of the city, the city of South Lake Tahoe up to Tahoma, and finally across the state line to Glenbrook. This is an example of the "outside the box thinking" I hope to bring to our discussions

What are your views on:

a: Vacation home rentals: I believe there needs to be much stronger enforcement of the VHR ordinance that relieves our residents from the current complaint driven process. I would propose a full time staff of enforcement officers that could be funded from an increase in the fees that VHR's currently pay. If all VHRs paid the same TOT tax as hotels and motels in the redevelopment area, this increase could fund multiple officers working to ensure that garbage is being properly managed in addition to all of the other issues including parking, noise, etc.

b: Loop road: The real value of this project is that new affordable housing would replace old and tired housing in the Stateline corridor where many of our residents reside and work. If the loop road project proceeds, it is mandatory that work force housing must be in place prior to the start of the project. I understand that the community wants to have a voice in this process. I look forward to hearing the results of the

November ballot measure.

c: City streets: Many of our streets are in very poor condition. I strongly support the one-half percent increase in sales tax as long as it is specifically directed to fund street replacement. The city's current process of simply repairing cracks, etc. is no longer an option.

d: Relationships with other public agencies: We must all work together. I will listen. I will be respectful and professional. I have experience working with other agencies and have a proven record of moving projects forward.

e: Recreation: This is currently a top priority for the city and I support this position. The city has made some important investments in our recreation infrastructure including Lakeview Commons, the bike park, bike paths, and now the recreation complex. We are moving in the right direction and I will be supportive of the maintenance and expansion of our recreational opportunities.

f. TRPA defined commodities: I would love to do away with them. I understand that they are a tool that helps us control growth. However, they have created an enormous financial investment before you can put a shovel in the ground. We must move away from seeing things as "yes" or "no" and, rather, figure out "how" to get things done

g. Transient occupancy tax measure: I fully support the TOT tax measure.

h. Sales tax measure: I fully support the sales tax measure as long as it is dedicated to street replacement.

i. What do you want the additional sales tax money to go to?:
Street replacement

Tell us something about yourself that people may not know: I was born at Barton Memorial Hospital just three months after

the hospital opened for business.

Voters said no to you two years ago, why should they say yes this year?: Times change and issues change. I would like to contribute to a professional, respectful council and work together to move our city forward. I am passionate, experienced, professional, and respectful. I enjoy the political process and will take the steps necessary to reach the best possible outcome through collaboration and compromise. Our residents deserve no less and I believe I am up to the task.

LTN celebrates 7 years of daily news

It was seven years ago today that *Lake Tahoe News* was launched. **The story** was about the parade celebrating Jaycee Lee Dugard's release from captivity.

Much has happened in Lake Tahoe since 2009. *Lake Tahoe News* has been there to record the good, the bad, the happy, the mundane, the excitement and so on.

We have no plans to stop. We will keep bringing you daily news about the people and happenings of Lake Tahoe.

We recognize without loyal readers like you, our words and photographers would be pointless. Each day you read *LTN* is a gift to us – thank you.

Many of you are subscribers; which means you have supported us financially. Some of you have done so since nearly day one, others have come on board in the last week. Thank you. As a

gift to our subscribers we sent *LTN* T-shirts to them, which will be arriving this week. This is just one of the perks to being a subscriber. Other benefits include being able to write comments, being in the running for freebies, receiving breaking news alerts and knowing you are helping to sustain Tahoe's only daily news source.

We also would not be successful without our advertisers. Thank you to all the businesses and individuals that have supported us and continue to do so.

Without these two revenue streams, we would not be able to keep producing the news seven days a week, 24 hours a day. If you are interested in advertising, send an email to info@LakeTahoeNews.net with "want to advertise" in the subject line. To subscribe, go **online** or send a check to Lake Tahoe News, PO Box 13406, South Lake Tahoe, CA 96151. Cost is \$10/month or \$100/year.

We look forward to another wonderful year of delivering the news to you wherever you are reading us – which as of yesterday included more than 100 countries and more than 3,300 cities.

– Lake Tahoe News staff

Rabe Meadow fire extinguished

Firefighters on the South Shore were busy again with a suspicious wildland fire on Tuesday.

By 4pm Sept. 6 the blaze in Rabe Meadow in Stateline was out and crews were in patrol status, according to U.S. Forest Service spokeswoman Lisa Herron.

Investigators didn't immediately have a cause for the 30 x 40 foot fire.

Most of the fires in the past 10 days, which officials believe are the work of an **arsonist**, have been on state or federal property.

– *Lake Tahoe News staff report*

Opinion: Court opens door to changing CalPERS

By Dan Walters, Sacramento Bee

California's perpetual debate over public employee pensions has always revolved about what's called the "California rule" – a series of court decisions that seemingly prohibit any changes in pension benefits once they are granted.



Dan Walters

The debate has intensified in recent years as the California Public Employee Retirement System and other state and local pension systems grapple with multibillion-dollar "unfunded liabilities" for pension benefits and increase mandatory

payments from governments to reduce them.

The rule, first enunciated in a 1955 state Supreme Court case out of Long Beach, has often been cited by public employee unions and others as they resist efforts at state and local levels to overhaul pension programs and reduce their heavy costs.

It's based on clauses in the federal and state constitutions prohibiting the "impairment" of contracts and the assumption that pension benefits are, in fact, protected contracts.

Read the whole story

Nev. to vote on tax break for wheelchairs, oxygen

By Michelle Rindels, AP

Oxygen tanks, hospital beds, feeding pumps, crutches and other durable medical equipment could be exempt from the Nevada sales tax if voters approve a measure on the ballot in November.

Here are things to know about Question 4:

How does it work?

If the measure passes this year and again in 2018, it will amend the Nevada Constitution and require lawmakers to pass a law exempting durable medical equipment from the state's 6.85 percent sales and use tax. A "yes" vote supports the

exemption; a “no” vote opposes it.

Why now?

Proponents tried to get the exemption passed in the Legislature last year. The bill also waived taxes on hearing aids, glasses and contacts and would have cost the state \$25 million in tax revenue over 10 years, according to Legislative Counsel Bureau estimates.

The state Senate passed the measure, but it didn’t get a vote in the Assembly.

The ballot measure is narrower and excludes hearing and vision aids. Officials estimated in 2015 that Nevada would forgo about \$3.7 million in tax revenue over a decade if durable medical equipment were exempted. But in an official analysis in August, they said they could not determine the financial effect of Question 4’s passage.

A political action committee called the Alliance to Stop Taxes on the Sick and Dying gathered enough signatures to qualify the measure for this year’s ballot. The group is backed by Bennett Medical Services, which sells the equipment that would get the exemption.

What are the pros?

Supporters say sales tax on the equipment is unnecessary and revoking it would have minimal effect on the budget. The tax applies to wheelchairs, infant sleep apnea monitors and oxygen delivery equipment – items used by people in their last weeks of life or need the equipment to live.

Insured patients are feeling the sales tax indirectly through increased copays and deductibles, while residents without insurance must pay the tax out of pocket and could forgo equipment their doctor prescribed because of the cost.

The exemption would apply to equipment including oxygen tanks

and concentrators, which can cost \$639 to \$3,325 before taxes, according to an analysis of popular medical sales websites by Nevada's nonpartisan Guinn Center for Policy Priorities. Wheelchairs cost between \$114 and \$8,800, while hospital beds can cost anywhere from \$585 to \$13,500.

Nevada already exempts medicine and prosthetics from the sales tax. Supporters of Question 4 say the ballot measure would bring Nevada in line with many other states that exempt the equipment from sales taxes.

The Guinn Center lists 23 other states with tax exemptions for medical equipment and notes that about 7 percent of Nevada's population uses such products and would benefit from the tax break.

What are the cons?

Opponents argue the proposal is just another giveaway to a special interest group and say taxpayers are footing the bill. They say sales tax from the medical equipment is funding public services including police, firefighters and public schools and cutting away more revenue will force lawmakers to raise taxes elsewhere.

They also are concerned that the definition of "exempted medical equipment" is vague and up to the Legislature. The lack of clarity makes it hard to tell how much the exemption would cost the state, opponents say.

"On the surface, this exemption seems like a good thing, providing tax relief to those in need," the official opposition argument says. "However, this exemption is really a wolf in sheep's clothing."

Rare stonefly only found in Lake Tahoe



This stonefly has only been found living beneath the surface of Lake Tahoe. Photo/UNR

By Emily Benson, New Scientist

Species: *Capnia lacustra*

Habitat: Lake Tahoe, 100 to 280 feet below the lake's surface.

An autumn birthday means one of these rare aquatic insects was born live; but a spring birthday bash means it probably hatched from an egg.

The insect, a species of stonefly called *Capnia lacustra*, is one of 10 invertebrate species found only on the bed of Lake Tahoe.

And it is one of a kind among stoneflies. Most species in this group live in streams or rivers as juveniles, before emerging into the air as winged adults to mate and lay eggs. *C. lacustra* has a different strategy: it's the only known species of stonefly that spends its entire life under water, never developing wings.

The creatures' rarity and difficult-to-reach habitat make them hard to study. A lakewide survey in 2008 and 2009 revealed that *C. lacustra* – and the particular plant it lives on – appears to be much scarcer in Lake Tahoe now than in the 1960s.

Read the whole story