

2018 Lake George Aquatic Invasive Species Prevention Program

A Trailered Boat Inspection Program

Final Report



NEW YORK
STATE OF
OPPORTUNITY.

**Lake George
Park Commission**

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Executive Summary

Year 2018 was the fifth year of the Commission's mandatory boat inspection program to keep aquatic invasive species out of Lake George. The purpose of this program is to put forth our best collective efforts at keeping any new aquatic invasive species from entering this beautiful lake. The consequences of aquatic invasive species introductions include disrupted lake ecology, potential recreational impacts to boaters, fishermen and swimmers, and significant cost of managing these impacts.

Since the creation of this mandatory boat inspection program in 2014, no new aquatic invasive species have been discovered in Lake George. This highlights the effectiveness of this program, particularly given the fact that more than 600 boats had visible invasive species on them as they showed up to our inspection stations

over the five years of the program. In addition, more than 8,000 boats were decontaminated in this time, having not met the inspection standard of "clean, drained and dry." Invasive species can be present not only on the boat and trailer, but could be present in bilge water, on anchor ropes, fishing lines, and elsewhere. Our inspectors are well trained in looking at all aspects of motorized boats that come to Lake George.



The Commission has worked very hard to optimize the program's efficiency and keep costs down as much as possible. We seek to strike a balance between cost and convenience to boaters, endeavoring to complete inspections in only a few minutes. With boaters who return to Lake George, there is no processing time at all as their boat is sealed to the trailer when they leave Lake George, meaning there is no inspection required. Five years in, and this program is fully integrated into the landscape of the Lake George boating industry, in a seamless program between our inspection stations, private marinas, and boaters themselves. This report highlights considerable detail about the five years of the program, including costs, discoveries, locations and compliance statistics. It is intended to give detailed information in a concise, graphical manner for the interested public.

The Commission would like to thank Governor Cuomo for his ongoing support of this important 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. Also, please review the dedicated website to this program, at <https://lgpc.ny.gov/lake-george-boat-inspections>.

Thanks to all of you who support keeping Lake George the pristine 'Queen of American Lakes'.

Table 1: Boat Inspection Program Summary - By the Numbers

	2014	2015	2016	2017	2018	Total
Number of inspection sites	6	7	7	7	7	7
Total boater inspections and contacts (entrance, exit)	20,229	27,852	31,128	31,335	32,019	142,563
Entrance inspections	10,351	10,247	10,506	10,869	10,617	52,590
Exit inspections	5,960	9,949	12,259	12,588	13,447	54,203
Returning boats with seals	3,918	7,656	8,363	7,878	7,955	35,770
Number of boats decontaminated	1,264	1,631	1,920	1,869	1,601	8,285
Average boat inspection time	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
Highest total number of boater interactions in one week	1,703	1,949	2,375	2,287	2,692	N / A
Highest # of decontaminations conducted in one week	118	148	163	182	148	N / A
Percentage of inspections requiring decontamination	12%	16%	18%	17%	15%	16.00%
Number of boats with visible plant matter present	232	154	127	244	328	1085
Number of boats with visible invasive species present	165	106	109	110	149	639
Percentage of boats with visible invasive species present	1.60%	1.03%	1.04%	1.01%	1.40%	1.22%
Number of distinct waterbodies boaters came from prior to Lake George	457	432	477	449	N/A	N / A
Total number of staff at peak season	55	53	48	48	43	N / A
Total number of decontamination units	9	9	9	9	9	9
Number of public and commercial launches on Lake George	47	47	47	47	47	47
Total operational cost	\$668,537	\$596,486	\$491,104	\$555,883	\$535,480	\$2,847,491
Total cost of seasonal staff	\$548,078	\$482,443	\$434,858	\$441,162	\$422,846	\$2,329,387
Cost of LANDA equipment (purchased over 3 years)	\$204,000	\$0.00	\$0	\$0	\$0	\$204,000
Cost to boater for inspection/decontamination	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0

2018 Program Description

Since year 2014, all trailered boats must be inspected for invasive species prior to launch on Lake George between the dates of May 1st through October 31st, at seven regional inspection stations located around the lake. Inspection data is collected on paper logs and then uploaded electronically for weekly 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. The goal of this effort is to keep new aquatic invasive species from entering Lake George and causing negative ecological, recreational and economic impacts.

For 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.

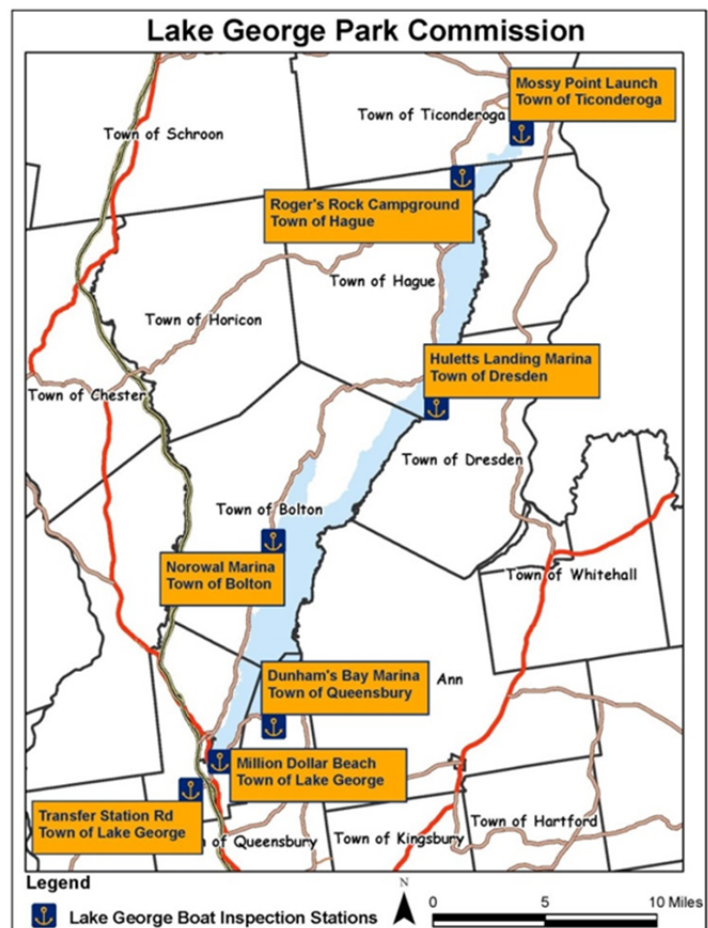
<https://lgpc.ny.gov/invasive-species-prevention>

Inspection Site Staffing

All inspection stations were open 7 days per week during the peak boating season. Hours of operation were adjusted in the shoulder seasons (May 1st -June 29th, September 7th – October 31st) based on launch activity from 2014-2017, 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).

Following Labor Day weekend in 2018, the Transfer Station site in Lake George was closed as a result of decreased boater activity. The Dunham’s Bay site began weekend-only operations in late September for the same reason.

This season saw a three percent wage increase for returning staff. 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. Although wages were increased for returning staff, the severity of staff shortage this year resulted in a lower total staffing cost than the previous season. As such, this year’s low staffing costs should not be anticipated for future years. This year’s staffing shortages lead to overtime pay for some staff, and sometimes stressful work environments at a few inspection stations. While the Commission strives to run as efficiently as is practical and reduce staffing costs when possible, it recognizes that in order to maintain an effective program, wages will need to be increased in order to attract and support good employees.



Staffing Services

Global Employment Services, Inc. (GES) continued to provide staffing, payroll and administrative services this year under contract with the Commission, following a detailed public bidding process. 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.

Launch Management and Controls

There are three types of launches on Lake George: Public (state and municipal), Commercial (marinas and motels), and Private (homeowners associations and individual homeowners). In total there are 95 locations around Lake George that can be utilized to launch a trailered vessel. 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.

In the fall of 2018 the Commission sent letters to each launch owner/operator on Lake George requesting updated information related to the Launch Agreement executed between the Commission and the launch owner. Site visits to the commercial launches were performed to confirm compliance with the launch security aspect of the Launch Agreements. Vessel Inspection Control Seal Logs were reviewed at launches that are issued red VICS for applying to vessels on exit of Lake George and lists of vessels stored and launched at each site were also updated. This information helps the Commission stay up to date with the status of all public, private, and commercial launches on Lake George. The Commission would like to thank these launch owners for their cooperation and support in this program.

Off-Hours Operations at State launches

By NYS DEC operational policy, Rogers Rock and Mossy Point state-owned launches on Lake George are open to the public at all times. Million Dollar Beach is administered as a day-use site, and closes at night in the primary 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 VITs 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.

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 Homeowner 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.

If and 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 waterbody navigable by trailered vessels, which is tributary Lake George. As such, it has been included in the boat inspection program since its infancy. Trout Lake currently has no known AIS. Including Trout Lake in the AIS program serves to protect both waterbodies from potential ecological 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
One Time Expenses	2014	2015	2016	2017	2018	Total
Decontamination units (9, see Table 1)	\$204,000.00	\$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	\$51,819.41
Safety/Security (fire extinguishers, lock boxes)	\$1,648.49	\$68.10	\$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	\$10,292.82
Inspection site offices (1 in 2015 at MDB)	\$31,627.00	\$7,700.00	\$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	\$2,178.62

Canvas Covers for Landas (2 in 2014, 4 in 2015)	\$1,500.00	\$3,000.00	\$0.00	\$0.00	\$0.00	\$4,500.00
Cloud Setup for Data Reporting	\$251.27	\$0.00	\$0.00	\$0.00	\$0.00	\$251.27
Subtotal	\$297,733.33	\$14,860.79	\$573.83	\$492.76	\$425.00	\$314,085.71
Recurring Expenses						
Wash Unit Maintenance & Misc. Parts	\$6,594.44	\$1,445.16	\$3,748.59	\$2,321.50	\$1,822.17	\$15,931.86
Training Facility Rental	\$1,093.48	\$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	\$38,088.85
Fuel & Truck Maintenance	\$4,983.56	\$3,621.70	\$3,000.47	\$2,794.52	\$2,317.55	\$16,717.80
Advertising/Rack Cards	\$2,077.14	\$1,285.00	\$0.00	\$0.00	\$1,420.00	\$4,782.14
Hardware/Supplies	\$8,028.29	\$865.51	\$1,248.76	\$5,241.47	\$2,797.81	\$18,181.84
Hulett's Landa Parking Rental	\$3,500.00	\$3,500.00	\$3,500.00	\$8,900.00	\$8,900.00	\$28,300.00
Uniforms	\$3,258.99	\$3,770.90	\$3,286.40	\$0.00	\$1,978.90	\$12,295.19
Subtotal	\$41,748.30	\$17,582.27	\$25,278.67	\$24,920.49	\$23,882.53	\$133,412.26
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	\$17,169.10
Secure Storage (Annual total)	\$3,321.25	\$3,247.68	\$3,247.68	\$3,831.24	\$3,202.25	\$16,850.10
Cellular Phones (2014: season total; 2015 & 2016: through Nov.)	\$5,819.44	\$1,485.41	\$2,028.88	\$941.00	\$1,073.59	\$11,348.32
Cloud Services	\$269.91	\$269.91	\$269.91	\$269.91	\$269.91	\$1,349.55
SnapSurvey WebHost Service (annual subscription)	\$2,553.00	\$3,350.00	\$4,500.00	\$4,124.00	\$4,124.00	\$18,651.00
Subtotal	\$16,105.56	\$11,986.24	\$12,830.41	\$13,031.38	\$11,414.48	\$65,368.07
Staffing						
Seasonal Staff Labor Cost	\$548,078.47	\$482,433.11	\$434,858.35	\$441,751.04	\$422,846.33	\$2,329,967.30
Background Checks	\$4,865.00	\$3,050.02	\$2,904.79	\$1,342.18	\$900.18	\$13,062.17
Marina Liability Insurance	\$13,383.00	\$13,800.00	\$14,658.40	\$15,500.00	\$15,500.00	\$72,841.40
Finance charges	\$501.94	\$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	\$221,869.79
Subtotal	\$616,566.46	\$552,057.13	\$508,231.49	\$517,439.22	\$499,758.25	\$2,638,242.60

Summary: Program Annually Recurring Expense	\$674,420.32	\$581,625.64	\$546,914.40	\$555,391.09	\$535,055.26	\$2,837,022.93
Summary: Program Equipment	\$297,733.33	\$14,860.79	\$573.83	\$492.76	\$425.00	\$314,085.71
TOTAL Program Cost to Date	\$972,153.65	\$596,486.43	\$547,488.23	\$555,883.85	\$535,480.26	\$3,151,108.64

Program Funding

Table 3: Staffing and program administration costs incurred by the Commission were shared by New York State and the “Save Lake George Partnership” of locally-based municipal and nonprofit entities as described below:

Source	Funding (For 2018 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

Table 4: Funds invested in furtherance of the effective administration of this program are as follows:

	Staff Hours	Town Contribution	LGA Grant Money	Total
Putnam Launch	2,206	\$6,618.00	\$19,854.00	\$26,472.00
Hague Launch	962.75	\$2,709.46	\$8,128.37	\$10,837.83

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 thanks the LGA and the Towns of Hague and Putnam for their participation in this effort.

2018 Inspection Program Results

The Lake George Park Commission boat inspection program had a total of 32,019 boater contacts in 2018 (Figure 1, see Appendices for all figures and tables referenced henceforth). Thirty-three percent of these (10,617) were boats arriving at Lake George without a Vessel Inspection Control Seal (VICS), requiring a full inspection (Figure 2). Of those 10,617 trailered boats, 15.1% posed a potential threat of aquatic invasive species transport (not clean, drained and dry), and received onsite decontamination (Figure 3).

Just under 25 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 42% of all boater contacts.

During the 2018 season, 328 vessels arrived at inspection stations with visible organisms (plant and/or animal) attached to the vessel or trailer. A total of 149 of those vessels were confirmed to have 150 aquatic invasive species present, equating to approximately 1.4% of boats arriving at Lake George (Table 5).

Table 5: 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
Eurasian watermilfoil	119	67	69	70	67
Zebra mussels	23	20	11	29	48
Curly leaf pondweed	13	12	17	5	6
Water chestnut	8	7	11	12	28
Rusty Crayfish	0	0	1	0	0
Variable leaf milfoil	0	0	0	1	0
Snail	2	0	0	0	0
Spiny Waterflea	0	0	0	0	1
Total Collected	165	106	109	117	150

For more detailed results, please see Table 7 in the attached appendices, which break the data out further by origin of the vessel and what species was found.

In 2018, 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, Saratoga Lake, and Lake Champlain (Table 8).

As expected, inspection activity is significantly greater during the short “peak” summer season (June 30th-September 6th) compared to the longer shoulder season (May 1st -June 29th, September 7th – October 31st). Expanding upon seasonal differences in boater activity, Figure 7 shows the number of entrance inspections and decontaminations throughout the boating season. Staffing levels were adjusted in accordance to these trends in activity. Total staff hours for 2018 ranged from 398 to 1,247 hours per week from late May through early September (Figure 8).

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 2018 (Figure 9). This year, the patrol spent 87 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 5,796 checks on launches, both public and private, around the lake. During those checks, there was activity present 309 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 2018, one ticket was written under this regulation related to launching without an inspection.

This year, the Commission did a more thorough review of launch records and a representative made site visits to many of the launches to check program compliance. The Commission plans to repeat this process in the spring to provide a more complete picture.

Sanitary Inspections

In 2018, 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 6: Vessel sanitary inspections at AIS stations

Location	Sanitary Inspections
Mossy Point	26
MDB/Transfer	57
Norowal	30
Dunham's	24
Rogers' Rock	29
Total	166

Conclusions and Recommendations

The 2018 season was the busiest for the LGPC’s boat inspection program in its five year existence, as boaters came to Lake George to experience all of its splendor and enjoy the great summer weather. This season succeeded in preventing one hundred forty nine boats from entering the lake with confirmed invasive species, and decontaminated many hundreds more that were not clean, drained and dry and possibly carrying invasives not easily spotted through visual inspection. The program continues to run very smoothly, with the cooperation of boaters, marinas, local municipalities and the general public. Since the creation of this program, Lake George has hosted representatives from dozens of other waterbodies throughout the Northeast who are interested in learning about how they can model similar efforts for their lakes. Lake George interacts well with the Adirondack AIS prevention program hosted by Paul Smith’s College and APIPP, working seamlessly to share ideas, data, training and more in an effort to protect the greater Adirondack region’s waterbodies.

This program is only successful because of the incredible support for it. Without the aid of the 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’s Office, Warren County, the local municipalities and our nonprofit lake-based partners including the Lake George Association and the Fund for Lake George.

The Million Dollar Beach (MDB) site continues to be the busiest inspection station on Lake George due to its low launch cost, accessibility, and availability of parking. It was indeed a busy summer, as inspection activity reaching over 180 and 220 boater interactions in a single day at Norowal and MDB inspection stations, respectively. The Commission struggled

this year to staff some sites effectively due to a tight job market, and both the Norowal and Million Dollar Beach sites were at times less than ideally staffed. It has become clear that action is necessary to continue to attract and maintain a work force to match the staffing demand of approximately 50 seasonal inspectors. In an effort to avoid this problem in 2019, the Commission plans to increase wages for inspection staff. The goal is to draw more and better qualified applicants, and become more competitive in the seasonal job market. For instance, some partner AIS programs in the region are paying their seasonal staff significantly higher wages to do essentially the same job. An increase in wages will obviously affect the total cost of the program, but is necessary in order to maintain an effective program. Reliable human resources in this program are of the utmost importance. The planned opening of an inspection and decontamination station at the Exit 18 northbound rest area on the NY I-87 Northway should lead to a reduction in uninspected boats arriving in the Lake George region, especially the Lake George Transfer Station site. The Commission plans to close that inspection station in 2019 and use those staff at the Million Dollar Beach site to help manage the high volume of boater traffic through that site.

It has been five years since the Commission brought in an outside professional to provide a formal inspection and decontamination training to the boat inspection staff. The 2014 training led to the creation of a training manual that each new inspector reviews upon hiring. Although several of the staff that attended that formal training in April 2014 continue to work for the program, there has been a good number of new hires that have not had any classroom training. The Commission intends to work with the inspection station site supervisors to review the current training manual and come up with formal review training for all staff in the spring of 2019. The goal of this training is to provide a review of the standard procedures of boat inspection and decontamination so as to ensure quality and uniformity of inspections and decontaminations at each of the regional inspection stations.

As the Commission seeks to maintain a sustainable long-term program, it is highly conscious of the generosity of our funding partners and their considerable efforts to make this program a reality. 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. Thanks again to all of you who work hard in protecting Lake George for the future.

Appendices

Figure 1: Total boater interactions by inspection station in 2018 including boats arriving without VICS, boats arriving with VICS, and exit inspections

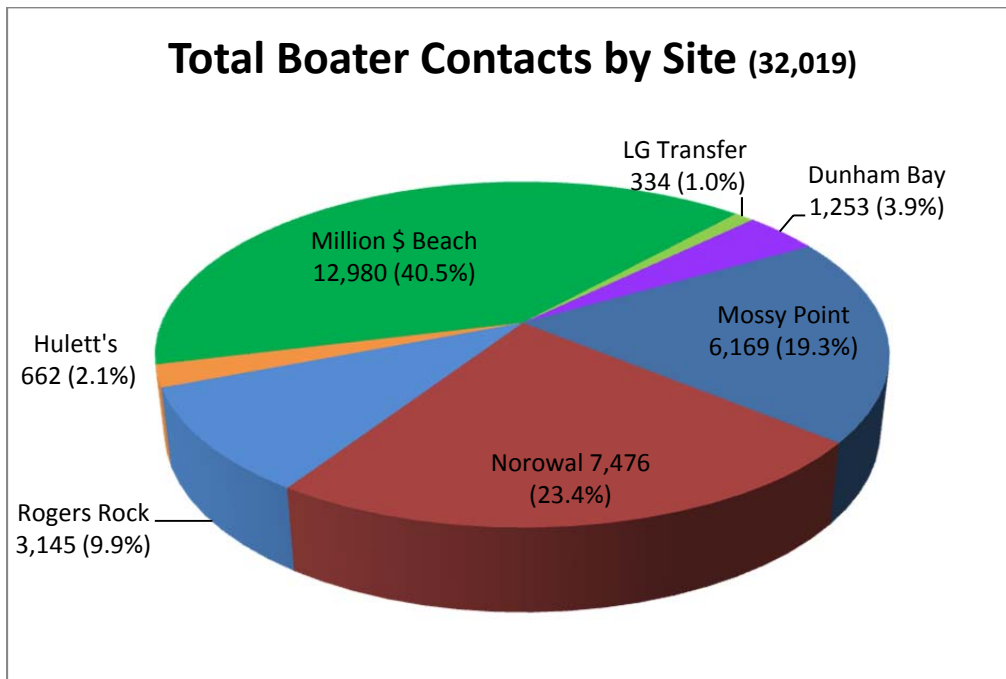


Figure 2: Total number of boats arriving without a boat inspection seal (needing inspection)

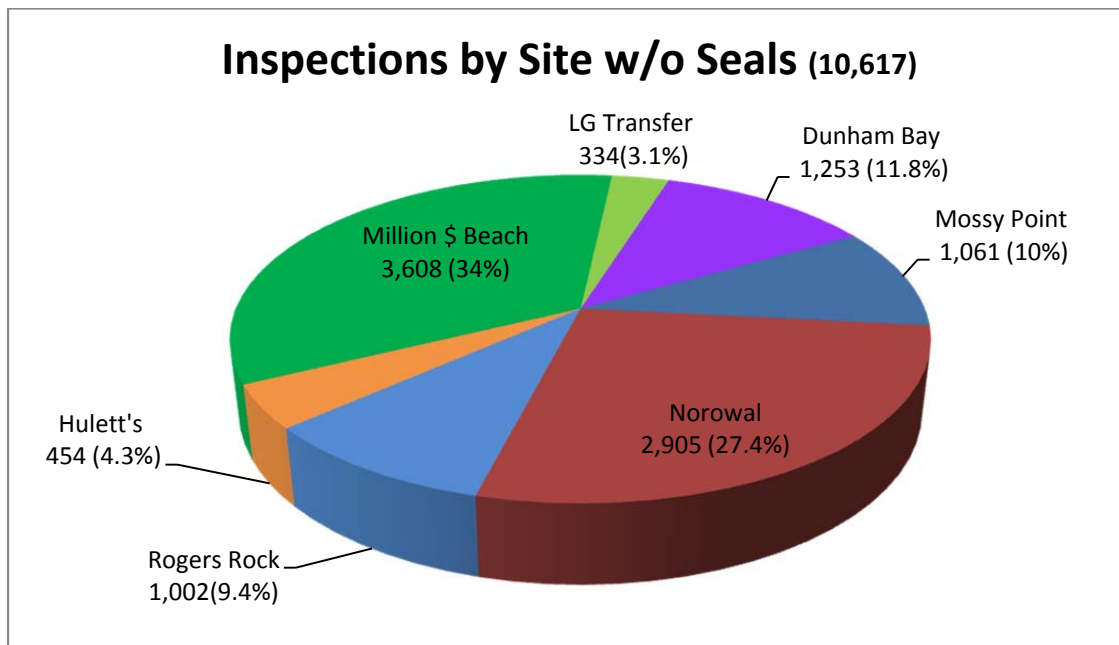


Figure 3: Total number of decontaminations performed in 2018

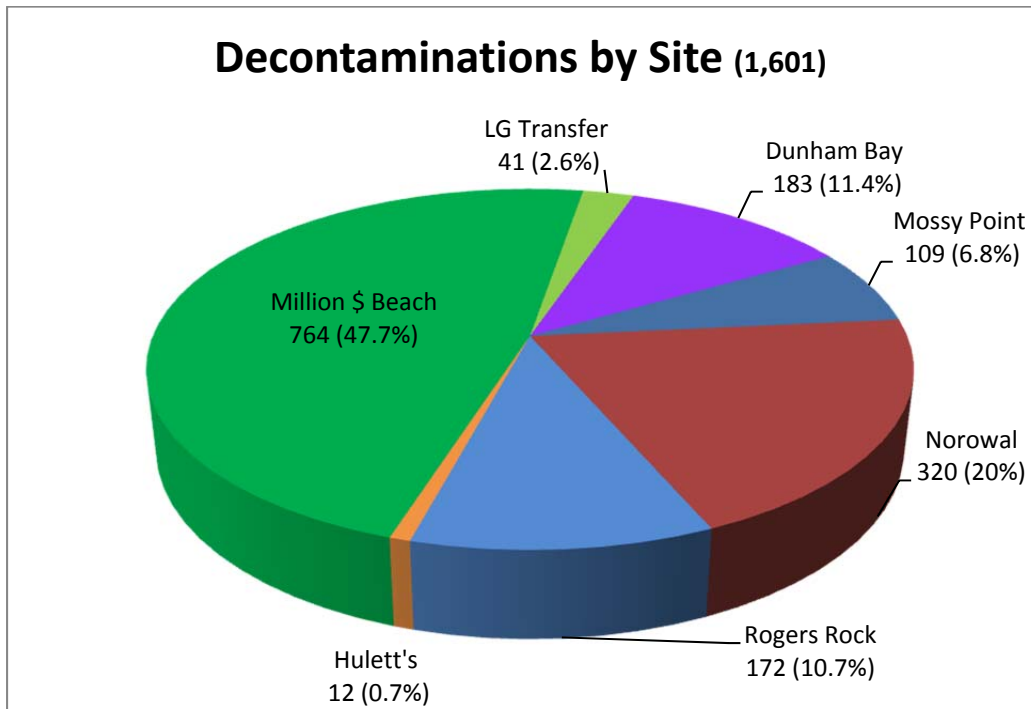


Figure 4: Total number of vessel inspections for boats arriving with VICs

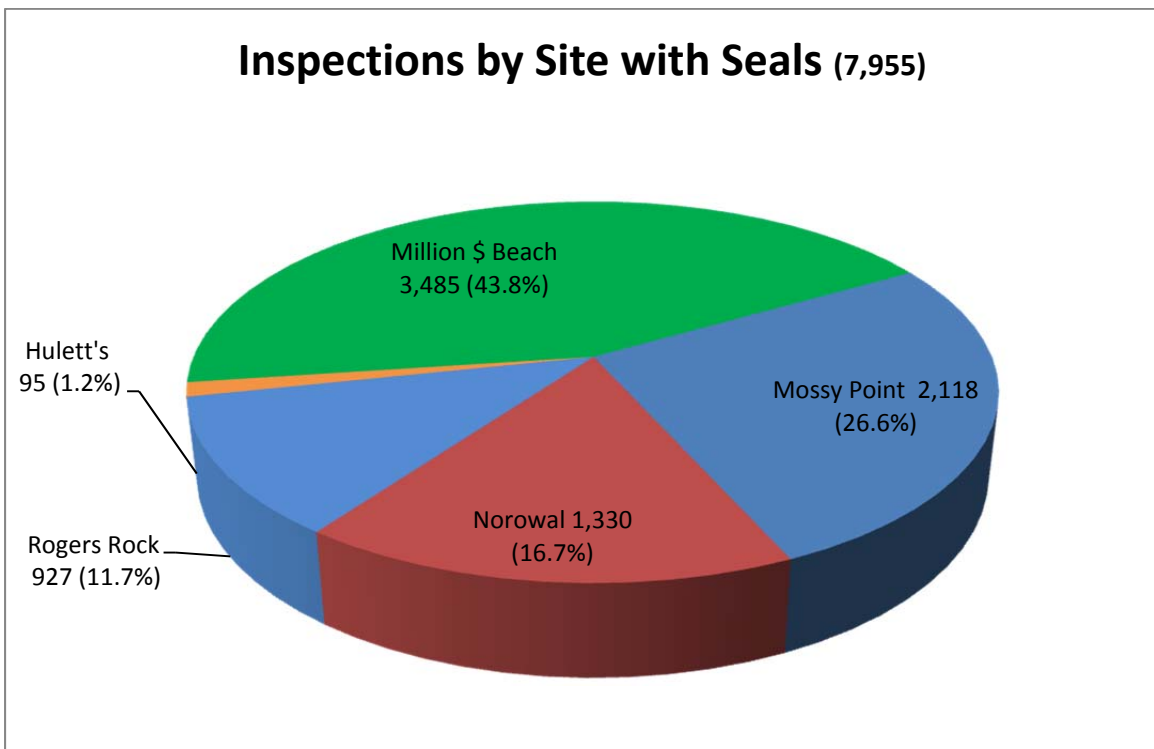


Table 7: Visible invasive species recovered at inspection stations in 2018 and the last waterbody visited by the subject vessel prior to Lake George. Some boaters would not say where they had boated last.

Origins of Aquatic Invasives in 2018							
Water Body last visited	Boats With Invasives	State	Eurasian Milfoil	Zebra Mussel	Spiny Waterflea	Curly Leaf Pondweed	Water Chestnuts
"None"	8	N/A	X	X		X	X
Ballston Lake	3	NY	X				
Candlewood Lake	8	CT	X	X			X
Cayuga Lake	3	NY		X			
Chautauqua Lake	1	NY	X			X	
Cossayuna Lake	1	NY	X				
Greenwood Lake	9	NJ	X				
Hudson River	12	NY		X			X
Kinderhook Lake	2	NY	X				
Lake Aparo	1	NJ	X				
Lake Bomoseen	4	VT	X	X			
Lake Champlain	9	NY	X	X		X	
Lake Dunmore	1	VT					X
Lake Erie	1	NY		X			
Lake George	18	NY	X	X		X	X
Lake Hopatcong	9	NJ	X				
Lake Lillinonah	1	CT	X				
Lake Mahopac	2	NY	X	X			
Lake Milton	1	OH					X
Lake Mohawk	1	NJ	X				
Lake Ontario	3	NY		X	X		X
Maybeck River	1	UNK	X				
Mohawk River	11	NY		X			X
Oneida Lake	3	NY	X	X			
Saratoga Lake	29	NY	X	X			X
St. Lawrence River	3	NY	X	X		X	
Summit Lake	1	NY		X			
Travis Lake	1	TX		X			
Warner Lake	1	NY		X			

Table 8: Top ten waterbodies visited prior to arriving at Lake George

Top ten waterbodies visited prior to arriving at Lake George

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

Figure 5: Shows peak season Entrance Inspection activity by day for each inspection station.

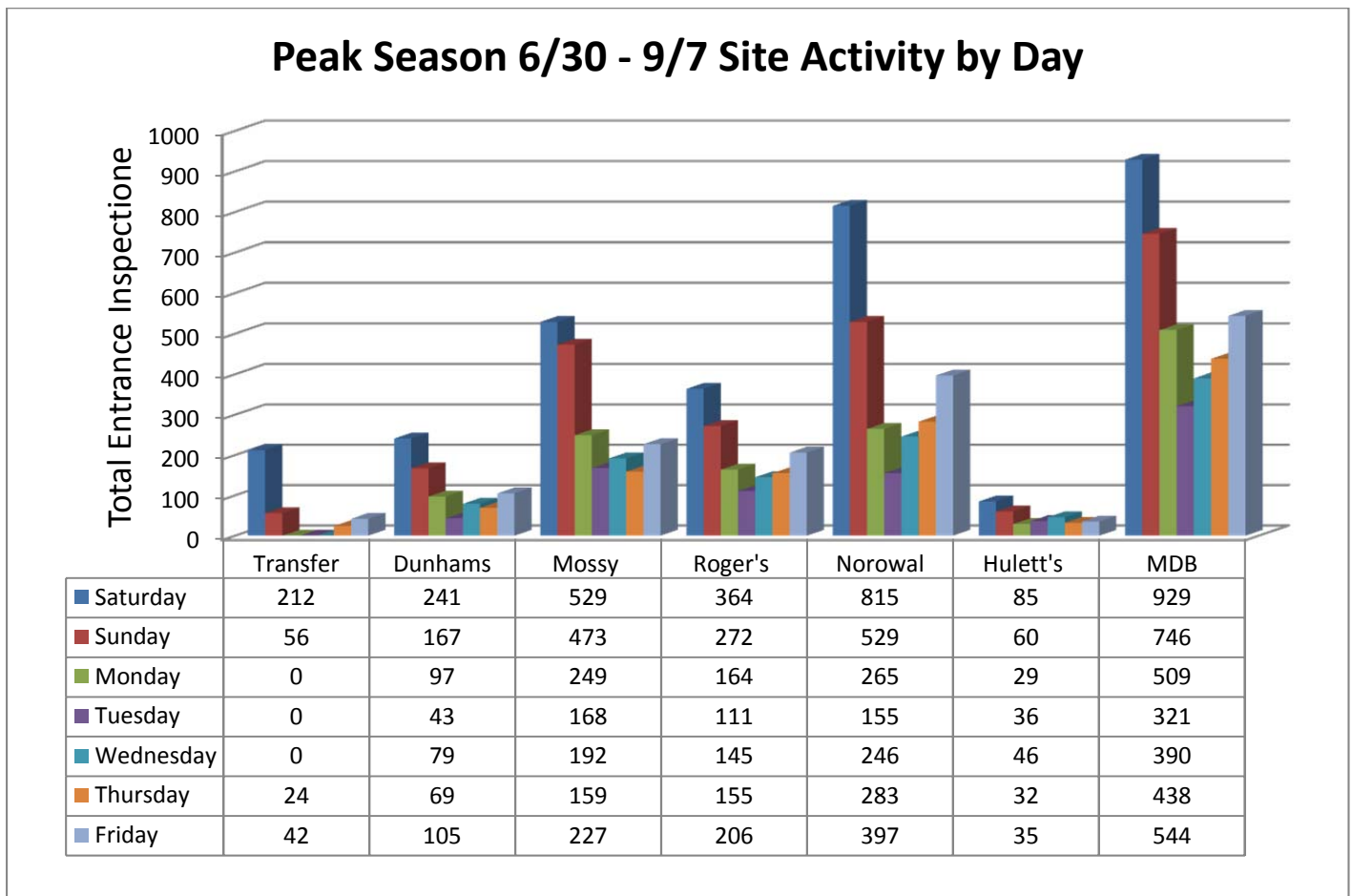


Figure 6: Temporal distribution of entrance inspections by week throughout the boating season

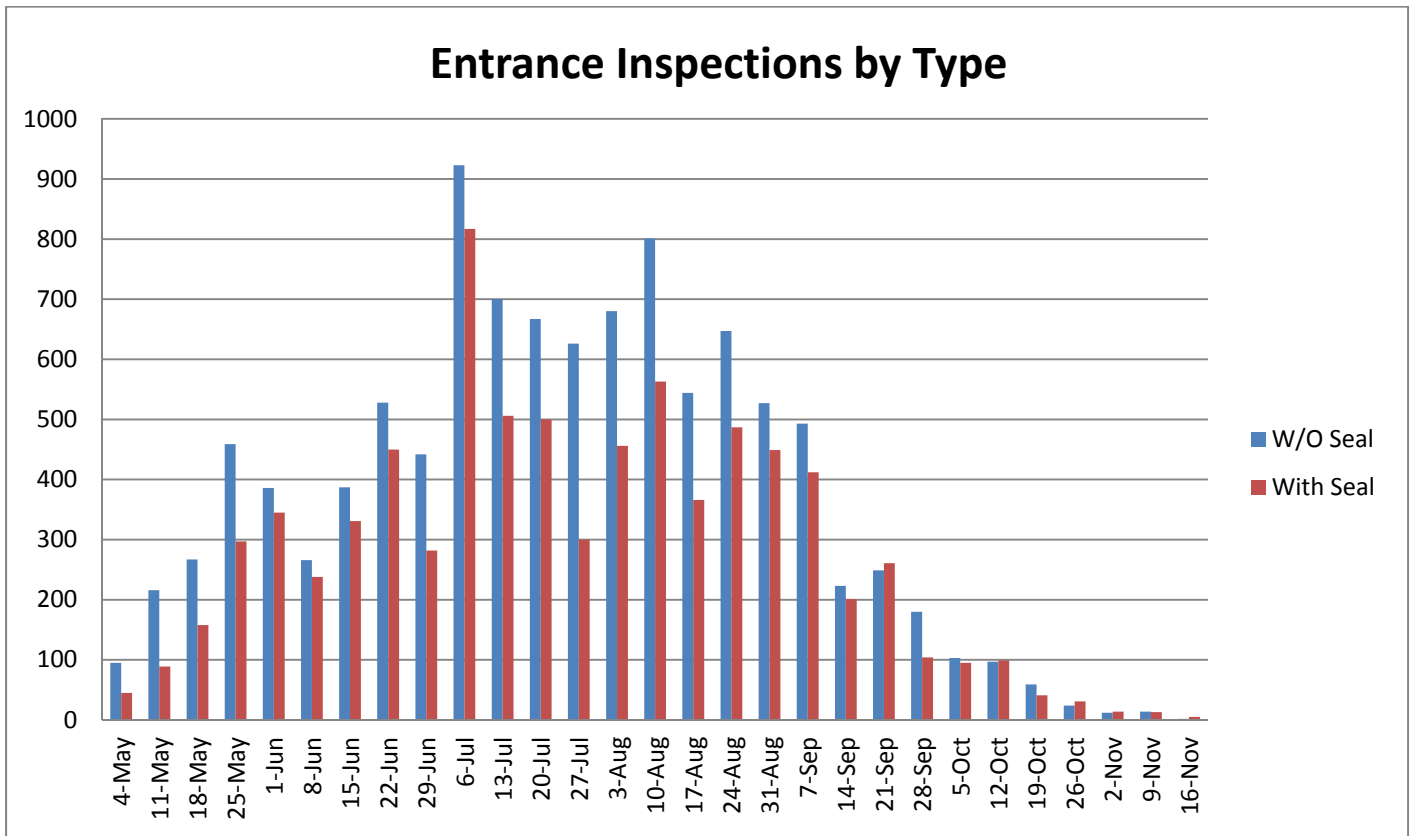


Figure 7: Temporal distribution of entrance without seal inspections and decontaminations by week throughout the boating season

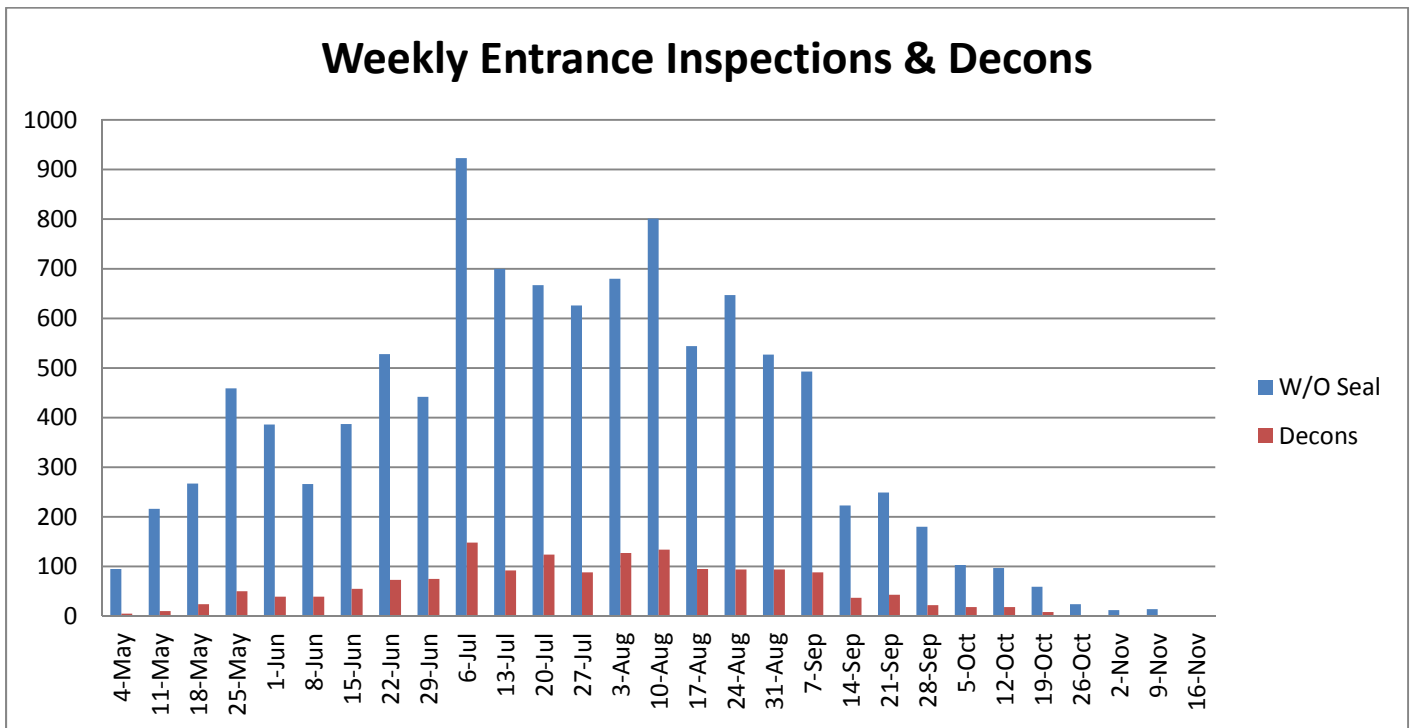


Figure 8: Temporal distribution of staff hours by week throughout the boating season

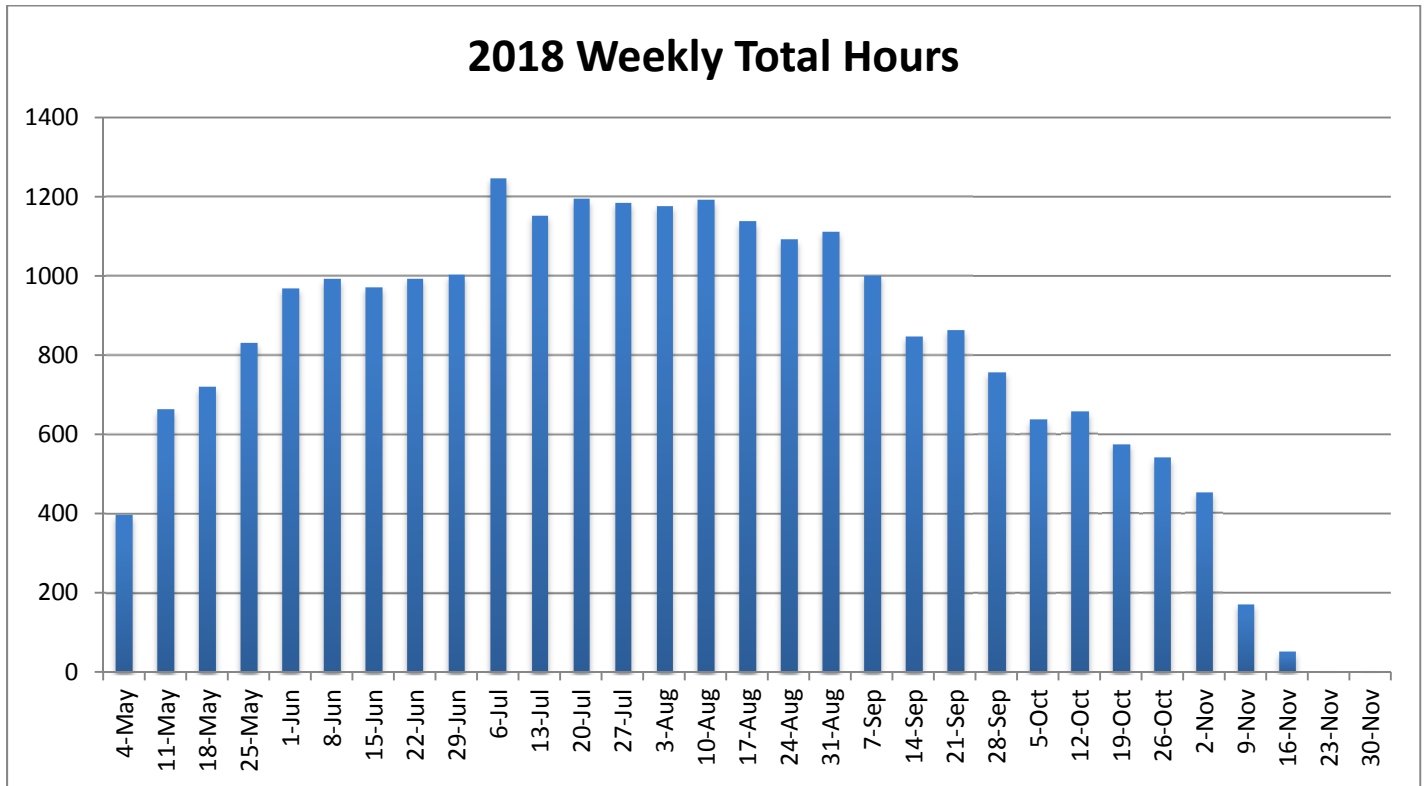


Figure 9: Commission Marine Patrol time dedicated to AIS program compliance, totaling 791 hours.

