

Current status and 2011 spending

- Improvements to the public access
 - Gate installed and operating
 - Traffic control signage improved
 - Boat ramp hours set - 6 am to 10 pm
 - CLHA share will be less than \$18,145
 - \$8,145 of the \$18,145 for the gate
 - Something less than \$10,000 for the electrical
- MCWD proposal to the DNR for 3-lake pilot is being worked
 - DNR only wants to deal with gov't agencies not lake associations
 - Inspection authority intended to be granted to the MCWD
 - Require inspections
 - Turn away boats
 - DNR doesn't have clear authority to require "remote inspections"
 - DNR will be asking legislature for this capability
 - Not likely to be in place for the start of the 2012 boating season
- MCWD looking to take the lead for area cities on AIS, but want a majority of cities to buy in.
- DNR released an RFP for help defining an improved AIS strategy with operational costs. Work to be completed by January 15, 2012
- I'm involved with a core group to define a new approach for "stopping the spread" of AIS. It relies on 100% inbound inspection. This will be given to the DNR and taken publically.

Future plans

- Option A – proposed legislative changes in effect for 2012 boating season or during the summer... then we can do the 3-lake pilot
- Option B (Fallback) – 100% inbound inspection at the landing
- Option C – MCWD "rules" requiring inspection
- Option D – Legal actions

2012 Spending intentions

- Option B -- Up to \$35,000 for 100% inbound inspection
- Plus \$2,000 for maintenance of the gate if required

*only option
that we could
easily execute* →