



**Cocolalla Lake Association**  
Box 133  
Cocolalla, ID 83813  
*Protecting Cocolalla Lake*  
Since 1984

FALL ~ WINTER NEWSLETTER 2014



## Double Rainbow

*It appears our efforts to “reverse the eutrophication of Lake Cocolalla” are paying off. This was the first summer in years that we did not experience a major algae bloom. Many thanks to Idaho Dept of Agriculture, Army Corp of Engineers, State Representatives Eric Anderson and George Eskridge, State Senator Shawn Keough, Our CLA Board and you the Members for your ongoing support.*



## ✧ Vote on November 4th ✧

*Members are urged to get out and vote on November 4th paying close attention to Candidate responses to question #3 in the October 14th, 2014 Voters Guide.*

## SURVEY RESULTS “NO MILFOIL”

Thomas Woolf from The Idaho Department of Agriculture reported that during his crews October 2014 visual check of Lake Cocolalla they found no milfoil. This is very good news and shows that our projects are effective. The lake is in as good condition for clarity, oxygen content and invasive species control as we have seen it in

recent years. Another inspection will be made in May/June of 2015 and any remaining Eurasian Water milfoil if found will be hand pulled.



**Curly-leaf**: An initial visual survey of our 2014 treatment indicated favorable results. We will be doing

an early summer survey to determine scope of infestation and a treatment plan will be determined at that time.

## Fall East Shore Cleanup

*Many Thanks to Cary Poston, Dave Crow, Norm Anderson and Fred Vincent for the clean up of the BNSF property. Activity on the private property seemed to decrease this past summer, however there are still some that leave trash and other materials*

*that are toxic to our lake behind. It was further disturbing to find chunks of coal littering the shoreline from the exposed rail cars. These were found below the high water mark!*

*More on this and the BNSF proposed expansion can be found on Page 5.*





# Flowering Rush

Flowering Rush Control Project for Lake Pend Oreille, Idaho: Preliminary Summary

Tom Woolf-IDA, John Madsen-USDA, Ryan Wersal-Geosystems Research Institute, Mississippi State University

Don't be fooled by its Pretty Appearance....

Flowering rush (*Butomus umbellatus*) was found north of the Clark's Fork delta in both 2007 and 2008 and represents a unique population for Lake Pend Oreille (Ling Cao 2009). The majority of flowering rush in the Lake Pend Oreille system is located in the Clark Fork River delta area. This area is owned by the USACE and serves as a source of infestation to other parts of the lake and Columbia River system. Small populations have been found taking hold throughout the lake and downstream of Albeni Falls Dam on the Pend Oreille River in Washington. Flowering rush is an expanding problem in this region and currently there are no proven tools to effectively kill it.

As part of the normal water management regime, Lake Pend Oreille undergoes a drawdown ( $\geq 11$  ft) every fall and winter for flood control and to help protect infrastructure from ice damage. During this time, flowering rush plants are exposed and are easily accessible to implement management techniques. To date there is no published peer reviewed literature that can provide reliable control recommendations for flowering rush. Anecdotal reports suggest that foliar herbicide applications will control emergent plants; however, submersed plants are typically not controlled. There has been no attempt to our knowledge of conducting subsurface herbicide applications to target submersed flowering rush plants but given water exchange characteristics and the overall water volume to treat, this may be unfeasible in Lake Pend Oreille. Thorough evaluations of management techniques are needed to determine a viable approach to managing flowering rush in Lake Pend Oreille and other lakes in this region. Treatment of flowering rush during times of lake drawdown represents a potential opportunity to effectively treat this plant. Due to concerns regarding endangered species in the Lake Pend Oreille system, only a small number of herbicides were applied to the drawdown area "in-field". Additional herbicides were screened in a mesocosm facility under more controlled conditions. The drawdown plots and the replicated mesocosm experiment will provide information necessary to improve the future management of this problematic invasive aquatic plant.

[http://www.gri.msstate.edu/publications/docs/2011/11/9327Idaho\\_ARRA\\_Preliminary\\_Report\\_2011\\_GRI5048.pdf](http://www.gri.msstate.edu/publications/docs/2011/11/9327Idaho_ARRA_Preliminary_Report_2011_GRI5048.pdf)

# Quagga Mussel News

## IDAHO WATERCRAFT INSPECTION SITES RESULTS



- 49,300 watercraft inspected this season
- 14 vessels intercepted with mussels on them.
- 5 of those were in Northern Idaho.
- 245 vessels were found with weeds on them.
- 688 high risk vessels were hot washed.

### **Zebra / Quagga Mussel Fouled Vessels**

A total of 105 vessels have been intercepted with zebra or quagga mussels since the beginning of the Watercraft Inspection Program in 2009. Of those, 40% originated from the Great Lakes and the Eastern United States, 36% from Lake Mead, 15% from Lake Havasu, and 5% from Lake Pleasant.

### **Watercraft Inspection Progression**

Changes have been made in subsequent years of the Watercraft Inspection Program in order to improve the efficiency and efficacy of operation. Following the rapid deployment of watercraft inspectors through a private contractor in 2009, partnerships were built with local entities such as Soil and Water conservation districts and county governments. Today, all of the stations in the state are operated by these regional partners or ISDA staff.

ISDA provides all funding and training for stations, while contracts with partner agencies define responsibilities to their respective stations for day-to-day operation. Partnering with these local agencies has led to increased involvement and support for the program state-wide. Partners such as the Bruneau Soil and Water Conservation District have built local support to a point where an Owyhee County Sheriff's Deputy or Posse member is staffed at the station during all shifts. This has resulted in excellent compliance for inspections and has been outstanding for public outreach.

### **Determination of Risk**

The primary objective of the Idaho watercraft inspection program is to prevent the introduction of Aquatic Invasive Species (AIS) into Idaho. A wide variety of AIS exist in North America including invasive plants, snails, mussels, clams, crayfish, frogs, and fish. Of these species, zebra and quagga mussels present the most significant threat to the economy and aquatic ecosystems in the region. The introduction of these species is preventable because their primary means of transport between basins is by humans on watercraft and/or equipment.

Equipment: Floating or submerged equipment including barges, buoys, pipes, pumps, docks, pontoons and boat lifts. Equipment of this kind is submerged for extended periods of time and has a high likelihood of transporting large numbers of mussels. *(Used dock platforms and boat lifts are permitted by Idaho Department of Lands and require inspection before installation).*

**Keep Idaho Mussel Free**

# Lake Cocolalla Camp Host

Idaho Fish and Game are actively seeking candidates for a Camp Host for the 2015 season. Any potential candidates should contact Dave Ross at Idaho Dept. of Fish and Game ---- The person accepted for the job must complete training on invasive species and watercraft cleaning prior to taking the position. Thank you to Idaho Department of Agriculture and their employee Isabel Dasilva for helping us out on weekends this season. Isabel inspected 306 watercraft during this time. It is crucial to have a permanent full time host to help ensure Lake Cocolalla does not become infected with current invasive threats.

## Bathymetry-Hydroacoustic Survey



Tom Moorhouse completed a Bathymetry Survey of Lake Cocolalla during October. This survey will provide information important for lake management decisions. Data will include: , bottom contour intervals (similar to a topography map) showing deep spots, creek channels, submerged objects. It will also give us valuable baseline inventory of conditions of bottom composition (soft to hard), soil sediment (necessary for the development of sedimentation maps) and vegetation growth (distribution and abundance).

We are very excited to have this comprehensive tool that will be vital to our ongoing care and stewardship of Lake Cocolalla.

## Lake Cocolalla Got Stocked

Idaho Department of Fish and Game Working to Keep all of you Fisherman Happy!

Date Stocked	Species Type	Size	Number Stocked
07/16/2014	CHANNEL CATFISH	CATCHABLE (6 inches+)	3,990
04/30/2014	WESTSLOPE CUTTHROAT	FINGERLING (3-6 inches)	5,490
04/29/2014	HAYSPUR RAINBOW TRIPLOID	FINGERLING (3-6 inches)	27,150
04/29/2014	WESTSLOPE CUTTHROAT	FINGERLING (3-6 inches)	14,640

# BNSF Proposed Expansion

## Sandpoint to Spokane (BNSF — 78.3 Miles)

The MRL route from Mossmain would converge with BNSF-direct coal from Shelby at Sandpoint, ID, and move on the BNSF line through Spokane, WA. All (100%) of BNSF originated export coal to the PNW would likely move over this 78.3 mile line segment. This line is commonly known as the “Funnel,” and is the second-busiest rail corridor in Washington. According to the Spokane Regional Transportation Council (SRTC), the line currently handles 50 to 60 trains per day and has a maximum capacity of 78 trains per day.<sup>84</sup>

If the proposed PNW export coal terminals are built and operate at full (100%) capacity, we calculate that by 2018 approximately 95 million tons of coal from the PRB to PNW (35.00 trains per day), would move over this 78.3-mile line segment and by 2023 this coal volume could increase to nearly 162 million tons (59.50 trains per day).

In 2009 (with the help of \$36.8 million in funding from WSDOT), a 1,330 ft. BNSF railroad tunnel was completed in Spokane, which has helped alleviate some of the rail traffic congestion. An earlier study and initiative conducted by the SRTC, known as Bridging the Valley (BTV), identified a series of projects, including 75 railroad/roadway crossings, which will separate vehicle traffic from train traffic in the 42-mile rail corridor between Athol, Idaho, and Spokane.<sup>85</sup> To date, adequate funding has not been obtained for these projects.

The identified improvements were originally designed to handle a gradual growth in intermodal and grain traffic of up to a total of 70 trains per day.

The potential rapid growth in PRB to PNW export coal traffic (35.00 to 59.50 trains per day) and Bakken oil rail movements (22.42 trains per day) were not envisioned or considered when these improvements were first designed (2000) and approved (2006). Now, in a few short years, instead of the expected 70 trains per day, Spokane could see more than 57.42 to 81.92 loaded and empty trains per day in addition to the current volume.

Coal dust is notoriously difficult to control. BNSF estimates that each uncovered car loses between 500 pounds and a ton of coal dust en route. It is unknown how much coal dust will be released into the air, onto the land, and into the water from the 80-100+ acres of open, continuously turned-over, coal heaps in storage at the terminal site. There are concerns about train derailments, the effects of dust on human health, local clean water supplies, and on the marine environment. The methods of containing coal dust, especially in adverse weather conditions (wind, rain) are unproven, and it is uncertain which party would pay for dust mitigation measures. BNSF asks that shippers pay for dust mitigation; shippers typically balk at paying. -

For more information see: <http://www.coaltrainfacts.org/key-facts>

<http://www.spokesman.com/stories/2014/feb/24/oil-coal-trains-concerns-likely-to-increase/>

[http://www.bonnercountydailybee.com/opinion/editorials/article\\_0e63e2d4-c2c0-11e3-a454-001a4bcf887a.html](http://www.bonnercountydailybee.com/opinion/editorials/article_0e63e2d4-c2c0-11e3-a454-001a4bcf887a.html)

Current rail traffic, such as export grain traffic and import and export intermodal container traffic, would likely experience a deterioration of rail service, such as higher transit and cycle times, and would likely incur higher costs in the form of higher freight rates and equipment costs. Amtrak passenger train traffic would also experience a deterioration of service and higher costs.

For more information see: <http://heavytrafficahead.org/pdf/Heavy-Traffic-Still-Ahead-web.pdf>

# Benefits of Controlling Nuisance Aquatic Plants and Algae in the United States

**Authors:** Kurt Getsinger USACE, Eric Dibble MSU, John H. Rodgers Jr. Clemson University, David Spencer USDA

Abundant water resources are essential to the well-being of the United States. Freshwater provides the very basis of human health, ecological sustainability, and economic and homeland security. Aquatic resources are necessary for drinking water, food, fiber, industry, energy production, navigation, recreation, fisheries, wildlife, and biodiversity. Many actions can negatively impact the quantity and quality of water resources, including human construction and development, excessive discharges of industrial and human waste products, and elevated nutrient runoff from cleared lands. There is another more subtle and growing challenge to maintaining sustainable water resources, however—nuisance aquatic vegetation, especially introduced invasive species.

Invasive plants and algae<sup>1</sup> have become major threats to rivers, lakes, wetlands, and riparian ecosystems. Most of these species have invaded from other continents—particularly Eurasia and South America—either accidentally or by design. Once established in their new environment, they easily spread within and between water bodies, infest nearby watersheds, and disrupt the ecological status quo with few natural checks and balances to inhibit their growth and spread. For example, Eurasian watermilfoil was first reported in 1987 in Lake Minnetonka and has currently infested 280 Minnesota lakes (Invasive Species Program 2014). Thousands of acres across the country are being degraded at an annual cost of tens of millions of dollars. These invasions do not respect political boundaries. Every watershed in the United States is at some level of risk.

This paper will present an overview of aquatic weed problems and how water bodies are degraded by nuisance plant infestations—ranging from fish and wildlife habitat to drinking water supplies to crop irrigation and more. Unmanaged growth of invasive vegetation alters critical habitat for threatened and endangered species. Most importantly, the cost-effective benefits provided by proactive and environmentally sound management strategies will be reviewed. The clear linkage between advancements in control techniques and the application of those methods on an operational scale will be noted in reviewing some case histories.

Resources are generally lacking to fully implement invasive species management programs. Focus is spent on prevention, but once a species gets introduced there is often a lack of support and resources to actually manage the problem species, with such delays allowing for quicker spread of a species. This is partly because management is often left to private funding with regulation by local agencies, and there is a multidimensional use of the resources that must be considered. The price for this discrepancy is yet to be determined. As this paper will highlight, successful management can have a positive influence on the many uses of our waters. We must recognize that managing nuisance aquatic vegetation is, in reality, managing water. The importance of clean and abundant water to the progress and survival of civilization must always be considered.

Anyone wanting a copy of this comprehensive report can email me at: [shelleyvincent@mac.com](mailto:shelleyvincent@mac.com)

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## Don't Move Firewood

Firewood has been shown to be a major pathway of invasive species. People can transport these non-native species long distances on firewood.

In fact, new infestations of tree-killing insects and diseases are commonly found in campgrounds and parks.

In an effort to prevent further spread and to reduce new infestations, the invasive species councils of Idaho, Oregon, and Washington have teamed up to inform citizens throughout the Pacific Northwest about the economic and environmental effects of firewood as a vector of invasive species.

