

# 2024 Lake George Aquatic Invasive Species Prevention Program

A Trailered Boat Inspection Program

## Final Report



**Lake George  
Park Commission**

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## Executive Summary

The primary way that aquatic invasive species get introduced to waterbodies like Lake George is from boating activities. These aquatic plants, mussels and other creatures can attach to boat hulls, get caught on trailer bunks, or even in the bilge area. Boats coming from lakes with invasive species in them can be transferred to another lake if close attention isn't paid to that boat being clean, drained and dry.

To address this threat, the Lake George Park Commission created a Mandatory Boat Inspection Program in 2014, in response to recent introductions of two new invasive species (Asian clam in 2010 and Spiny waterflea in 2012). While this program is operated and administered by the Park Commission, it exists thanks to an extraordinary alliance between State and local partners who fund 100% of the cost of the program, eliminating any cost to the boaters coming to Lake George.

After eleven years and more than a third of a million boat inspections conducted (354,730 to be exact), no new aquatic invasive species have been discovered in Lake George. More than fourteen hundred boats with visible invasive species on them have been discovered by the Commission's inspectors in this time, all stopped prior to launch into Lake George and decontaminated at no charge to the owner of the vessel. The program is working.

The 2024 boat inspection season on Lake George began April 15<sup>th</sup> and continued through November 30<sup>th</sup>. The season was extended by six weeks from the established May 1<sup>st</sup> to October 31<sup>st</sup> to provide added spread prevention protection through the early and late seasons. During 2024, vessel inspection technicians performed 35,505 boat inspections through the five regional inspection stations. Of that number, 9,983 were full entrance inspections, 15,214 inspections were of boats on retrieval (to ensure that no invasives from Lake George are exported to other waterbodies), and 10,308 boats arrived at the inspection stations with an inspection seal already in place (mostly boats returning to Lake George after getting an exit seal).

In the 2024 season, 78 boats transported visible invasive species to Lake George, with 11 of those boats harboring two or more invasives. This is the lowest number since the beginning of the program, which is encouraging as boaters seem to be taking more care in ensuring that their vessels are clean prior to arriving in Lake George to launch.

The invasive species found were primarily Eurasian watermilfoil, Zebra mussels and Water Chestnut, and those boats were cleaned prior to their launch into the lake. Other very concerning invasives found during the inspections this year include Quagga Mussels which are not currently found in Lake George and could massively alter the lake's ecology if introduced and established.

We are continually grateful to our state and local partners who provide the funding for the cost of this program, including the State of New York, the Warren County Board of Supervisors, the Village of Lake George, the Towns of Bolton, Queensbury and Lake George, and the Lake George Association.

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](https://lgpc.ny.gov/lake-george-boat-inspections).



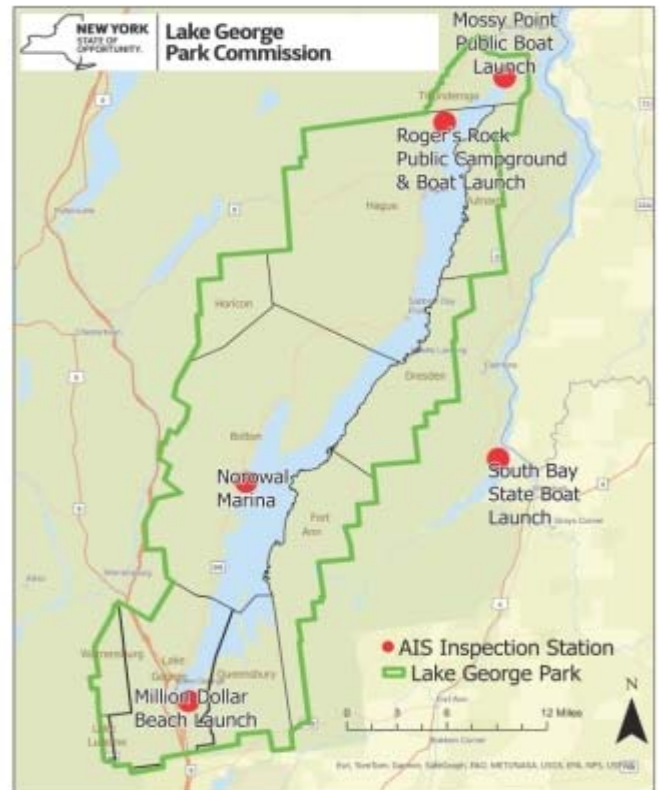
## Table 1: Boat Inspection Program Summary - By the Numbers

Year	2018	2019	2020	2021	2022	2023	2024
Total inspection sites	7	6	6	6	6	6	5
Total boater contacts (entrance, exit)	32,019	33,146	37,150	34,953	36,949	34,464	35,505
Entrance inspections without VICS seal	10,617	9,223	10,638	9,988	10,777	10,073	9,983
Exit inspections	13,447	13,639	15,049	13,916	15,498	14,393	15,214
Returning boats with seals	7,955	10,280	11,463	11,049	10,674	9,998	10,308
Number of boats decontaminated	1,601	1,438	1,185	1,004	982	759	784
Highest total number of inspections conducted in one week	2,692	2,598	2,774	2,425	2,511	2,648	2,604
Highest # of decons conducted in one week	148	133	109	87	89	65	77
Percentage of inspections requiring decontamination	15.0%	15.6%	11.1%	10.1%	9.10%	7.53%	7.85%
Number of boats with visible plant matter present	328	287	315	223	216	191	169
Number of boats with visible invasive species present	149	146	171	113	131	113	78
Percentage of boats with visible invasive species present	1.40%	1.58%	1.61%	1.13%	1.22%	1.12%	0.89%
Number of distinct waterbodies boaters came from prior to Lake George	N/A	390	379	555	479	472	478
Total number of staff at peak season	43	50	50	55	52	54	48
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 cost of seasonal staff	\$422,846	\$467,907	\$429,216	\$504,862	\$563,315	\$536,239	\$571,101
Total program cost	\$539,587	\$574,461	\$550,050	\$642,371	\$711,045	\$672,875	\$680,987

## 2024 Program Description

The Lake George boat inspection program is administered by regulation from May 1<sup>st</sup> through October 31<sup>st</sup> of each year, at five regional inspection stations located around the lake in locations convenient to boaters. Decontamination of boats not meeting the required “Clean, Drained, Dry” standard is performed by using high pressure, hot water. No chemicals are used in the decontamination process. Inspection data is collected on paper logs and then uploaded electronically for review. Any visible plant or animal materials found during an inspection are collected and identified at the Lake George Park Commission building. This year, the Lake George Park Commission continued its partnership with 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 software application is used to collect the information recorded during the boat inspection process and store it for later processing and reporting. Using this program allows the LGPC to easily share the data recorded on Lake George with other aquatic invasive species spread prevention program partners. The Commission also benefits 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](http://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 1<sup>st</sup> - June 21<sup>st</sup>, September 3<sup>rd</sup> – October 31<sup>st</sup>) based on launch activity from 2014-2023, 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 Commission staffed Mossy Point, Roger’s Rock, Norowal, and the Million Dollar Beach sites from April 15<sup>th</sup> to December 1<sup>st</sup> (longer than the regulatory season requires, which is May 1<sup>st</sup> through November 1<sup>st</sup>). These sites were staffed with a single inspector in April, November, and December to perform visual inspections of vessels coming through the popular launches. Due to freezing temperatures, the decontamination equipment was not available for use after November 25<sup>th</sup>.

## Staffing Services Provider

Laine Federal Solutions, Inc. (LFS) was awarded the new contract to provide staffing and payroll services this year for the Commission's boat inspection program. This firm is responsible for providing staffing for all Vessel Inspection Technician positions, liability, and worker's compensation insurance. Commission staff worked directly with LFS management on the selection and hiring of program personnel. Operational oversight of all seasonal staff falls under the direction of the Commission's Administrative Specialist 1 and Trades Generalist. 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 (Homeowners Associations and individual homeowners). In total there are more than ninety 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 securing of the launch during off hours.

## Operations at DEC launches

Historically, Rogers Rock and Mossy Point state-owned launches on Lake George have always been open to the public 24 hours per day. The Million Dollar Beach is administered as a day-use site and closes at night during the peak boating season. During the off hours when the Commission's inspection facilities were closed, boaters could demonstrate compliance with the regulations by signing into a launch register, removing their VICS and placing it into a secure lockbox provided at the inspection site. When inspection technicians arrived at the launch in the morning, the seals were recovered from the night drop box, and these seals were compared with the number of vessel trailers in the parking lot. Any discrepancies between seals and trailers in the lot were researched to ensure compliance.

Beginning after the Labor Day weekend, 2019, the DEC began closing gates installed at the Mossy Point and Roger's Rock launches to secure those launches and reduce the risk of AIS introduction by a watercraft launched without having been inspected. The Commission continued this practice at all three State launches since and worked with the DEC to develop a schedule for Inspection Station operations at those sites to allow for early opening and later closing. This allowed for continued access to the lake while increasing launch security. This increase in hours of operation also increased total staffing costs.



In partnership with the lake protection groups, the Commission staffed the Mossy Point, Roger's Rock, Norowal, and Million Dollar Beach inspection stations from April 15<sup>th</sup> to December 1<sup>st</sup>, 2024. These sites remain in use by the boating public until winter weather sets in. This extended staffing, beyond the regulated boating season, added roughly \$25,000 to the total program cost for 2024.

In total, 775 inspections were performed outside the regulated season. Of those 775 vessels, 526 were inspected between April 15<sup>th</sup> and May 1<sup>st</sup>. Of the 526 April inspections, 176 (33.5%) had inspection seals in place, 210 (39.9%) arrived needing inspection, none of those needed decontamination, and 140 (26.6%) were vessels exiting Lake George. During November and December 249 inspections occurred. Of those, 27 (10.8%) had inspection seals in place, 42 (16.9%) arrived needing inspection, and 180 (72.3%) were vessels exiting Lake George. One decontamination was necessary between November 1<sup>st</sup> and December 1<sup>st</sup>, but the decontamination equipment had been winterized. The staff on duty removed the vegetation in question by hand. See figures 6a and 6b for detailed information.

### **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 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 small lake in the Town of Bolton which is navigable by trailered vessels, and it is tributary to 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 in 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 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 2018. To see the 2014 through 2017 program expenses please visit our website and review previous year's final reports.

### Program Expenses

Table 2: Direct costs associated with staffing and program administration

Expense Type	Amount	Amount	Amount	Amount	Amount	Amount	Amount	Amount
One Time Expenses	2018	2019	2020	2021	2022	2023	2024	Total
Decontamination units (9, see Table 1)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$204,000
Site Work and Signage	\$425	\$1,257	\$250	\$0	\$3,782	\$2,907	\$1,140	\$61,155
Safety/Security (fire extinguishers, lock boxes)	\$0	\$0	\$0	\$0	\$109	\$0	\$601	\$2,427
Radios, Cellphones, tablets, credit card terminals	\$0	\$0	\$422	\$0	\$0	\$1,440	\$0	\$12,154
Inspection site offices	\$0	\$0	\$0	\$0	\$13,995	\$0	\$0	\$53,322
Secure Storage Unit Delivery/Set up	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,179
Covers for Landas (2 in 2014, 4 in 2015, 2 in 2019)	\$0	\$1,860	\$0	\$0	\$0	\$0	\$0	\$6,360
Cloud Setup for Data Reporting	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$251
<b>Subtotal</b>	<b>\$425</b>	<b>\$3,117</b>	<b>\$672</b>	<b>\$0</b>	<b>\$17,885</b>	<b>\$4,346</b>	<b>\$1,741</b>	<b>\$340,107</b>
<b>Recurring Expenses</b>								
Wash Unit Maintenance & Misc. Parts	\$3,950	\$409	\$521	\$10,912	\$195	\$3,028	\$730	\$33,855
Training Facility Rental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093
Seals and Wire	\$6,625	\$8,346	\$8,856	\$7,168	\$8,630	\$5,178	\$4,294	\$80,562
Fuel & Truck Maintenance	\$2,318	\$2,156	\$1,709	\$2,451	\$2,580	\$2,479	\$2,715	\$30,807
Advertising/Rack Cards	\$1,420	\$4,038	\$1,188	\$1,337	\$1,433	\$594	\$0	\$13,372
Hardware/Supplies	\$2,798	\$2,132	\$3,814	\$4,300	\$7,008	\$11,214	\$7,799	\$54,450
Hulett's Landa Parking Rental	\$8,900	\$8,900	\$8,900	\$9,000	\$0	\$0	\$0	\$55,100
Uniforms	\$1,979	\$1,688	\$4,997	\$0	\$1,032	\$0	\$200	\$20,212
<b>Subtotal</b>	<b>\$27,990</b>	<b>\$27,669</b>	<b>\$29,985</b>	<b>\$35,167</b>	<b>\$20,879</b>	<b>\$22,493</b>	<b>\$15,738</b>	<b>\$289,451</b>
<b>Monthly Expenses</b>								
Utilities (season total: electrical service, outhouses, landlines, water)	\$2,745	\$2,788	\$8,037	\$10,709	\$10,631	\$9,488	\$8,513	\$67,333
Secure Storage (Annual total)	\$3,202	\$3,202	\$4,743	\$4,743	\$5,328	\$5,125	\$2,436	\$42,426



Cellular Phones (2014: season total; 2015 & 2016: through Nov.)	\$1,074	\$1,680	\$1,958	\$1,971	\$1,971	\$1,971	\$1,971	\$22,868
Cloud Services	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350
SnapSurvey WebHost Service (annual subscription)	\$4,124	\$0	\$0	\$0	\$0	\$0	\$0	\$18,651
<b>Subtotal</b>	<b>\$11,414</b>	<b>\$7,669</b>	<b>\$14,738</b>	<b>\$17,422</b>	<b>\$17,929</b>	<b>\$16,583</b>	<b>\$12,919</b>	<b>\$152,628</b>
<b>Staffing</b>								
Seasonal Staff Labor Cost	\$422,846	\$467,907	\$423,088	\$504,862	\$563,316	\$536,240	\$571,102	\$5,396,481
Background Checks	\$900	\$950	\$600	\$535	\$1,255	\$0	\$0	\$16,403
Marina Liability Insurance	\$15,500	\$5,266	\$5,529	\$5,319	\$5,319	\$5,319	\$5,319	\$104,912
Finance charges	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$502
Full time Trades Generalist w/ Benefits	\$60,512	\$61,882	\$75,438	\$79,065	\$84,463	\$87,894	\$74,168	\$740,590
<b>Subtotal</b>	<b>\$499,758</b>	<b>\$536,005</b>	<b>\$504,654</b>	<b>\$589,781</b>	<b>\$654,353</b>	<b>\$629,453</b>	<b>\$650,589</b>	<b>\$6,258,888</b>
<i>Summary: Program Annually Recurring Expense</i>	<i>\$539,162</i>	<i>\$571,344</i>	<i>\$549,378</i>	<i>\$642,371</i>	<i>\$693,160</i>	<i>\$668,529</i>	<i>\$679,246</i>	<i>\$6,021,721</i>
<i>Summary: Program One-Time Up-Front Expense</i>	<i>\$425</i>	<i>\$3,117</i>	<i>\$672</i>	<i>\$0</i>	<i>\$17,885</i>	<i>\$4,346</i>	<i>\$1,741</i>	<i>\$340,107</i>
<b>TOTAL Program Cost to Date</b>	<b>\$539,587</b>	<b>\$574,461</b>	<b>\$550,050</b>	<b>\$642,371</b>	<b>\$711,045</b>	<b>\$672,875</b>	<b>\$680,987</b>	<b>\$7,042,815</b>

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

\*\* In 2021, 2022, 2023, & 2024 the Commission extended its inspection season at the request of project partners, increasing program costs.

## 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 2023 Annual Program Cost)
Warren County	\$100,000
Village of Lake George	\$37,000
Town of Lake George	\$37,000
Town of Bolton	\$30,000
Town of Queensbury	\$37,000
Lake George Association	\$79,000
NYS Environmental Protection Fund	\$360,987
<b>Total</b>	<b>\$680,987</b>

## 2024 Inspection Program Results

The Lake George Park Commission boat inspection program had a total of 35,505 boater contacts in 2024 (Figure 1, see Appendices for all figures and tables referenced henceforth). Approximately twenty-eight percent of these (9,983) were boats arriving at Lake George without a Vessel Inspection Control Seal (VICS), requiring a full inspection (Figure 2). Of those 9,983 trailered boats, 784 vessels or 7.9% posed a threat of aquatic invasive species transport and received onsite decontamination (Figures 3a and 3b).



Almost 29 percent of all boater contacts were boats returning to Lake George with a Vessel Inspection Control Seal (Figure 4), meaning they had either already been inspected 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 43% of all boater contacts. This ‘exit seal’ portion of the program is tremendously efficient for the program and for boaters, keeping costs down while ensuring protection of the lake.

During the 2024 season, 168 vessels arrived at inspection stations with visible organisms (plant and/or animal) attached to the vessel or trailer. A total of 78 vessels coming from waterbodies other than Lake George were confirmed to have one or more aquatic invasive species present, equating to approximately 1% of boats arriving at Lake George. (Table 4)

Table 4: Instances of visible aquatic invasive species identified and removed during entrance inspections since 2014. Note that some vessels have more than one confirmed AIS present.

Species	2017	2018	2019	2020	2021	2022	2023	2024	Total
Eurasian watermilfoil	70	67	71	81	52	59	43	38	736
Zebra mussels	29	48	54	72	48	37	43	34	419
Curly leaf pondweed	5	6	7	8	7	16	13	4	108
Water chestnut	12	28	26	13	17	39	29	10	200
Fanwort	0	0	0	2	0	0	0	0	2
Quagga mussels	0	0	0	1	1	5	4	3	14
Hydrilla	0	0	0	1	1	0	0	0	2
Variable leaf milfoil	1	0	5	0	0	1	0	0	7
Snail	0	0	0	0	0	0	0	0	2
Spiny Waterflea	0	1	0	0	0	0	0	0	1
Rusty Crayfish	0	0	0	0	0	0	0	0	1
Brittle Naiad	0	0	0	0	1	0	1	0	2
<b>Total Collected</b>	<b>117</b>	<b>150</b>	<b>163</b>	<b>178</b>	<b>127</b>	<b>157</b>	<b>133</b>	<b>89</b>	<b>1494</b>

In 2024, boats arriving at Lake George had previously visited 478 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.

As expected, inspection activity is significantly greater during the short “peak” summer season (June 22<sup>nd</sup>-September 2<sup>nd</sup>) compared to the longer shoulder seasons (May 1<sup>st</sup> -June 21<sup>st</sup>, September 3<sup>rd</sup> – October 31<sup>st</sup>). Staffing levels were adjusted in accordance with these trends in activity.

Activity at the South Bay Inspection Station was a little lighter than anticipated. This is likely due to season long construction on route 22 in Whitehall. Inspectors had a total of 2,653 interactions with boaters this season. Of those, 209 stopped in for inspection prior to going to Lake George and 19 of them required decontamination. More noteworthy are the 2 decontaminations of boats leaving Lake Champlain with visible AIS attached to the boat or trailer. These are boats that could have gone on to visit Lake George, or other water bodies throughout the region. Lake Champlain has 51 confirmed AIS and is a serious export risk to uninvaded waters.

## **Program Compliance**

Program compliance checks are conducted primarily by the Commission’s Marine Patrol. The patrol devoted considerable time to the aquatic invasive species program in 2024.

The patrol checks ninety-six private launches daily throughout the boating season. This amounts to approximately 5,760 checks on the private launches from July 1<sup>st</sup> to Labor Day. The Patrol also watches the launches closely during the preseason and postseason to make sure boats are not launched without an inspection. If the patrol finds that a boat is being launched or retrieved from a private launch, the officer stops and checks to make sure it is an authorized launch per Commission Regulations. During the 2024 season two vessels were launched without an inspection and were ticketed shortly after being on the Lake. The operator of that vessel was stopped and ticketed. Members of the Patrol also regularly check in with the staff at the inspection stations around the lake to make sure everything is running smoothly at the launches.

<b>Marine Patrol Support Activities</b>	<b>Patrol Support Hours</b>
Time at Inspection Sites	63
Time Checking Public & Private Launches	552
<b>Total AIS Time</b>	<b>615</b>

## Conclusions

Boating activity increased over last season, likely a result of less rain than the previous year. It was a busier than average boating summer on Lake George, with total inspection activity peaking at 2,604 boater contacts in a single week (July 22<sup>nd</sup> to the 28<sup>th</sup>). The Million Dollar Beach (MDB) site continues to be the busiest inspection station on Lake George with about 42.1% of all boater interactions occurring at this one site due to its low launch cost, accessibility, and parking availability.

This year, the Lake George Park Commission's Boat Inspection Program succeeded in preventing 78 vessels from entering the lake with visible invasive species, and many others that arrived at the lake not clean, drained, and dry, potentially carrying invasives not easily detected through visual inspection. It is interesting to note a significant reduction in AIS confirmations compared to previous years (there were 78 this year compared to 113 in 2023 and 131 in 2022) while the number of boats with plant matter is more consistent with past years' data. This could be due to a change in the individual performing aquatic vegetation identification for the program. To ensure program consistency we will ensure all vessel inspection technicians know the proper sample collection techniques and the sample ID staff will get second opinions on difficult plant IDs.

This year there were a few noteworthy AIS interceptions including 3 vessels with quagga mussels. These aggressive invaders could have caused serious, negative ecological and economic impacts had they been successfully introduced to Lake George.

Staffing costs went up this year because of incremental wage increases for returning staff and having three of our site supervisors moved to seasonal New York State employment. Providing site supervisors with the option of state employment helped to retain our supervisors by providing partial benefits to those long-term dedicated employees.

NYS DEC continued to secure their launches (MDB, Mossy Point and Rogers Rock) during off-hours to help prevent uninspected launches. This strengthens the Commission's invasives prevention program and increases protection of the lake. The increase in inspection station hours at the DEC launch sites to manage the DEC gates added slightly to this year's staffing costs.

LGPC inspection operations at South Bay Launch on Lake Champlain provided convenient service to boaters travelling the NY Route 22 corridor and prevented the possible export of aquatic invasive plants from Lake Champlain.

The Adirondack Watershed Institute-operated inspection and decontamination station at the Exit 18 northbound rest area on the NY I-87 Northway did not significantly reduce the number of uninspected boats arriving in the Lake George region. This year the Lake George program saw a total of 492 vessels arrive with ADK Clean seals from all the various Adirondack sites. That is roughly 4.8% of sealed vessels arriving at LGPC inspection stations.

This aquatic invasive species prevention / mandatory boat inspection program is successful because of the incredible support for it. The Commission gives special thanks to Governor Kathy Hochul, the Warren County Board of Supervisors, the municipalities of Queensbury, Lake George, the Village of LG, Bolton, Hague, and Putnam, and the Lake George Association. These entities provide the combined funding necessary to allow the Commission to operate this critical program every year. The Commission strives to make the program as cost-effective and public-friendly as possible. Lake George still has the enviable position of having only a few 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 recognize the considerable work the Vessel Inspection Technicians have done. These dedicated individuals are the backbone of this program and the face of the Lake George Park Commission for many of the visitors to this area. They deserve acknowledgement and the gratitude of all those who value a healthy Lake George.

Special thanks to the NYS Natural Heritage Program's iMap Invasives team for its continued support of the Lake George Park Commission's integration with the WISPA Survey system. This system allows the Commission to participate in the New York statewide spread prevention efforts more actively.

## Appendices

Figure 1: Total boater interactions by inspection station in 2024 including boats arriving without seals (not yet inspected), boats returning to Lake George with seals (from an exit inspection), and exit inspections of boats leaving the lake.

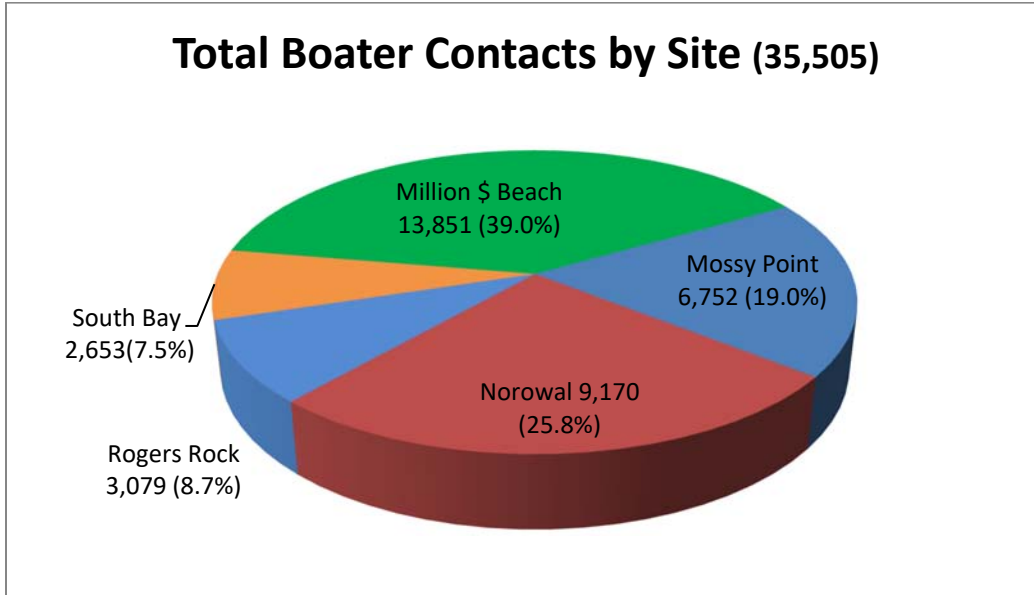


Figure 2: Total number of inspections for boats arriving without seals (full inspection needed)

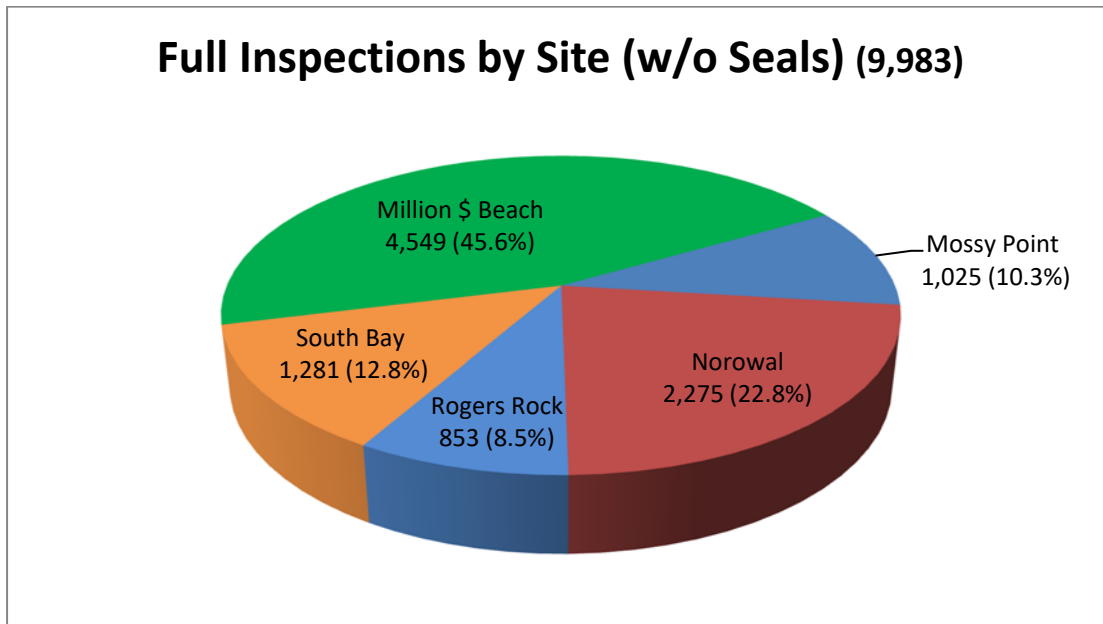


Figure 3a: Total number of vessel decontaminations performed each year

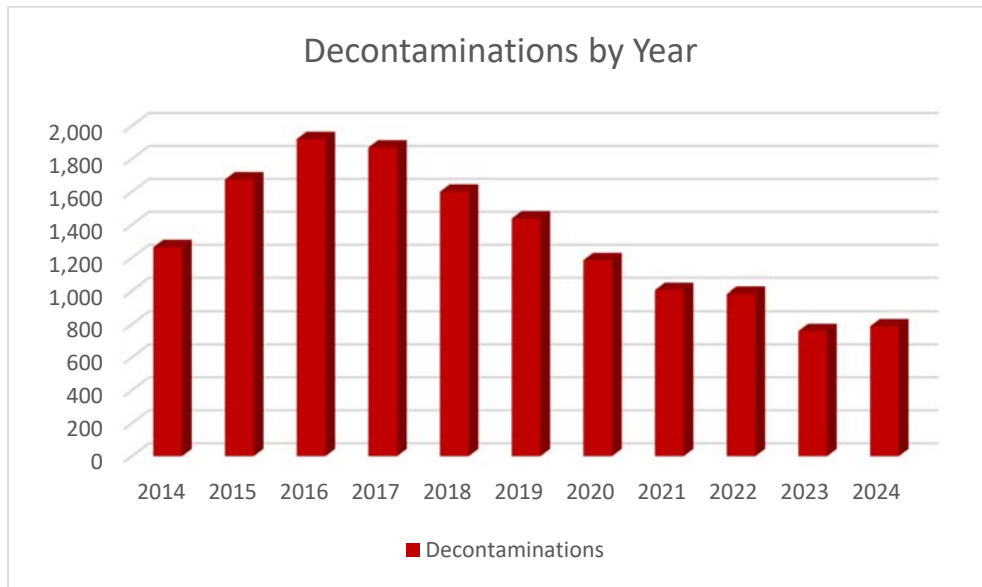


Figure 3b: Decontaminations performed at each site in 2024

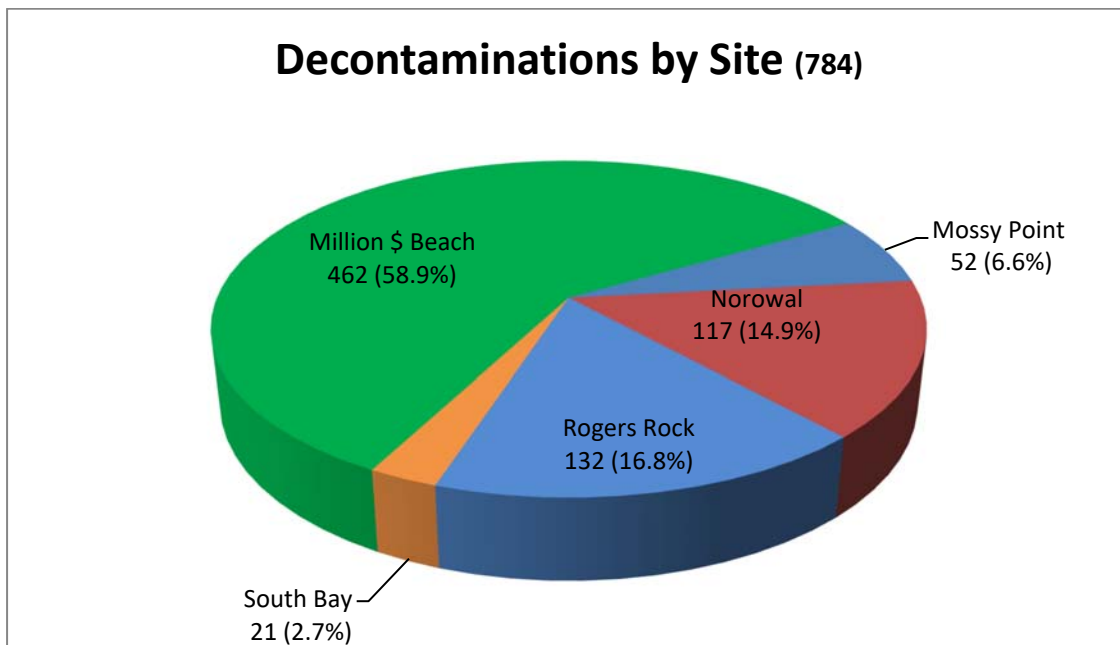


Figure 4: Total number of boats arriving at an inspection/launch site already inspected and sealed.

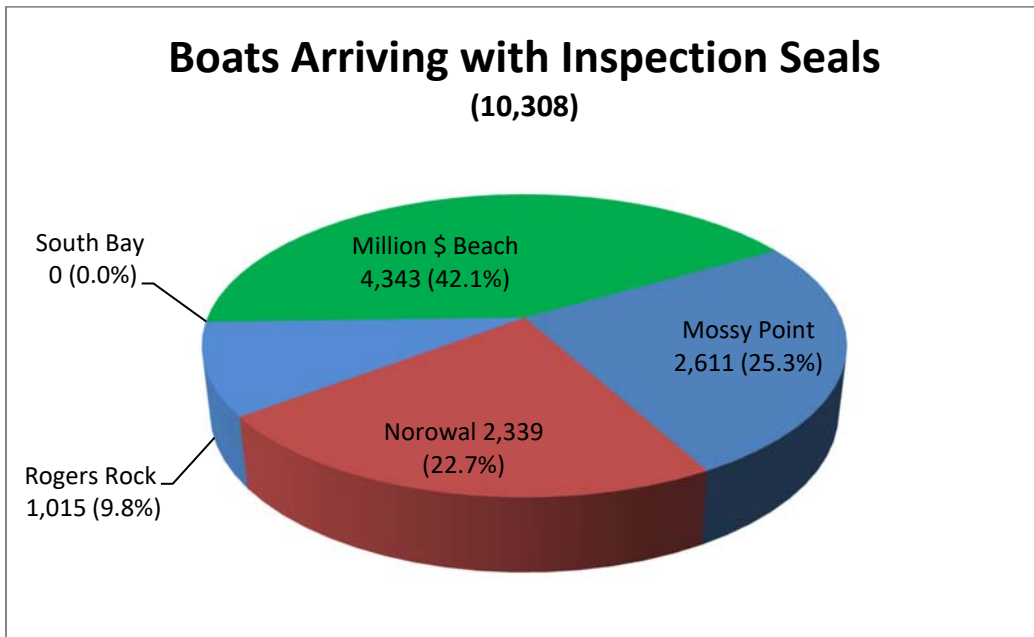


Figure 5: Shows peak season Inspection activity by day for all inspection stations combined. Peaks coincide with weekends and holidays.

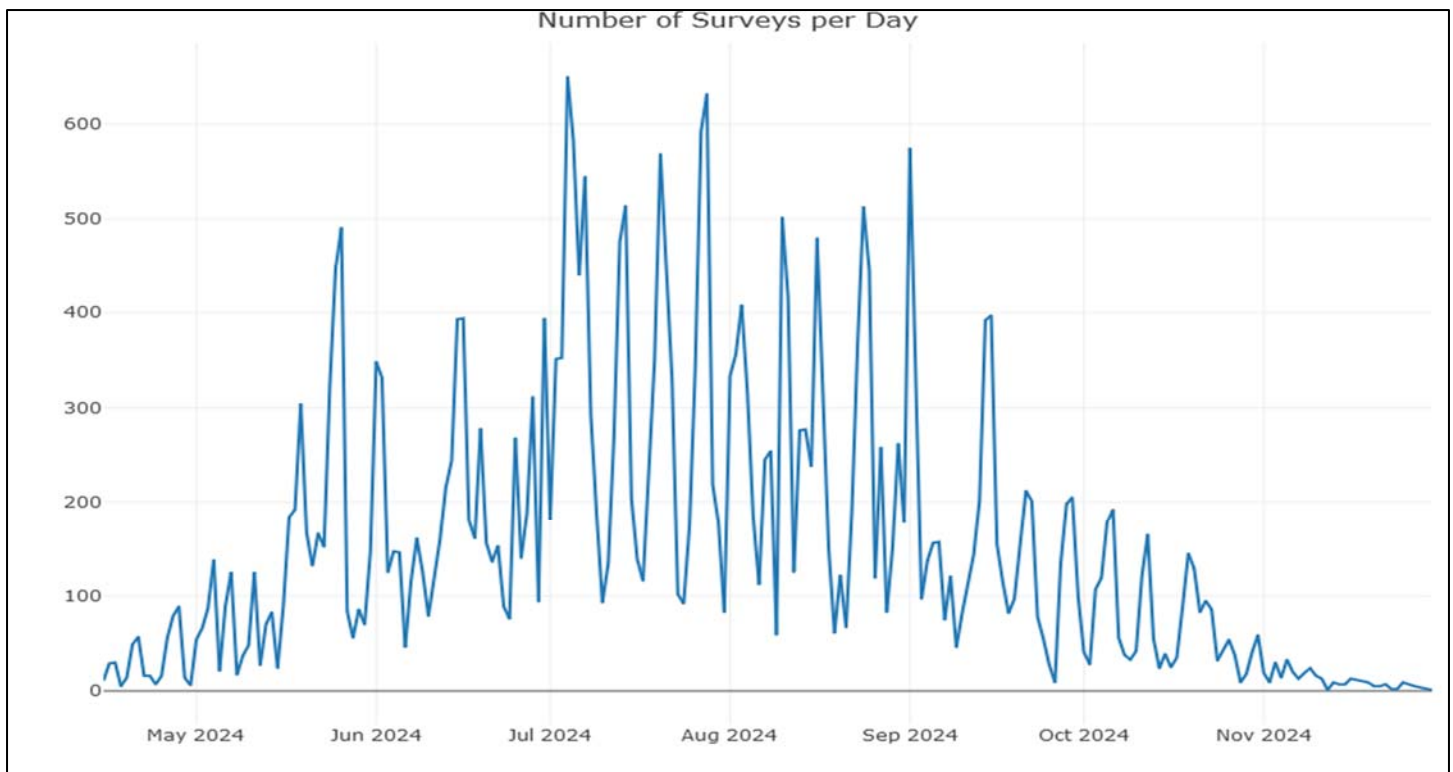




Figure 6a: Pre-Season Inspection Activity at Mossy Point, Million Dollar Beach, Rogers Rock, and Norowal launches between April 15<sup>th</sup> and May 1<sup>st</sup>. (Decontamination was not available in November). MDB = Million Dollar Beach

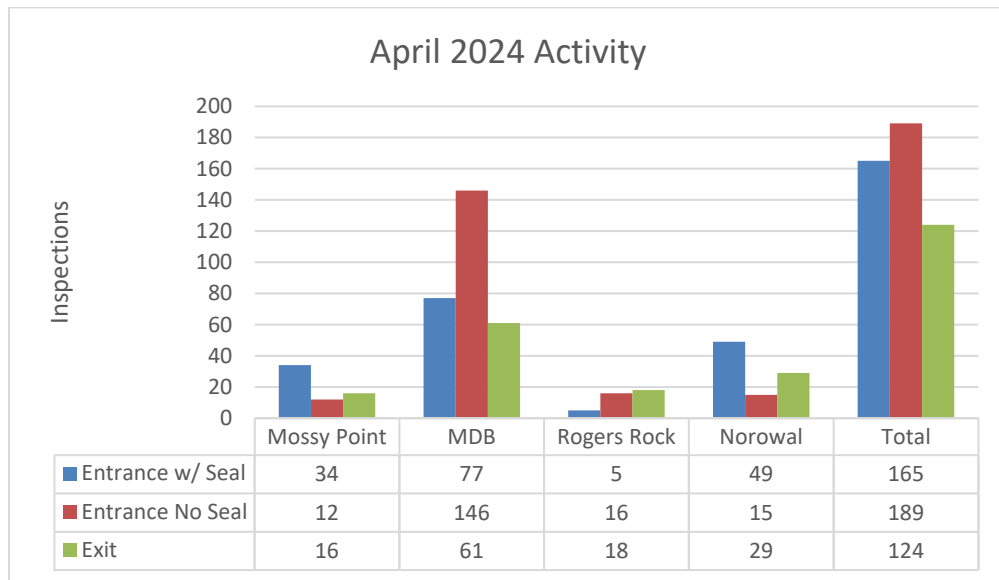
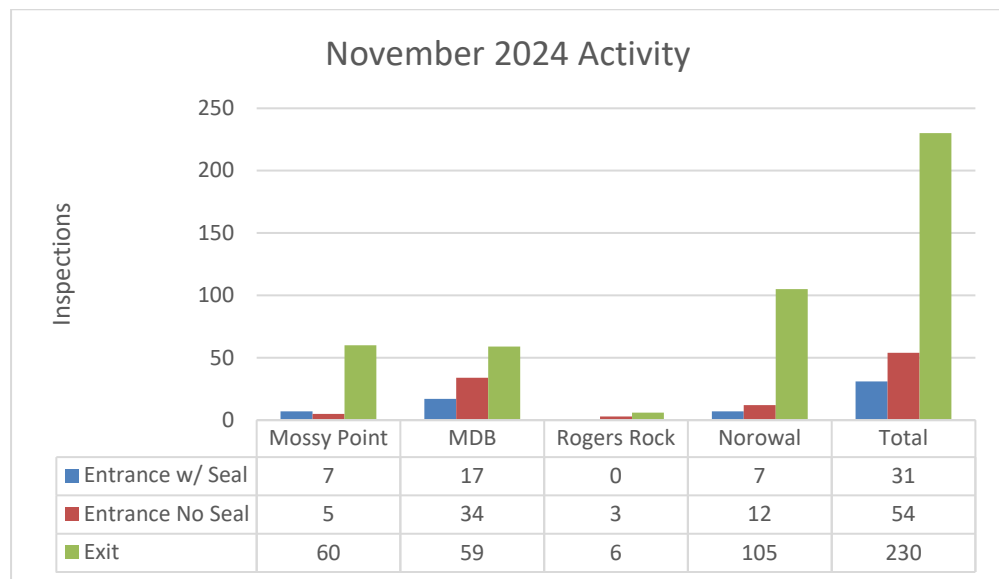


Figure 6b: Post-Season Inspection activity at Mossy Point, Million Dollar Beach, Rogers Rock, and Norowal launches between November 1<sup>st</sup> and December 1<sup>st</sup>. (Decontamination was not available after November 10<sup>th</sup>). MDB = Million Dollar Beach



### **END OF 2024 BOAT INSPECTION REPORT** ###