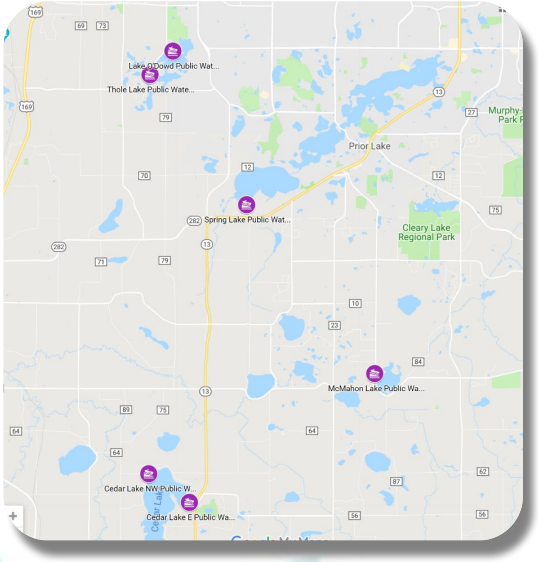
Scott County and Spring Lake

Watercraft Inspections

2019 Year End Report



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Who we are

Waterfront Restoration has been the preferred full-service provider of ecologically conscious, non-chemical control and prevention of AIS and nuisance plants for 17 years. We provide a fully managed customized county watercraft inspection and decontamination program. Other services include SCUBA by the root removal, rapid response control, dangerous debris cleanup, and zebra mussel extraction.






Everything falls on our management staff so you are not burdened with behind the scene issues.

We have 6 project managers on staff with combined experience of over 25 years to ensure someone is available at inspectors shifts to answer inspectors questions/concerns and serve as a liaison between inspectors and AIS Program Coordinator.

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How we serve you

For the past six years, we have invested year after year to create an industry leading watercraft inspections program for MN Counties and associations. We have refined our processes after learning from thousands upon thousands of hours of inspections at launches and have created a proven dependable 4 point formula to provide the most thorough and top of the line inspections in the state.

These developments, our unique advantages, and our above and beyond hiring program ensures that your County is getting **maximum value** from every inspection dollar spent.

Ultimately, it's our job to ensure you have a successful AIS prevention program that represents the County in a first-class positive image to the public.

County Funding- How it works- Quick Background

1. **THE STATE** provides counties $10 million to support Aquatic Invasive Species (AIS) prevention programs every year.
2. **THE COUNTY** representatives designate AIS program oversight to a person/department within the county.
3. **THE DNR** manages the counties ie- receives county AIS plans and resolutions, describing how funds will be used each year.
4. Funding approved in by the Legislature in 2014 allows Scott County to receive about $70,000 a year in aid until 2024 toward managing Aquatic Invasive Species in Scott County Lakes. (Waterfront Restoration provided inspections in 2019 for about $35,000)
5. The Counties use this funding to provide education and awareness, inspect and decontaminate watercraft, and give grant funding to lake associations, cities and townships.
6. All but 3 of the 87 Minnesota counties get money from the state. The amount each county gets is determined by a formula based on the number of public boat landings and boat trailer parking spaces it has. Because of that, about 40 percent of the aid is directed toward 10 Minnesota counties, mostly in the northern half of the state the other 60% is divided into the other 74 counties.
7. State officials, counties and many lake associations say the state aid is a catalyst for innovation: Counties are trying new approaches and learning from each other.
8. Minnesota's spending in the fight against aquatic invasives doesn't stop with the $10 million the state gives to counties to hire about 900 boat inspectors state wide. The DNR alone had a $9 million budget for aquatic invasive prevention and enforcement with 100 boat inspectors statewide last year. Lake associations around the state spend about $1.65 million a year to contribute funding to expand county inspection programs.

How the Scott County program got started

1. Derek initially contacted Melissa in December of 2018 and informed her of the Waterfront Restoration process for watercraft inspections.
2. On March 25th Melissa got the OK from the County planning members, stating she would like to hire our services for watercraft inspections. However Scott County contracting process takes about 2 months, so we planned to start a littler later than our other programs- we made a plan to start in early June.
3. Melissa's original plan was to focus 1,000 hours divided up between the following lakes: Cedar E (250 hours) and Cedar NW (50 hours), O'Dowd – 300 hours, Thole – 50 hours, McMahon – 150 hours, Spring – 200 hours.
4. Diane with the PLSLWD requested to augment the Spring Lake program with approximately 200 additional hour, bringing the total to about 400 inspection hours at Spring Lake.
5. The DNR had 600+ hours planned for Upper & 600+ hours planned for Lower Prior each. They also planned to inspect Spring and Cedar on Mondays or Thursdays- I think totaling 100 hours between Spring and Cedar for the whole season.
6. On April 5th, Derek sent the scope of work over to Melissa with a breakdown of proposed days of each week, hours each day, and start dates and end dates based upon to fit into requested budget hours (See image below for breakdown of hours proposed for Spring Lake).

	Day	Operating Hours	Qty of Hours	Start	Total weeks		Total Season Hours
SPRING	Friday	6am – 4pm	10	June 14th	12	Total Fridays until 8/30	120
	Saturday	6am - 4pm	10	June 15th	12	Total Saturdays until 8/31	120
	Sunday	6am - 4pm	10	June 16th	12	Total Sundays until 9/1	120
	Holidays	6am - 4pm	10		2	July 4th & Labor Day	20
	Saturday	6am - 12pm	6	Sept 7th	4	Total Saturdays until 9/28	24
						TOTAL	404

7. On April 16th Melissa submitted for Scott County attorney and risk management department to review and thus Waterfront Restoration began the process of recruiting inspectors.
8. On May 24th the agreement was accepted by the attorney and signed by Waterfront Restoration.
9. On June 5th Melissa sent the delegation agreement to the DNR, the DNR accepted it on June 14th, and inspections began on June 14th.

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ENTERING INSPECTION

Some questions inspectors ask boaters:

1. How long has the watercraft been out of the water?
2. What was the last water body you visited?
3. What water body do you plan to visit after this trip?
4. Have you spoken with an inspector within the last month?

Inspections only take 3-10 minutes

Boaters don't have to talk to you, but they do have to allow you to inspect. They gave their consent for inspection by signing their boat/fishing license every year.

Some observations the inspectors record:

1. Watercraft type
2. Drain plug in or out upon arrival
3. Any plants or animals found or water or mud. Why mud?-New zealand mud snails in that can barely see
4. License plate # and state

Main goal for inspectors= Change behavior and create new habits

Reasons to deny launch= AIS that cannot be removed, refusal of inspection, water found that can't be drained, if dock of lift- not followed 21 day dry rule.

Watercraft Inspection Checklist

1. Introduction
2. Check drain plugs
3. Start inspection at the trailer winch post on driver's side
4. Ask the watercraft user to open the live well(s), baitwell(s), bilge area, and to purge any ballast tanks. Verify they are drained.
5. Always wear your identifying uniform.
6. Be courteous, professional, and friendly at all times.
7. Always introduce yourself and your organization.
8. Conduct the watercraft inspection with the assistance of the watercraft user(s).
9. Tell the watercraft user about AIS prevention, relevant laws, and the inspection process. Education is important!
10. Share the primary education message, Clean/Drain/Dispose, and explain that it is important to always arrive and leave with their watercraft and gear cleaned and drained

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DATA

The following slides contain graphs and charts in regard to questions asked and observations recorded by the inspectors at the Scott County launches. The majority of the slides contain information for all the Scott County lakes, and then a slide or image with Spring Lake Data only.

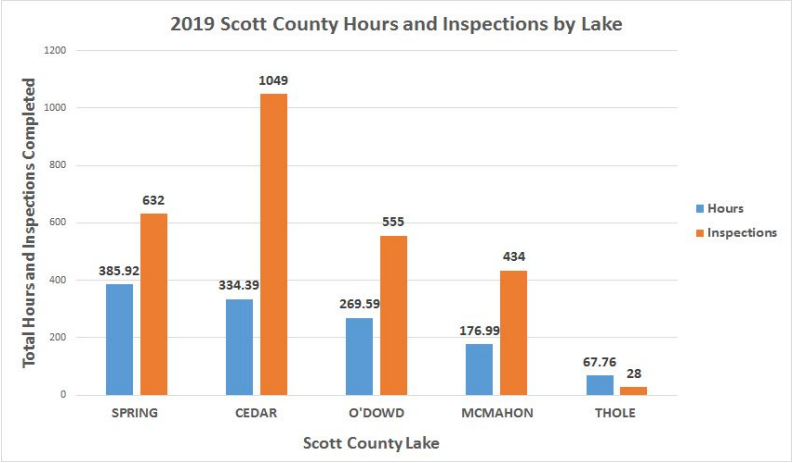
The following keys will be used above each graph to help quickly identify if you are looking at data in regard to the **entire county** or in regard to **Spring Lake only.**

Total # of Inspections and Hours Completed

A total of 2,719 inspections were completed between all 6 of the launches that we inspected at within Scott County.

The graphs shows the breakdown for # of inspections and hours at each launch.

The table below shows of the total inspections at each launch, how many hours were worked at each and what that equates to in terms of inspections per hour worked.



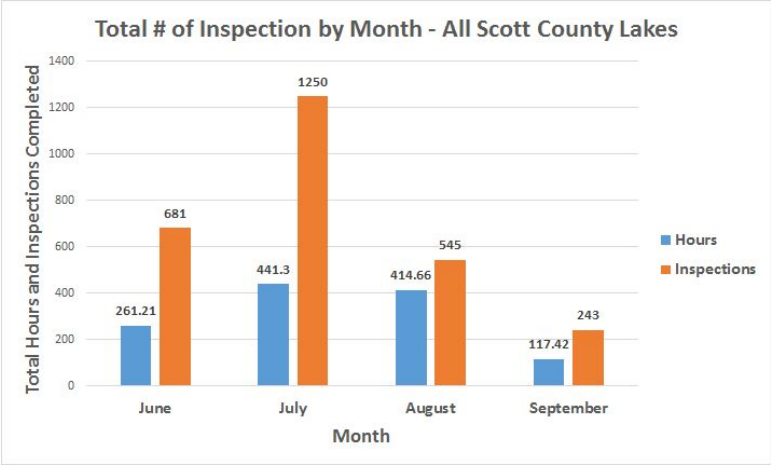
Lake	Total # of Inspections	Total Hours Worked	# of Inspections per Hour
Spring	632	385.92	1.6
Cedar	1049	334.39	3.1
O'Dowd	555	269.59	2.1
McMahon	434	176.99	2.5
Thole	28	67.76	0.4
TOTALS	**2698**	**1234.65**	**2.2**

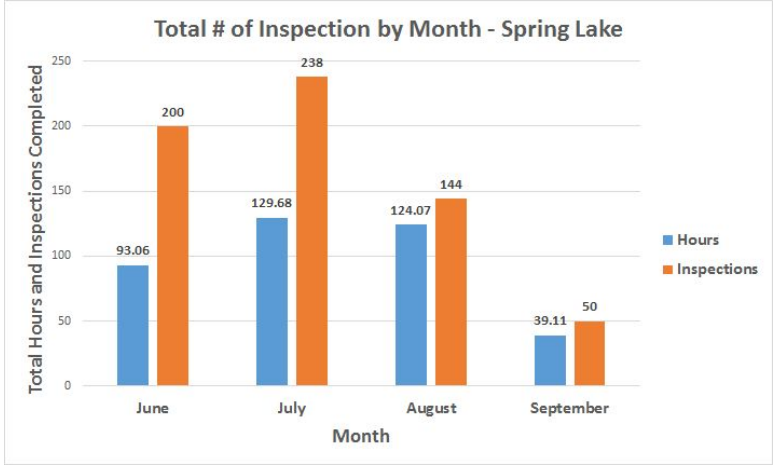
Cedar Lake (combined East & NorthWest launch were the leading launches in terms of total inspections.

Who did all the work?

- 15 inspectors were hired and DNR Trained, prior to receiving authorization to conduct watercraft inspections in Scott County.
- 9 out of those 15 inspectors conducted inspections at Spring Lake in 2019.

Hours/Inspections PER MONTH

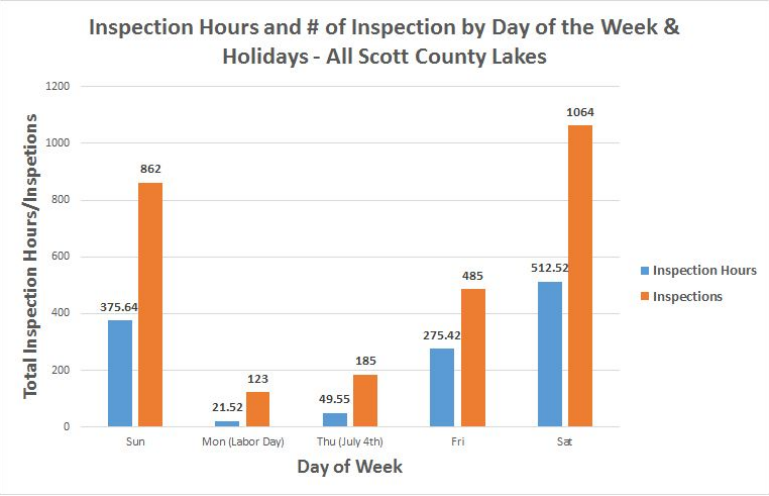




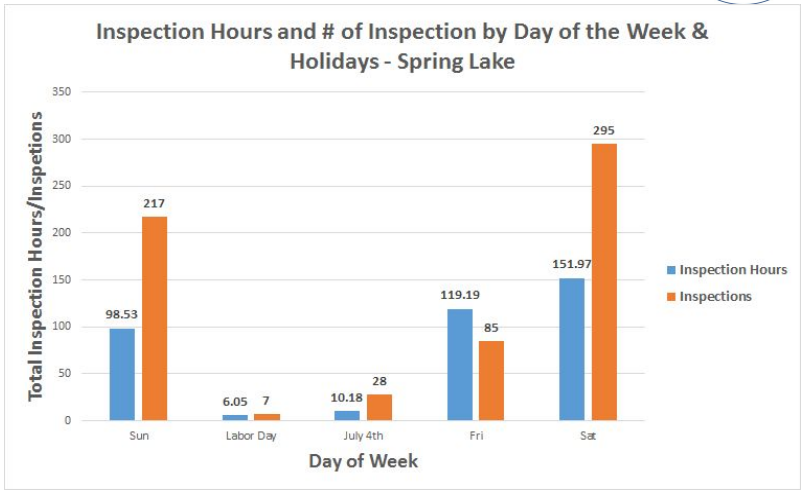
Of the 1,234 hours of inspections and 2,698 number of inspections in SCOTT COUNTY, the graph shows the breakdown for total number of hours and # of inspections broken down by MONTH. According to the survey data, the busiest month of the season for inspections was July with 1,250 inspections completed and 441 hours.

Of the 385 hours of inspections and 632 number of inspections on SPRING LAKE, The graphs shows the breakdown for total number of hours and # of inspections broken down by MONTH. According to the survey data, the busiest month of the season for inspections was also July with 238 inspections completed and 129 hours. But with a difference of only 38 inspections and 36 hours, June closely followed.

Hours/Inspections per DAY



Of the 1,234 hours of inspections and 2,698 number of inspections in SCOTT COUNTY, the graphs shows the breakdown for total number of hours and # of inspections broken down by day. According to the survey data, the busiest day of the week by far was Saturday with 1064 inspections and 512 hours.

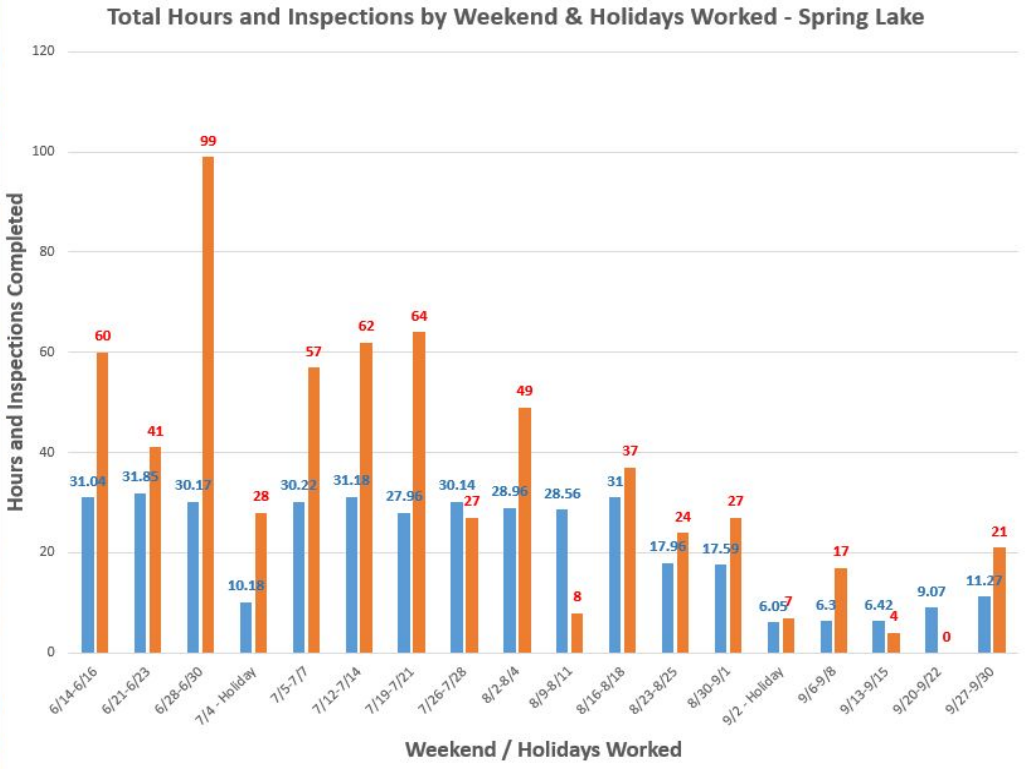


Of the 385 hours of inspections and 632 number of inspections on SPRING LAKE, The graphs shows the breakdown for total number of hours and # of inspections broken down by day. According to the survey data, the busiest day of the week for Spring Lake was also Saturday with 295 inspections and 151 hours.

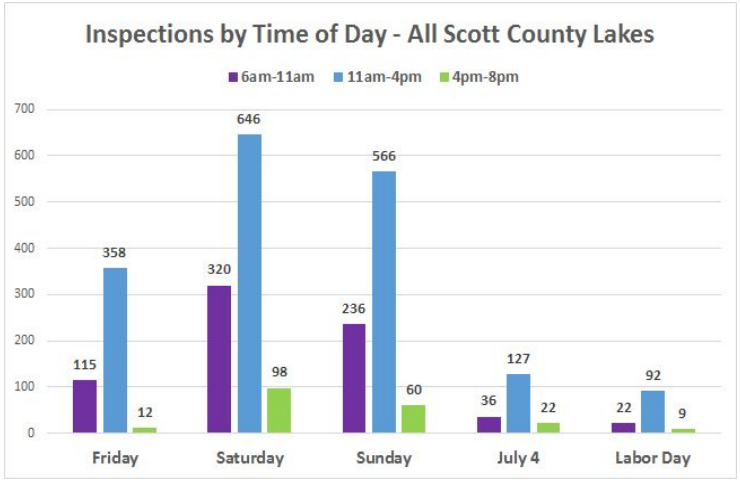
Hours/Inspections per WEEKEND- Spring Lake

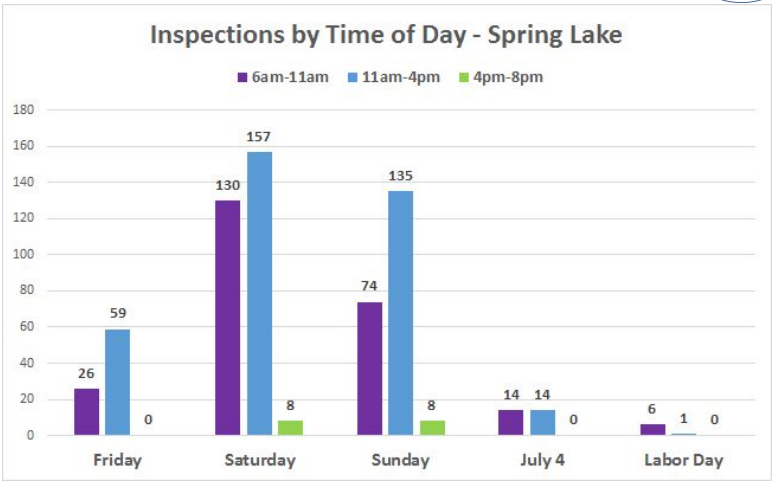
Of the 385 hours of inspections on Spring Lake, The graph and chart shows the breakdown for hours worked each weekend for the entire summer. The weekend leading up to the 4th of July had the most inspections at 99.

Weekend	Hours	Inspections
6/14-6/16	31.04	60
6/21-6/23	31.85	41
6/28-6/30	30.17	99
7/4 - Holiday	10.18	28
7/5-7/7	30.22	57
7/12-7/14	31.18	62
7/19-7/21	27.96	64
7/26-7/28	30.14	27
8/2-8/4	28.96	49
8/9-8/11	28.56	8
8/16-8/18	31	37
8/23-8/25	17.96	24
8/30-9/1	17.59	27
9/2 - Holiday	6.05	7
9/6-9/8	6.3	17
9/13-9/15	6.42	4
9/20-9/22	9.07	0
9/27-9/30	11.27	21
GRAND TOTAL	385.92	632



Inspections by Time of Day

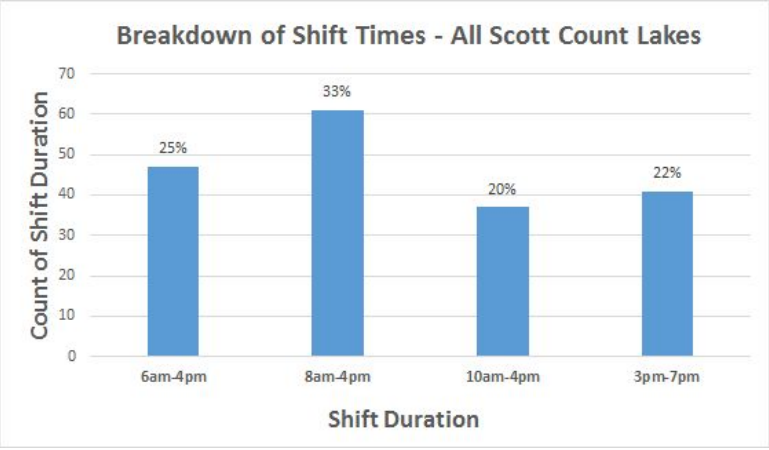


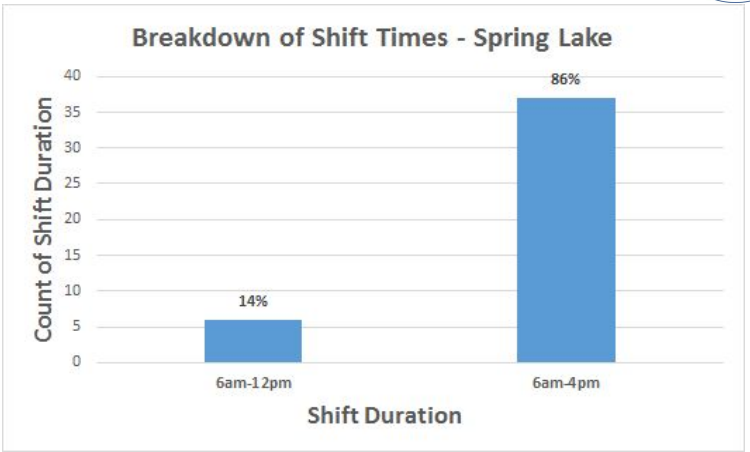


Inspection surveys were grouped into 1 of 3 timeframes: 6am-10:59am, 11am-3:59pm, and 4pm-8pm. Overall, 11am-3:59pm was the busiest time with 65% of all inspections (exit and entrance) conducted during this time frame.

Overall, 11am-3:59pm was also the busiest time on Spring Lake with 55% of all inspections (exit and entrance) conducted during this time frame and 6am-10:59am, came in fairly close second at 40% of inspections conducted during that time frame.

Breakdown of Inspection Shift Times

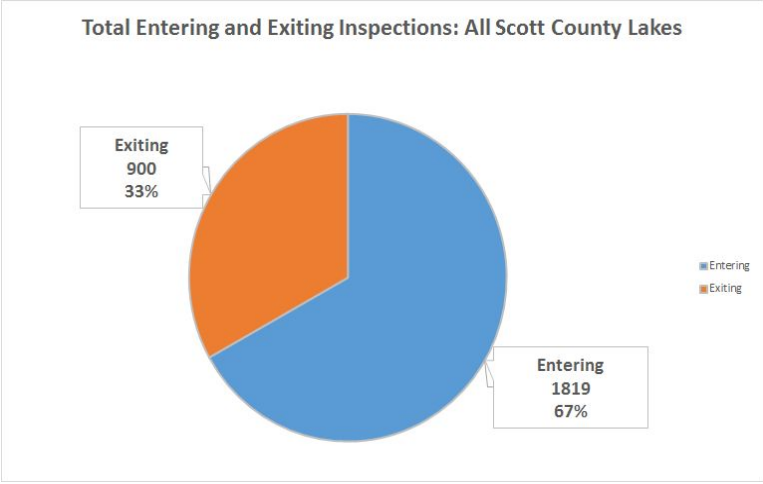




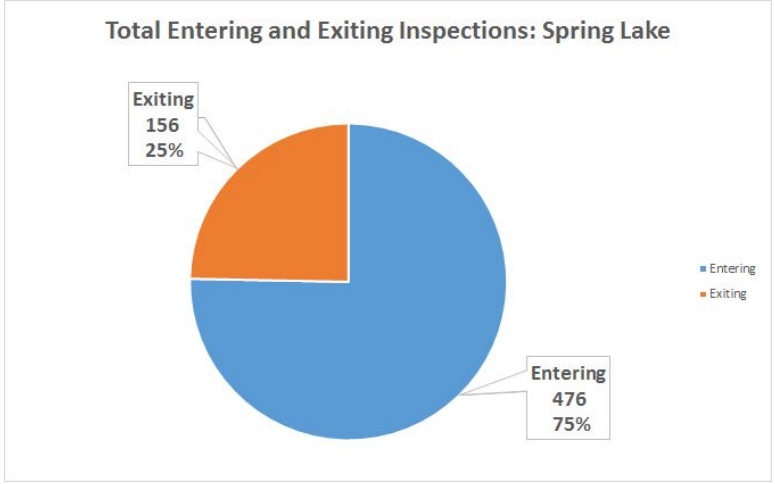
The graphs shows the typical breakdown of inspection shifts in SCOTT COUNTY during the season. Majority of inspection shifts worked from early to mid morning until 4pm. And then 22% of the shifts concentrated around the 3pm-7pm timeframe.

On Spring Lake, the majority of inspection shifts worked strictly from 6am-4pm. And then some half day inspection shifts of 6am-12pm were also worked.

Breakdown of # of inspections exiting vs entering



Of the 2,698 Total Watercraft Inspections conducted in Scott County 1819 (67%) of those were entering Inspections and 900 (33%) were exiting inspections.



Of the 632 Total Watercraft Inspections conducted on Spring Lake 476 (75%) of those were entering inspections and 156 (25%) were exiting inspections.

Violations Found at Entering and Exiting Inspections

Of the 1,819 entrance inspections less than 2% of them had violations. Drain plug in upon boater arrival (22) was the most common and plants (removable by hand) were the second most common finding (11). All entrance inspection findings are considered violations of MNAIS Laws.

Lake/Access	Items Found During Inspection	Count
McMahon		
	Plants (removable by hand)	2
Spring Lake		
	Plants (removable by hand)	1
	Mud	1
Cedar: NW Access		
	Plants (removable by hand)	3
Cedar: East Access		
	Plants (removable by hand)	6
	Water	2
O'Dowd		
	Plants (removable by hand)	1
GRAND TOTAL		16

ENTERING Inspection

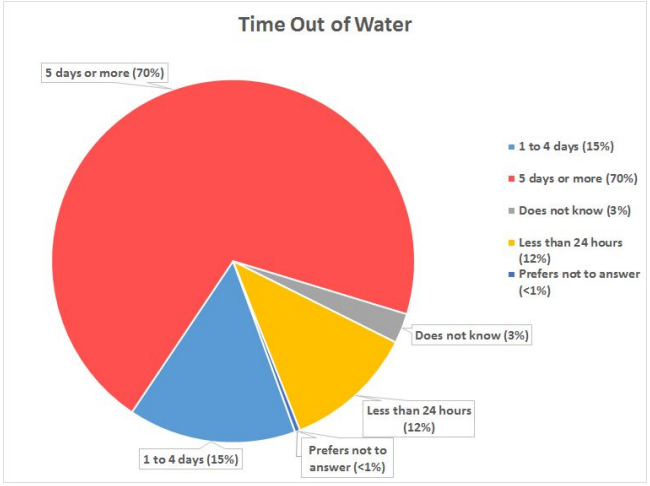
Also within Scott County there were 22 instances where the drain plug was still in upon boater arrival, 4 of those were found during inspections at Spring Lake

The findings at exit inspections are not considered violations as they were caught prior to the watercraft leaving the access. However, AIS found on exit inspections are important to know as they help determine what could be leaving a lake and entering a new lake if the inspection program was not in place.

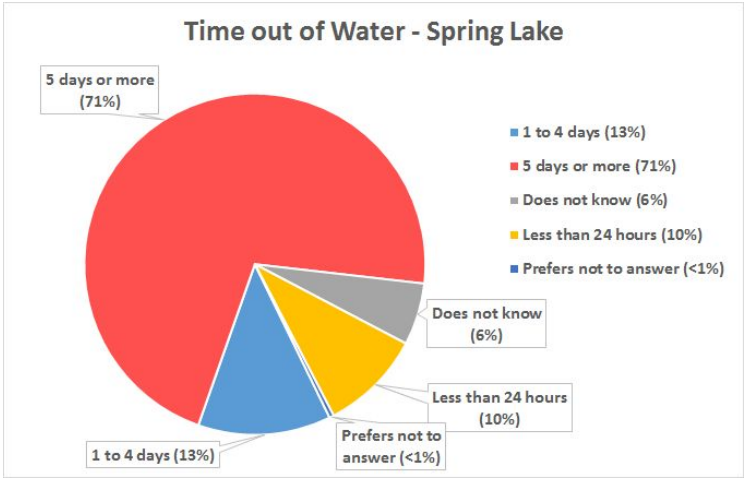
Lake/Access	Items Found During Inspection	Count
McMahon		
	Plants (removable by hand)	7
	Water	1
Spring Lake		
	Plants (removable by hand)	8
Cedar: NW Access		
	Plants (removable by hand)	1
Cedar: East Access		
	Plants (removable by hand)	28
	Snails	2
O'Dowd		
	Plants (removable by hand)	10
	Zebra Mussels	1
GRAND TOTAL		58

EXITING Inspection

Time Out of Water Before Entering

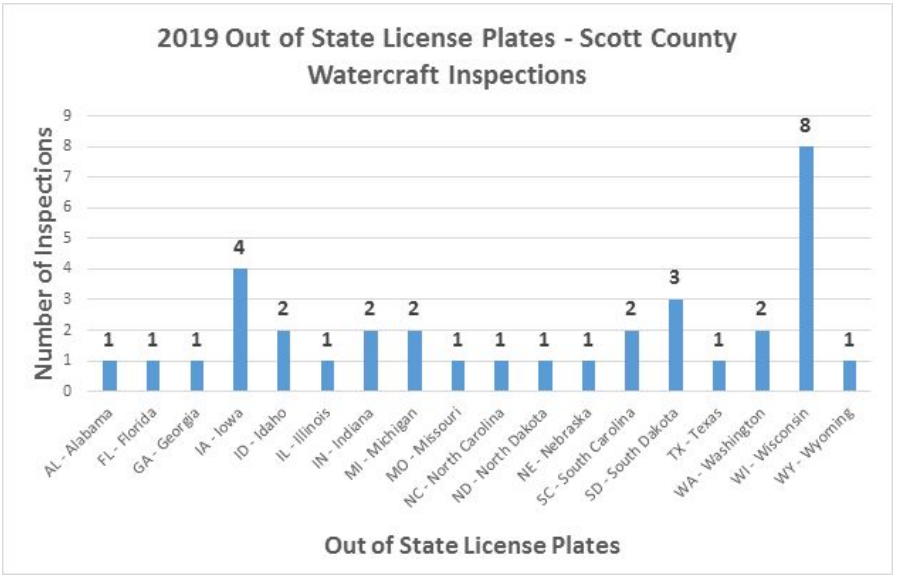


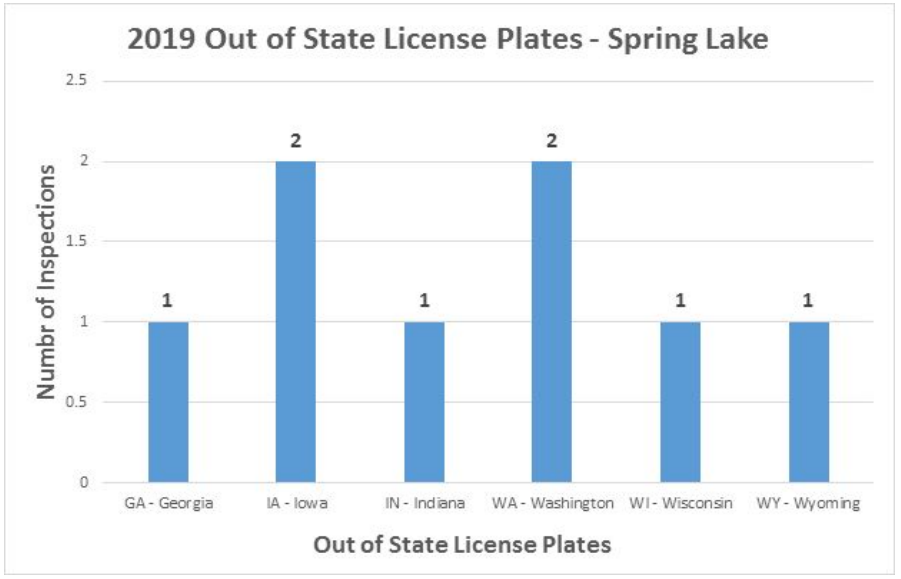
At each of the Scott County entering inspections, the inspectors asked how long has the watercraft been out of the water? 70% responded 5 days or more.



At each of the Spring Lake entering inspections, the inspectors asked how long has the watercraft been out of the water? 71% responded 5 days or more.

Out of State Vehicle License Plates



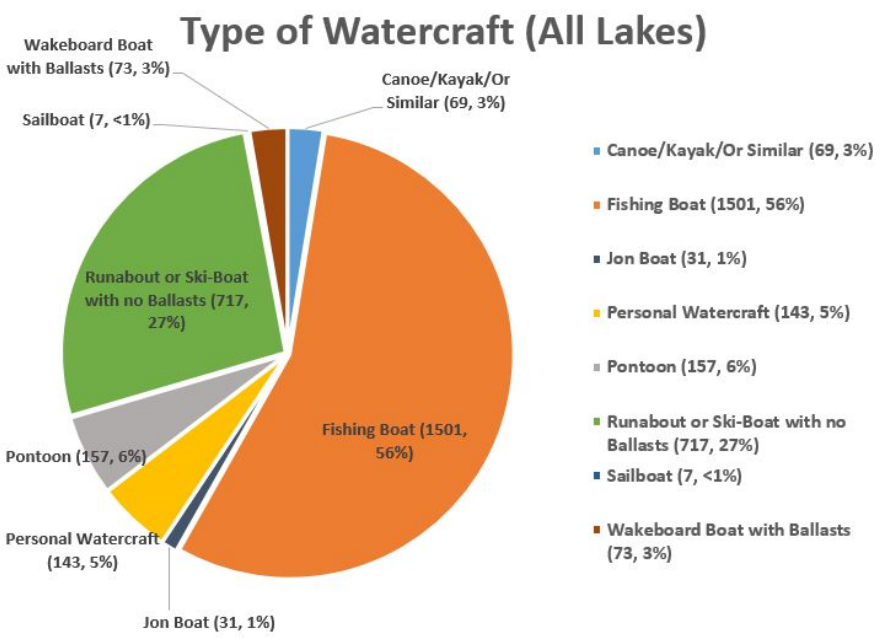


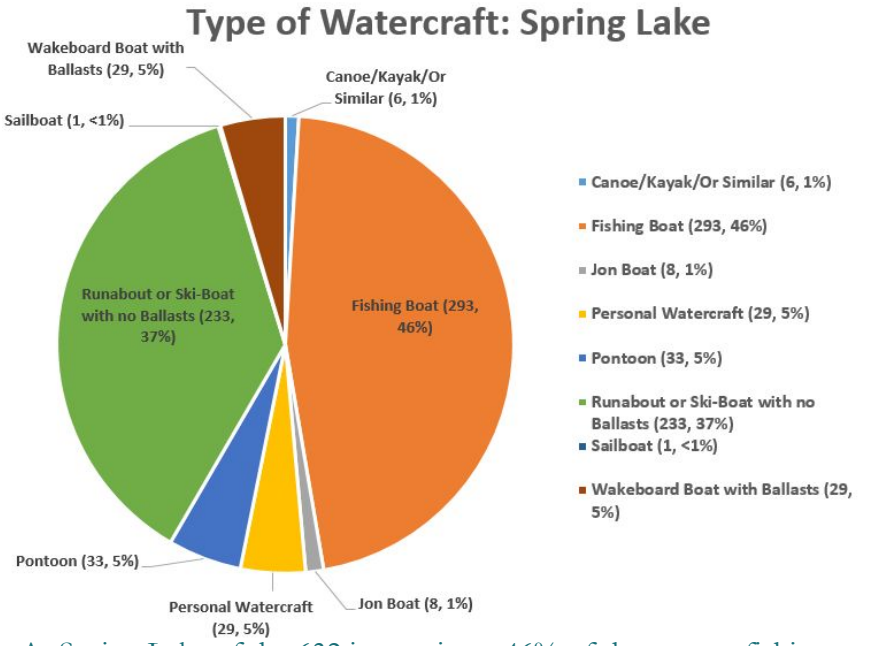
At each of the Scott County entering inspections, the inspectors collected data on which state each vehicle license plate was from and what the plate number was. Of the 35 out-of-state plates, 8 were from Wisconsin, and then Iowa at 4 and South Dakota at 3.

Surprisingly the 2 from Washington were the ones who launched at Spring Lake.

As AIS laws vary by state, it is important that out-of-state boaters know and adhere to Minnesota laws. This can be done via signage at accesses, through the inspectors, etc. It is important to note that when reporting the state from which the watercraft was from, inspectors look at the trailering vehicle license plate.

Types of Watercraft observed during entering and exiting inspections





At each of the Scott County entering and exiting inspections, the inspectors collected data on what type of watercraft they were inspecting. Of the 2,698 inspections, 56% of those were fishing boats, with runabout boats in 2nd place at 27% and pontoons in 3rd at 6%

At Spring Lake of the 632 inspections, 46% of those were fishing boats, with runabout boats in 2nd place at 37%, and pontoon boats in a tight race for 3rd just above wakeboard boats and personal watercraft at 5%.

What lake were you on last?

Last Lake, County (Entering Scott County)	Count of Last Lake & County	Percentage
Cedar, Scott	378	28%
O'Dowd, Scott	208	15%
Unknown / Does Not Know	190	14%
Spring, Scott	181	13%
McMahon, Scott	123	9%
Lower Prior, Scott	71	5%
Upper Prior, Scott	65	5%
Marion, Dakota	37	3%
Crystal, Dakota	21	2%
Minnetonka, Hennepin	20	1%
Orchard, Dakota	17	1%
Waconia, Carver	17	1%
Fish, Scott	15	1%
Thole, Scott	12	<1%
Mille Lacs, Mille Lacs	10	<1%

Last Lake, County (Entering Spring Lake)	Count of Last Lake & County	Percentage
Spring, Scott	166	48%
Unknown / Does Not Know	57	17%
Upper Prior, Scott	32	9%
Lower Prior, Scott	28	8%
Cedar, Scott	19	6%
O'Dowd, Scott	12	3%
Marion, Dakota	10	3%
Minnetonka, Hennepin	7	2%
Mille Lacs, Mille Lacs	5	1%
Orchard, Dakota	5	1%
Lake of the Woods, Lake of the Woods	4	1%

At each of the Scott County entering inspections, the inspectors asked boaters, what was the last water body you visited?

Of the 1,819 entering inspections, 28% noted there were on Cedar lake last, with O'dowd in 2nd place at 15% , doesn't know at 14%, and Spring Lake at 13%.

At Spring Lake of the 476 entering inspections, 48% noted they were on Spring lake last, with doesn't know in 2nd place at 17% , and Upper and Lower Prior Lake for a combined 17% in 3rd place.

What lake are you going to next?

Next Lake, County (Entering Scott County)	Count of Next Lake & County	Percentage
Unknown / Does Not Know	518	33%
Cedar, Scott	387	25%
O'Dowd, Scott	211	13%
Spring, Scott	162	10%
McMahon, Scott	131	8%
Lower Prior, Scott	41	3%
Upper Prior, Scott	39	2%
Spring, Scott	38	2%
Marion, Dakota	19	1%
Minnetonka, Hennepin	18	1%
Crystal, Dakota	13	<1%

Next Lake, County (Entering Spring Lake)	Count of Next Lake & County	Percentage
Spring, Scott	193	47%
Unknown / Does Not Know	163	39%
Upper Prior, Scott	23	6%
Lower Prior, Scott	10	2%
Cedar, Scott	9	2%
Crystal, Dakota	6	1%
Marion, Dakota	5	1%
St. Croix River, Washington (County)	4	1%

At each of the Scott County entering inspections, the inspectors also asked boaters, what water body do you plan to visit after this trip?

Of the 1,819 entering inspections, 33% noted they did not know what lake they planned to go to next, 25% noted they planned to visit Cedar Lake next, and 13% stated they plan to visit O'Dowd next. Spring Lake came in 4th at 10%

Of the 476 entering inspections at Spring Lake, 47% noted they planned to visit Spring Lake again next, 39% stated they did not know, and 8% stated they planned to visit Upper or Lower Prior Lake next.

Summary- What we learned this year and plans going forward for next year

PROS:

1. Weekend staffing allowed us to inspect the highest possible percentage of boat traffic in the county.
2. Staffing, managing, and reliability of inspectors went very well, we were able to cover 99% of planned shifts and hours for the county and Spring Lake.
3. Most boaters at Spring Lake and across Scott County were excited to see inspectors present at the launches. Many times our inspectors were "thanked" by the public for helping prevent the spread of AIS. Rarely did an inspector have to deal with a boater who refused to answer the inspection questions, or not have the patience for an inspection.

CONS:

1. There was a lot of variability in boat traffic at launches depending on how nice or poor the weather was.
2. For further protection we recommend some inspector staffing Mondays - Thursdays

LOOKING FORWARD:

1. Protecting Scott County and Spring Lake from AIS threats in nearby water bodies is critical.
2. Experience developing and implementing the program this year has provided insight to the levels of resources that will be necessary to expand inspection and decontamination coverage within the County.
3. Starting now, analyzing data from year to year allows us to easily see trends within the inspection program. We then use these trends to better the program by allocating the right amount of resources and attention accordingly.
4. We have inspectors that we plan to retention through the fall and year-to-year.

Thank you!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Lakes • Living • Legacy

Frequently Asked Questions- FAQ

How are your watercraft inspectors trained and what is your inspection protocol?

- Inspectors are hired based on their interview, resume, passion for the environment, and interpersonal skills such as communication, attention to detail, and thoroughness.
- Inspectors must attend a one day annual training course sponsored by the MnDNR and pass a test at the conclusion of the class. Upon passing the test, inspectors are authorized by the state of Minnesota to inspect watercraft entering and exiting public waters.
- Priorities and protocol for Watercraft Inspectors include the following:
    - Ensure personal and public safety
    - Educate the public
    - Perform watercraft inspections
    - Decontamination
    - Law enforcement assistance

What is the importance of inspecting when boats come off the lake?

- Many of the violations you may find happen during incoming inspections, but they still may occur during an exiting inspection. Purpose of exit inspections are to identify any new evidence of AIS in a lake previously know to not contain the invasive species. Additionally, if the water is already infested, then an exit inspection is a preventive measure to reduce the risk of AIS spreading to clean bodies of water.

If it gets too busy is it legal for someone to leave the lake without being inspected if the inspector is too busy inspecting boats that are launching?

- As part of the law- boaters can not leave without an exit inspection. If however the inspector is busy at the launch inspecting incoming watercraft and more than 10 minutes passes by, then that exiting watercraft can legally leave.

Can a person with AIS on their watercraft insist on launching anyway and push past your inspectors?

- If a boater refuses a Level I inspection, the inspector should contact the County DNR Conservation officer dispatch or Scott County conservation officer. When denying a watercraft from launching at an access, we do not physically stop any user from launching their watercraft. Safety of the inspector and access users is always the first priority. Inspectors are encouraged to contact law enforcement any time a situation escalates. We then relay this to the County so they are aware what happened. Watercraft inspectors should call 911 only when there is a concern/issue that is a matter of personal safety. Watercraft inspectors should not be afraid to call 911 when they think there is an emergency or a concern about their personal safety or public safety.

Little known facts about inspections:

1. You can bring in water in bait bucket but can't leave with water in bait bucket- it has to be exchanged with fresh water- non lake water. Inspectors can bring /supply water for their shift, or boater can use cooler water. Bait may die, if no water, but that is the law. When leaving- Bait has to be thrown into the trash can- can't be disposed on land or in lake.
2. Similar situation applies to livewells- illegal to transport live fish in livewell, all water must be drained- can not fill it with water- even bottled water or any other, when transporting you can not transport fish with enough water to keep the fish alive, the only thing that can be done is you can put them on ice- from local gas station or something. Also coolers are only inspected if they are using it as a livewell
3. For jet boats and jet skis= required to turn engine on for about 5 seconds and quick give a tap of the throttle a couple times. Some boaters have issues with this- especially if they have new jetskis they think it will harm their motor- it wont. Also most jetboats have 2 drain plugs.
4. If find AIS on boat you can technically remove it by hand and then let them launch. Ex find a zebra mussel can just remove it (after taking pictures) and them have them launch. However you should advise them to get deconed first- hopefully they understand and are open to that.
5. Suggested reasons to decon= water present after draining, or been on the lake for 24+ hours. Legally required to decon= only if decon unit is available on site= zebra mussel stuck on boat, water present and not able to be drained, or ballast tanks contain water after pumping. Decon is required on all ZM and spiny water flea infested lakes- only if decon unit is available on site.
6. If coming to launch and have plug in, we tell them to remove plug. If water starts coming out- put plug back in and ask them to go a little ways away from launch- so not draining into lake, and let it drain- same with ballasts tanks. If suggested decon or decon necessary- we let them know it may not take the full 30+ minutes that a full decon usually takes. It may only be a simple flush of live well etc

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What are some of the AIS laws and Penalties?

Civil Citation	Penalty
Transport aquatic plants on public road	$100
Launch boat with plants attached	$200
Transport or possess prohibited species	$500
Launch into non-infested waters with AIS attached	$500
Failure to drain water from your boat	$100
Transport infested water w/o permit	$200
Subsequent offenses	Fines double
Refuse inspection	Lose boat license for up to 1 year
Criminal	**Penalty**
Misdemeanor	Up to $1,000 and /or 90 days
Gross misdemeanor	Up to $3,000 and/or 1 year

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What are some of the AIS CURRENTLY on other lakes within Scott County?

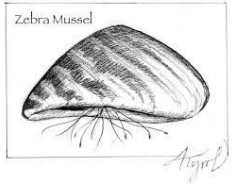
According to the MnDNR Infested Waters List:

- Lower Prior - Eurasian Watermilfoil (first confirmed in 1991) and Zebra Mussels (first confirmed in 2009)
- Upper Prior - Eurasian Watermilfoil (first confirmed in 2000) and Zebra Mussels (first confirmed in 2009)
- McMahon - Eurasian Watermilfoil (first confirmed in 2007)
- O'Dowd - Eurasian Watermilfoil (first confirmed in 2001)
- Thole - Eurasian Watermilfoil (first confirmed in 2001)
- Spring - No known AIS infestations.

What risks are on the horizon in terms of AIS?

Probability of Infestation by 2025 (Relative Risk Estimates)- Based upon University of MN (MAISRC) 2018 Model:

Zebra Mussel Infestation Risk by 2025:



Spring Lake: 49%

Prior Lake: Already Infested

Cedar Lake: 21%

O'Dowd: 17%

McMahon: 10%

Starry Stonewort Infestation Risk by 2025:

Spring Lake: 14%

Prior Lake: 13%

Cedar Lake: 11%

O'Dowd: 10%

McMahon: 0%

- Aquatic invasive species first arrived in Minnesota more than 100 years ago, when common carp were introduced as a new game species.
- Zebra mussels arrived in the 1980s in the ballast waters of an oceangoing ship that stopped in Duluth,
- There are more than three dozen invasive animals, plants and diseases in Minnesota's waters now. The primary aquatic invasive species in Minnesota are: Eurasian watermilfoil, purple loosestrife, zebra mussel, spiny waterflea and starry stonewort.
- Examples of key invasive species not known to be in Minnesota include: Hydrilla, an invasive aquatic plant, Water chestnut, an invasive aquatic plant, and Northern snakehead, an invasive fish.
- Some of the invasive species spread slowly. Others spread easily and can have significant economic and biological impact.
- While boat movement data doesn't always explain zebra mussel infestations, MAISRC director Nick Phelps said it shows that the more connected a lake is in the network of boat movements, the more likely it is to be infested with zebra mussels.

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Why even do watercraft inspections? Isn't the spread of invasive species and zebra mussels into the majority of MN lakes inevitable anyway? You only inspect a % of the overall boaters.

- Researchers who study invasive species have stated that it is statistically impossible for watercraft inspections to be 100 percent successful at stopping further infestations *(Peter Sorenson, U of MN, AIS Summit, St. Cloud, MN 2015)*. Resources are limited for placing inspectors at all public water accesses during all days and times when launching would be possible. There are additional limitations with policing private accesses as well as un-controlled access from road rights-of-way. Finally, even with the best training, careful inspection, and detailed decontamination, human error can miss attached AIS or unknown water within a watercraft, leaving the potential for AIS spread.
- HOWEVER, States that have implemented education and inspection programs have significantly slowed or even stopped the spread of these species. Even if we only slow the spread of mussels, each year they are contained could save us tens to hundreds of millions of dollars of taxpayer money. Also, preventing the spread of zebra mussels and invasive species will protect our waters, native wildlife, and fish for that many more years while ongoing research develops tools to control these species. *(Minnesota DNR Aquatic Invasive Species (AIS) Watercraft Inspection Handbook, 2017)*
- A key opportunity to significantly reduce the chances of spreading AIS is to educate lake-users. Inspectors can inform about AIS identification, risks and impacts from infestations, demonstrate inspection and control best practices, as well as ensure compliance with mandated practices. "Combining education and inspection activities where boaters are engaging in recreational use should statistically reduce the chances of AIS transport in much the same way that public health education and simple hygiene practices limit the spread of disease." *(Douglas County, Aquatic Invasive Species Plan, 04-2015)*

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Should our county or lake consider expanding inspections to include more weekday shifts?

Every lake is different depending on what the lake is primarily used for, but based upon Waterfront Restorations observations at the **Christmas Lake Public Launch** in Hennepin County where we do Watercraft Inspections 7 days a week from Ice out through October 31st every day for 12-16 hours each day, we have observed the following in regard to boat traffic per day:

- 54% of of the overall boat traffic occured between Friday, Saturday, and Sunday.
- 43% of the overall boat traffic occured between Monday through Thursday
- (The remaining 3% of boat traffic occured on Holidays)

Therefore, if you are looking to expand the amount of coverage at specific launches we would recommend either allocating longer hours to weekend shifts OR allocating some shifts to Wednesdays or Thursdays to start off with.