

2019 Lake George Aquatic Invasive Species Prevention Program

A Trailered Boat Inspection Program

Final Report



**Lake George
Park Commission**

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Executive Summary

Aquatic invasive species (AIS) have been noted by scientists and policy makers alike as an enduring threat to waterbodies throughout the nation and the world. Plants and animals from other waterbodies that travel, often inadvertently, on boats and trailers have found new homes in waterbodies that are not equipped with natural predators to keep their numbers in check. Here in Lake George, we are fairly fortunate to have only a few of these species in our waterbody, but those species are difficult and costly to manage.

To address this growing threat of new introductions of AIS into Lake George, the Park Commission in 2014 implemented a new mandatory inspection program for all trailered boats prior to being launched into the lake. This program, modeled after the successful Lake Tahoe effort, was put in place thanks to the enormous work and support across many constituencies including local and state elected officials, nonprofit lake protection organizations, chambers of commerce and many more. Six years into this prevention program, no new aquatic invasive species have been discovered in Lake George.

While this program is administered by the Park Commission, it exists thanks to a remarkable partnership between State and local partners who fund 100% of the cost of the program, eliminating any cost to the boaters coming to Lake George.

The 2019 program operated from May 1st 2019 through October 31st, 2019. In that time, the boat inspection staff processed 33,146 boaters through the six regional inspection stations. Of that number, 9,223 received full entrance inspections, 13,639 received inspections while exiting Lake George (to ensure that no invasives from Lake George are exported to other waterbodies), and 10,280 boats arrived at the inspection stations with an inspection seal (mostly boats returning to Lake George after getting an exit seal).

Approximately 16 percent of boats receiving an inspection did not meet the “clean, drained, and dry” (CDD) standard of the program, and required decontamination prior to launch into Lake George. The boats not meeting the CDD standard are a risk to the lake, as water in lake water in bilges and motors can carry invasive species.

In 2019 there were 163 boats that came to the LGPC’s boat inspection stations that were contaminated with visible invasive species (primarily Eurasian watermilfoil, Zebra mussels and Water Chestnut), and these boats were cleaned prior to their launch into the lake. We are always striving to educate boaters about the importance of bringing clean vessels to Lake George, and the goal is to reduce the number of decontaminations required by having people take steps on their own to ensure they are clean and ready to be launched.

The Commission would like to thank Governor Cuomo for his continued support of this lake-saving program. We also thank our local partners who provide the other half of the cost of this program, including the Warren County Board of Supervisors, the Village of Lake George, the Towns of Bolton, Queensbury and Lake George, the Lake George Association and the Fund for Lake George.

For a full overview of the program’s creation, planning and logistics please refer to the Lake George Aquatic Invasive Species Prevention Plan / Environmental Impact Statement on the Commission’s website at lgpc.ny.gov/lake-george-boat-inspections.



Table 1: Boat Inspection Program Summary - By the Numbers

	2014	2015	2016	2017	2018	2019	Total
Total inspection sites	6	7	7	7	7	6	6
Total boater inspections and contacts (entrance, exit)	20,229	27,852	31,128	31,335	32,019	33,146	175,709
Entrance inspections (without VICS seal)	10,351	10,247	10,506	10,869	10,617	9,223	61,813
Exit inspections	5,960	9,949	12,259	12,588	13,447	13,639	67,842
Returning boats with seals	3,918	7,656	8,363	7,878	7,955	10,280	46,050
Number of boats decontaminated	1,264	1,631	1,920	1,869	1,601	1,438	9,723
Average boat inspection time	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes	5 minutes
Average boat decontamination time	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes	9 minutes
Highest total number of boater contacts in one week	1,703	1,949	2,375	2,287	2,692	2,598	N / A
Highest # of decons conducted in one week	118	148	163	182	148	133	N / A
Percentage of inspections requiring decontamination	12.0%	16.0%	18.0%	17.3%	15.0%	15.6%	15.65%
Number of boats with visible plant matter present	232	154	127	244	328	287	1372
Number of boats with visible invasive species present	165	106	109	110	149	163	802
Percentage of boats with visible invasive species present	1.60%	1.03%	1.04%	1.01%	1.40%	1.58%	1.28%
Number of distinct waterbodies boaters came from prior to Lake George	457	432	477	449	N/A	390	N / A
Total number of staff at peak season	55	53	48	48	43	50	N / A
Total number of decontamination units	9	9	9	9	9	9	9
Number of public and commercial launches on Lake George	47	47	47	47	47	47	47
Total operational cost	\$668,537.00	\$596,486.43	\$546,914.40	\$555,883.85	\$539,587.30	\$574,460.61	\$3,481,869.59
Total cost of seasonal staff	\$548,078.00	\$482,443.00	\$434,858.35	\$441,162.11	\$422,846.33	\$467,907.27	\$2,797,295.06
Cost of LANDA equipment (purchased over 3 years)	\$ 204,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$ 204,000.00
Cost to boater for inspection / decontamination	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0
Staffing cost savings compared to previous year (negative numbers indicate increased costs)	N / A	\$65,635.00	\$47,584.65	-\$6,303.76	\$18,315.78	-\$45,060.94	N / A

2019 Program Description

The Lake George boat inspection program is administered from May 1st through October 31st of each year, at six regional inspection stations located around the lake in locations convenient to boaters. Inspection data is collected on paper logs and then uploaded electronically for review. Any visible plant or animal materials found during an inspection were collected and sent to the Darrin Freshwater Institute or the Lake George Association for identification. Decontamination is performed by using high pressure, hot water. No chemicals are used in the decontamination process.

New this year, the Lake George Park Commission joined the NYSDEC, Adirondack Watershed Institute, and other boat inspection programs in the use of the Watercraft Inspection Steward Program Application (WISPA) database, created and managed by the NYS Natural Heritage Program. This application is used to collect the information recorded during the boat inspection process and store it for later processing and reporting. Using this program allowed the LGPC to easily share the data recorded on Lake George with other aquatic invasive species spread prevention program partners. The Commission also benefited by gaining access, at no cost, to a more powerful data collection and processing system than the simpler SNAP Mobile software we previously utilized for this program.

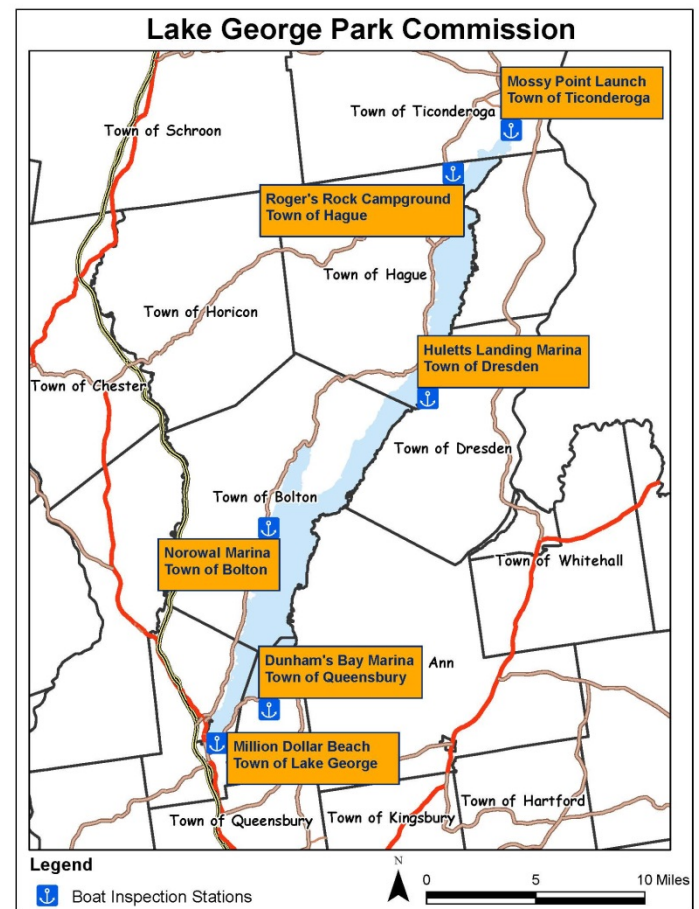
For more details on the inspection, decontamination and boat sealing processes, please refer to the “Lake George Aquatic Invasive Species Prevention Plan and Generic Environmental Impact Statement” on the Commission website. (lgpc.ny.gov/invasive-species-prevention)

Inspection Site Staffing

All inspection stations were open 7 days a week during the peak boating season. Hours of operation were adjusted in the shoulder seasons (May 1st - June 28th, September 3rd – October 31st) based on launch activity from 2014-2018, weather conditions, and local events such as fishing tournaments and regattas. As expected, Fridays through Sundays were the busiest days requiring at least three or more Inspectors on duty at most sites (Figure 5).

The Transfer Station site in Lake George was closed for the 2019 season as a result of continued decreases in the number of boaters visiting the site in previous years, plus the addition of a new inspection site on the Adirondack Northway that is administered by the Adirondack Park Steward Program through Paul Smiths College. Inspectors from the Transfer Station site were reassigned to the Million Dollar Beach which sees increased activity every year. This was a much more efficient use of those staff. The Dunham’s Bay site began weekend-only operations in late September due to very low inspection numbers. This saved the program thousands of dollars each week.

The 2019 season saw wage increases for returning staff and an increased starting wage for new hires as well. This was done in an effort to give returning staff an



incentive to come back each year as well as to keep up with minimum wage increases. This program suffered from severe understaffing during the 2018 season that resulted in overtime pay for some staff, and sometimes stressful work environments at the busier inspection stations. The Commission advertised more aggressively before the start of the 2019 season in local print media. The combination of increased advertising and higher starting wages resulted in far more applicants than the previous year, and allowed the Park Commission to hire sufficient staff for all inspection stations.

Staffing Services Provider

Global Employment Services, Inc. (GES) continued to provide staffing and payroll services under contract this year for the Commission's boat inspection program. This firm is responsible for providing staffing of all Vessel Inspection Technician positions, liability and worker's compensation insurance. Commission staff works directly with GES management on the selection and hiring of program personnel. Operational oversight of all seasonal staff falls under the direction of the Commission's Operations Supervisor III and Park Ranger. The Commission's contracted staffing provider is selected through an open competitive bidding process at the end of each contract period.

Launch Management and Controls

There are three types of launches on Lake George: Public (State and Municipal), Commercial (marinas and motels), and Private (Home Owners Associations and individual homeowners). In total there are more than 80 locations on Lake George where a trailered boat can be launched, all of which require oversight and control. The Commission has executed Launch Agreements with each of these facilities to ensure compliance with the regulatory program. Each Launch Agreement requires the recording of all launches and retrievals of vessels, and the securement of the launch during off hours.

Program Change: Off-Hours Operations at State launches

Historically, Rogers Rock and Mossy Point state-owned launches on Lake George have been open to the public at all times. Million Dollar Beach is administered as a day-use site, and closes at night in the peak boating season. During the off hours when the Commission's inspection facilities are closed, boaters demonstrate compliance with the regulations by signing into a launch register, removing their VICS and placing it into a secure lock-box provided at the inspection site. When inspection technicians arrive at the launch in the morning, the seals are recovered from the night drop box, and these seals are compared with the number of vessel trailers in the parking lot. Any discrepancies between seals and trailers in the lot are researched to ensure compliance.

Beginning after the Labor Day holiday weekend, the DEC began closing gates installed at the Mossy Point and Roger's Rock launches in an effort to secure those launches and reduce the risk of AIS introduction by a watercraft launched without having been inspected. The Commission worked with the DEC to come up with a new schedule for Inspection Station operations at those sites to allow for earlier opening and later closing. The Roger's Rock site hours were extended from the existing 8am through 8pm to the longer hours of 5am through 9pm. The Mossy Point Hours were extended from 6am through 9pm, to 5am through 9pm. This allowed for continued access to the lake while increasing launch security. This increase in hours of operations also increased total staffing costs. Year 2020 is anticipated to continue these modified operating hours and off-hours gating efforts.

Management Efficiencies: “Lake George Only” Boats

In preparation for the Lake George AIS regulations it was recognized that a significant portion of the regulated constituency are boats that are stored locally and only used on Lake George. In consideration of this, the Commission organized programs that would allow these boats to forego the inspection process knowing that they were not a threat to bring new AIS to Lake George.

The Commission continued the management of Residential and Home Owner Association (HOA) launches and local marine services professionals through the use of Launch Agreements and Hauler Agreements, respectively. These agreements are updated and Haulers provide new manifests of the vessels under their care, custody and control each season.

When a boat listed within a launch agreement or a hauler manifest travels to another waterbody, it may only be launched into Lake George once it has passed a Commission-sanctioned Cleaned-Drained-Dry inspection and/or decontamination and received a vessel inspection control seal.

Trout Lake

Trout Lake is a relatively small lake in the Town of Bolton which is navigable by trailered vessels, and it is tributary Lake George. As such, it has been included in the Commission’s boat inspection program requirements. Trout Lake currently has no known aquatic invasive species. Including Trout Lake in the AIS program serves to protect both waterbodies from potential ecological and economic damage.

There are no public launches on Trout Lake, but there are several private and HOA trailer launches. The Commission has executed Launch Agreements with Trout Lake launch owners as was done with launch owners/operators on Lake George. These Launch Agreements allow vessels owned by the launch owner and listed on the agreement to be launched into Trout Lake. If the vessel was launched anywhere other than Trout Lake, it must be taken to an Inspection Station, inspected, and if necessary, decontaminated prior to its launch into Trout Lake.

Program Cost, Funding, and Partners

This program exists through generous funding provided through a cost-sharing between the NYS Environmental Protection Fund and through local municipal and nonprofit contributions. Expenses and income are detailed in the tables in this section.

To get a better understanding of the program expenses, below are the itemized costs and contributions of the program since 2014.

Expenses

1. Staffing and Program Administration

Table 2: Direct costs associated with staffing and program administration:

Expense Type	Amount	Amount	Amount	Amount	Amount	Amount	Amount
One Time Expenses	2014	2015	2016	2017	2018	2019	Total
Decontamination units (9, see Table 1)	\$204,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$204,000.00
Site Work and Signage	\$49,722.41	\$1,617.00	\$0.00	\$55.00	\$425.00	\$1,257.00	\$53,076.41

Safety/Security (fire extinguishers, lock boxes)	\$1,648.49	\$68.10	\$0.00	\$0.00	\$0.00	\$0.00	\$1,716.59
Radios, Cellphones, tablets, credit card terminals	\$7,155.54	\$2,125.69	\$573.83	\$437.76	\$0.00	\$0.00	\$10,292.82
Inspection site offices (1 in 2015 at MDB)	\$31,627.00	\$7,700.00	\$0.00	\$0.00	\$0.00	\$0.00	\$39,327.00
Secure Storage Unit Delivery/Set up	\$1,828.62	\$350.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,178.62
Covers for Landas (2 in 2014, 4 in 2015, 2 in 2019)	\$1,500.00	\$3,000.00	\$0.00	\$0.00	\$0.00	\$1,860.00	\$6,360.00
Cloud Setup for Data Reporting	\$251.27	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$251.27
Subtotal	\$297,733.33	\$14,860.79	\$573.83	\$492.76	\$425.00	\$3,117.00	\$317,202.71
Recurring Expenses							
Wash Unit Maintenance & Misc. Parts	\$6,594.44	\$1,445.16	\$3,748.59	\$2,321.50	\$3,950.31	\$408.95	\$18,468.95
Training Facility Rental	\$1,093.48	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,093.48
Seals and Wire	\$12,212.40	\$3,094.00	\$10,494.45	\$5,663.00	\$6,625.00	\$8,346.00	\$46,434.85
Fuel & Truck Maintenance	\$4,983.56	\$3,621.70	\$3,000.47	\$2,794.52	\$2,317.55	\$2,155.69	\$18,873.49
Advertising/Rack Cards	\$2,077.14	\$1,285.00	\$0.00	\$0.00	\$1,420.00	\$4,038.00	\$8,820.14
Hardware/Supplies	\$8,028.29	\$865.51	\$1,248.76	\$5,241.47	\$2,797.81	\$2,131.95	\$20,313.79
Hulett's Landa Parking Rental	\$3,500.00	\$3,500.00	\$3,500.00	\$8,900.00	\$8,900.00	\$8,900.00	\$37,200.00
Uniforms	\$3,258.99	\$3,770.90	\$3,286.40	\$0.00	\$1,978.90	\$1,688.45	\$13,983.64
Subtotal	\$41,748.30	\$17,582.27	\$25,278.67	\$24,920.49	\$27,989.57	\$27,669.04	\$165,188.34
Monthly Expenses							
Utilities (season total: electrical service, outhouses, landlines, water)	\$4,141.96	\$3,633.24	\$2,783.94	\$3,865.23	\$2,744.73	\$2,787.50	\$19,956.60
Secure Storage (Annual total)	\$3,321.25	\$3,247.68	\$3,247.68	\$3,831.24	\$3,202.25	\$3,202.26	\$20,052.36
Cellular Phones (2014: season total; 2015 & 2016: through Nov.)	\$5,819.44	\$1,485.41	\$2,028.88	\$941.00	\$1,073.59	\$1,679.52	\$13,027.84
Cloud Services	\$269.91	\$269.91	\$269.91	\$269.91	\$269.91	\$0.00	\$1,349.55
SnapSurvey WebHost Service (annual subscription)	\$2,553.00	\$3,350.00	\$4,500.00	\$4,124.00	\$4,124.00	\$0.00	\$18,651.00
Subtotal	\$16,105.56	\$11,986.24	\$12,830.41	\$13,031.38	\$11,414.48	\$7,669.28	\$73,037.35
Staffing							
Seasonal Staff Labor Cost	\$548,078.47	\$482,433.11	\$434,858.35	\$441,751.04	\$422,846.33	\$467,907.27	\$2,797,874.57
Background Checks	\$4,865.00	\$3,050.02	\$2,904.79	\$1,342.18	\$900.18	\$950.07	\$14,012.24
Marina Liability Insurance	\$13,383.00	\$13,800.00	\$14,658.40	\$15,500.00	\$15,500.00	\$5,266.00	\$78,107.40
Finance charges	\$501.94	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$501.94

Full time Park Ranger with Benefits	\$49,738.05	\$52,774.00	\$55,809.95	\$58,846.00	\$60,511.74	\$61,881.95	\$339,561.69
Subtotal	\$616,566.46	\$552,057.13	\$508,231.49	\$517,439.22	\$499,758.25	\$536,005.29	\$3,230,057.84
<i>Summary: Program Annually Recurring Expense</i>	<i>\$674,420.32</i>	<i>\$581,625.64</i>	<i>\$546,340.57</i>	<i>\$555,391.09</i>	<i>\$539,162.30</i>	<i>\$571,343.61</i>	<i>\$3,468,283.53</i>
<i>Summary: Program One-Time Up-Front Expense</i>	<i>\$297,733.33</i>	<i>\$14,860.79</i>	<i>\$573.83</i>	<i>\$492.76</i>	<i>\$425.00</i>	<i>\$3,117.00</i>	<i>\$317,202.71</i>
TOTAL Program Cost to Date	\$972,153.65	\$596,486.43	\$546,914.40	\$555,883.85	\$539,587.30	\$574,460.61	\$3,785,486.24

* In 2016, Park Ranger salary and benefits were paid for out of the Commission budget, not Inspection Program funding.

Program Funding

Table 3: Staffing and program administration costs incurred by the Commission were shared by New York State and locally-based municipal and nonprofit entities:

Source	Funding (For 2019 Annual Program Cost)
NYS Environmental Protection Fund	\$350,000
Warren County	\$100,000
Village of Lake George	\$30,000
Town of Lake George	\$30,000
Town of Bolton	\$30,000
Town of Queensbury	\$30,000
Fund for Lake George	\$30,000
Lake George Association	\$30,000
Total	\$630,000

The Lake George Association administered funds from their New York Aquatic Invasive Species Spread Prevention Program Grant to aid the towns of Putnam and Hague in their efforts to staff the town launches. The Park Commission greatly appreciates the efforts of the Lake George Association, and the Towns of Hague and Putnam for their participation in the control and monitoring of these launches.

2019 Inspection Program Results

The Lake George Park Commission boat inspection program had a total of 33,146 boater contacts in 2019 (Figure 1, see Appendices for all figures and tables referenced henceforth). Approximately twenty-eight percent of these (9,223) were boats arriving at Lake George without a Vessel Inspection Control Seal (VICS), requiring a full inspection (Figure 2). Of those 9,223 trailered boats, 1,438 vessels or 15.6% posed a threat of aquatic invasive species transport, and received onsite decontamination (Figures 3a and 3b).

Just over 31 percent of all boater contacts were boats returning to Lake George with a Vessel Inspection Control Seal (Figure 4), meaning they had either already had an entrance inspection from a previous visit or they were returning to Lake George following a previous exit inspection. The exit inspection of trailered boats being retrieved from Lake George represents roughly 41% of all boater contacts. This ‘exit seal’ portion of the program is a tremendous efficiency for the program and for boaters, keeping costs down while ensuring protection of the lake.

During the 2019 season, 287 vessels arrived at inspection stations with visible organisms (plant and/or animal) attached to the vessel or trailer, down 12.5% from last year. A total of 163 of those vessels were confirmed to have aquatic invasive species present, equating to approximately 1.6% of boats arriving at Lake George. (Table 4)

Table 4: Vessels with visible AIS retrieved during entrance inspections since 2014. Note that in 2018, one vessel had two confirmed AIS present.

Species	2014	2015	2016	2017	2018	2019
Eurasian watermilfoil	119	67	69	70	67	71
Zebra mussels	23	20	11	29	48	54
Curly leaf pondweed	13	12	17	5	6	7
Water chestnut	8	7	11	12	28	26
Rusty Crayfish	0	0	1	0	0	0
Variable leaf milfoil	0	0	0	1	0	5
Snail	2	0	0	0	0	0
Spiny Waterflea	0	0	0	0	1	0
Total Collected	165	106	109	117	150	163

In 2019, boats arriving at Lake George had previously visited hundreds of unique waterbodies across the United States and Canada. The three most common waterbodies visited prior to coming to Lake George include the Hudson River, Long Island Sound, and Saratoga Lake (Table 6).

As expected, inspection activity is significantly greater during the short “peak” summer season (June 29th-September 2nd) compared to the longer shoulder seasons (May 1st -June 28th, September 3rd – October 31st). Staffing levels were adjusted in accordance to these trends in activity. Total staff hours for 2019 ranged from 312 to 1,234 hours per week from May through early September (Figure 6).

Program Compliance

Program compliance checks are conducted primarily by the Commission’s Marine Patrol. The patrol devoted considerable time to the aquatic invasive species programs in 2019 (Figure 7). This year, the patrol spent 63 hours at the inspection stations around the lake speaking with inspectors, educating the public, and helping to enforce the Commission’s regulations.

The patrol spent 552 hours and made 5,520 checks on launches, both public and private, around the lake. During those checks, there was activity present 330 times. Several of those checks resulted in finding vessels that were not registered to launch at certain private launches.

The patrol also spent 48 hours on AIS support time. This time includes participation in the annual Asian clam survey and boater education. In 2019, one ticket was written under this regulation related to launching without an inspection.

Sanitary Inspections

In 2019, Vessel Sanitary Inspections also took place at boat inspection stations when time allowed. Pursuant to 6 NYCRR Subpart 646-1.6(i), “No person shall launch any vessel into the waters of the park, or operate a vessel on the waters of the park, which is not permanently sealed to prevent the discharge of wastewater into the waters of the park.” Vessels that were found not permanently sealed were provided rubber stoppers as a means of sealing wastewater systems.

Table 5: Vessel sanitary inspections at AIS stations

Location	Sanitary Inspections
Mossy Point	15
MDB/Transfer	0
Norowal	21
Dunham's	9
Rogers' Rock	20
Total	65

Conclusions and Recommendations

The 2019 season was the busiest for the LGPC’s boat inspection program out of the six years of its existence in terms of total overall boater contacts. It was indeed a busy boating summer on Lake George, with total inspection activity peaking at 2,598 boater contacts in a single week (June 29th to July 5th). The Million Dollar Beach (MDB) site continues to be the busiest inspection station on Lake George due to its low launch cost, accessibility, and parking availability.

This year, the Lake George Park Commission’s Boat Inspection Program succeeded in preventing one hundred sixty three boats from entering the lake with invasive species, and potentially many others that arrived to the lake not clean, drained and dry, and possibly carrying invasives not easily spotted through visual inspection.

NYS DEC’s decision to secure their two northern launches (Mossy Point and Rogers Rock) during off-hours to help prevent uninspected launches is a benefit to the Commission’s invasives prevention program and the protection of the lake. The Commission looks forward to continuing its expanded partnership with DEC and the local municipalities on launch inspections and off-hours security. The increase of inspection station hours at the Roger’s Rock and Mossy Point launch sites after Labor Day to manage the DEC gates added slightly to this year’s staffing costs, and if the DEC launch sites are to be gated the entire 2020 season (as expected), this will add additional costs to next year’s program.

The Commission succeeded in staffing all inspection stations adequately in 2019. Both the Norowal and Million Dollar Beach sites were understaffed in 2018, leading to challenging conditions for staff. It appears the Commission’s efforts to draw more, better qualified applicants paid off in 2019. This season’s wage increase and several weeks of advertising resulted in a significantly increased number of qualified applicants. The increase in wages did affect the total cost of the program, but those increases are necessary in order to maintain an effective program. However, the program’s existing budget is expected to be viable for at least several years into the future.

The opening of the Adirondack Watershed Institute-operated inspection and decontamination station at the Exit 18 northbound rest area on the NY I-87 Northway did not lead to a significant reduction in uninspected boats arriving in the Lake George region. Less than 250 boats or 2.4% of sealed vessels arriving at LGPC inspection stations had seals from this site. Many boaters mentioned to LGPC Inspection staff that they saw the signs for the Northway site but elected not to stop because they didn’t understand that site was a boat inspection station, because the signs read “Boat Wash”. Signage for this important inspection site should be a point of discussion within the leadership of the Adirondack Boat

Steward Program, and the Commission would be available to discuss this issue at any time. The Commission is optimistic that as time passes more boaters will become familiar with the Adirondack Welcome Center site and take advantage of all it has to offer, and expects the number of boats arriving at Lake George with ADK CLEAN seals to increase every year.

This aquatic invasive species prevention / mandatory boat inspection program is only successful because of the incredible support for it. Without the aid of the state of New York, local municipalities (all 9 municipalities surrounding Lake George have written resolutions of support), the media, recreational users, and local businesses, this program could not exist. The Commission gives special thanks to Governor Andrew Cuomo, Warren County, the local municipalities and our nonprofit lake-based partners including the Lake George Association and the Fund for Lake George. As the Commission seeks to maintain a sustainable, long-term program, it is conscious of these partners and their considerable efforts to make it happen. The Commission strives to make the program as cost-effective and public-friendly as possible. Lake George still has the relatively enviable position of having only five invasive species in its crystal clear waters, and with public support and community partnerships, we endeavor to keep it that way for generations to come.

Additional Acknowledgements

The Commission would like to thank the Darrin Freshwater Institute and Lake George Association for their help identifying the many samples collected by our inspectors. A special thanks to the NYS Natural Heritage Program's iMap Invasives team for helping the Lake George Park Commission integrate with the WISPA Survey system that the many other invasive species spread prevention programs throughout New York are using. This system allows the Commission to more actively participate in the New York statewide spread prevention efforts.

Appendices

Figure 1: Total boater interactions by inspection station in 2019 including boats arriving without VICs, boats arriving with VICs, and exit inspections

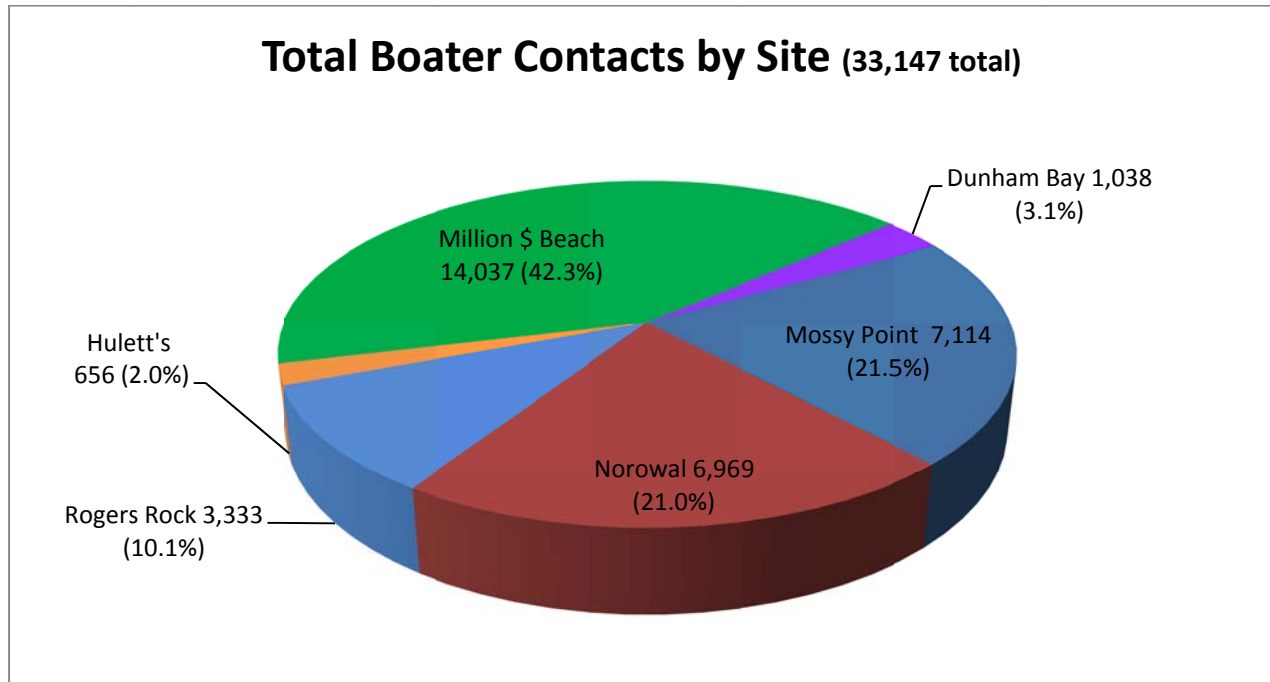


Figure 2: Total number of vessel inspections for boats arriving without VICs

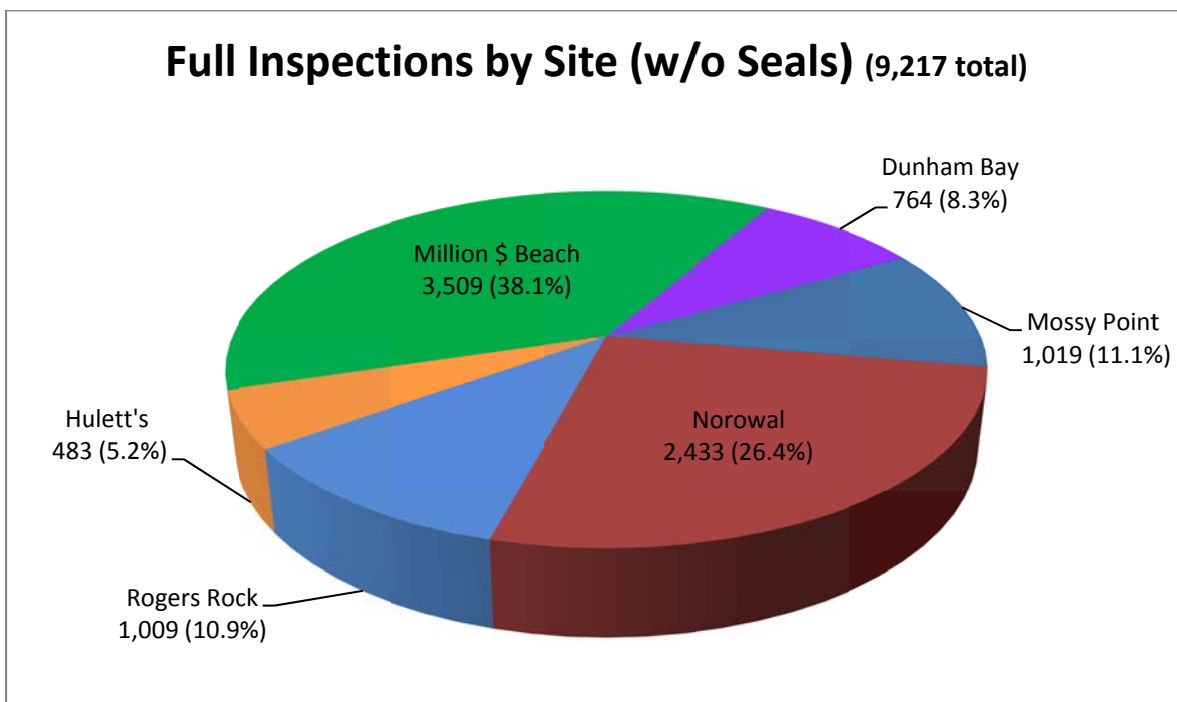


Figure 3a: Total number of vessel decontaminations performed each year.

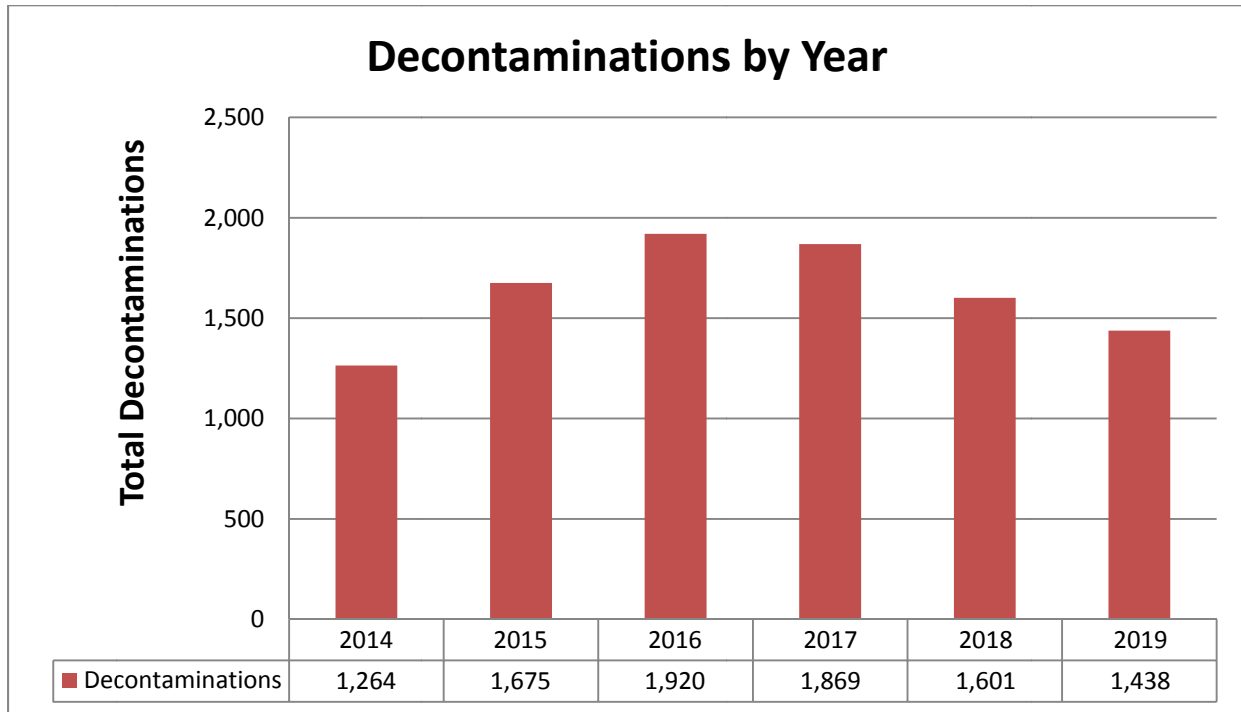


Figure 3b: Decontaminations performed at each site in 2019

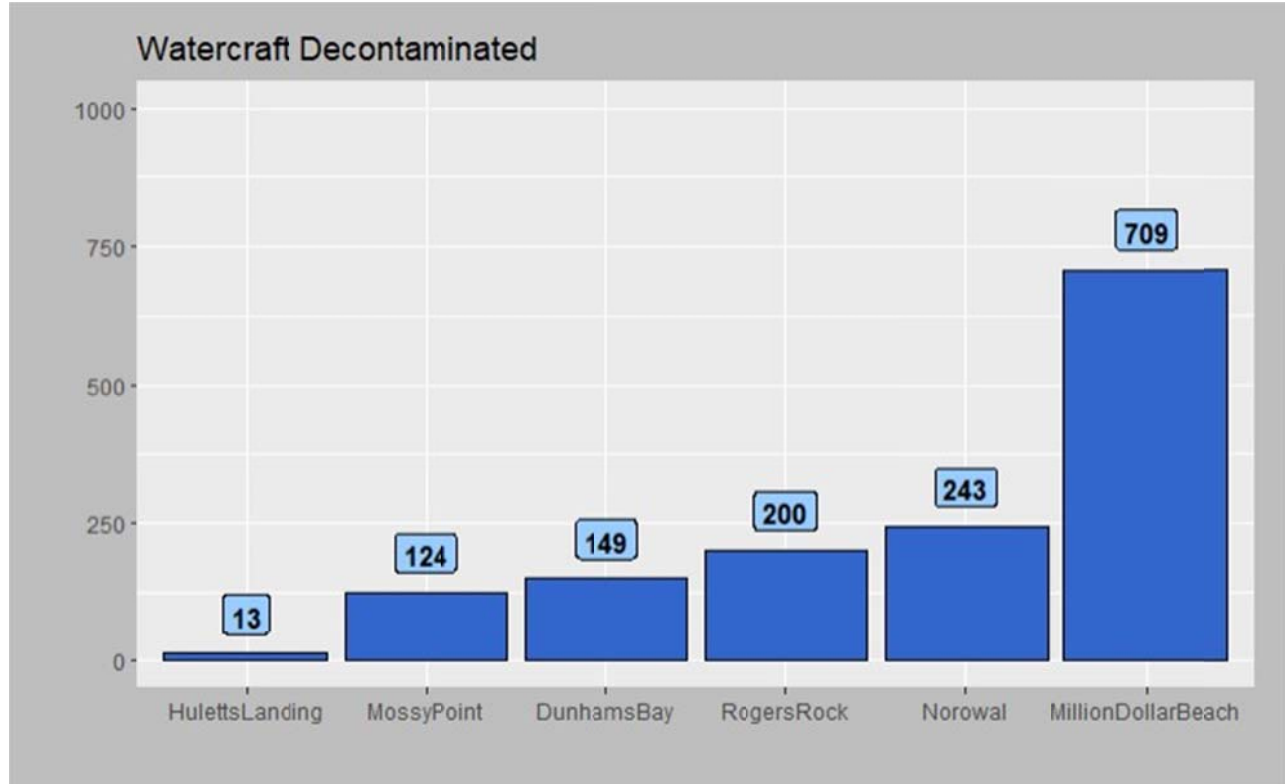


Figure 4: Total number of vessel inspections of boats arriving with VICs

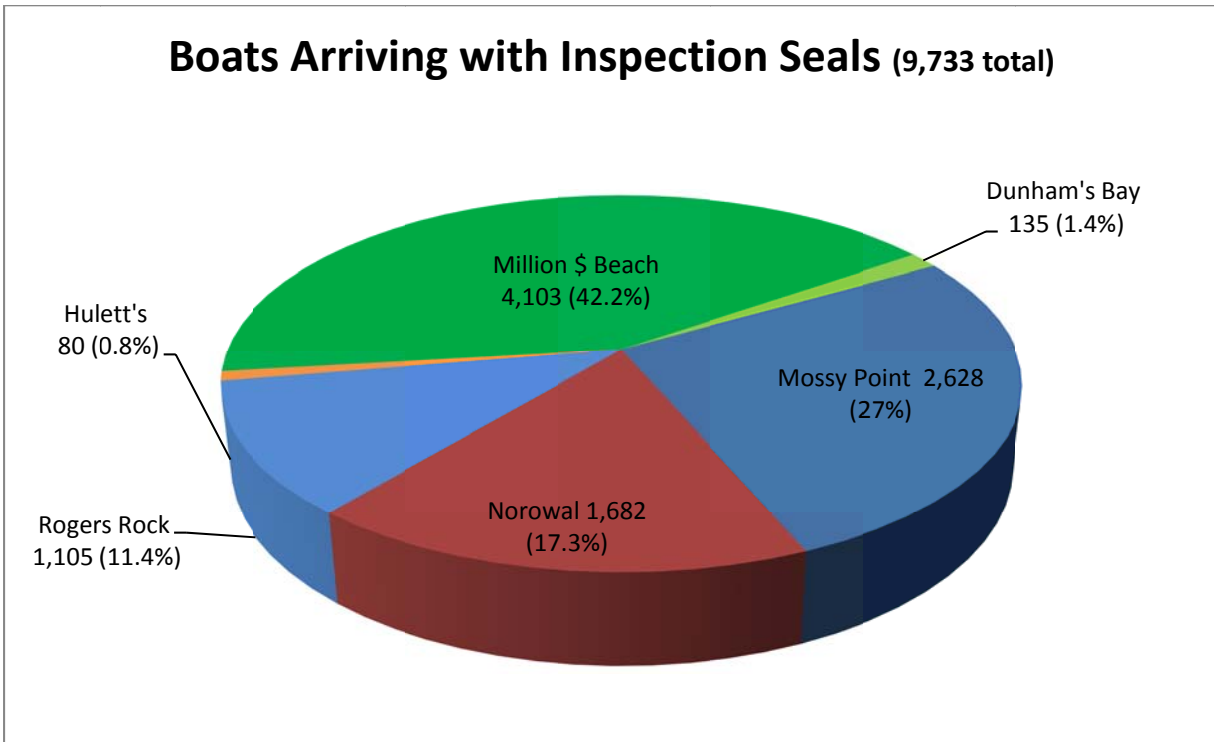


Table 6: Top ten waterbodies visited prior to arriving at Lake George in 2019.

Top ten waterbodies visited prior to arriving at Lake George

Rank	Water Body	Number of AIS	Number of watercraft					
			2019	2018	2017	2016	2015	2014
1	Hudson River	122	476	520	542	602	515	379
2	Long Island Sound	Salt Water	313	320	311	253	246	124
3	Saratoga Lake	4	294	429	371	386	375	279
4	Lake Champlain	51	290	284	320	281	251	203
5	Great Sacandaga Lake	3	227	242	270	272	263	196
6	Schroon Lake	3	179	196	204	196	204	114
7	Connecticut River	4	121	109	129	124	127	91
8	Greenwood Lake	2	115	133	167	157	127	122
9	Lake Hopatcong	3	110	211	222	216	197	185
10	Candlewood Lake	3	103	139	147	146	141	125

Figure 5: Shows peak season Inspection activity by day for all inspection stations combined. Peaks coincide with weekends and holidays.

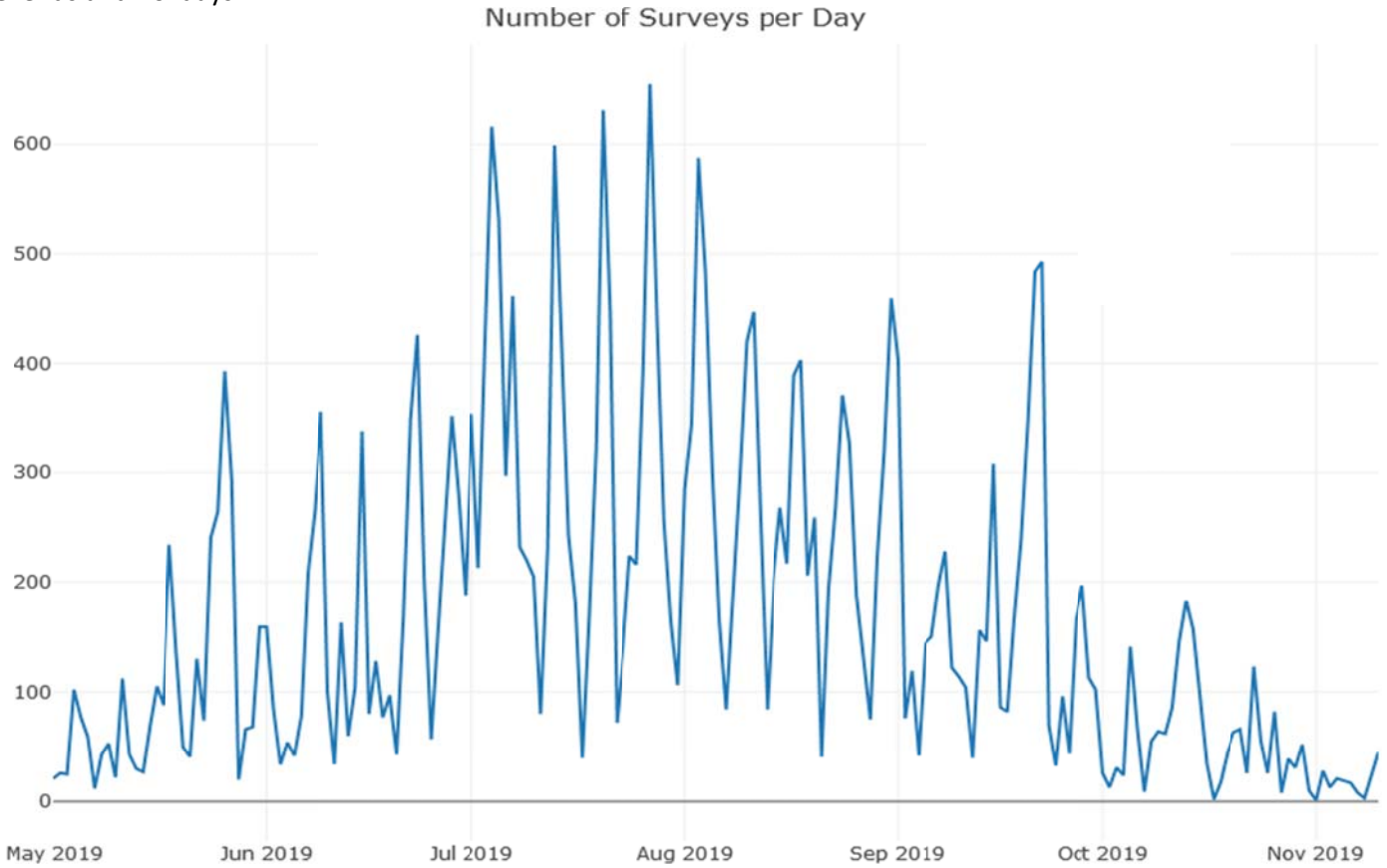


Figure 6: Temporal distribution of staff hours by week throughout the boating season. Weekly total staff hours for 2019 ranged from 312 to 1,234.

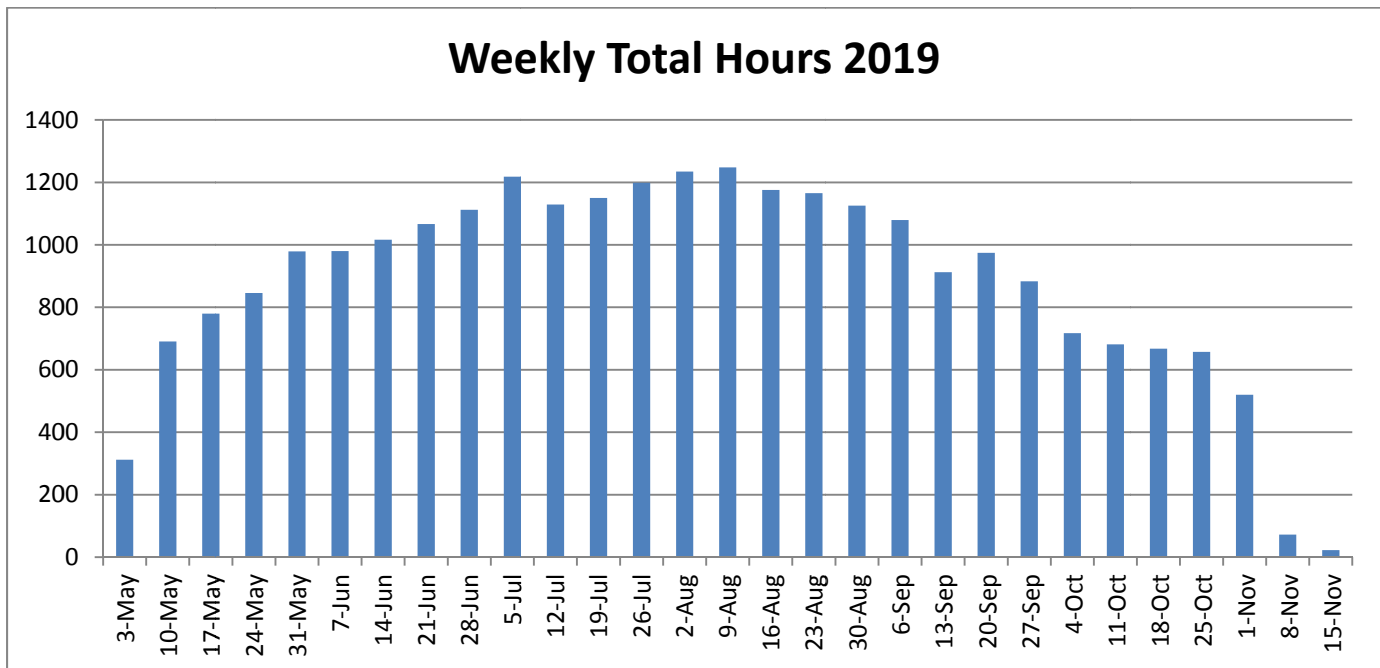
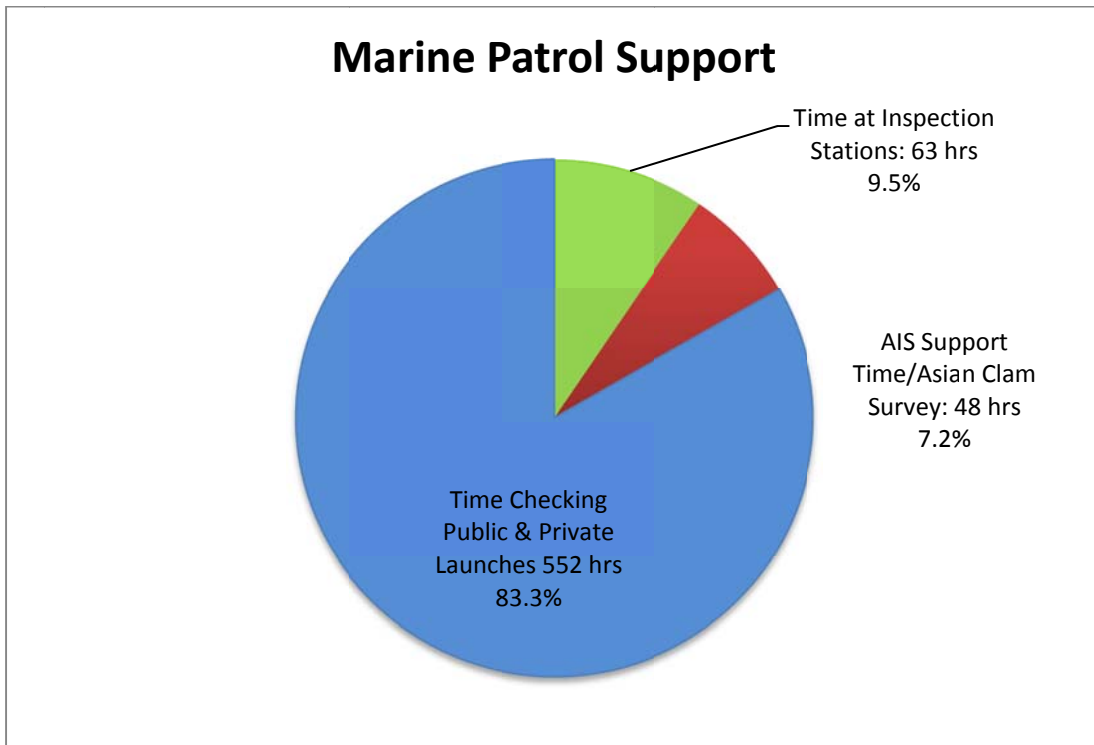


Figure 7: Commission Marine Patrol time dedicated to AIS program compliance, totaling 663 hours.



END OF 2019 BOAT INSPECTION REPORT