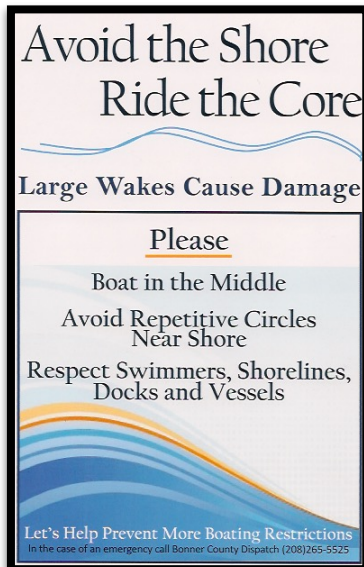




**Cocolalla Lake Association**  
**Box 133**  
**Cocolalla, ID 83813**  
*Protecting Cocolalla Lake*  
*Since 1984*

## **SPRING SUMMER NEWSLETTER 2017**



### **Proposed Cocolalla Lake Milfoil Treatment**

Treat 20 acres on the Southern end with Diquat a week or two after the 4th of July Holiday.

Water use restrictions would be in effect for those that live within 1/4 mile of the South end. Restrictions for drinking and irrigation water will only be 5 days.

### **Meet Bob Brimmer:**

Bob is a New Member of the CLA and has taken on the duties of Inspector Extraordinaire at our Boat Launch.

With the increased threat of Quagga Mussels this is a very important measure to insure our Lake stays mussel free.

Do you or anyone you know have a trailer or extra shed you'd like to donate? The CLA is hoping to secure a shelter to make a more comfortable environment for our inspectors. It is our understanding that this donation would be a write off.



### **NO-WAKE LIMIT IMPOSED ON RIVER**

**NEWPORT** — A “no wake speed limit” has been imposed on the Pend Oreille River in Pend Oreille County, Wash. The “no wake speed limit” is activated as required in the Pend Oreille County Boating Safety Ordinance No. 2001-01, as revised July 8, 2002. The ordinance calls for the change when elevation at the station exceeds 2041 feet. The ordinance defines wake speed” as a “slow speed producing no wake and further does not exceed 5 miles per hour.”

## Idaho Boat Inspection Stations

So far this spring, Idaho highway check stations already have intercepted at least eight boats fouled with invasive species, said Lloyd Knight, state Agriculture Department Invasive Species Program supervisor. Three were destined for Idaho while five were heading through Idaho to other states or Canada.

One case in March was an especially serious potential threat to the region's waterways intercepted at the US 93 inspection station near Twin Falls. Like most of the problem boats discovered in spring, this boat had been in Lake Havasu on the Colorado River. It was temporarily moved to quarantine at the Twin Falls County Sheriff's Office until decontamination could be completed.

"We're a pass-through for a lot of snow birds coming through the region from the lower Colorado," he said.

The Idaho Legislature this session also approved an emergency funding measure to expand the state's boat inspection stations to check for invasive quagga and zebra mussels. The additional \$1 million will fund three new inspection sites along the Idaho-Montana border. These checkpoints allow Fish and Game Department officials to stop recreationists who are traveling with boats to check the vehicles for any sign of the mussels.

Idaho lawmakers approved a 40 percent increase in state funding for the state Department of Agriculture largely because of a big boost to boat inspection programs.

**Sen. Shawn Keough** (R-Sandpoint) co-chair of the Legislature's joint budget committee, said at the time that the members voted unanimously for the increase, "reflecting a sense of urgency." "We have seriously elevated our response to the threat and are taking action to try to protect Idaho's precious waterways,"

The panel approved a \$3.14 million increase in the program, all in state general funds – plus reopened the Idaho State Police budget to add \$171,300 in funding for another patrol position. That will cover dawn-to-dusk operations of all inspection stations and shifting one, on Interstate 84 in eastern Idaho, to 24/7 operations.

Prior to the 2016 season, the state Agriculture Department's Invasive Species Program operated on a \$1.4 million annual appropriation funded entirely by the sale of the Invasive Species Sticker. The Idaho Legislature last month approved an increase in the sticker price for nonresident motorized boats to \$30 starting in 2018.

More than 400,000 inspections have been conducted in Idaho under this program since 2009. Through these inspections, 165 mussel-fouled boats have been intercepted in Idaho since July of 2009.

## Montana Mussel Invasion Expected to Cost Millions

While Montana is on full alert to stop the spread of invasive mussels into our lakes and rivers this summer, some may have had the impression it's an issue that will primarily impact boaters. But based on experiences elsewhere in the United States, the invasion could impact everything from your power bills to the taxes you pay.

It's an ecological storm that's been building around the Northwest borders for years, invasive Zebra and Quagga mussels, getting into Montana and spreading downstream through the Columbia River Basin.

Montana, Idaho, Oregon and Washington are on high alert, with expanded inspection programs and restrictions since mussel larvae were spotted in Tiber Reservoir and suspected in Canyon Ferry.

That's inconvenient, but nothing compared to pain from hundreds of millions of dollars in economic impacts for tourism, hydropower, and even real estate if the mussels spread.

"We worry about not only the economic but also the natural resource impact and the recreation impact," said Glacier National Park spokeswoman Lauren Alley. "So those mussels are really good at eating all of the food in our lakes. So, if they eat all of the food there's not anything left for fish to eat. So you see a decrease in fish and certainly for fishermen that is a big deal."

**Full Report and Commentary** - [www.kpax.com/story/35517409/montana-mussel-invasion-expected-to-cost-millions](http://www.kpax.com/story/35517409/montana-mussel-invasion-expected-to-cost-millions)

## A Shout Out to The Cocolalla Lake Association and Our Agency Partners

Water quality and trophic state is *improving* in Cocolalla Lake. Water quality data shows slight improvement of water clarity and improvement of epilimnetic total phosphorus concentrations. More recent epilimnetic total phosphorus concentrations have generally been observed in a range of <10 µg/L to 30 µg/L. However, wind mixing can periodically break down stratification and increase the variability of total phosphorus concentrations. Nevertheless, total phosphorus concentrations are still above the TMDL target, and nutrient loads to Cocolalla Lake still need to be reduced.

DO (dissolved oxygen) data in Cocolalla Lake show that epilimnetic DO generally stays above 6 mg/L throughout the summer months and is not stressful to fish. In recent years, incidents of hypolimnetic anoxia and hypoxia are less frequent and shorter duration than in previous years. Aggressive aquatic nuisance species management by the Cocolalla Lake Association has reduced DO demand by reducing biomass and plant decay.

Many TMDL (total maximum daily load) projects have been implemented to reduce nutrients and sediment-bound nutrients into Cocolalla Lake. Agency partners and willing landowners have installed a number of projects on private property. Education and outreach efforts have targeted audiences from lakeshore owners, to contractors, to school-aged children. The Cocolalla Lake Association has been active in monitoring and facilitating coordination and communication between agencies, rail industry representatives, Bonner County Emergency Services, and the interested public. It is also active in recreation management, boat inspections, invasive species management, and in finding innovative ways to reduce internal cycling. Road improvements have been made along Fish Creek and other roads. A project on IDFG property on the southern end of the lake restored wetland function across over 90 acres of property and restored more than 700 feet of Fish Creek, which will significantly reduce the sediment, nutrient, and temperature load into the lake.

The full very comprehensive report by: Tom Herron of IDEQ is available on The Cocolalla Lake Association website.

## Eurasian Milfoil Reduces Lakefront Property Values

The presence of Eurasian milfoil had a significant negative effect on property values; mean reduction in property values was \$94,385 USD, ranging from -\$92,558 to -\$94,670 USD according to the top three competitive models. Based on an average sale price of \$502,313 across all study lakes, the negative effect of milfoil presence corresponds to a 19% decline in mean property values.

The hedonic analysis revealed that larger homes located on lakes with larger surface areas had a significant positive effect on property values, on average selling for \$2,600 per m<sup>2</sup> and \$209,400 per km<sup>2</sup> more, respectively. Parcel density showed a negligible effect on property value, whereas water clarity negatively influenced property sales prices, though not statistically significant. All model parameters, except for water clarity and parcel density, reflected the anticipated directional effect on property value.

A homeowner's marginal willingness to pay for a waterfront property on a lake free of milfoil was on average \$94,385, resulting in an average annual marginal willingness to pay of \$4,719 (using a 5% discount rate). The aggregate cost of milfoil invading one additional study lake was \$377,542 per year (\$4,719×80 lakefront parcels).

For Full Reports:

[journals.plos.org/plosone/article?id=10.1371/journal.pone.0110458](https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0110458)

<https://doi.org/10.1371/journal.pone.0110458.t002>

A similar study was done on Lake Coeur d'Alene which indicated a 13% reduction in mean property value, corresponding to \$64,255 on average.

---

## The Pollen Problem



**Warm weather is responsible for Super Bloom of Pine Pollen. Photo taken June 3rd, 2017.**

With that sickly yellow blanket coating cars in a matter of an hour or two, some people believe this season is worse than others. But Dr. Chad D. McCormick — an ear, nose and throat specialist affiliated with Kootenai Health — said this rendition of the yellow plague isn't really anything special.

## **BNSF Train Derailment Ignites Heightens Concerns Over Increased Traffic and Public Safety, Cocolalla, May 1st, 2017**

BNSF spokesman Gus Melonas said the train was 110 cars long and carried only corn. He said about 25 cars in the middle went off the tracks, and five tipped onto their sides. To date, there hasn't any news of probable cause. The fact it was carrying corn and not hazardous material was very fortunate.

BNSF is moving forward with plans to build a second rail bridge over Lake Pend Oreille. Sandpoint Mayor Shelby Rognstad has voiced opposition to that project, citing concerns about increased shipping of coal and crude oil.

Tom Herron, IDEQ- "Transport of hazardous materials and nutrient-rich materials is increasing along Highway 95 and the rail line including crude oil, coal, ammonium nitrate, acids, industrial chemicals, and raw materials. For example, in 2014 a tandem trailer transporting explosive-grade ammonium nitrate overturned just above Cocolalla Lake along Cocolalla Creek. Twelve hundred gallons of liquid fertilizer used in Canadian mines for its explosive properties spilled into roadside ditches and entered drainage ditches leading to Cocolalla Creek. Containment involved plugging ditches and pumping surface water and contaminant, but nutrients seeped into the creek and subsequently the lake. Most of the product was contained, although significant amounts penetrated soil, entered wetlands, and overtime, released to the lake".

New Washington rules require railroads to report how much crude oil is shipped by train through the state.

The first results, released, provide a snapshot of recent traffic: Oil trains transported about 14.7 million barrels of crude through Washington in the fourth quarter of 2016. On average, that was about 1 million barrels of crude weekly.

Trains began shipping crude oil through Washington in 2012, and volumes have continued to grow.

Most of the oil trains enter the state from Idaho and travel through Spokane en route to oil refineries in Western Washington. Some of the oil also passes through Bellingham from trains originating in Canada.

The trains travel through some of the state's most populous areas and along the Columbia River.

Oil train safety has been in the national spotlight following accidents such as the fiery derailment in 2013 that killed 47 people in Lac Megantic, Quebec, and the June 2016 derailment of a Union-Pacific train that spilled 42,000 gallons of oil near Mosier, Oregon.

The state's new rule requires facilities that receive crude oil by rail to notify the state in advance. Information about shipments is shared with emergency managers in areas along the route. The Department of Ecology later publishes quarterly reports summarizing the volumes. The rule also applies to pipelines, which report twice yearly.

---

The Raging Grannies Are Back! Spokane, Washington - Self-proclaimed "**Raging Grannies**" and other protesters who were arrested last year for blocking rail traffic sued the federal government Tuesday, alleging violations of their constitutional right to a livable climate.



# Highly Recommended Read

For Complete Article Go To - <http://www.cals.uidaho.edu/edcomm/pdf/BUL/BUL905.pdf>

## Water & Rural Living

---

What Idaho Homeowners Need To Know

**University of Idaho**  
Extension

Bul I By Jim Ekins

