

# 2025 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 pathway for the introduction of aquatic invasive species (AIS) into waterbodies such as Lake George is recreational boating. Aquatic plants, mussels, and other organisms can adhere to boat hulls, become entangled on trailer bunks, or remain hidden in bilges and other compartments. Without careful attention to ensuring vessels are clean, drained, and dry, boats traveling from infested waters can inadvertently transport invasive species to new lakes.

To address this risk, the Lake George Park Commission (LGPC) established the Mandatory Boat Inspection Program in 2014, following the introduction of two new invasive species Asian clam in 2010 and spiny waterflea in 2012. Although the program is operated and administered by the LGPC, it exists through an extraordinary partnership with state and local entities that collectively fund 100% of program costs, ensuring there is no fee to boaters visiting Lake George.

After twelve years and almost 400,000 boat inspections (390,274 to date), no new aquatic invasive species have been discovered in Lake George. During this period, inspectors identified more than 1,400 boats carrying visible invasive species. All were intercepted prior to launch and decontaminated at no cost to vessel owners. These results demonstrate that the program is highly effective.

The 2025 boat inspection season ran from April 15th through November 29th, representing a six-week extension beyond the traditional May 1 to October 31 season. This extension provided additional protection during early and late boating periods. In 2025, vessel inspection technicians conducted a total of 35,544 inspections across five regional inspection stations.

Of these, 10,157 were full entrance inspections. An additional 14,990 inspections were conducted at vessel retrieval to ensure that aquatic invasive species from Lake George were not exported to other waterbodies. Another 10,397 inspections involved vessels arriving at inspection stations with a valid inspection seal already in place, primarily boats returning to Lake George after receiving an exit seal.

During the 2025 season, 92 boats were found to be transporting visible invasive species to Lake George, with five of those vessels carrying two or more species. This figure is slightly below the long-term program average and suggests that boaters are increasingly taking proactive steps to clean their vessels before arriving at the lake.



The invasive species most commonly detected were Eurasian watermilfoil, zebra mussels, and water chestnut. All affected vessels were cleaned prior to launch. Particularly concerning were detections of quagga mussels and hydrilla, species not currently present in Lake George which could cause severe ecological impacts if introduced and established.

The Lake George Park Commission remains deeply grateful to its state and local funding partners, 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. Their continued support makes this vital prevention program possible. For a comprehensive overview of the program's development, planning, and operational logistics, please refer to the Lake George Aquatic Invasive Species Prevention Plan / Environmental Impact Statement available on the Commission's website at [lgpc.ny.gov/lake-george-boat-inspections](http://lgpc.ny.gov/lake-george-boat-inspections).

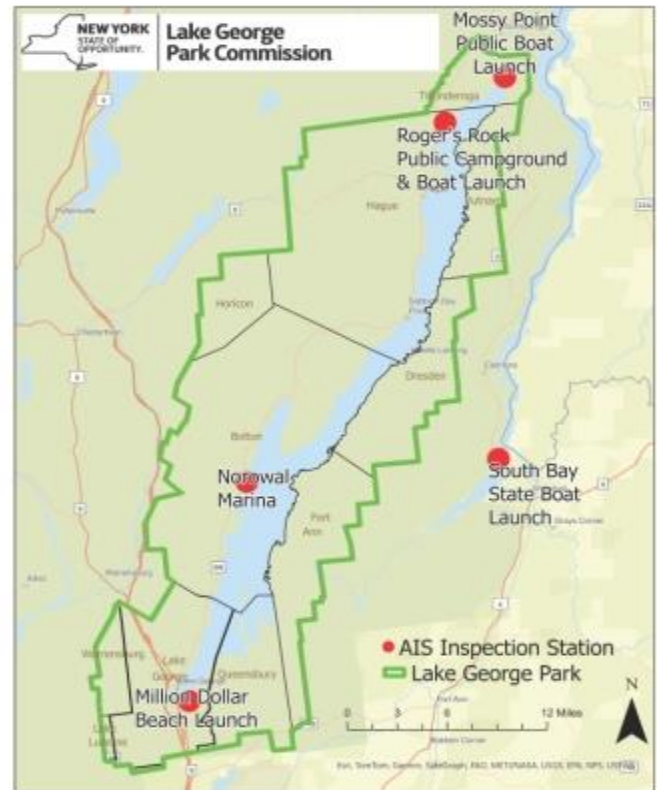
**Table 1: Boat Inspection Program Summary - By the Numbers**

Year	2020	2021	2022	2023	2024	2025	Total
Total inspection sites	6	6	6	6	5	5	5
Total boater contacts (entrance, exit)	37,150	34,953	36,949	34,464	35,505	35,544	390,274
Entrance inspections without VICs seal	10,638	9,988	10,777	10,073	9,983	10,157	123,429
Exit inspections	15,049	13,916	15,498	14,393	15,214	14,990	156,902
Returning boats with seals	11,463	11,049	10,674	9,998	10,308	10,397	109,939
Number of boats decontaminated	1,185	1,004	982	759	784	917	15,354
Highest total number of inspections conducted in one week	2,774	2,425	2,511	2,648	2,604	2,596	29,162
Highest # of decons conducted in one week	109	87	89	65	77	80	1,399
Percentage of inspections requiring decontamination	11.1%	10.1%	9.10%	7.53%	7.85%	9.03%	12.38
Number of boats with visible plant matter present	315	223	216	191	168	191	2,676
Number of boats with visible invasive species present	171	113	131	113	89	92	1,494
Percentage of boats with visible invasive species present	1.61%	1.13%	1.22%	1.12%	0.89%	0.91%	N/A
Number of distinct waterbodies boaters came from prior to Lake George	379	555	479	472	478	465	N/A
Total number of staff at peak season	50	55	52	54	48	46	N/A
Total number of decontamination units	9	9	9	9	9	9	9
Number of public and commercial launches on Lake George	47	47	47	47	47	47	517
Total operational cost	\$550,049.98	\$642,370.73	\$711,045.49	\$672,875.14	\$682,837.23	\$750,596.84	\$7,491,644.99
Total cost of seasonal staff	\$429,216.56	\$504,862.06	\$563,315.72	\$536,239.60	\$571,101.60	\$616,363.50	\$6,018,394.09
Cost of LANDA equipment (purchased over 3 years)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$204,000.00
Cost to boater for inspection / decontamination	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0	\$0/\$0
Staffing cost savings compared to previous year (negative numbers indicate increased costs)	\$38,690.71	-\$75,645.50	-\$58,453.66	\$27,076.12	-\$34,862.00	-\$45,261.90	N/A

## 2025 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 2<sup>nd</sup> – October 31<sup>st</sup>) based on launch activity from 2014-2024, 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 November 29<sup>th</sup> (longer than the regulatory season requires, which is May 1<sup>st</sup> through October 31<sup>st</sup>). These sites were staffed with a single inspector in April, and November 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 21<sup>st</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 November 29<sup>th</sup>, 2025. These sites remain in use by the boating public until winter weather sets in. This extended staffing, beyond the regulated boating season, added roughly \$30,000 to the total program cost for 2025.

In total, 628 inspections were performed outside the regulated season. Of those 628 vessels, 419 were inspected between April 15<sup>th</sup> and May 1<sup>st</sup>. Of the 419 April inspections, 132 (31.5%) had inspection seals in place, 179 (42.7%) arrived needing inspection, none of those needed decontamination, and 108 (25.8%) were vessels exiting Lake George. During November and December 208 inspections occurred. Of those, 18 (8.7%) had inspection seals in place, 18 (8.7%) arrived needing inspection, and 172 (82.7%) 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. Including Trout Lake in the AIS program serves to protect both waterbodies from further ecological and economic impacts and ensures early detection and rapid response to additional invasive species.

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.

Trout Lake previously had no known aquatic invasive species. However, we have now documented a small patch of curly-leaf pondweed (CLP), an invasive aquatic plant, in the northeast part of the lake. The last known plant survey, completed in 2020, did not record curly-leaf pondweed. It is impossible to know if CLP was present before the 2020

survey and missed or introduced after that survey. Either way, the LGPC will continue to monitor the distribution, density and possible adverse ecological effects of this population.

## 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 2020. To see the 2014 through 2019 program expenses please visit our website and review previous year’s final reports. As part of our annual maintenance to keep the boat inspection program running smoothly, we repaired a waterline at the Norowal Marina inspection station at a cost of \$10,500. This work eliminated the need to manually supply water to the Landa decontamination unit every other week during the busy season, ensuring greater efficiency and reliability.

### *Program Expenses*

Table 2: Direct costs associated with staffing and program administration

Expense Type	Amount	Amount	Amount	Amount	Amount	Amount	Amount
One Time Expenses	2020	2021	2022	2023	2024	2025	Total
Decontamination units (9, see Table 1)	\$0	\$0	\$0	\$0	\$0	\$0	\$204,000
Site Work and Signage	\$250	\$0	\$3,782	\$2,907	\$1,140	\$11,095	\$72,250
Safety/Security (fire extinguishers, lock boxes)	\$0	\$0	\$109	\$0	\$601	\$476	\$2,903
Radios, Cellphones, tablets, credit card terminals	\$422	\$0	\$0	\$1,440	\$0	\$0	\$12,154
Inspection site offices	\$0	\$0	\$13,995	\$0	\$0	\$0	\$53,322
Secure Storage Unit Delivery/Set up	\$0	\$0	\$0	\$0	\$0	\$0	\$2,179
Covers for Landas (2 in 2014, 4 in 2015, 2 in 2019)	\$0	\$0	\$0	\$0	\$0	\$0	\$6,360
Cloud Setup for Data Reporting	\$0	\$0	\$0	\$0	\$0	\$0	\$251
<b>Subtotal</b>	<b>\$672</b>	<b>\$0</b>	<b>\$17,885</b>	<b>\$4,346</b>	<b>\$1,741</b>	<b>\$11,571</b>	<b>\$353,419</b>
<b>Recurring Expenses</b>							
Decon Unit Maintenance & Misc. Parts	\$521	\$10,912	\$195	\$3,028	\$730	\$204	\$34,059
Training Facility Rental	\$0	\$0	\$0	\$0	\$0	\$0	\$1,093
Seals and Wire	\$8,856	\$7,168	\$8,630	\$5,178	\$4,294	\$6,804	\$87,366
Fuel & Truck Maintenance	\$1,709	\$2,451	\$2,580	\$2,479	\$2,715	\$4,224	\$35,030
Advertising/Rack Cards	\$1,188	\$1,337	\$1,433	\$594	\$0	\$0	\$13,372
Hardware/Supplies	\$3,814	\$4,300	\$7,008	\$11,214	\$7,799	\$8,110	\$62,560

Hulett's Landa Parking Rental	\$8,900	\$9,000	\$0	\$0	\$0	\$0	\$55,100
Uniforms	\$4,997	\$0	\$1,032	\$0	\$200	\$4,070	\$24,282
<b>Subtotal</b>	<b>\$29,985</b>	<b>\$35,167</b>	<b>\$20,879</b>	<b>\$22,493</b>	<b>\$15,738</b>	<b>\$23,412</b>	<b>\$312,863</b>
<b>Monthly Expenses</b>							
Utilities (season total: electrical service, outhouses, landlines, water)	\$8,037	\$10,709	\$10,631	\$9,488	\$8,513	\$9,313.86	\$76,647
Secure Storage (Annual total)	\$4,743	\$4,743	\$5,328	\$5,125	\$4,286	\$4,286	\$48,561
Cellular Phones (2014: season total; 2015 & 2016: through Nov.)	\$1,958	\$1,971	\$1,971	\$1,971	\$1,971	\$1,530	\$24,399
Cloud Services	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350
SnapSurvey WebHost Service (annual subscription)	\$0	\$0	\$0	\$0	\$0	\$0	\$18,651
<b>Subtotal</b>	<b>\$14,738</b>	<b>\$17,422</b>	<b>\$17,929</b>	<b>\$16,583</b>	<b>\$14,769</b>	<b>\$15,130</b>	<b>\$169,608</b>
<b>Staffing</b>							
Seasonal Staff Labor Cost	\$423,088	\$504,862	\$563,316	\$536,240	\$571,102	\$616,363	\$6,012,845
Background Checks	\$600	\$535	\$1,255	\$0	\$0	\$0	\$16,403
Marina Liability Insurance	\$5,529	\$5,319	\$5,319	\$5,319	\$5,319	\$5,319	\$110,231
Finance charges	\$0	\$0	\$0	\$0	\$0	\$0	\$502
Full time Trades Generalist w/ Benefits	\$75,438	\$79,065	\$84,463	\$87,894	\$74,168	\$78,801	\$819,391
<b>Subtotal</b>	<b>\$504,654</b>	<b>\$589,781</b>	<b>\$654,353</b>	<b>\$629,453</b>	<b>\$650,589</b>	<b>\$700,484</b>	<b>\$6,959,371</b>
<b>Summary: Program Annually Recurring Expense</b>	<b>\$549,378</b>	<b>\$642,371</b>	<b>\$693,160</b>	<b>\$668,529</b>	<b>\$681,096</b>	<b>\$739,026</b>	<b>\$7,441,842</b>
<b>Summary: Program One-Time Up-Front Expense</b>	<b>\$672</b>	<b>\$0</b>	<b>\$17,885</b>	<b>\$4,346</b>	<b>\$1,741</b>	<b>\$11,571</b>	<b>\$353,419</b>
<b>TOTAL Program Cost to Date</b>	<b>\$550,050</b>	<b>\$642,371</b>	<b>\$711,045</b>	<b>\$672,875</b>	<b>\$682,837</b>	<b>\$750,597</b>	<b>\$7,795,262</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 & 2025 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 2025 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	\$430,597
<b>Total</b>	<b>\$750,597</b>

## 2025 Inspection Program Results

The Lake George Park Commission boat inspection program had a total of 35,544 boater contacts in 2025 (Figure 1, see Appendices for all figures and tables referenced henceforth). Approximately twenty-eight percent of these (10,157) were boats arriving at Lake George without a Vessel Inspection Control Seal (VICS), requiring a full inspection (Figure 2). Of those 10,157 trailered boats, 917 vessels or 9.0% 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 42% 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 2025 season, 191 vessels arrived at inspection stations with visible organisms (plant and/or animal) attached to the vessel or trailer. A total of 85 vessels coming from waterbodies other than Lake George were confirmed to have one or more aquatic invasive species present, equating to approximately 0.83% 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.

Visible AIS retrieved during entrance inspections by year									
Species	2018	2019	2020	2021	2022	2023	2024	2025	Total
Eurasian watermilfoil	67	71	81	52	59	43	38	25	761
Zebra mussels	48	54	72	48	37	43	34	32	451
Curly leaf pondweed	6	7	8	7	16	13	4	7	115
Water chestnut	28	26	13	17	39	29	10	19	219
Fanwort	0	0	2	0	0	0	0	2	4
Quagga mussels	0	0	1	1	5	4	3	1	15
Hydrilla	0	0	1	1	0	0	0	1	3
Variable leaf milfoil	0	5	0	0	1	0	0	0	7
Snail	0	0	0	0	0	0	0	2	4

Spiny Waterflea	1	0	0	0	0	0	0	1	2
Rusty Crayfish	0	0	0	0	0	0	0	0	1
Brittle Naiad	0	0	0	1	0	1	0	0	2
<b>Total Collected</b>	<b>150</b>	<b>163</b>	<b>178</b>	<b>127</b>	<b>157</b>	<b>133</b>	<b>89</b>	<b>90</b>	1584

In 2025, boats arriving at Lake George had previously visited 465 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 2,056 interactions with boaters this season. Of those, 214 stopped in for inspection prior to going to Lake George and 28 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 2025.

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 2025 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 2025</b>	
Time at Inspection Stations	36
Time Checking Public & Private Launches	456
Total AIS Support Time (Hours)	492

## Conclusions

Boating activity increased slightly 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 2,596 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 38.3% 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 92 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.

This year there were a few noteworthy AIS interceptions including 1 vessel with quagga mussels and 1 vessel with Hydrilla. 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.

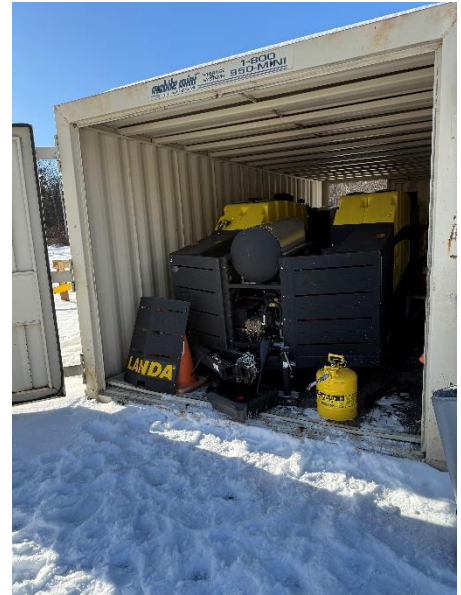
The Adirondack Watershed Institute-operated inspection and decontamination station at the Exit 18 northbound rest area on the NY I-87 Northway did not significantly reduce the number of uninspected boats arriving in the Lake George region. This year the Lake George program saw a total of 464 vessels arrive with ADK Clean seals from all the various Adirondack sites. That is roughly 4.5% 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.

## The Future Direction for Decontamination Units

As boat designs and flushing systems continue to evolve particularly with changes to ballast tank configurations and manufacturer-specific flushing ports, we have reconnected with TRCD to gain insight into best practices for addressing these challenges. To further strengthen our program, we have joined their monthly meetings to stay informed on emerging trends and improvements in boat decontamination.

We have also observed an increase in ballast-equipped vessels at Lake George and want to ensure our decontamination procedures remain effective and thorough. With guidance from TRCD program managers, we are exploring upgrades to our existing equipment, including improved decontamination attachments capable of servicing newer boat designs. Additionally, we plan to review TRCD site plans and station layouts to better inform future improvements to our own decontamination stations and overall program efficiency.



## 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 2025 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.

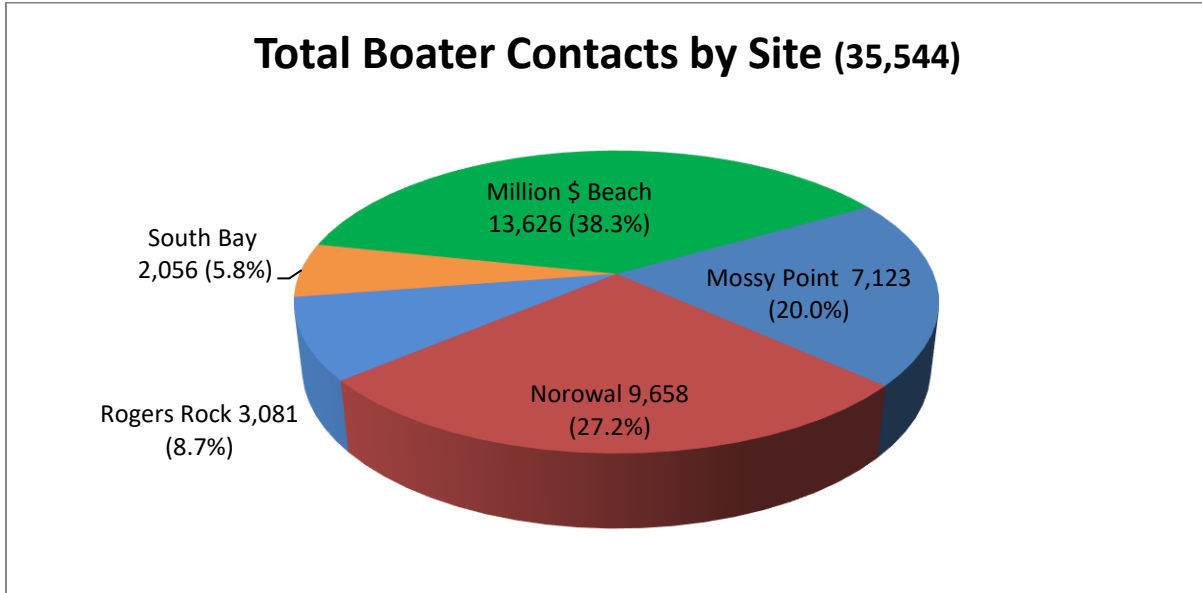


Figure 2: Total number of inspections for boats arriving without seals (full inspection needed)

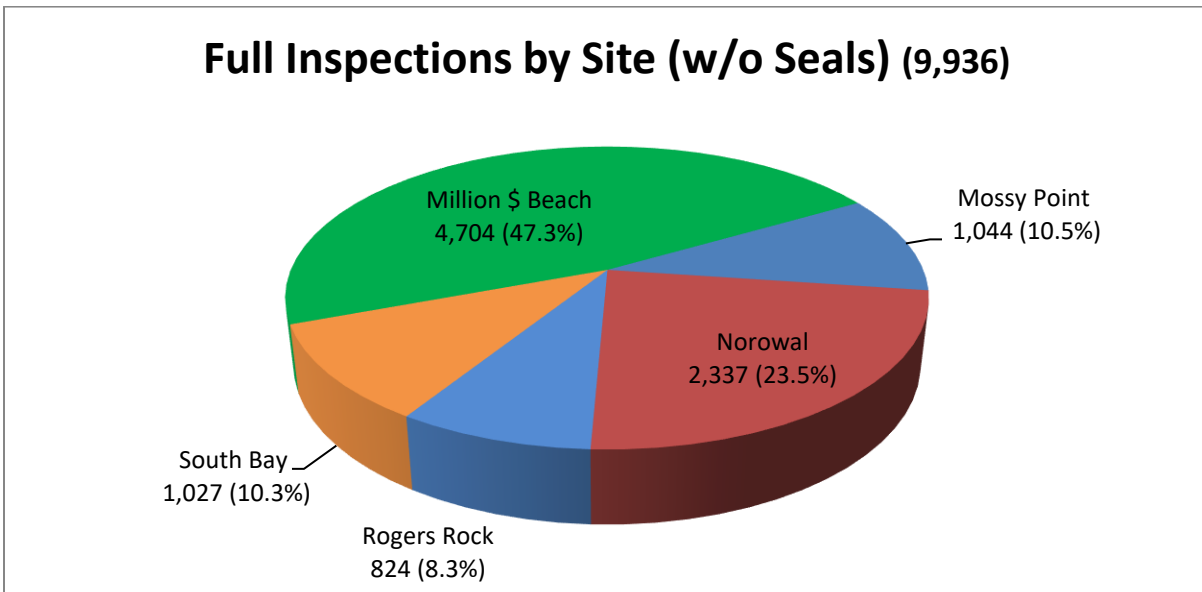


Figure 3a: Total number of vessel decontaminations performed each year

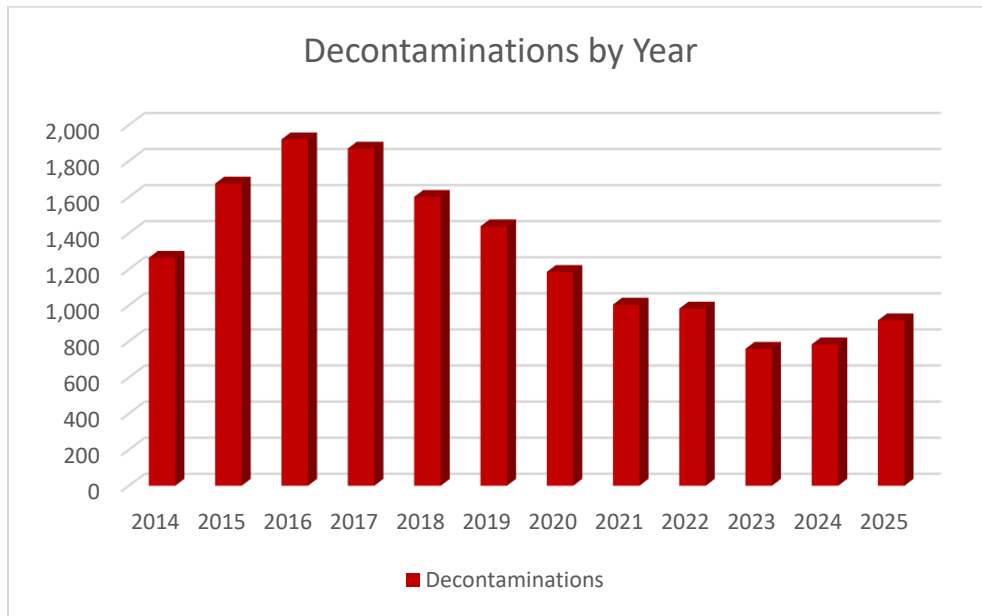


Figure 3b: Decontaminations performed at each site in 2024

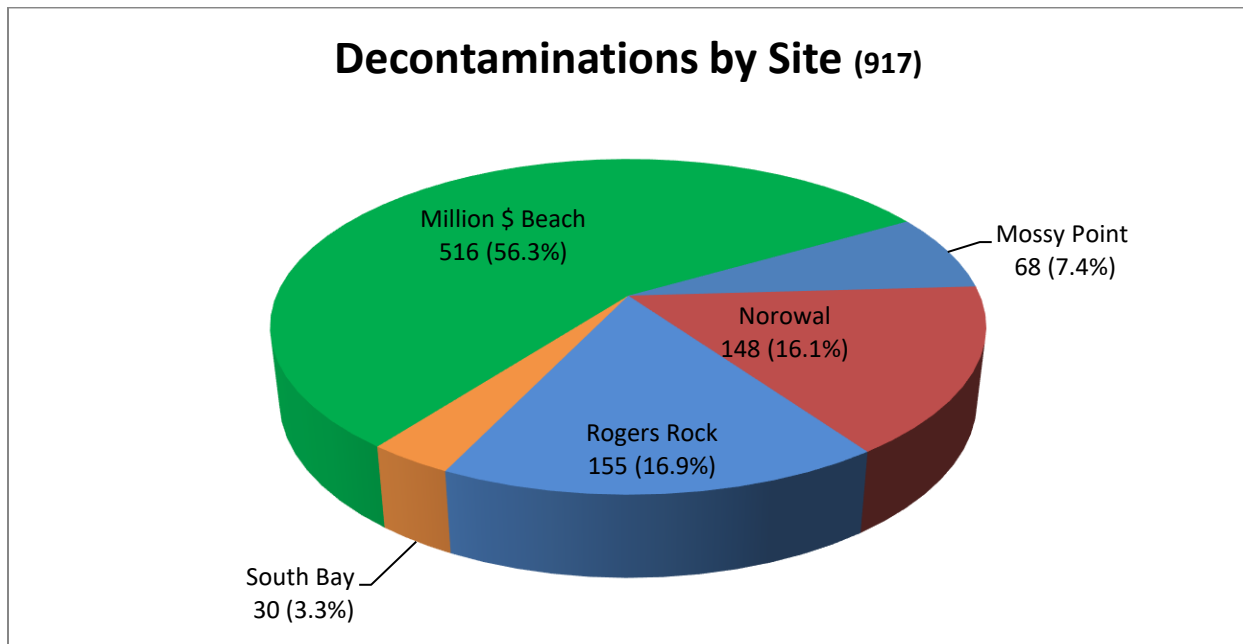


Figure 4: Total number of boats arriving at an inspection/launch site already inspected and sealed.

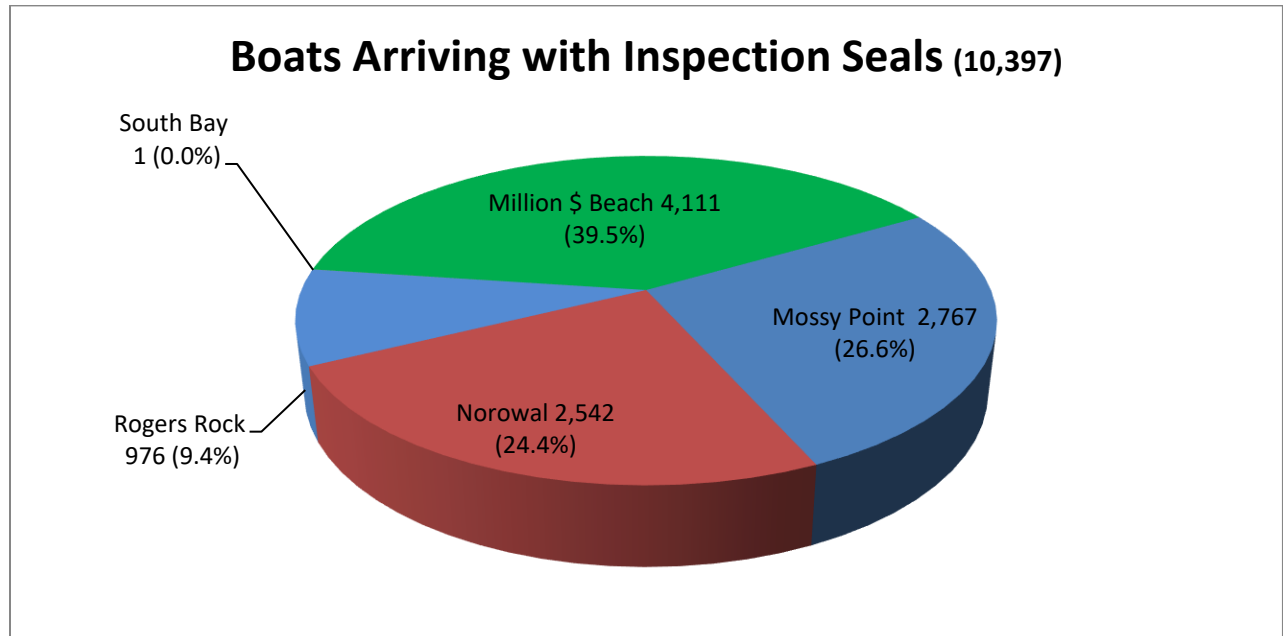


Figure 5: Shows peak season Inspection activity by day for all inspection stations combined. Peaks coincide with weekends and holidays.

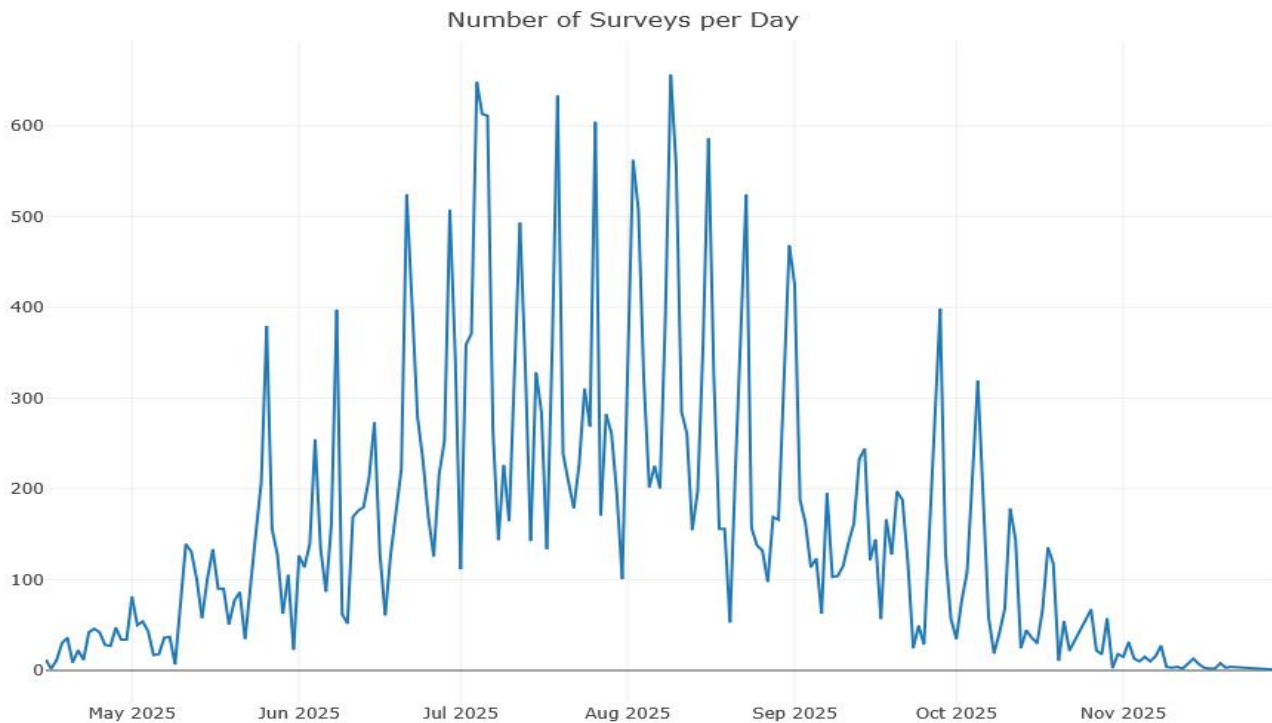


Figure 6a: Pre-Season Inspection Activity at Mossy Point, Million Dollar Beach, Rogers Rock, and Norowal launches between April 15<sup>th</sup> and May 1<sup>st</sup>. (Decontamination was not available in November). MDB = Million Dollar Beach

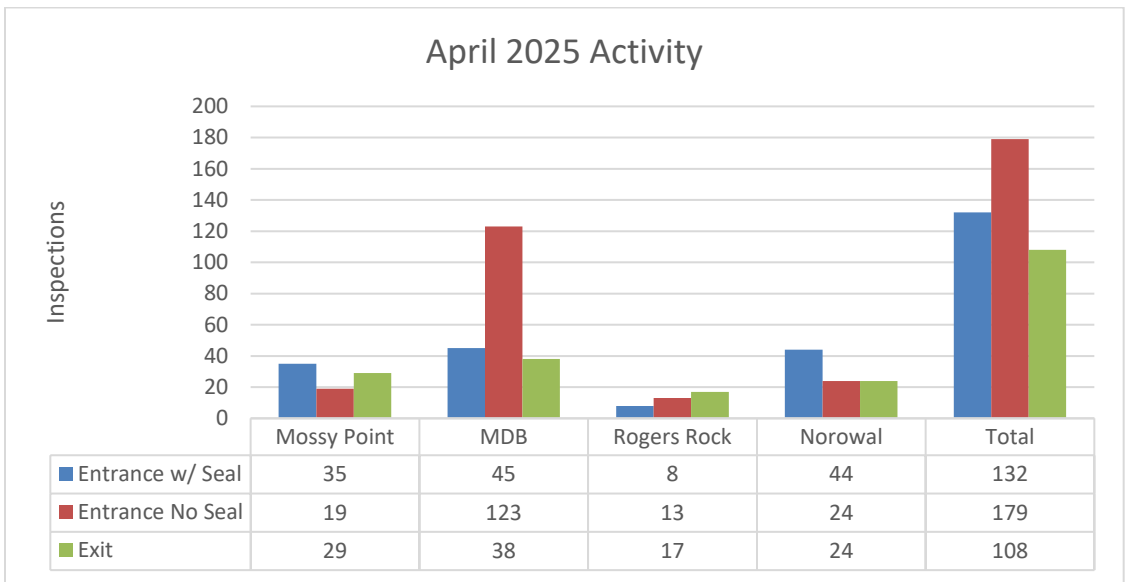


Figure 6b: Post-Season Inspection activity at Mossy Point, Million Dollar Beach, Rogers Rock, and Norowal launches between November 1<sup>st</sup> and December 1<sup>st</sup>. (Decontamination was not available after November 10<sup>th</sup>). MDB = Million Dollar Beach

