

## Wright Regional Inspection Program 2017 Report

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Wright County Sheriff's Office  
City of Annandale Police Department

### Partner organizations:

Greater Lake Sylvia Association (GLSA)  
Pleasant Lake Association  
Lake John Association  
City of Annandale  
Initiative Foundation  
University of Minnesota

### Regional Station Location:

Annandale Business Park  
1300 Business Blvd,  
Annandale MN 55302

### Satellite Accesses:

Lake Sylvia Public Access  
Pleasant Lake Public Access (City)  
Pleasant Lake Public Access (City)  
Pleasant Lake Public Access (County)  
Lake John Public Access  
Lake John Township Access

### Committees

#### Operations Committee

10 member committee representing  
    Wright SWCD  
    Local lake associations  
    Local lake service provider

## Communication & Education Committee

10 member committee representing

- Wright SWCD
- Clearwater River Watershed District
- Local lake associations
- Local lake service providers
- Wright County Coalition of Lake Associations
- Local graphic design business

## Program Evaluation Committee

10 member committee representing

- Wright SWCD
- Clearwater River Watershed District
- Local lake associations
- Local lake service providers
- Wright County Coalition of Lake Associations
- Local graphic design business

## Research Support

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Research Associate  
Department of Forest Resources  
University of Minnesota

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Partner organizations:	1
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## Executive summary

The Wright Regional Inspection Program (WRIP) was approved by the Minnesota Department of Natural Resources on September 25, 2017. It operated for 21 days from October 11, 2017 through October 31, 2017. During that time the station was open from ½ hour before sunrise until ½ hour after sunset (approximately 12 hours per day). It was always staffed by two inspectors, one trained to operate a decontamination unit. Inspectors performed 313 inspections and eight decontaminations.

The rate of inspections and decontaminations is relatively low compared to a full year of at-the-ramp data. However, given the time of year the program operated this is expected. The majority of our traffic (60%) was empty trailers for the removal of water-related equipment for the season. Inspectors did perform 99 inspections on watercraft such as fishing boats and pontoons.

Time at the station was tracked two ways. Inspectors tracked the total time at the station instead of just the wait time as intended. The DNR survey tracked the total inspection time. The inspectors logged that the median time spent at the station was three minutes. The DNR survey tracked the median inspection taking 2 minutes. Overall, it was unlikely for a user to be at the station for greater than 10 minutes. Decontaminations took an average of 17.7 minutes.

Violations of the ordinance was rather high at 21%. However, we expect this was in part because it was a new program that occurred late in the season. Hopefully, as the program becomes more familiar violation rates will go down.

No citations were given during this short time of operations. Instead we focused on educating boats of the new program for the future. Law enforcement did follow up on 34 violators. In ten cases contact with the tow vehicle's owner was achieved. In two of those ten cases uninspected water-related equipment was sent to the inspection station before it was launched.

Users of the inspection station shared their views through a feedback survey. However, our response rate was too low to accurately represent the population of users. In general we found users often come to the Annandale area, are fisherman, and may use Annandale lakes less because of this program. The majority of responses to the user survey indicated an opposition to the program (60%).

Getting the program off the ground took a great deal of effort and volunteer time. In addition, it took over \$11,000 to prepare the site, purchase necessary signage and advertise for the program.

Operating costs for the 21 days of operations totaled over \$18,000 in labor, supplies and equipment maintenance. Cost per inspection at the WRIP station was three times greater than the cost at the ramp in 2017. However, this is likely artificially inflated by the time of year. However, in considering the ramp coverage of the WRIP program was five times greater per \$1000 than the 2017 at-the-ramp program.

## Introduction

The goal of this pilot is to improve Wright County’s task of preventing new introductions of aquatic invasive species (AIS). The current practices employed to prevent the spread of AIS in Wright County are available in Wright County’s AIS Management Plan. One part of that plan places water-related equipment inspectors at public accesses throughout the county through a delegation agreement between Wright Soil and Water Conservation District (SWCD) and the Minnesota Department of Natural Resources (MN DNR). Only 28 of the 57 public lake accesses in Wright County are provided inspectors. It is not possible to staff all the accesses around the clock in the county due to limited funds. Therefore, Wright SWCD must prioritize accesses based on their use and risk. Still, for the majority of the staffed accesses Wright SWCD is only able to provide an inspector 12 hours per week. Even for the highest use and highest risk accesses Wright SWCD is only able to provide enough hours for inspectors to be present on weekends. In an effort to increase coverage, lake associations provided funding for further staff time. But the majority of lake associations do not have funds available to pay for inspector staff time

This pilot requires entry inspections prior to launching water-related equipment at six accesses on three lakes near the City of Annandale (Lake Sylvia, Lake John and Lake Pleasant). Lake Sylvia is a high use lake and Lake John and Lake Pleasant are lower use lakes (Table 1). All three lakes have invasive species present. All three are valued for their high water quality and superb fishing.

This pilot is intended to demonstrate how the low use lakes will benefit from the high use lake by combining the funding from Wright SWCD and the three lake associations. In an effort to launch of this pilot, a grant was secured by the Greater Lake Sylvia Association from the Initiative Foundation.

*Table 1. Ramp use on each of the lakes in the program. Both the Township access on John and the City-local access on Pleasant have no parking.*

Ramp	Lake	Use	Risk	Staffed Hours (2017)
DNR	Sylvia	High	High	1577
DNR	John	Low	High	652
Township	John	Low	High	0
County	Pleasant	Low	Low	315
City-Main	Pleasant	Low	Low	226
City-Local	Pleasant	Low	Low	0

This is a report of the Wright Regional Inspection Program (WRIP) plan approved by the DNR on 9/25/17. A copy of the plan is available on the Wright SWCD website. This report details the results of the operation of the Wright Regional Inspection Program from October 11-31, 2017.

Included are inspection results, station activity, at-the-ramp activities, law enforcement results, cost of start-up, and cost of operation.

This report will frequently refer to “water-related equipment”. Our definition is the same as laid out in MN Statute 84D.01 Subd 18a. "Water-related equipment" means a motor vehicle, boat, watercraft, dock, boat lift, raft, vessel, trailer, tool, implement, device, or any other associated equipment or container, including but not limited to portable bait containers, live wells, ballast tanks except for those vessels permitted under the Pollution Control Agency vessel discharge program, bilge areas, and water-hauling equipment that is capable of containing or transporting aquatic invasive species, aquatic macrophytes, or water.

### Precedent

Minnesota State Statute 84D.105 Subd. 2. Inspector Authority paragraph (g) allows the Commissioner of the DNR to authorize local governments that enter into a delegation agreement to conduct mandatory inspections of water-related equipment at specified locations within a defined area before a person places or removes water-related equipment into or out of a water body. For a local government to be granted this authority, it must submit a plan to the DNR, and the DNR must approve it.

Wright County passed an ordinance on June 27, 2017 requiring inspections prior to launching for the three lakes. Failure to comply with the ordinance is a misdemeanor subject to the penalty provisions of Wright County ordinance 131.07. The ordinance applies to all water-related equipment launches including private and public accesses. Riparian landowners, camps and resorts will be included in the public outreach effort.

### Regional Inspection Station

The primary difference between the at-the-ramp method to prevent the spread AIS spread prevention and this pilot is the inspectors are located at the Regional Inspection Station instead of the accesses. The station is located in the Annandale Business Park located north of Highway 55, a major transit hub (Figure 1). The location is leased from the City of Annandale at no cost. The address for the Regional Inspection Station is 1300 Business Boulevard Annandale, MN 55302. It was open from ½ hour before sunrise until ½ hour after sunset from October 11, 2017 through October 31<sup>st</sup>, 2017.



Figure 1. The location of the regional inspection site in relation to Highway 55

## Inspection Results

The results from WRIP create a unique data set. Although, WRIP utilized the same inspection survey that was used for at-the-ramp inspections there is additional data, such as seal number and violation information to be tracked. Inspection results are tracked by the DNR inspection survey which is available publicly on the DNR ftp site. All other data is available from Wright SWCD by request.

Part of WRIP is to determine the benefits of having an expanded timeline for inspections. In short, these inspections would not have occurred with the at-the-ramp program. Therefore we can only make comparisons to statistics of the entire boating seasons.

WRIP inspectors conducted 313 inspections and eight decontaminations (Table 2). All of the decontaminations were conducted by the request of the lake user. The number of inspections peaked during the second week operations (Figure 2). The station was open for a total of 254 hours for an average of 1.23 inspections per hour. Inspections per hour at the WRIP stations are lower than the 2017 average of 1.9 at-the-ramp inspections per hour. However, given the time of year a lower number of inspections per hour is expected. In addition, through the at-the-ramp program some boats may have been inspected upon entering and exiting. WRIP only inspects boats once per trip.

On average WRIP staff performed one decontamination every 2-3 days. During Wright SWCD's regular season from May 9th to September 3rd staff averaged 3 decontaminations per day.

Table 2. A summary of the activities at the WRIP station from October 11-31, 2017

WRIP	
<b>Inspection Staff Hours</b>	254
<b>Roving Inspector Hours</b>	168
<b>Decontamination Staff Hours</b>	254
<b>Inspections</b>	313
<b>Average Inspections Per Hour</b>	1.2
<b>Decontaminations</b>	8
<b>Average Decontamination Per Hour</b>	0.03

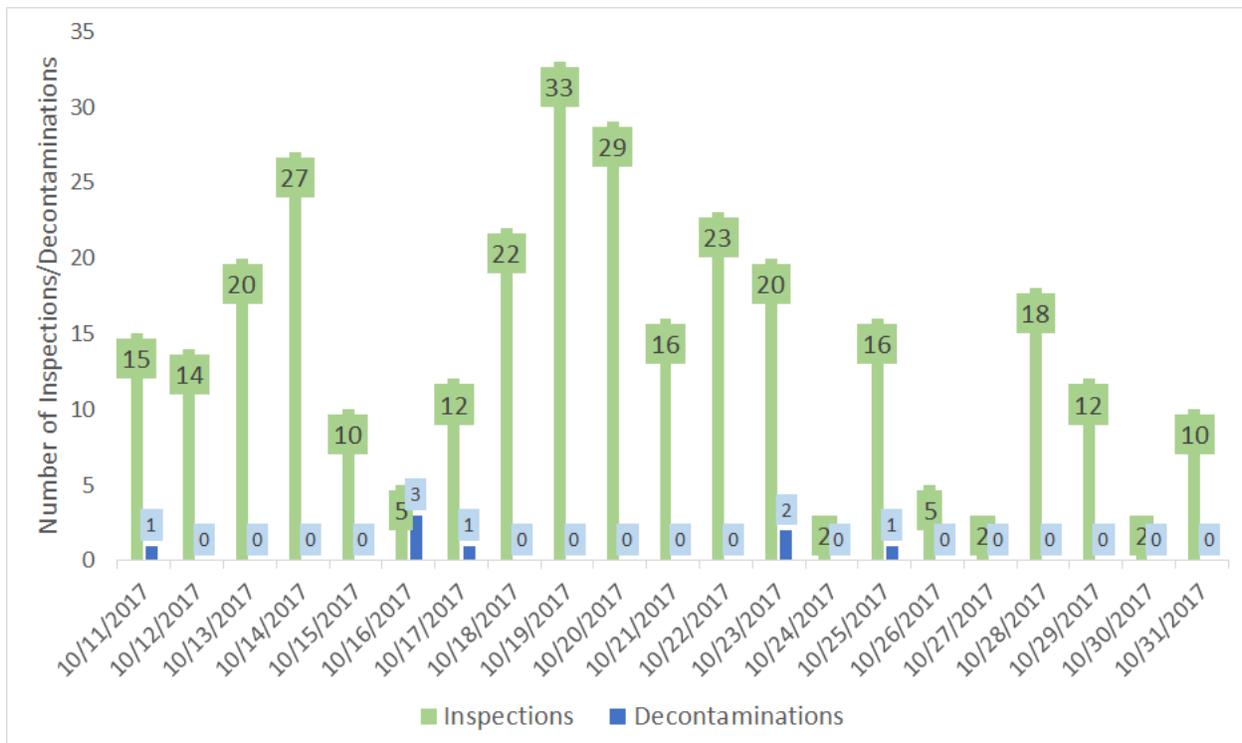


Figure 2. Inspections and decontaminations each day at the WRIP station

On average WRIP staff performed one decontamination every 2-3 days. During Wright SWCD's regular season from May 9th to September 3rd staff averaged 3 decontaminations per day.

There are not DNR inspection surveys for each of the 313 inspections. During the month of October many users are removing equipment from the lakes for the season. As a result the station was visited by many empty trailers that would be picking up boats. In the DNR inspection survey there is not an option for empty trailer. We attempted to compensate by marking trailers as dock/lift/other. This created some confusion and in many cases a survey was not filled out, but the trailers were still inspected and sealed for launch. As a result we have 168 DNR inspection surveys logged. The count of 313 was calculated based on the number of receipts given out.

Based on the DNR survey and notes written on receipts we have an inventory of most of the water related equipment that went through the regional inspection station. Overwhelmingly, empty trailers dominated 191 inspections (60%) were empty trailers. Twenty-three inspections (7%) are for unknown equipment, likely they are empty trailers but may also be a boat lift, dock or similar. The remaining 99 inspections (32%) are for a variety of watercraft inspections (Figure 2).

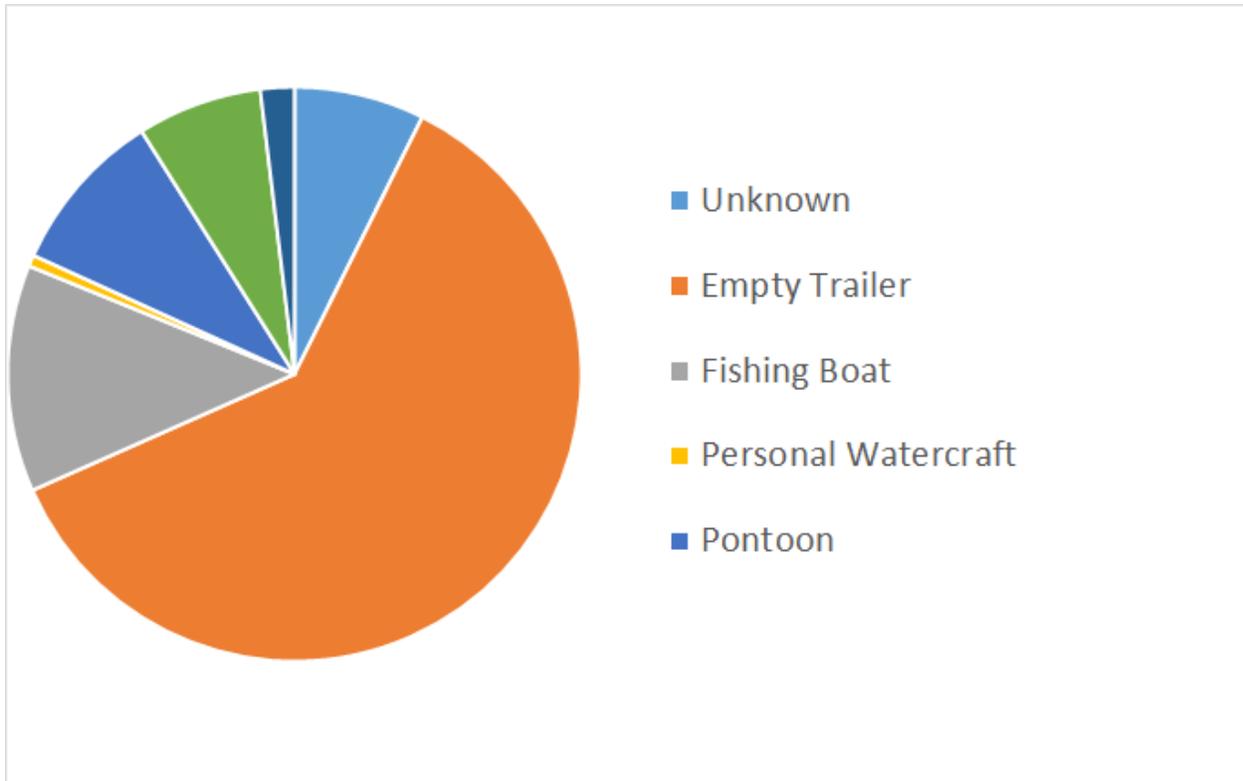


Figure 3. An inventory of the water-related equipment that were inspected at the WRIP station from October 11-31, 2017

Inspectors observed very few AIS statute violations. According to the DNR survey no watercraft arrived with the drain plug in place. Only two pieces of equipment had plants attached, one indicated that the plants were removable by hand the other indicated a decontamination would be required but there is no corresponding decontamination log. These violation rates are much lower than the at-the-ramp inspection program (Table 3).

Table 3. Violation rates of inbound inspections at the state, county, and WRIP levels. Wright County did not use the DNR survey in 2015, the data is available upon request.

Violation	2015	2016	2017
<b>Drain Plug-State</b>	4.4%	3.5%	1.7%
<b>Drain Plug-Wright County</b>	1.3%*	2.2%	1.5%
<b>Drain Plug-WRIP</b>	N/A	N/A	0.0%
<b>Transportation-State</b>	2.6%	2.1%	2.2%
<b>Transportation-Wright County</b>	0.4%*	1.1%	1.8%
<b>Transportation-WRIP</b>	N/A	N/A	0.6%

## Station Activity

The first step of this pilot program is having inspections take place at an alternative location. During all hours of operations there were two staff on site. Allowing for two inspections to take place at once. In the beginning inspectors and users noted that it was difficult to know where to drive and stop. We added some directional and instructional signage to make it easier. Wright SWCD staff observed 3-4 lake users arriving at the station in succession.

Inspectors were intended to track the wait time by noting the time a vehicle arrived until the inspection was started. Inspectors were also instructed to note the time the vehicle left the inspection site for a total time spent. However, inspectors only recorded two times. Based on conversations with the inspectors they primarily logged the time the vehicle arrived and the time the vehicle left the station. Thus we assume that inspectors gave us the total time at the station.

The DNR inspection survey is timestamped to track the length of the inspection. Inspectors were instructed to use the survey in real-time to capture this information. However, inspectors often used two practices in an effort to make the inspection process more practical. First they start the inspection survey early, filling in the first couple of questions in an effort to save time. This artificially increases the inspection time because they may begin the survey even hours before the user arrives on site. Second they may use a pencil and paper to record the information so as not to be hindered by the sun on an electronic screen and then fill in the answers later. This artificially decreases the recorded inspection time.

We used a statistical analysis based on the most common inspection lengths to try to determine which of the data may have been affected by inspector practices. If the survey time was more than three times the interquartile range greater than 75% of the inspections it was considered an outlier (Figure 4). As a result 13 surveys longer than 10.3 minutes was flagged as an outlier. According to the inspector logs only two boats spent longer than 10.3 minutes at the station. However, no data was removed from the dataset.

According to the DNR survey the median inspection time was just over 2 minutes (Table 4). According to the inspector logs the median time spent at the station was 3 minutes. Therefore we can estimate that the wait times were likely about one minute. The average decontamination time was 17.75 minutes.

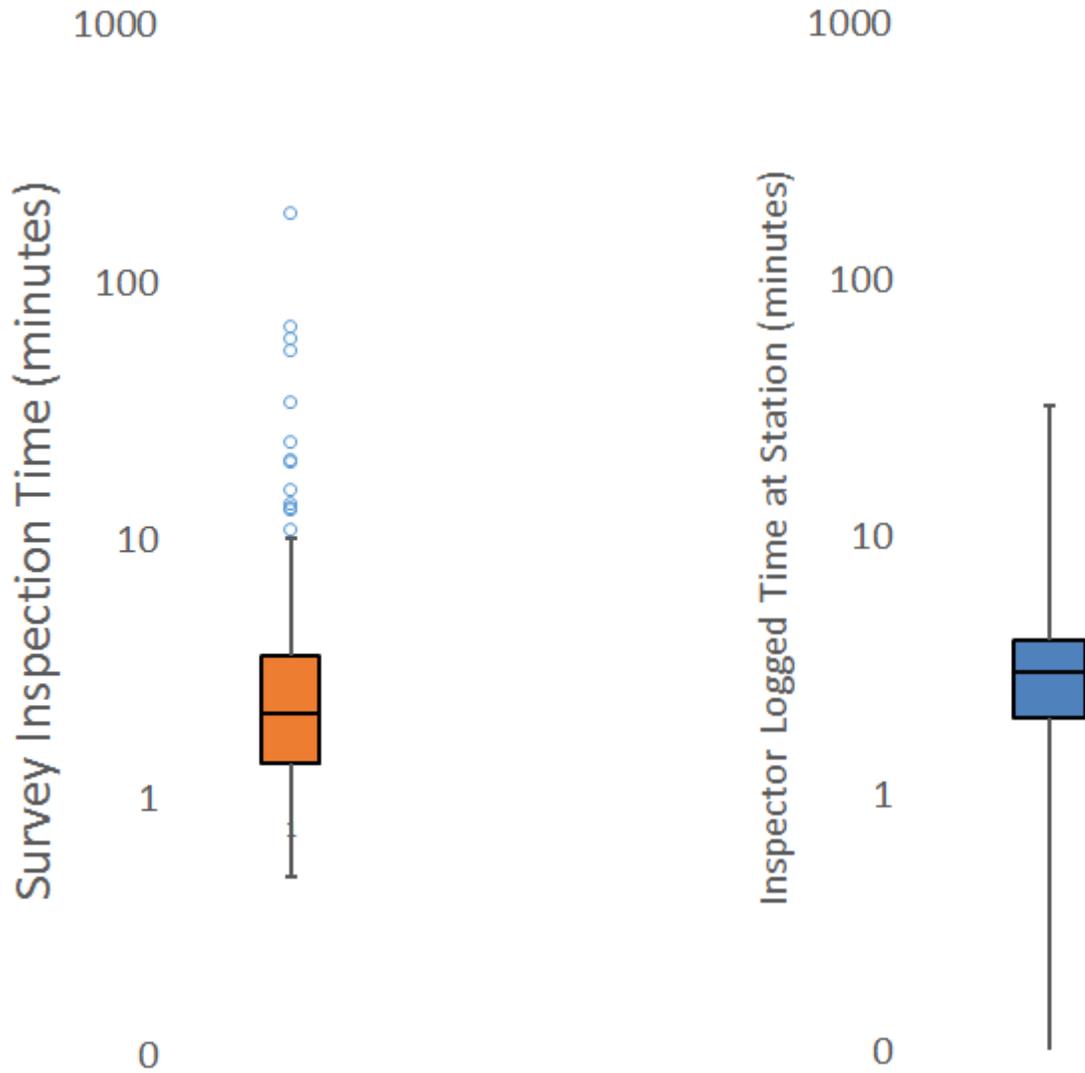


Figure 4. A box plot of the inspection survey time (left) and inspector logged time (right). Note the logarithmic scale.

Table 4. User times at the WRIP station

Item	Result
<b>Median Inspector calculated time at station</b>	3 minutes
<b>Median Survey calculated inspection time</b>	2 minutes
<b>Average decontamination time</b>	17.75 minutes

## Program Compliance

The second step of this pilot is checking compliance at the access (Table 5). Our program utilized roving inspectors (“rovers”) to check compliance with the county ordinance. It is their job to stop at each access, record the seals in each dropbox, match them to receipts at the access and report violations to law enforcement. One rover worked an eight hour shift each day starting at varying times.

In calculating compliance rates we only used information from returned seals. Reasons seals may not have been returned include a decision to visit an access not in the program and discarding the seal or storing a boat for the spring. Rovers recorded 237 seals returned and 54 violations. Based on law enforcement report nine additional vehicles were recorded as violations, for a total of 63 violations. The overall ordinance violation rate was 21%. An equation for compliance is below:

$$\frac{\text{total violations}}{\text{returned seals} + \text{total violations}} = \% \text{ violations}$$

Rovers observed 44% of compliant vehicles. But 133 seals were returned without the tow vehicle being observed by a rover. These may have been returned outside of rover hours or may have been a short trip in between a rover’s rotation. The life of a seal was less than one day and the maximum life of a seal was twelve days.

Rovers did not report all violations to law enforcement. Rover made 20 calls to law enforcement. This year with a short time period we focused on education of the new program. In cases where law enforcement was not notified an informational brochure was left of the windshield of the tow vehicle.

Item	Result
<b>Returned Seals</b>	237
<b>Violations</b>	63
<b>Violation Rate</b>	21%
<b>Compliant Tow Vehicles Observed</b>	44%

## Enforcement

Law enforcement responded to violations 23 times. Thirty-four vehicles were involved in these follow ups (Figure 5). Of these violations law enforcement spoke with the vehicle owner 10 times and in two instances prevented uninspected equipment from entering a waterbody. No citations were issued during this educational period.

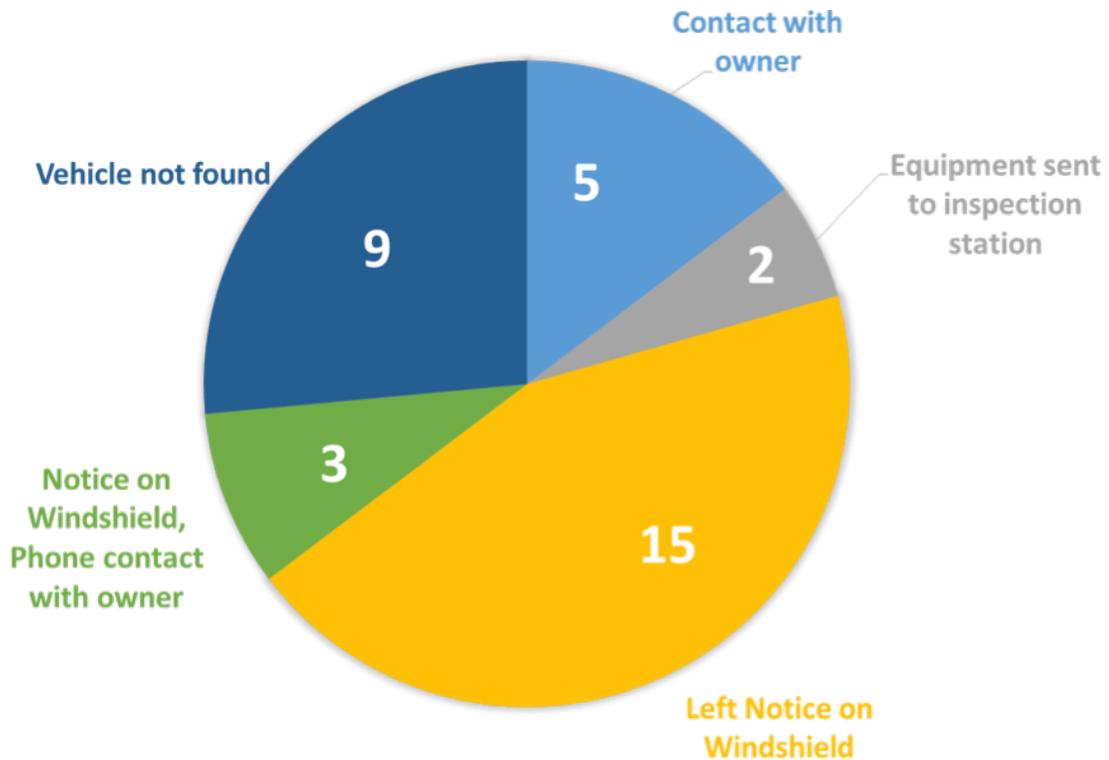


Figure 5. Results of law enforcement follow ups

The average time spent by law enforcement from when a call was assigned until it was resolved was 45 minutes. The maximum amount of time on one call was 2 ½ hours. Total law enforcement time was just over 18 hours. At the 2017 contract rate for the sheriff the cost of law enforcement time was \$1256.

### User Survey Results

A user survey was developed to gather data about the user experience, suggestions for improvements, and individual, cultural, and organizational capacity. It was created with the oversight of the Initiative Foundation and the University of Minnesota. It was an online survey. Tablets were available onsite for users to fill out the survey immediately, and the link to the survey was provided on a reminder card and the proof of inspection receipt. For the last week of operations users were offered a \$5 dollar gift card to local businesses if they filled out the survey onsite.

Unfortunately, the total number of user surveys (11) collected may not accurately represent population of users who went through the regional inspection station. One survey was from a user who had already filled out the survey. Although meaningful analysis of the data is not possible, a few interesting trends were observed of those completing the survey:

- 50% went to the inspection station prior to visiting the access
- 100% visit the Annandale area more than 5 times a season

- 50% indicate fishing is the primary use of their watercraft
- 80% indicate that the required inspection/cleaning will cause them to use the Annandale lakes less
- 60% oppose the program

Opinions regarding the program are available in Figure 6 and Figure 7. All of the user text comments are available in Appendix A. The full results from the survey are available from the Wright SWCD upon request.

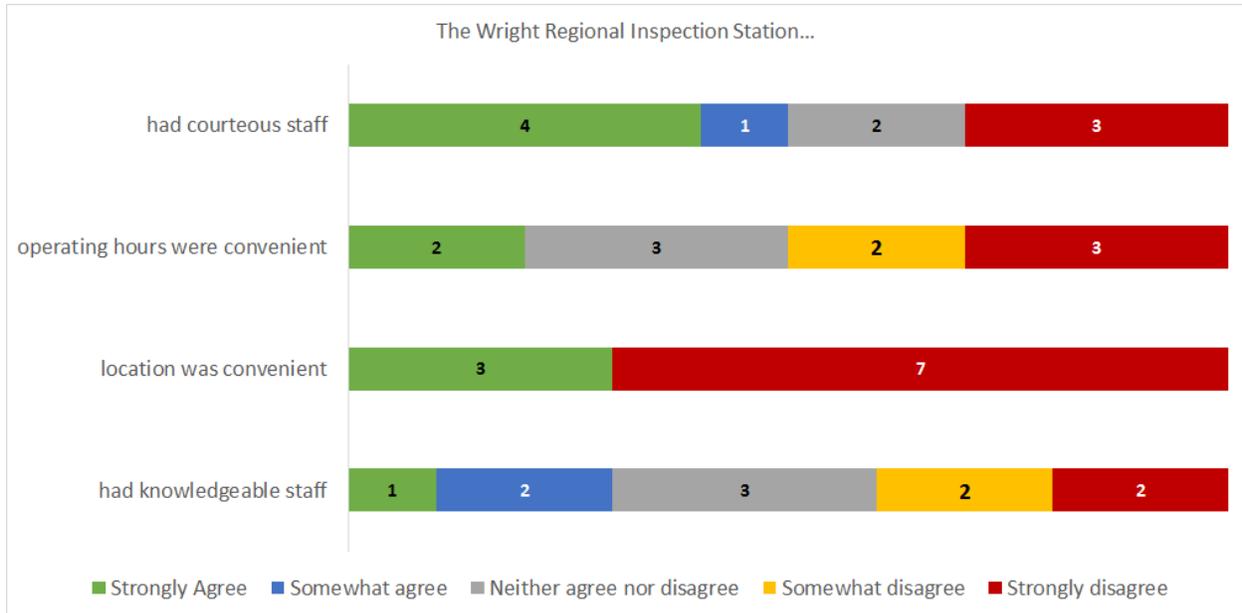


Figure 6. User opinions on the WRIP station

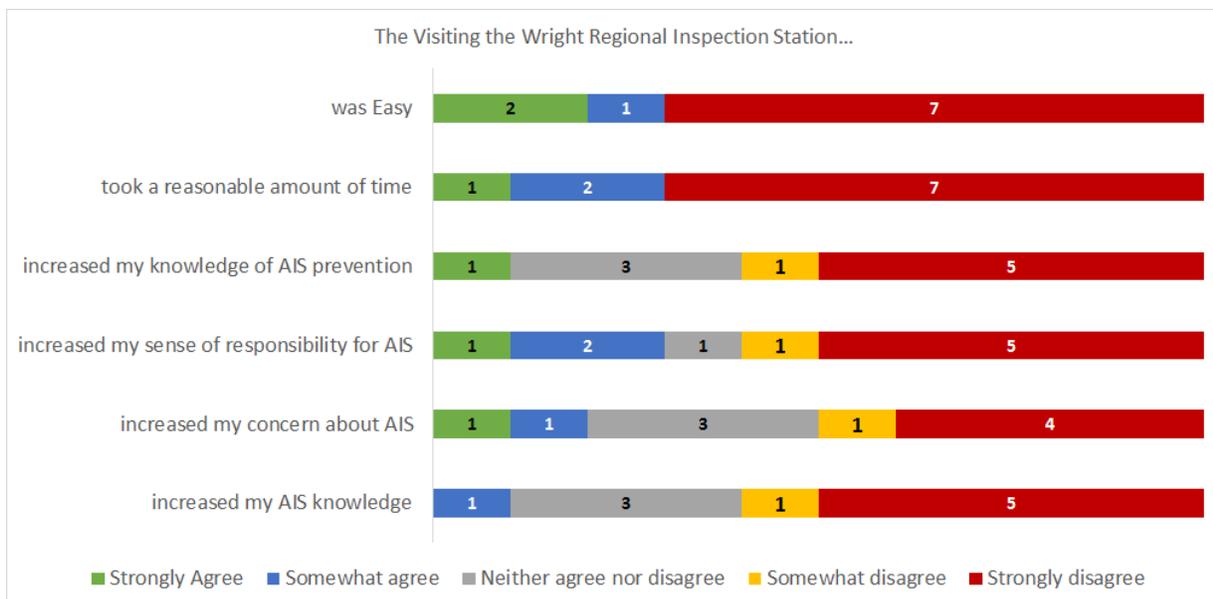


Figure 7. User opinions on the experience of visiting the WRIP station

## Start Up Costs

There are several expenses required before the WRIP program could begin including site startup, advertising, signage and additional equipment (Table 5). The site is being leased from the City of Annandale at no cost. Other site startup expenses included grading, adding aggregate, and electric installation.

Table 5. Start-up costs for WRIP

Category	Cost
<b>Decon Additional Equipment</b>	\$2,209.50
<b>Miscellaneous</b>	\$56.71
<b>Outreach and Advertising</b>	\$582.66
<b>Signage</b>	\$1,344.20
<b>Site Startup</b>	\$7,240.87
<b>Grand Total</b>	<b>\$11,433.94</b>

The presence of a decontamination unit is essential to a regional inspection program. Wright County purchased a decontamination unit in 2016 for a courtesy decontamination program. Since the unit was already located in Annandale the location of the decontamination unit was moved a few blocks to the WRIP station. An additional recovery pad for the decontamination unit was purchased to make traffic flow easier.

## Operating Costs

Operating the WRIP station was a combination of inspection labor, decontamination labor and utilities (Table 6). In an effort make the WRIP operating costs comparable to an at-the-ramp program and an off-site decontamination program the labor costs were split between inspection and decontamination.

Table 6. Operation costs for the WRIP locations from October 11-31, 2107

Category	Cost
<b>Decontamination</b>	
<b>Supplies and Maintenance</b>	\$351.45
<b>Labor</b>	\$6,317.74
<b>Utilities and Rental</b>	\$965.62
<b>Decontamination Total</b>	<b>\$7,634.81</b>
<b>Inspections</b>	
<b>Inspection Supplies</b>	\$630.75
<b>Labor - Inspection</b>	\$6,317.75
<b>Labor - Rover</b>	\$3,192.00
<b>Utilities and Rental</b>	\$965.62
<b>Inspection Total</b>	<b>\$11,106.12</b>
<b>Grand Total</b>	<b>\$18,740.93</b>

For comparison the cost of Wright County’s at-the-ramp for the past three years is provided in Table 7. Three lake associations have contributed to the at-the-ramp inspection program. Funding from Wright SWCD came from the Local Aquatic Invasive Species Prevention Aid, no additional county dollars were spent.

Cost effectiveness is measured differently between an at-the-ramp program and a regional inspection program. In an at-the-ramp program the cost effectiveness is how well you are using limited funds; in general this is cost per inspection. An at-the-ramp program can decrease the cost per inspection by choosing when and where money is spent. For example we can focus our efforts on the weekends when we have the majority of boat traffic. Regional Inspections changes cost effectiveness in two important ways. It increases the percentage of the hours covered and gives you more hours of coverage per dollar.

Cost effectiveness for a regional inspection station is better measured by number of ramp hours per \$1000 spent. This is because a regional inspection station covers more than one ramp and because it requires 24/7 compliance it covers more than just the staffed hours. We can still compare an at-the-ramp program in this way.

An at the ramp are calculated by

$$\frac{\text{At – the – Ramp hours}}{\text{Total Cost}} * 1000$$

For the regional inspection station it is calculated by

$$\frac{\text{Days of Operation} \times 24 \text{ hours} \times \text{Ramps in program}}{\text{Total Cost}} * 1000$$

The benefit of regional inspection programs is that adding a single lake to the program would add many ramp hours for little to no additional cost. Depending on the size and popularity of the lake added additional staff may not be required. Or additional staff may only be required during peak times such as holidays and weekends.

Regional inspection programs also improve the coverage of the public accesses. We can assume there are a finite number of hours from April 15-October 31<sup>st</sup> to cover at each of Wright County’s public accesses. The limited funds of the at-the-ramp program can cover just over 3% of those hours. Just one regional station in Annandale can cover twice for just these three lakes for a full operating season.

Table 7. Cost Effectiveness for 2015-207 At-the-Ramp Programs and WRIP. \*WRIP coverages assumes a full season.

	2015	2016	2017	WRIP
<b>Total Inspection Cost</b>	\$140,006.60	\$161,221.50	\$181,701.60	\$11,106.12
<b>Number of Inspections</b>	8781	13882	17147	313
<b>Staff Hours</b>	8984	9307	8816	422
<b>Operating Hours</b>	8984	9307	8816	254

<b>Ramps Covered</b>	45	28	28	6
<b>Cost per Inspection</b>	\$15.94	\$11.61	\$10.60	\$35.48
<b>Inspections per Staffed Hour</b>	1.0	1.5	1.9	0.7
<b>Ramp Hours per \$1000</b>	64	58	48	272
<b>Percent Hours of Public County Accesses Covered</b>	3.3%	3.42%	3.24%	7.02%*

Cost of the Decontamination unit was considered based on the level 2 staff at the WRIP station (Table 8). This is basically the same as staff that was dedicated to the courtesy decontamination program. WRIP has the benefit of decontamination staff being able to also perform inspections which would help with traffic flow.

Table 8. Decontamination cost effectiveness at WRIP

	2015	2016	2017	WRIP
<b>Decontamination Cost</b>	N/A	\$33,266.37	\$27,692.35	\$7,634.81
<b>Number of Decontaminations</b>	N/A	190	340	8
<b>Staff Hours</b>	N/A	1,957	1,457	254
<b>Cost Per Decontamination</b>	N/A	\$175.09	\$81.45	\$954.35
<b>Decontaminations per Hour</b>	N/A	0.1	0.23	0.03

### Administrative Costs

It is worth noting the cost to Wright SWCD to administer WRIP. The hours spent (Table 9) may be due to the ramp up of starting the program such as writing the program proposal. However, some of this time may have been otherwise spent administering the program anyway.

Table 9. Cost to Wright SWCD for WRIP in 2017

Hours	Cost
<b>284</b>	<b>\$15,620</b>

## Appendix A

This includes a list of the optional comments provided in the user survey.

### **While you were at the regional site, did you observe ways that the inspection and cleaning of boats could be done more efficiently? Please tell us your comments or suggestions.**

(eight responses)

- First and foremost your signs are a joke. Missed it once had to turn around that was fun. I've seen better yard sale signs. Hard to turn around in don't enjoy my tires getting cut up on crushed rock. Looks like a nice mud hole come rain.
- You need a exit inspection on these contaminated lakes, or it is a waste of time
- Lake sylvia has the parking lot across from the landing. the inspection should be done there. The inspection site in annandale is a solid 30-40 minutes of driving, is a dirt field (aka: muddy), and with the water coming from a trailer on a truck, very easy to be portable. Ironic that the one inspector at the Annandale site is the same inspector who was prior at the lake. Maybe this is just another attempt for residents on the lake to close it to outside boat traffic? How it seems at times, after all, there is only 1 public landing on a lake this large, seems ironic. Lastly, a \$1000 fine? Seems very steep, considering driving your own car with no tabs, and no license, results in a lesser fine. Just a thought to consider. I'm all for clean lakes, my boat is spotless in and out, but this new approach may keep me from using this lake which I have been for 30 years. It's way too inefficient. But maybe that's what the lake association wants? a thought to ponder. On a positive note, it was entertaining to see a few 'lake residents' trying to pull boats out for seasons end throwing a fuss about the inspector insisting their trailers got inspected. It's the people on the lake and the lake association that made the rule, ironic a few of those same people thought it didn't apply to them after acknowledging they knew the rule. Thank you
- Need to inspect both sides of the trailer. Inspector did not even really look at the trailer! There were two inspectors at the station and one roaming the lakes. Three inspectors could cover the landings (three lakes) and inspect in both directions.
- No
- BOATS SHOULD BE REQUIRED TO BE DECONTAMINATED WHEN LEAVING INFESTED WATERS. DOES NOT MAKE SENSE TO DECONTAMINATE A BOAT THAT IS USING ONLY ONE LAKE!
- go back to inspecting at the boat landing it is more efficient
- Use lighted mirrors on poles to look under pontoons. Possibly cameras to inspect sea leg openings.

**Please leave other comments or suggestions you have. Thank you!**

(nine responses)

- Just another way of the residents saying they want us off our lakes. This will probably be the last time I go to Sylvia. To much time to get inspected. DNR did a much better job at the landings. I went 30 times this summer to Sylvia I will take my cash else where. Only 2 people working what happens on opener that should be fun. The workers where very friendly I will say that but I probably won't be back I can go to other communities that will welcome my cash. By the way when I left I checked my boat took the plug out nobody to double check me to make sure I was OK, guess I'll just go to the next lake after being on an infested lake. It took about 40 minutes out of my time to get checked driving there and waiting. Bottom line let the DNR inspectors do there job way better.
- This program is a sham. It is a naked power-grab by wealthy lake-home property owners, using their collective resources to coerce public officials to cynically use the threat of AIS to get what these property owners have always wanted - more exclusive use of "their" lakes, and less public traffic. These lakes are already infested. If this effort was genuine in the least, resources would be used to wash boats AFTER they leave these lakes in order to prevent infestation of other lakes. The way the County Board dismissed these concerns out of hand at public meetings betrays the truth of the agenda. If this abuse moves forward in 2018, I and several other extremely interested and invested sportsmen intend to organize a boycott of Annandale and Southaven retail businesses, and make them aware that the actions of Wright County elected officials and local lake property owners are going to negatively financially impact their businesses. Perhaps the specter of thousands and thousands of dollars abandoning the economies of these two towns will help bring the resistance to this into focus for the Wright County Board. We understand that invasive species are a problem, and responsible sportsmen and recreational boaters have interest in keeping them at bay in whatever way we can, so long as our RIGHT to use PUBLIC waterways is not made oppressively difficult simply to satisfy the egos and entitled attitudes of Lake Association members. We respectfully but forcefully demand that you reconsider this cynical program and scrap it.
- This inspection program is going to do nothing but privatize 3 lake in the annandale area. If I can go into a infested lake like John, then leave for Clearwater without being inspected at the exit point, I don't see how that will help prevent the spread of AIS. Seems ass backwards to me, more wasted money. Not to mention timed gasoline, this is not sustainable.
- Let the marine dealers inspect trailers and boats rather then renting a trailer and having to drive through town for someone else to look at. What is going to happen next spring when there is hundreds of boat going through town to be inspected. Seems like the location was poorly picked.
- I am writing in regard to my experience with the Wright Regional Inspection and Decontamination Program. My boat was inspected Sunday morning, October 22nd. When I told the inspectors that I would be fishing at Lake Sylvia, they minimally inspected at my boat. I assume this was the case because Sylvia is already infested with the worst aquatic invasives – Zebra Mussels and Starry Stonewort. What really concerns

me is that when I got off of the lake at about 3:30 p.m., there was no one there to inspect boats before they left the access. Two boats pulled out ahead of me, and neither boater lowered his motor to drain it. Rod and the other onsite inspectors always inspected boats when they were pulled from the water and made sure boaters lowered and drained their motors as well as being sure their drain plugs were pulled and livewells drained. I think it's imperative that AIS inspectors are on site at Lake Sylvia to help prevent spreading Zebra Mussels and Starry Stonewort to other area lakes

- THIS IS NOT THE SOLUTION. EXAMPLE I LAUNCHED A PONTOON IN SYLVIA THE TRAILER SAT AT THE RESIDENCE AND WENT TO PICK THE PONTOON BACK UP A FEW DAYS LATER AND HAD TO BE INSPECTED AGAIN WHEN IT WAS ALREADY INSPECTED! GOT TURNED AWAY. I AM FOR STOPPING THE SPREAD OF AIS. WHY NOT INSTALL CAMERAS AT THE LAUNCH LIKE THE TOLL ROADS IN FLORIDA DO. THEY CAN CATCH A CAR AT MPH LICENSE PLATE THAT PASSES A TOLL AND SEND THEM A TICKET. REQUIRE THE BOATS LEAVING INFESTED WATERS TO GET DECONTAMINATED. DOES NOT MAKE SENSE TO DECON BOATS THAT ARE USING THE SAME BODY OF WATER OVER AND OVER. IT ALSO DOES NOT MAKE SENSE TO DECON BOATS THAT COME FROM A BODY OF WATER THAT HAVE NO AIS. USE CAMERAS TO CAPTURE BOATERS THAT GO FROM SYLVIA TO SUGAR LAKE WITHOUT DECONTAMINATE THEN ISSUE A FINE. WOULD BE MORE COST EFFECTIVE THAN HAVE 30 INSPECTORS ON PAY ROLL. OR EVEN 5 INSPECTORS ON PAYROLL. DOES THIS MAKE SENSE TO YOU? SO IF THE WATERCRAFT LEAVES SYLVIA THAN A CAMERA CATCHES THAT SAME WATERCRAFT ENTERING ANOTHER BODY THE COMPUTER SYSTEM AND SOFTWARE CAN BE CREATED TO RECORD THAT.
- I was very disappointed during my inspection. The inspector barely looked at my pontoon trailer. I was the only person there so he wasn't rushed. If the inspection I received is the norm this program won't help a bit. If we are going to have a program that helps we need to have more thorough inspections.
- the lake associan only want to keep the lake to themselves don't kid yourself
- This is a great spot for education, that needs to be done wisely.